

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: 6 BRANDVILLE ROAD WEST DRAYTON

Development: Conversion of roof space to habitable use to include a dormer extension.
Conversion from a single dwelling house into two 3-bed self-contained flats

LBH Ref Nos: 39409/APP/2025/818

Drawing Nos: E 00
E 04
E 05
E 06
P 01
P 02
P 03
P 04
P 05
P 06
P 07
P 08
E 01
E 02
E 03

Date Plans received: 20-03-25 **Date(s) of Amendments(s):**

Date Application valid 20-03-25

1. SUMMARY

The proposals would fail to provide appropriate standards of living accommodation for future occupiers of the three bedroom ground floor flat in terms of daylight, sunlight, privacy and general amenity and in the absence of a Section 106 agreement or Unilateral Undertaking to remove residents access to obtain parking permits within the surrounding streets the proposals which would not provide dedicated vehicle parking would have an unacceptable impact on highway safety and amenity and the application is recommended for refusal on this basis.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Non Standard reason for refusal

By reason of the layout and poor quality design of the building the proposals would fail to provide appropriate standards of living accommodation for future occupiers of the three bedroom ground floor flat in terms of daylight, sunlight, privacy and general amenity contrary to Policies DMHB 11 and DMHB 16 of the Local Plan Part 2 - Development Management Policies 2020; Policies D4 and D6 of the London Plan 2021; and the NPPF 2024.

2. NON2 Non Standard reason for refusal

In the absence of a Section 106 agreement or Unilateral Undertaking to remove residents access to obtain parking permits within the surrounding streets the proposals which would not provide dedicated vehicle parking would have an unacceptable impact on highway safety and amenity contrary to Policies DMT 1, DMT 2 and DMT 6 of the Local Plan Part 2 - Development Management Policies 2020; Policies T4 and T6.1 of the London Plan 2021; and the NPPF.

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

6 Brandville Road is a two storey semi-detached dwelling located in West Drayton. The site is relatively close to West Drayton Town Centre. The site is not within a Conservation Area or Area of Special Local Character. The property is set back from the main road behind a relatively low red brick wall behind which is an area of hardstanding. No off-street parking is provided for the property and there is no crossover or access serving the space to the front of the property. A timber extension has been constructed to the side and rear of the dwelling. The property benefits from a relatively deep rear garden, which contains an outbuilding used for purposes incidental to the use of the main dwelling.

3.2 Proposed Scheme

Planning permission is sought for the conversion of the roof space within the property to a habitable use to include a dormer extension and for the conversion from a single dwelling house into two 3-bed self-contained flats.

Amended plans were submitted as part of the application process which involved changes to the internal layout of the ground floor flat to reposition one of the proposed bedrooms.

3.3 Relevant Planning History

39409/APP/2025/82 6 BRANDVILLE ROAD WEST DRAYTON

Conversion of roof space to habitable use to include an L-shaped rear dormer (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 14-02-2025 Approval

39409/APP/2025/79 6 BRANDVILLE ROAD WEST DRAYTON

Erection of a single storey rear extension

Decision: 18-02-2025 Withdrawn (P)

39409/A/87/0357 6 BRANDVILLE ROAD WEST DRAYTON

Single-storey rear extension (Section 53 det.).

Decision: 09-04-1987 General Perm.Devt.

Comment on Planning History

A lawful development certificate (39409/APP/2025/82) was recently granted for the construction of an L shaped box dormer extending across the roof of the rear elevation of the main part of the dwelling and across the north facing roof of a two storey outrigger facing No.4 Brandville Road. The proposed roof conversion and erection of an L shaped dormer proposed in the current application replicate the works deemed to be lawful under this application.

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

PUBLIC COMMENTS

1 letter of objection has been received in relation to the proposed development. The following issues are raised:

- The structure described on the current plans as a laundry is poorly built and does not benefit from planning permission or a certificate of lawful use.
- The guttering of the structure extends into the adjoining boundary.
- The applicant should apply for planning permission or a certificate of lawful use for this extension to the dwelling.

- There is no parking provision and provision within the surrounding streets is insufficient.
- Similar applications at 5 and 17 Brandville Road have been refused on highways grounds.

OFFICER RESPONSE

- Parking provision is addressed in the relevant section of the report below.
- The planning history within the surrounding street relating to similar applications is noted.

INTERNAL CONSULTATION

Access Officer:

No objections raised from an accessibility perspective.

Highways:

The applicant has provided no supporting information/cover letter to explain in detail the proposals and how the proposed development is in accordance with the London Plan and the Local Plan part 2 - Development Management Policies.

From the limited information provided in the application form, the proposal involves converting a 4 bed house into 2 x 3-bed flats, the site has no car parking and under the proposals none is proposed, however the applicant has also not shown any cycle parking.

The application site has a PTAL rating of 3, meaning there are better opportunities for most trips to be made by public transport, and given the site is also located within a zone of streets controlled by a resident parking management scheme WD1 (permit holders only - Monday to Friday between 9AM to 5PM), any approval would be subject to a s106 legal agreement which will be required to prohibit tenants of the flats from requesting resident parking permits.

The applicant would be required to provide cycle parking in accordance with London Borough of Hillingdon Local Plan (2020) Part 2: Appendix C - Parking Standards - Cycle Parking which requires 2 per 3 or more bed unit to meet the needs of the occupants. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

The HA believes that there is sufficient scope for the applicant to satisfactorily address the above cycle parking requirement (in the front forecourt) and therefore could be conditioned.

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:

DMT 1	Managing Transport Impacts
LPP T4	(2021) Assessing and mitigating transport impacts
DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
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

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:

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 London Plan (2021)
The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) 2023 is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance. The proposed development has been assessed against development plan policies and all relevant material considerations.

7. MAIN PLANNING ISSUES

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

NEIGHBOUR AMENITY

Policy D3 of The London Plan (2021) states that developments should deliver appropriate outlook, privacy, and amenity. Policy D6 states the site layout, orientation, and design of dwellings should provide privacy and adequate daylight for residents.

Policy DMHD 1 of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states that planning applications relating to dwelling alterations and extensions will be required to ensure that a satisfactory relationship with adjacent dwellings is achieved and 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 addition of either roof dormer would not impact negatively on the amenity of either adjacent dwelling with regard to the scale of the dormers and these additions appearing overbearing in relation to either adjacent property or resulting in any significant loss of light. The window located in the dormer in the roof of the main section of the dwelling would face the existing rear garden of the property and would not significantly increase overlooking above existing levels accounting of the existing first floor rear windows. The side facing windows in the dormer located above the two storey outrigger would face No.4 Brandville Road. To prevent overlooking of this property it would be necessary that windows are fitted with obscured glazing, this similarly is a conditional requirement for development permitted under Schedule 2 Part 1 Class B of the GPDO. The property is already in use as a residential dwelling and it is considered that the subdivision of the property into two separate dwellings would not impact negatively on the amenity of the adjacent properties with regarding to any increase in noise disturbance or activity.

The proposals are therefore considered to comply with Policies D3 and D6 of the London Plan and Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan.

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.

Aside from the insertion of a window within the constructed side extension to the dwelling, no changes are proposed to the front of the dwelling which would otherwise impact on the street scene. The scale and proportions of the roof dormers do not relate fully to the appearance of the rear elevation of the dwelling in design terms and are not fully subservient to the scale of the existing roof so do not fully comply with the criteria set out in Policy DMHD 1 of the Local Plan which relate to roof extensions. Significant weight must however be given to the fact that the dormer can be constructed under permitted development rights and that a certificate of lawfulness has been granted for this. On this basis it is considered that the construction of the roof dormer and the

other works to the property comply with Policies DMHB 11, DMHB 12 and DMHD 1 of the Local Plan.

7.3 Traffic Impact/Pedestrian Safety

CAR PARKING

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.

The application site has a PTAL of 3. The site is in a relatively sustainable location in relation to its distance to West Drayton Town Centre and is within 700 metres of West Drayton Station.

The property does not benefit from off-street car parking. On-street parking is limited to resident permit holders, whilst the space to the front of the dwelling is allocated specifically as disabled parking. No allocated parking is proposed for use by the occupiers of either flat.

Accounting for the sustainability of the site, its proximity to West Drayton Town Centre and West Drayton Station, the Highways Authority have advised that a car free development may be appropriate in this location, subject to a legal agreement (unilateral undertaking) being agreed between the Local Planning Authority and the applicant to remove residents access to securing parking permits within the surrounding streets to ensure that the development is car free.

There is considerable parking pressure within the area and parking is limited on Brandville Road and the surrounding streets. It is noted that several properties within the street do not benefit from off-street parking. In the absence of a completed unilateral undertaking to remove residents access to securing parking permits it is considered that it cannot be enforced that the development is car free and the proposals which include the provision of a three bedroom flat would place undue parking pressure on the surrounding streets therefore presenting an unacceptable risk to highway safety and amenity.

In the absence of a Section 106 agreement or Unilateral Undertaking to remove residents access to obtain parking permits within the surrounding streets the proposals which would not provide dedicated vehicle parking would have an unacceptable impact on highway safety and amenity contrary to Policies DMT 1, DMT 2 and DMT 6 of the Local Plan Part 2 - Development Management Policies 2020; Policies T4 and T6.1 of the London Plan 2021; and the NPPF.

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.

CYCLE PARKING

No cycle parking has not been shown on the submitted plans, however there would be space to the front of the dwelling to provide cycle parking that would comply with the requirements set out in the London Plan and this may be secured by planning condition.

7.4 Carparking & Layout

See above assessment.

7.5 Urban Design, Access and Security Considerations

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 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 first floor three bedroom flat would measure 84sqm GIA, whilst the second and third floor two bedroom flat would measure 92.5sqm GIA. In both cases the internal floor area would exceed the minimum requirements for the dwelling sizes set out under Policy D6 of the London Plan (2021). The proposed bedrooms are also of an acceptable size. Bedroom 1 on the ground floor plan would not receive appropriate daylight or sunlight accounting for its position to the side of the dwelling. Any light to the front facing window would be obscured by the adjoining section of wall and the neighbouring property to the side. Whilst a roof light has also been proposed, this is unlikely to improve daylight or sunlight given its position. The occupants of this room would also have minimal privacy given that the window adjoins the rear access to the adjoining property (No.4 Brandville Road) and would be overlooked by anyone using this access. The amendments to the submitted plans include the repositioning of the previous side facing bedroom to the rear of the property, whilst this addresses specific issues associated with the poor outlook previously associated with this room, this does not address the issues with bedroom 1.

The part of the property that would be converted is partially constructed from wood with a plastic roof. This part of the building is a later extension that does not benefit from planning permission although it appears to have been in place for some time and is likely to be lawful development. Whilst acceptable for its current use as utility space, this would not be suitable for use as habitable living space. The plans do not indicate that this part of the building would be rebuilt and permission is not sought for a replacement side extension. Officers therefore consider that the use of this part of the building would be unsuitable for use as habitable living space.

Accounting for the matters assessed above it is considered that the ground floor flat would not provide living space of an acceptable standard for future occupiers contrary to Policies DMHB 11 and DMHB 16 of the Local Plan Part 2 - Development Management Policies 2020; Policies D4 and D6 of the London Plan 2021; and the NPPF 2024.

EXTERNAL AMENITY SPACE:

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 3 bed flats require a minimum of 30sqm of amenity space. It is proposed that the rear garden which exceeds 30sqm in area would be used as external amenity space.

The property has a rear garden which measures 82sqm in area. Although not specifically clarified within the application use of the garden is assumed to be solely for the occupiers of the ground floor

flat as the only access to the garden would be through the ground floor flat. The amenity provision would be acceptable for the ground floor flat and exceeds the requirements set out under Policy DMHB 18.

The two bedroom flat would not be provided with its own external amenity space and would not therefore comply with Policy DMHB 18. It is however noted that there are substantial areas of public open space within relatively close proximity to the site, which include the large recreation ground at the Closes, West Drayton. It is therefore considered on balance that not providing external amenity space for Flat 2 would be acceptable.

ACCESSIBILITY

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

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 states '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.'

Planning history suggests that less there are no existing properties in the street that have been converted into flats. The conversion of the application property into flats would not result in more than 10% of the dwellings in the street being redeveloped as flats.

The existing property has an internal floor area of 144sqm, which exceeds the minimum internal floor area permissible for conversion to flats allowed for under Policy DMH 4.

No more than 1 unit per floor in the building would be converted to use as flats.

The proposals are considered to comply in principle with Policy DMH 4 of the Local Plan (2020) notwithstanding the above mentioned concerns with regard the quality of the internal living accommodation.

CONCLUSION AND PLANNING BALANCE

For the reasons outlined above the application is recommended for refusal.

Contact Officer:	Mike Kemp	Telephone No:	01895 250230
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