

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: 28 STATION APPROACH SOUTH RUISLIP MIDDLESEX

Development: Conversion of single dwelling into 2no. self-contained flats comprising 1 x 1 bedroom unit and 1 x 2 bedroom unit.

LBH Ref Nos: **64458/APP/2024/1215**

Drawing Nos: Design and Access statement
 PF-01
 PF-02
 PF-03

Date Plans received: 07-05-24 **Date(s) of Amendments(s):**

Date Application valid 07-05-24

1. SUMMARY

Planning permission is sought for the conversion of single dwelling into 2no. self-contained flats.

The proposed conversion of the application property into flats is not considered to be acceptable as the first floor flat would not have private outdoor amenity space. The proposed development would therefore have inadequate external amenity space for future residents, harming their amenities. Furthermore, due to the proximity of the on-site car parking space, the future occupiers of the ground floor flat would experience unacceptable noise, disturbance, loss of privacy and overlooking issues.

In addition, the conversion of the three-bedroom dwelling into 1 x 1-bedroom and 1 x 2-bedroom flats would result in the loss of a residential unit that is suitable and appropriately sized for a family. The proposal would therefore unacceptably undermine the supply of family housing within the Borough for which there is an identified need.

The proposed development proposes three car parking spaces which would result in an over provision of car parking, the proposal would therefore be contrary to Policy T6.1 of the London Plan (2021).

It is therefore recommended that this application be refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The conversion of the four-bedroom dwelling into 1 x 1-bed and 1 x 2-bed flats would result in the loss of a residential unit that is suitable and appropriately sized for a family. The proposal would therefore unacceptably undermine the supply of family housing within the Borough for which there is an identified need, contrary to Policies DMH 1 and DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the National Planning Policy Framework (2023).

2. NON2 Non Standard reason for refusal

The proposed first floor flat would have no private outdoor amenity space. The occupiers of the new dwelling would therefore be subjected to a poor standard of living accommodation to the detriment of their amenities. The proposal would therefore be contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 (f) of the NPPF (2023).

3. NON2 Non Standard reason for refusal

The proposed development proposes three car parking spaces which would result in an over provision of car parking, the proposal would therefore be contrary to Policy T6.1 of the London Plan (2021).

4. NON2 Non Standard reason for refusal

The proposed development, by virtue of the proximity of the on-site car parking space in relation to the front habitable windows, would cause unacceptable noise, disturbance, overlooking and loss of privacy for the future occupants of the ground floor flat. The proposal would therefore result in a substandard form of internal residential accommodation to the detriment of the amenity of the future occupiers of the proposed development, contrary to Policies DMHB 15 and DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and NPPF(2023).

NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D14	(2021) Noise
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

3. CONSIDERATIONS

3.1 Site and Locality

The approximately 0.02ha site is located on the south-east side of Station Approach, approximately 10m north-east of its junction with Hardy Road. It is occupied by a two storey, terraced dwelling with a projecting bay window, a single-storey rear extension, a rear dormer window and an outbuilding to the rear. The dwelling is constructed in light brown brick with a gable, tiled roof. The area is mixed-use in character, with detached, semi-detached and terraced dwellings and flatted development and some ground floor retail and commercial uses with office and residential uses above.

3.2 Proposed Scheme

Planning permission is sought for the conversion of single dwelling into 2no. self-contained flats.

3.3 Relevant Planning History

64458/PRC/2023/7 28 STATION APPROACH SOUTH RUISLIP MIDDLESEX

Conversion of extended property into 2 no residential flats

Decision: 27-03-2023 Objection

64458/APP/2022/3341 28 STATION APPROACH SOUTH RUISLIP MIDDLESEX

Erection of single storey extension to rear and conversion of roof space to habitable use to include a rear dormer with 2 front roof lights (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 22-12-2022 Approval

Comment on Planning History

The planning history for the site 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

EXTERNAL CONSULTEES:

Six neighbouring properties and South Ruislip Residents Association were consulted on the application by letter dated 10-05-24. The consultation period expired 06-06-24. Three representations were received during the consultation periods.

- Loss of family housing
- Loss of privacy
- Parking concerns
- Noise and disruption concerns

Planning Officer comments:

INTERNAL CONSULTEES:

Highway Officer Comments

The site is located within a residential catchment in South Ruislip. The property is currently a 4-bedroom 'mid-terrace' house with an own drive and parking on the frontage (3 spaces) accessed via an established carriageway crossing.

The proposal is for the conversion of the property to 2 flats (1x1 & 1x2 bedrooms) with a total of 3 on-plot parking spaces placed on the frontage.

The surrounding roadways are encompassed within a controlled parking zone (CPZ) operating from

9am to 5pm - Monday to Friday and neighbouring properties exhibit some degree of on-plot parking provisions which potentially reduces on-street parking demand. The public transport accessibility level (PTAL) is rated as 'moderate' registering a level of 3 which encourages the ownership and use of private motor transport.

Parking Provision

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The maximum parking requirement for the residential units as proposed equates to a total of up to 1.5 on-plot spaces in compliance with the overriding regional plan. 3 spaces have been indicated which exceeds the standard banding. It is therefore recommended that the proposed quantum is reduced to two spaces in order to avoid a related refusal. A parking allocation plan via condition should be provided to confirm a one space provision for each unit.

Electric Vehicle Charging Point (EVCP)

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, both spaces on the frontage should be dedicated to an 'active' provision. The applicant has not indicated compliance to this requirement, hence a planning condition should be applied.

Cycle Parking

In terms of cycle parking there should be a provision of 1 secure and accessible space for each flat. This has been confirmed by the applicant with separate storage areas positioned on the frontage and to the rear of the plot which is considered an acceptable arrangement.

Carriageway Crossing (cc)

The established cc is considered fit for purpose and therefore no further comment is made. However, it is recommended that a front boundary height condition is applied to maintain a low frontage wall/fence not exceeding 0.6m in height across the whole length of the new frontage.

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

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

Operational Refuse Requirements

Refuse collection will continue to occur from Station Approach. 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 bin storage is positioned at a collection point within this set distance in order to conform to good practice.

As refuse bin storage is to be positioned on the property frontage which is conformity with the standard, there are no further observations.

Construction Management Plan (CMP)

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the private/public realm. It will need to be secured under planning condition.

Conclusion

On the assumption that the proposed level of on-plot parking is reduced from 3 spaces to two, the following is recommended:

"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 Plan (2020) - Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 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:

NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
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LPP D4	(2021) Delivering good design
LPP D6	(2021) Housing quality and standards
LPP D14	(2021) Noise
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

In addition: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

Policy DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that planning applications relating to alterations and extensions of dwellings will be required to ensure, amongst other matters, that: ii) a satisfactory relationship with adjacent dwellings is achieved; and v) there is no unacceptable loss of outlook to neighbouring occupiers.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The extensions to the property have been approved and constructed in accordance with permission ref: 64458/APP/2022/3341. As a result the proposed conversion does involve any external alterations to the dwelling, therefore it would not adversely impact on the amenity, daylight and sunlight of adjacent properties.

NOISE:

The proposal is for the conversion of the existing dwelling into 2 self contained flats. It is recognised that the conversion of 2 flats is a different type of occupation to use of the property as a single dwelling house. However, it is considered that the level of activity involved in travelling to work and for leisure and shopping purposes that would be associated with the proposed conversion, would not be so substantially different to the trip patterns of individuals in one large household. It is therefore considered (on balance) that any noise and disturbance that might result from the proposed conversion into 2 flats is unlikely to be significantly different to that from one large household that could occupy the property.

It is therefore considered that any increase in noise and its transmission to the adjoining property is

unlikely to be significant and no more problematic than if the property were to be used as a large family dwelling so that there would be no requirement for sound insulation.

Having regard to the above, it is considered that the proposal would not cause unreasonable harm to the living conditions of neighbouring occupiers.

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) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

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 requires that there is no unacceptable loss of outlook to neighbouring occupiers.

It is noted that the previous application 64458/APP/2022/3341 have been built out at the same time as this application. No extensions are proposed to the existing dwelling. The inclusion of refuge and cycle storage to the front of the property is not considered to harm the character of the street scene. Given that there's no significant external changes, it is not considered that the proposal would have a detrimental impact on the character and appearance of the existing dwelling or the surrounding area.

For these reasons the proposal is considered to have an acceptable impact on the character and appearance of the area and host dwelling. The proposal is considered to meet the overarching aims of Policies DMHD1, DMHB 11 and DMHB 4 of the Hillingdon Local Plan Part Two (2020).

7.3 Traffic Impact/Pedestrian Safety

See Carparking and Layout Section below.

7.4 Carparking & Layout

The site is located within a residential catchment in South Ruislip. The property is currently a 4-bedroom 'mid-terrace' house with an own drive and parking on the frontage (3 spaces) accessed via an established carriageway crossing. The proposal is for the conversion of the property to 2 flats (1x1 & 1x2 bedrooms) with a total of 3 on-plot parking spaces placed on the frontage.

The surrounding roadways are encompassed within a controlled parking zone (CPZ) operating from 9am to 5pm - Monday to Friday and neighbouring properties exhibit some degree of on-plot parking provisions which potentially reduces on-street parking demand. The public transport accessibility level (PTAL) is rated as 'moderate' registering a level of 3 which encourages the ownership and use of private motor transport.

Parking Provision

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a

deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The maximum parking requirement for the residential units as proposed equates to a total of up to 1.5 on-plot spaces in compliance with the overriding regional plan. Highways have raised concerns regarding the proposed plan given that three spaces have been indicated which exceeds the standard banding.

Notwithstanding this harm identified, a parking allocation plan via condition should be provided to confirm a one space provision for each unit.

Electric Vehicle Charging Point (EVCP)

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, both spaces on the frontage should be dedicated to an 'active' provision, this could be secured by a condition.

Cycle Parking

In terms of cycle parking there should be a provision of 1 secure and accessible space for each flat. This has been confirmed by the applicant with separate storage areas positioned on the frontage and to the rear of the plot which is considered an acceptable arrangement.

Carriageway Crossing (cc)

The established cc is considered fit for purpose and therefore no further comment is made. However, in the event of an approval, a front boundary height condition is applied to maintain a low frontage wall/fence not exceeding 0.6m in height across the whole length of the new frontage.

Vehicular Trip Generation

Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

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

Operational Refuse Requirements

Refuse collection will continue to occur from Station Approach. 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 bin storage is positioned at a collection point within this set distance in order to conform to good practice.

As refuse bin storage is to be positioned on the property frontage which is conformity with the standard, there are no further observations.

Construction Management Plan (CMP)

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the private/public realm, secured by planning condition.

As highlighted above, given the level of parking provided exceeds the London Plan (2021): Policy T6.1 (Residential Parking) table 10.3, the application would not be in compliance with London Plan (2021): Policy T6.1.

7.5 Urban Design, Access and Security Considerations

ACCESSIBILITY

London Plan Policy D7 (2021) is clear that its access standards should not be applied to the conversion of existing dwellings.

INTERNAL LIVING ACCOMMODATION:

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 one bed flat at ground floor level would have a GIA of approx 56.5 sqm which and the first floor flat would have 2 bedrooms and have a GIA of approx. 87.4sqm. Both flats would meet the minimum floor space standards outlined in the London Plan (2021).

All of the proposed bedrooms would benefit from a principal 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.

The ground floor bedroom would be sited within close proximity of the on-site car parking space which would cause unacceptable noise, disturbance, overlooking and loss of privacy to future occupants of this flat. Given these site circumstances and the lack of control to prevent impact on this ground floor resident, Officers would consider that the front bedroom would be compromised by potential comings and goings from the use of the car space.

Accordingly, the proposal is considered to comply with Policy D6 of the Hillingdon Local Plan, Policies DMHB 14, DMHB 5, DMHB 14, DMHB 16 and DMHB 18 of the Hillingdon Local Plan Part Two (2020).

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 bed flats require a minimum of 25sqm of private amenity space. The submitted plans and applicant have confirmed that the ground floor flat (Unit 1) will have sole access to the rear garden measuring approx. 42 sqm. The first floor flat will have no private amenity space. The future residents of the first floor flat would therefore be provided with a substandard level of external amenity space to the detriment of their living conditions and quality of life, as such the proposal does not comply with Policy DMHB 18.

7.6 Other Issues

PRINCIPLE OF THE 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

dwelling 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 floor space of the original dwelling is approx 102sqm. The internal floor area of the proposed dwelling following the extensions built out under recent permissions exceeds 120sqm. Notwithstanding its size (pre-existing or existing) the development would result in the loss of family sized dwelling for which there is an identified need in the Borough. As such the principle of converting the application into two separate 1 and 2 bed flats is not supported as it would result in the loss of a four-bedroom single dwelling that is suitable for a family, without any re-provision of family sized housing. The proposal therefore conflicts with Policies DMH 1, DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy H10 of the London Plan (2021) and the NPPF (2021). No other material considerations exist to warrant a different conclusion.

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:	Emilie Bateman	Telephone No:	01895 250230
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