

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:	23 SKIPTON DRIVE HAYES	
Development:	Conversion of a single dwellinghouse into 1 x 2-bed 3 person flat and 1 x 2-bed 4 person flat, to include installation of a vehicle crossover, and associated associated parking, waste and cycle spaces.	
LBH Ref Nos:	9462/APP/2024/3224	
Drawing Nos:	Location plan 121B 120A 100D 112B Design and Access Statement Planning Statement	
Date Plans received:	09-12-24	Date(s) of Amendments(s):
Date Application valid	09-12-24	

1. SUMMARY

Planning permission is sought for the conversion of a single dwellinghouse into 1 x 2-bed 3 person flat and 1 x 2-bed 4 person flat, to include installation of a vehicle crossover, and associated associated parking, waste and cycle spaces.

The site comprises a two-storey property which has benefited from several recently granted certificate of lawfulness applications (9462/APP/2024/5, 9462/APP/2024/1674). The certificates allow for a single storey rear extension and loft conversion with hip to gable extension and dormer to be carried out at the site. A recent visit to the site revealed that the works are substantially complete.

With regard to the proposed development, it is considered that the conversion would result in the loss of family sized dwelling (without adequate reprovion of equivalent housing) and would therefore undermine the boroughs housing stock of family sized properties. Furthermore the conversion would provide substandard and insufficient internal living accommodation for future residents, harming their amenities.

Taking into consideration the above, the development is considered to be unacceptable and a detailed assessment of the proposals acceptability has been carried out in the main body of this report below.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

The conversion of the three-bedroom dwelling into 2 x 2-bedroom substandard 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 (2024).

2. NON2 Non Standard reason for refusal

Due to their cramped and substandard internal floor layout, both of the proposed flats would provide their future residents with poor and unacceptable living accommodation to the detriment of their amenities. The proposal would therefore be contrary to Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 135 (f) of the National Planning Policy Framework (2024).

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 (2024).

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping

DMHB 16	Housing Standards
LLP D1	(2021) London's form character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the east side of Skipton Drive. The development site comprises a two storey, semi detached dwelling finished in brick and pebble dash. The property is set back from the main road allowing for off street parking and a small front garden. To the rear, the garden of the property is rectangular and finished in lawn. Other properties in this residential area are of similar size and design.

The site has a PTAL rating of 1b.

3.2 Proposed Scheme

Planning permission is sought for the conversion of a single dwellinghouse into 1 x 2-bed 3 person flat and 1 x 2-bed 4 person flat, to include installation of a vehicle crossover, and associated associated parking, waste and cycle spaces.

Flat 1 is at ground floor and has a GIA of 59m². It would also have a 50m² garden.

Flat 2 is at first and second floor and has a GIA of 76m². The flat would also have a 50m² garden.

3.3 Relevant Planning History

9462/APP/2024/2453 23 SKIPTON DRIVE HAYES

Conversion of a single dwellinghouse into 1 x 2-bed flat and 1 x 2-bed flat, to include installation of a vehicle crossover, and associated associated parking, waste and cycle spaces.

Decision: 07-11-2024 Refusal

Comment on Planning History

The sites planning history is set out in section 3.3 of this report.

It should be noted that planning permission was recently refused for a similar development at the site (9462/APP/2024/2453). The proposed development differs in that, the internal arrangement of the proposed flats have been altered slightly and the external amenity space provisions have been reduced. The minor changes to the scheme are not considered to overcome all of the concerns raised in the previous application and for reasons outlined in this report the application is recommended for refusal.

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 CONSULTEE COMMENTS

8 neighbouring properties were consulted on 20/12/24. The consultation period expired on 13/01/25. No representations were received by the end of the consultation date.

INTERNAL CONSULTEE COMMENTS

Access Officer:

This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards. There would be no loss of accessible housing stock as a result of this conversion if approved. Conclusion: no objections raised from an accessibility perspective.

Highways Officer:

A Design and Access Statement has been submitted to support a full planning application for the conversion of an existing two-storey dwelling into two self-contained flats.

This proposal is informed by a precedent at adjacent 66 Carnarvon Drive, Hayes, where a similar conversion was successfully granted on appeal (Ref: APP/R5510/W/18/3218527).

The property is located on a street with excellent access to public transport, local amenities such as schools, shops, and parks are within walking distance, further enhancing the site's sustainability credentials. The site is well-suited for residential development, and the proposed conversion aligns with the area's existing residential character.

The existing property front forecourt is with space for parking.

The property benefits from an existing forecourt with space for two off-street parking spaces. The proposal will retain and improve this parking provision, allocating one space per flat, in line with local parking standards and the maximum parking thresholds outlined in both the Hillingdon Local Plan and the London Plan.

The design proposal demonstrates that a similar parking arrangement on adjacent properties is acceptable in this context, where on-street parking capacity is not constrained, and public transport links are readily available.

The proposal balances the need for off-street parking with the promotion of sustainable travel options, particularly given the proximity of bus routes and the railway station.

Vehicular access to the site would be gained over a footway crossover providing access to the forecourt. The proposed footway crossover would be constructed in accordance with London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy (2022) and carried out under a s184 Highways Act 1980 agreement at the applicant's/ developer's expense.

The London Plan (2021) Table 10.3 - Maximum Residential Parking Standards allows all dwellings in outer London PTAL 0-1 to have a maximum 1.5no. spaces. London Plan advocates to provide no more than one space per dwelling in such situation. The proposed two parking spaces would therefore be sufficient for the proposal. The proposal is supported by London Plan indicating that Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Two parking spaces in addition to the cycle spaces in a covered parking have been provided within the site. Previously highway Engineer supported the application. If there is any concern this matter can be covered by an appropriate planning condition.

Secure cycle storage for each flat will be provided within the front drive, promoting sustainable transport in accordance with the London Plan's emphasis on reducing car dependency and encouraging cycling. Covered refuse storage areas will be located at the side of the property, easily accessible for both residents and collection services, and screened from public view to minimise visual impact.

Highways comments:

The proposal involves the conversion of a single dwelling house into 2 x 2-bed flats, including installation of a vehicle crossover, and associated associated parking, waste and cycle spaces. The site has a PTAL rating of 1b (low).

The HA is satisfied with the level of car parking provision and the car parking layout both are in accordance with the SPD and London Plan.

Whilst the applicant has shown a bike store for 4 cycles however no details have been provided to demonstrate how the storage is in accordance with SPD or London Plan or the guidance contained in the London Cycling Design Standards.

The London Plan Policy T6: Car Parking - Paragraph J states that a Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking would be designed and managed, with reference to Transport for London guidance on parking management and parking design. A Parking Design and Management Plan would therefore be required that should ensure that all car parking spaces are allocated and leased, not sold, to the dwellings to which they serve and could be secured by condition.

The London Plan (2021) Policy T6.1 Residential Parking requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. The application site would therefore be required to provide 1no. active 7Kw active EVCP for each dwelling which could be conditioned.

The HA is satisfied that the proposed development is not likely to have any significant impact on parking demand, congestion or highway safety on the local highway network.
Recommendation:

No objection subject to the following conditions:

Conditions:

Before the occupation of the proposed development, details of the design and dimensions of the cycle parking/storage for at least 4 cycles in accordance with London Cycling Design Standards/Cycle Infrastructure Design' DfT Local Transport Note 1/20 (July 2020), shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be constructed and laid out in accordance with the agreed details and completed prior to occupation of the development hereby approved and shall thereafter be retained, maintained and permanently available for the occupants of the development.

Prior to the commencement of construction works, details of 1no. 7Kw active EVCP and 4no. passive EVCPs shall be submitted to and approved in writing by the LPA. The works shall be installed in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details.

REASON: To be in accordance with the London Plan 2021 Policy T6.1 Residential Parking.

No building or use hereby permitted shall be occupied until a Parking Design and Management Plan ensuring that all car parking spaces are allocated and leased, not sold, to the dwellings to which they relate have been prepared, submitted to and approved in writing by the Highway Authority. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for the lifetime of the development.

REASON: To be in accordance with the London Plan 2021 Policy T6 Residential Parking.

Officer comment:

Issues regarding housing mix, housing stick, landscaping, the visual and highways impact of the proposed development have been addressed in the main body of this report. Had the application been recommended for approval the aforementioned highways

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

Part 2 Policies:

DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
LLP D1	(2021) London's form character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D6	(2021) Housing quality and standards
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

In addition: Development Plan

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)
NPPF (2024)

7. MAIN PLANNING ISSUES

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two states that buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them, and the amenities of existing houses are safeguarded. Furthermore the policy stresses the importance of new buildings and extensions providing adequate amount of external amenity space, that not only protects the amenity of the occupants of the proposed development, but also of those of the surrounding buildings, as well as protecting both parties privacy.

The proposed dwelling would be no larger than the existing dwelling, as such it would cause no loss of light, outlook or overbearing impact to neighbouring dwellings. It would have no additional windows or doors when compared with the existing dwelling, as such it would cause no loss of privacy or overlooking to neighbouring properties. The two flats would have a similar occupation level to the existing dwelling (which is in the process of being extended under recent permissions - 9462/APP/2024/5 and 9462/APP/2024/1674) . The level of activity and disturbance generated from the site is therefore likely to be similar to the existing dwelling.

Taking into consideration all of the above, the proposal is not considered to be detrimental to the adjacent and nearby occupiers in terms of outlook, overdominance, overlooking, sense of enclosure, visual intrusion, overbearing impact and daylight/sunlight.

7.2 Impact on Street Scene

The NPPF (2024) notes the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.

Policy D1 of the London Plan (2021) states that design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.

Policy D3 of the London Plan (2021) seeks to achieve development of high quality design which integrates with the character and appearance of the area.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) 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.

The proposed dwelling would be the same size, height and design as the existing dwelling, which is a combination of two recent approvals (Application No's 9462/APP/2024/5 and 9462/APP/2024/1674). The minor fenestration changes would cause no harm to the appearance of the property or area. The area is residential and would remain residential post development. The frontage of the site is used for car parking at present and would remain so post development. Additional bin stores would be added which would cause no harm to the areas appearance. The internal alterations to the property would not be visible and would therefore cause no visual harm.

Had the application been approved, a pre-commencement condition would have been attached requiring full details of hard and soft landscaping, alongside boundary treatments. This would ensure that the proposal visually integrates with the street. A condition requiring details of all external finishes would also be added as the existing development is a combination of two permissions and the external finishes have not been stated on the approved plans or application form.

The proposed development would therefore have an acceptable impact on the appearance of the host building, street scene and character of the area (subject to conditions) .

7.3 Traffic Impact/Pedestrian Safety

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 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 Mayor of London adopted a new and revised London Plan in March 2021, consequently the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

Two parking spaces are to be provided which is acceptable - 1 per unit. The site currently has a crossover which would be widened to accommodate the car parking spaces. Had the application been recommended for approval, a condition would be added to ensure that the crossover is constructed in line with the councils guidance. Refuse collection would be in an accessible location. Adequate cycle parking and EV charging would also be secured via condition had the application been recommended for approval. A parking management/allocation condition would also have been added as mentioned by the Borough's Highways Officer, had the application been approved.

Taking into consideration the above, the proposal would not be of detriment to the safety of highway and pedestrian network.

7.4 Carparking & Layout

As discussed above

7.5 Urban Design, Access and Security Considerations

ACCESSIBILITY:

Policy D7 is not applicable to conversion and as mentioned by the Borough's Access Officer, the proposal is acceptable from an accessibility stand point.

INTERNAL AMENITY SPACE PROVISION:

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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: i) meet or exceed the most up to date internal space standards, as set out in Table 5.1.

The space standards set out in Table 5.1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) are the same as those found in Table 3.1 of the London Plan (2021).

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. Table 3.1 of Policy D6 of the London Plan (2021) states that:

- A one storey dwelling with 2 bedroom, 3 person occupancy should provide a GIA of at least 61 square metres;
- A two storey dwelling with 2 bedroom, 4 person occupancy should provide a GIA of at least 81 square metres;

The Policy also states '3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide'

The proposed development would provide a 2bed 3person flat (at ground floor) which is 59m² and a 2bed 4person flat (at first floor) which is 76m². Both flats would fail to meet the floorspace requirements outlined above and subsequently would provide future residents with poor and substandard living accommodation. The development is therefore considered to provide an unacceptable standard of amenity for its future residents and the development is contrary to policy D6 of the London Plan (2021), Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and paragraph 135 f) of the NPPF (2024), in this respect.

EXTERNAL AMENITY SPACE PROVISION:

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. Amenity space should be provided in accordance with the standards set out in Table 5.3 which requires one-bedroom flats to have at least 20 square metres of private amenity space and 25sqm for 2 beds. The amenity space provisions would exceed the requirements (50sqm for flat 1 at ground floor and 50sqm for flat 2 at first floor).

It is therefore considered that the future occupants of the flats would be provided with a satisfactory private external amenity space.

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 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 floor area of the existing dwelling (post completion of approved extensions) is 138sqm. The development would therefore broadly comply with Policy DMH 4.

The proposed development would result in the loss of a family sized dwelling for which there is an identified need in the Borough. As such the principle of converting the application into two separate, 2 bed flats is not supported (especially as the flats are substandard) as it would result in the loss of a three-bedroom 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 (2024). No other material considerations exist to warrant a different conclusion.

APPEAL HISTORY:

The applicant has drawn reference to an appeal which was allowed at 66 Carnarvon Drive for a similar development (Conversion of two storey dwelling into 2 x 2-bed self contained flats involving alteration to front, widening of existing crossover, and associated amenity space, refuse storage and cycle and car parking).

The appeal scheme was allowed on 04/04/19 under appeal ref APP/R5510/W/18/3218527. Officers do not consider this decision to carry any significant weight in the assessment of this current application for two main reasons.

The first is since the appeal scheme was approved, The Hillingdon Local Plan: Part 2 - Development Management Policies (2020), London Plan (2021) and NPPF (2024) have been adopted. Each of the adopted planning guides provides great emphasis on the provision of family housing (3 bed or more) but also the protection of existing Housing (see policy references above). Taking into consideration the change in policy position mentioned above and the fact that the development would result in the loss of family housing without adequate re-provision, the appeal scheme is considered to be out dated and to provide no weight in favour of the proposed development.

Secondly the appeal decision challenged a single reason for refusal relating to the proposals impact upon high safety. It is not uncommon for an appeal decision to be used in order to justify why a

development which presents a departure from the development plan, should be considered acceptable. In essence it provides evidence of where the LPA has taken a position, that position has been tested and the inspector has disagreed with the LPA. In this case there was no reason for refusal relating to the loss of family sized housing as the local plan at the time did not include a policy specifically safeguarding family sized housing, nor did it include a reason relating to the inadequate levels of living accommodation being proposed as the living spaces conformed to the required standard.

No evidence has been put before Officers which could weigh in favour of accepting the proposed departure from policy and the evidence which has been submitted is not relevant.

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 for the reasons outlined above.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2021)
Technical Housing Standards - Nationally Described Space Standard (2015)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (2017)
National Planning Policy Framework (2024)

Contact Officer:	Haydon Richardson	Telephone No:	01895 250230
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