

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select an Option

1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐

REFUSAL RECOMMENDED: GENERAL

6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐

RESIDENTIAL DEVELOPMENT

10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐

CERTIFICATE OF LAWFULNESS

15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐

CERTIFICATE OF LAWFULNESS

18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No.	Report of the Head of Development Management and Building Control	
Address:	97 SOUTHBOURNE GARDENS, FRONTING COOMBE DRIVE RUISLIP	
Development:	Conversion of existing semi-detached dwelling into 1no. self-contained 2-bedroom residential unit and 1no. self-contained 3-bedroom residential unit, following the erection of a single storey side extension.	
LBH Ref Nos:	19487/APP/2024/122	
Drawing Nos:	Location Plan 231023-PP-EXFP-01 231023-PP-EXELE-01 231023-PP-EXELE-02 231023-PP-EXSL-01 231023-PP-PROELE-01 231023-PP-PROELE-02 231023-PP-PROELE-03 231023-PP-PROFFP-01-A 231023-PP-PROGFP-01 231023-PP-PROSP-01 Design and Access Statement	
Date Plans received:	17-01-24	Date(s) of Amendments(s):
Date Application valid	17-01-24	

1. SUMMARY

Planning permission is sought for the conversion of existing semi-detached dwelling into 1 no. self-contained 2-bedroom residential unit and 1 no. self-contained 3-bedroom residential unit, following the erection of a single storey side extension.

The proposed conversion of the application property is not considered acceptable as the cumulative affect of the proposed extensions, together with the existing two storey side extension, by reason of their size, bulk, design and scale, in this open prominent position, would result in the closing of an important gap characteristic to the area, result in a cramped appearance and would cumulatively result in an insubordinate and visually incongruous form of development that would be detrimental to the character and appearance of the original property and surrounding area. Furthermore the alterations to the existing boundary treatment in order to create an additional dropped kerb and parking would impact the local character and increase the visual prominence of the site.

As such the application is recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Harm to Character and Appearance

The cumulative effect of the proposed extensions and alterations to the side boundary treatment (with the creation of dropped kerb, loss of existing mature boundary treatment and creation parking space), together with the existing two storey side extension, by reason of their size, bulk, design and scale, in this open prominent position, would result in the closing of an important gap characteristic to the area, result in a cramped appearance and would cumulatively result in an insubordinate and visually incongruous form of development that would be detrimental to the character and appearance of the original property and surrounding area. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2021), Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management (2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

a) We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two-storey semi-detached property located on the southern side of Southbourne Gardens and on the junction of Coombe Drive. The property has been historically extended by virtue of the single storey side extension and two-storey side and rear extension. To the front, the property features a low lying brick wall with hedging, and a vehicular access gate to the side providing parking for one vehicle. The property benefits from a generous rear garden which is enclosed with a timber boarded fence on the boundary with Coombe Drive.

The surrounding area is predominantly residential. The application site is not designated within a Conservation Area, nor an Area of Special Local Character. The site does not contain any Listed Buildings. There are no trees that are subject to a Tree Preservation Order within the site or on adjoining land. The site lies in Flood Zone 1 and is designated within a Critical Drainage Area. The site is located with Public Transport Access Levels (PTAL) 2.

3.2 Proposed Scheme

Planning permission is sought for the conversion of existing semi-detached dwelling into 1 no. self-contained 2-bedroom residential unit and 1 no. self-contained 3-bedroom residential unit, following the erection of a single storey side extension.

3.3 Relevant Planning History

19487/D/87/1353 97 SOUTHBOURNE GARDENS, FRONTING COOMBE DRIVE
RUISLIP

Erection of a detached house

Decision: 23-09-1987 Refusal

19487/C/84/0375 97 SOUTHBOURNE GARDENS, FRONTING COOMBE DRIVE
RUISLIP

Residential development-1 units (Full) (P)

Decision: 06-07-1984 Refusal

Comment on Planning History

The relevant planning history is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

26 neighbouring properties and Eastcote Residents Association were consulted on 26-01-2024.

No comments were received by the end of the consultation period.

INTERNAL CONSULTEE COMMENTS

Access Officer:

This proposal seeks to extend and subdivide the existing dwelling house to provide 1 two-bed and 1 three-bed independent dwellings. The 2021 London Plan and its contained policy D7 requires all new housing, as a minimum standard, to be designed and constructed as accessible and adaptable in accordance with M4(2) as set out in Approved Document M to the Building Regulations (2015 edition). Whilst the policy referred to above should not be applied to conversions where only minor works are proposed, the alterations in this instance would involve extensive building works and substantial changes to the original structure. It is likely that the building control body at the construction stage would deem Property A to be a new dwelling. In view of the above, the following

conditions should be attached to any approval: Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit from Property A shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building. REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021). The Property A dwelling hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

Highways Officer:

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth

Part 2 Policies:

DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP H10	(2021) Housing size mix
LPP D1	(2021) London's form, character and capacity for growth

LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Local Plan Policy DMHB 11 sets out design guidance for all new development in the borough. Part B of the policy states 'development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space'.

Guidance for Policy DMHB 11 states 'The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary'.

Guidance for Policy DMHB 11 also states ' For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook. Single aspect dwellings should be avoided'.

The proposed extension would be sited on the eastern elevation facing the highway at Coombe Drive. Due to its siting alongside the host dwelling and and separation from neighbouring properties the extension would cause no loss of light or outlook from any of its neighbours (including the host dwelling).

The proposed first front floor windows would look toward properties on the other side of Southbourne Gardens at a similar distance to those existing, as such it would cause no loss of privacy to those properties. The proposed side elevation windows are single storey and would look toward properties on east side of Coombe Drive at a distance of at least 20m. It is considered that sufficient separation distance exists to protect neighbouring properties from overlooking or a loss of privacy.

The proposal would therefore have an acceptable impact on neighbouring amenities.

7.2 Impact on Street Scene

The Hillingdon Local Plan: Part One Strategic Policy BE1 seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping. It should also not have an adversary impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the street scene, and should appear subordinate to the main dwelling. It also required that there is no unacceptable loss of outlook to neighbouring occupiers.

With regard to side extensions, Policy DMHD 1 requires:

- 1) side extensions should not exceed half the width of the original property;
- 2) extensions to corner plots should ensure that the openness of the area is maintained and the return building line is not exceeded;
- 3) garages should reflect the size guidelines set out in Appendix C Parking standards;
- 4) two storey side extensions should be set in a minimum of 1 metre from the side boundary or in the case of properties in the Copse Wood and Gatehill Estates, at least 1.5 metres, but more if on a wider than average plot, in order to maintain adequate visual separation and views between houses;
- 5) two storey side extensions to detached and semi-detached properties should be set back a minimum of 1 metre behind the main front elevation;
- 6) where hip to gable roof extensions exist, a two storey side extension will not be supported; and
- vii) in Conservation Areas, single storey side extensions may be required to be set back.

The host dwelling benefits from an existing historical part single and part two storey side and rear extension. The existing extension measures a width of approximately 4.8m, a length of 10.9m and features a hipped roof set down from the ridge line.

The application proposes a single storey side extension and a first floor side extension. The proposed first floor side extension seeks to essentially infill the existing set back from the existing two-storey side extension. The proposed first-floor side extension will measure a depth of 2.1m, a length of 2m and would feature a hipped roof set down from the ridge line. The first-floor side would retain a 1m set back from the established front building line. In isolation, there are no objections to the first-floor side extension as it retains an element of subservience to the property.

The proposed single storey side extension is stepped; towards the front the side extension is set back approximately 2.3m from the front building line, with an initial width of 2.5m before its stepped back a further 3.5m. It would then extend a further width of 2.5m within 1.8m of the street boundary. It would have a total depth of 8.5m and features a hipped roof measuring a maximum height of 4.4m. In combination with the existing historical side extension, the proposal would measure a total width of 8.9m. Considering that the existing property measures a width of 5.6m, the proposed combination of extensions would represent a substantial degree of bulk added to the host

dwelling. The proposed plans demonstrate that a 900mm dwarf brick wall would be erected along the boundary of the extension, and would therefore be highly visible in this prominent location. The proposal would result in a bulky addition which would further diminish the character of the semi-detached property on this plot. Whilst, the additions are only single storey, the proposal would be viewed cumulatively with the two-storey addition and would appear over-dominant, discordant feature with both the host building and wider area, failing to respect the original architectural integrity of the host building, or be in keeping with the character and appearance of the wider area.

Policy DMHD 1 outlines the requirement for extensions to corner plots to uphold the openness of the area and not exceed the return building line. Despite the presence of an existing two-storey side and rear extension, a substantial gap of approximately 5.8 meters has been maintained between the flank wall and the boundary. This existing gap contributes to preserving a sense of openness between the host dwelling and the adjacent highway. The proposed side extensions, however, would reduce this gap to a range between 2 meters and 4.7 meters. It is considered that the location of the flank wall closer to the boundary would result in the narrowing of this crucial gap. This alteration is perceived as a departure from the intention of Policy DMHD 1, which aims to retain and emphasise the important visual gap on this prominent corner plot. The proposal would literally add an additional extension onto already extended semi-detached property. The cumulative impact of both extensions would appear disproportionate to the site and would also impact the character of the semi-detached properties as a whole.

The surrounding area comprises predominantly two-storey semi-detached properties. The application site occupies a corner property which is prominent within the surrounding area. It is acknowledged that No. 294 and No. 296 Pine Gardens (corner semi-detached properties) located to the south of the site have been extensively extended to the side. However, the neighbouring extensions pre-date the Local Plan (2020) and the requirements of Policy DMHD 1. Further, the extensions do not represent "good design" which is required by the NPPF (2023). In this case, the neighbouring properties do not offer a positive precedent. Regardless, the adjoining property at the application site has not been extended to the side, and in any event would result in a disproportionate addition to the detriment of the character and appearance of the surrounding area.

Further to this development, it is proposed to add a dropped kerb and alterations to the boundary treatment along the Coombe Drive access road. The level of changes proposed would remove a section of treatment and mature vegetation that contribute positively to the local character. Whilst Highways do not raise an objection to the creation of a vehicular crossover from a safety and parking perspective, Planning Officers would object on design perspective to the loss of the vegetation, creation of a crossover. This would increase the visual prominence of the site and further expose the cumulative extension to the wider street scene.

For the reasons mentioned above the proposal is considered to be harmful to the character and appearance of the area.

7.3 Traffic Impact/Pedestrian Safety

See Carparking and Layout section below.

7.4 Carparking & Layout

Paragraph 115 of the NPPF (2023) states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The property is currently a 5-bedroom semi-detached corner property that fronts onto Coombe Drive with parking on the frontage accessed via an established carriageway crossing (cc) on Coombe Drive. The proposal is for the conversion of the property to 2 flats (1x2 & 1x3 bedrooms) with two parking spaces on the frontage accessed via the established cc supplemented by a further two spaces via a new cc from Coombe Drive.

The surrounding roadways are generally devoid of parking controls save for some double yellow lines on the road junction itself. The public transport accessibility level (PTAL) is rated as 'poor' registering a level of 2 which encourages the ownership and use of private motor transport.

PARKING PROVISION

The maximum parking requirement for the residential units as proposed equates to a total of up to 1/0.75 on-plot spaces for the 3/2-bedroom units respectively in compliance with the overriding regional plan. 2 spaces per unit are proposed. Although this exceeds the standard, it is considered acceptable in this specific case as on-plot parking is already established on the frontage and a higher overall provision reduces the potential for untoward on-street parking displacement onto the generally unrestricted local roadways resulting from the higher dependency on use of private motor transport due to the relatively poor PTAL rating.

ELECTRIC VEHICLE CHARGING POINTS

In line with the London Plan (2021), within any final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, each unit should provide 1 'active' and 1 'passive' space. Had this

application been recommended for approval, a condition would of been secured to demonstrate the electric vehicle parking.

CYCLE PARKING

In terms of cycle parking there is a requirement to provide a total of 2 secure and accessible spaces for the larger 3-bedroom unit and 1 space for the smaller. Whilst this has not been demonstrated on the proposed plans, it is considered that there is sufficient capacity to deliver secure and accessible cycle parking. Had this application been recommended for approval, a condition would of been secured to demonstrate the cycle parking.

VEHICULAR ACCESS PROVISION

As a consequence of the relatively small scale of development, any vehicular trip generation uplift is predicted to be negligible and therefore does not raise any specific highway concerns.

7.5 Urban Design, Access and Security Considerations

EXTERNAL LIVING ACCOMMODATION:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Policy DMHB 18 requires 2 and 3 bedrooms properties to provide a minimum of 60sqm of minimum amenity space provision.

The proposal would provide in excess of 60sqm of private amenity space per dwelling which is considered good quality and usable. It is therefore considered that the proposal would not undermine the external private amenity space for the existing occupiers, in accordance with the requirements of Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

LIVING CONDITIONS FOR FUTURE OCCUPIERS:

Policy D6 of the London Plan (2021) sets out the minimum internal floor space standards required for residential developments in order to ensure that there is an adequate level of amenity for future occupants.

Policy DMHB 16: Housing Standards states 'All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1.'

The proposed two-storey 2-bed 4-person property (Property A) would have a GIA of approximately 109.15sqm. The proposed two-storey 3-bed 5-person property (Property B) would have a GIA of approximately 97.5sqm. Both properties would meet the minimum floor space standards outlined in the London Plan (2021).

All of the proposed bedrooms would benefit from a principle window fitted in either the front or rear elevations of the property. The proposed rooms would provide future occupiers of the property with a reasonable degree of outlook and natural light. It is therefore considered that future residents of the building would have a satisfactory internal living accommodation.

EXTERNAL LIVING ACCOMMODATION:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space.

Policy DMHB 18 states that 2 and 3 bedroom properties require a minimum of 60sqm of private amenity space. The Proposed Site Plan demonstrates that Property A (2-bed) would benefit from approximately 129sqm of private amenity space and Property B (3-bed) would benefit from 161sqm of private amenity space. In this regard, the proposal complies with Policy DMHB 18.

OPERATIONAL REFUSE REQUIREMENTS:

It is likely that refuse collection would continue to be undertaken from Coombe Drive and/or Bridgewater Road. In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. Refuse storage for both flats conforms with this parameter hence there are no further observations.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

Policy DMH 1: Safeguarding Existing Housing

A) The net loss of existing self-contained housing, including affordable housing, will be resisted unless the housing is replaced with at least equivalent residential floorspace.

B) The Council will grant planning permission for the subdivision of dwellings only if:

- i) car parking standards can be met within the curtilage of the site without being detrimental to the street scene;
- ii) all units are self contained with exclusive use of sanitary and kitchen facilities and provided with individual entrances and internal staircases to serve units above ground floor level;
- iii) adequate amenity space is provided for the benefit of residents; and
- iv) adequate living space standards are met.

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is also worth noting that the Secretary of State directed changes to Policy H10, in order address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021). It should be noted that the adoption of the Local Plan: Part 2 (2020) and London Plan (2021) policies on housing size mix are a significant shift from previous iterations of the development plan.

Policy DMH 4 of the Local Plan (2020) states:

Residential conversions and the redevelopment of dwellings into new blocks of flats will only be

permitted where:

- i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped into flats; ii) On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road for assessment purposes;
- iii) the internal floor area of the original building to be converted is at least 120 sqm; and
- iv) units are limited to one unit per floor for residential conversions.

The term 'original' is not defined either within the Policy DMH 4 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) or within the supporting text. In this particular case, it has been interpreted as the property in its current state and prior to conversion, such that it is not being extended to facilitate a subdivision. This interpretation is based on the GPDO's definition of 'original'.

Paragraph 4.11 of the Policy goes on to state 'The conversion of single dwellings into more dwellings or the redevelopment of dwellings into new blocks of flats can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area. In recent years, large concentrations of flats have resulted in a range of problems, including increased on-street parking and resultant congestion on roads, the loss of front gardens, reductions in privacy, significant changes to the street scene, and loss of family accommodation.'

The proposed conversion of the property would not lead to more than 10% of the street being converted, nor would it lead to more than one flat per floor. The internal space of the dwelling with the proposed extensions exceeds 120sqm. The proposed development would replace the family sized dwelling with 1 x 2 bed and 1 x 3 bed dwellings, as such the development would not lead to a loss in family sized housing.

The principle of converting the property is therefore acceptable in principle, subject to compliance with other relevant policies.

CIL:

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. Paragraph 6 (1)(d) of the Community Infrastructure Levy Regulations 2010 (as amended) states that a conversion from one into two or more dwellings is not 'development' for the purposes of CIL. The development is not CIL liable.

CONCLUSION:

The application is recommended for refusal.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon's Local Plan Part 2 Site Allocations and Designations (2020)
The London Plan (2021)
National Planning Policy Framework (2023)

Contact Officer:

Niamh McMenamin

Telephone No:

01895 250230