

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: 60 LANSBURY DRIVE HAYES

Development: Conversion of single dwelling house into 1no. 2-bedroom and 1no. 1-bedroom flats with amendments to rear fenestration, associated parking, amenity space, bin storage and bicycle storage (amended description).

LBH Ref Nos: **16477/APP/2025/1616**

Drawing Nos: Design and Access Statement
 PL - 01
 PL - 02
 PL - 03
 PL - 04
 PL - 05
 PL - 06
 PL - 07

Date Plans received: 10-06-25 **Date(s) of Amendments(s):**

Date Application valid 10-06-25

1. SUMMARY

Planning permission is sought for the Conversion of single dwelling house into 1no. 2-bedroom and 1no. 1-bedroom flats with amendments to rear fenestration, associated parking, amenity space, bin storage and bicycle storage.

The conversion of the existing three-bedroom single family dwelling into 2 flats (1x1 bed and 1x2 bed) 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.

As such, the application is recommended for refusal.

A detailed assessment has been made in the below report.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Principle of Development

The conversion of the three-bedroom dwelling into a 1x1 bed unit and 1x2 bed unit 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).

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).

2. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. 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.

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.

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 national guidance.

DMH 1 Safeguarding Existing Housing

DMH 4 Residential Conversions and Redevelopment

DMHB 11 Design of New Development

DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
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 T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a two storey end of terrace property located on the eastern side of Lansbury Drive, Hayes. The site benefits from a front porch, single storey rear extension and roof extensions including a rear dormer and hip to gable extension. To the front of the site is an area of hardstanding used for off street parking and to the rear of the site is an enclosed garden which acts as private amenity space.

The site has a PTAL ranking of 2.

The surrounding area is residential in character comprising mainly two storey terraced properties.

3.2 Proposed Scheme

Planning permission is sought for the Conversion of single dwelling house into 1 no 2 bedroom and

1 no 1 bedroom flats with amendments to rear fenestrations, associated parking, amenity space, bin storage and bicycle storage

3.3 Relevant Planning History

16477/APP/2022/2544 60 LANSBURY DRIVE HAYES

Conversion of roof space to habitable use to include a rear dormer with 3 front roof lights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

Decision: 10-10-2022 Approval

16477/APP/2013/3870 60 LANSBURY DRIVE HAYES

Erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 6 metres, for which the maximum height would be 3 metres, and for which the height of the eaves would be 2.850 Metres

Decision: 31-01-2014 Prior Approval
N/Req

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:

8 neighbouring properties were consulted on the application by letter dated 24-06-25. During the process of the application, the description was amended and neighbouring properties re-consulted. The consultation period expired 23-07-25. 2 representations were received and are summarised as:

- The development will affect neighbouring properties and will be too crowded
- Concerns over the first and second floor rooms overlooking neighbours
- Concerns over noise and light pollution
- We only want houses and not flats in this place.

OFFICER COMMENT:

- An assessment of the impact to neighbouring properties has been made in section 07.1 of this report.
- An assessment of the principle of development has been made in section 07.6 of this report.

INTERNAL CONSULTEES:

Waste Services:

No comments/ objections

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. Conclusion: no objections raised from an accessibility perspective.

Highways Officer:

The proposal involves the conversion of an existing single dwelling house into two self-contained residential units with 1 onsite car parking and cycle storage facility for 4 cycles.

The site has a PTAL rating of 2, indicating access to public transport is poor. The maximum parking standards outlined in the London Plan Table 10.3: Outer London PTAL 2-3, 1-2 beds it is up to 0.75 spaces per dwelling, given that 1.5 spaces is not possible, the provision of 1 onsite car parking space is acceptable given bus stops are within easy walking distance and due to the design and width of Lansbury Drive parking is not possible. In view of the above comments the HA is satisfied that the proposal is not expected to have any severe/detrimental impact on the surrounding road networks operation and safety including parking demand/stress.

The cycle parking storage for each dwelling is shown at the rear of the site and have direct access from the public highway.

The published London Plan (2021) requires that an EVCP is provided for each dwelling. A suitable condition should be applied to secure provision and retention on 1no. active 7Kw EVCP for the one car parking space.

The car parking layout is not acceptable which is shown at an angle, parking bays must be perpendicular to the public highway, therefore to avoid obstructing pedestrian access at the entrance the parking should be at the southern end of the forecourt and bin storage located to the northern end, therefore landscaping in the forecourt which does not allow vehicle parking perpendicular to the public highway will need to be removed.

The HA believes that there is sufficient scope for the applicant to satisfactorily address the above requirements and therefore could be conditioned.

No objection subject to the following conditions:

Before the occupation of the proposed development, detailed plans showing the car parking layout (including dimensions) away from the buildings entrance and EV charging point in accordance with the London Plan and Policy DMT6/5 shall be submitted to and approved in writing by the Local Planning Authority. The car parking layout and EV charging point 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 kept available for the occupants of the development at all times.

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 kept available for the occupants of the development at all times.

Informatives:

The Highway Authority recommends inclusion of the following informatives to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway.

Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

DMH 1	Safeguarding Existing Housing
DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
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LPP T6.1	(2021) Residential parking
NPPF12 -24	NPPF12 2024 - Achieving well-designed places

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) (2024) 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.

There are no proposed extensions associated with the development, the only external alterations would be the change in fenestrations to the ground floor rear of the property. The development would include new windows and doors within the existing rear extension to provide additional

external access. This is not considered to cause any additional overlooking, loss of light or overbearing impact to any neighbouring property.

Within neighbouring representations, concerns were raised regarding the first and second floor habitable room windows overlooking neighbouring properties. The existing floor plans demonstrate that there are front and rear habitable bedroom windows within this property. The proposed development would have a similar arrangement with habitable living room and bedrooms located to the front of the rear. It is not considered there would be any additional overlooking or loss of privacy created. In addition to there is a separation distance of over 21m between neighbouring habitable room windows at the front and rear. This is considered an acceptable distance to prevent overlooking.

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.

As such the development would comply with Policy DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.2 Impact on Street Scene

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

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

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

There are no additional extensions proposed as part of this development. The only external changes would be alterations to the ground floor rear fenestrations to include two doors and two windows. This is not considered to cause harm to the character and appearance of the existing property nor the surrounding area given it is located to the rear and not visible from the street scene. A condition would have been secured to ensure the proposed materials match existing.

As such, the development complies with Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

Paragraph 116 of the NPPF (2024) states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires development proposals 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 proposed development involves the conversion of existing 3 bed property into 1x1 bed and 1x2 bed self contained flats with 1 onsite car parking and cycle storage facility for 4 cycles. The site has a PTAL rating of 2, indicating access to public transport is poor. The maximum parking standards outlined in the London Plan Table 10.3: Outer London PTAL 2-3, 1-2 beds it is up to 0.75 spaces per dwelling, given that 1.5 spaces is not possible, the provision of 1 onsite car parking space is acceptable given bus stops are within easy walking distance and due to the design and width of Lansbury Drive parking is not possible.

The car parking layout is not acceptable which is shown at an angle, parking bays must be perpendicular to the public highway, therefore to avoid obstructing pedestrian access at the entrance the parking should be at the southern end of the forecourt and bin storage located to the northern end, therefore landscaping in the forecourt which does not allow vehicle parking perpendicular to the public highway will need to be removed. The HA believes that there is sufficient scope for the applicant to satisfactorily address the above requirements and therefore could be conditioned should the application have been recommended for approval.

The highway authority have been consulted on the application and are satisfied that the proposal would not have any severe/detrimental impact on the surrounding road network operation and safety including parking demand/stress.

The cycle parking storage for each dwelling is shown at the rear of the site and have direct access from the public highway which is considered acceptable.

The published London Plan (2021) requires that an EVCP is provided for each dwelling. A suitable condition could be applied to secure provision and retention on 1no. active 7Kw EVCP for the one car parking space.

7.4 Carparking & Layout

See above section.

7.5 Urban Design, Access and Security Considerations

ACCESSIBILITY:

Policy D7 of the London Plan (2021) states that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(3) 'wheelchair user dwellings'. All other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the extension and conversion of this existing dwelling. The Council's Access officer has been consulted on the application and has no objection to the proposed development.

INTERNAL AMENITY SPACE:

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. It states:

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
- 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
- 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.
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).
- 6) Any other area that is used solely for storage and has a headroom of 0.9-1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.
- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.

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. 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).

The proposed development seeks to convert the existing dwelling into two self contained flats (1 x 1 bed and 1 x 2 bed). The ground floor flat would be a 2 bed, 3 person flat and would have approx. 63.8sqm of GIA. The upper floor flat would be split at first and second floor level and would have a 1 bed, 2 person dwelling. It would have approx. 63.6sqm of GIA. Both flats would have adequate internal floor areas complying with Table 3.1 of Policy D6 of the London Plan (2021). All habitable rooms would have an adequate source of light and outlook and as such is considered acceptable.

The development complies with Policies D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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. Amenity space should be provided in accordance with the standards set out in Table 5.3.

Table 5.3 of Policy DMHB 18 requires 1 bedroom flats to have a minimum of 20sqm of private well located external amenity space and 2 bedroom flats should have 25sqm. The proposed plans demonstrate that both flats would have access to their own private garden area accessed via a shared access path between the host site and No. 62 Lansbury Drive. Both gardens would exceed the minimum space requirement and are considered useable and adequately private.

As such, the development complies with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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. However, the 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 property into two separate flats (1 x 1 bed and 1 x 2 bed) is not supported as it would result in the loss of a three-bedroom single dwelling that is suitable for a family, without any re-provision of family sized housing.

Whilst it is acknowledged that a similar development for the conversion of a C3 family sized dwelling into two self contained flats was approved at 76 Lansbury Drive in 2020 under reference 28415/APP/2019/715. The proposed development would lead to the loss of a further family sized dwelling reducing the housing market further. The development is clearly contrary to the above

policies and as such would cause further harm. Officers are mindful that one decision and example of poor development should not be used as justification for another. In essence the decision to allow 1 development should not be carried forward to justify accepting a policy departure here. It is clear that the development plan seeks to safeguard family sized housing at all levels in order to meet an underlying need as set out within the Council SHMA.

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.

BIODIVERSITY NET GAIN:

In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It became mandatory for major developments on 12 February 2024 and small sites on 2 April 2024. Developers must deliver a BNG of at least 10%. This means a development will result in more or better-quality natural habitat than there was before development. The land owner is legally responsible for creating or enhancing the habitat and managing that habitat for at least 30 years to achieve the target condition.

Policy 15 of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

Paragraph 8.6.6 of Policy G6 of The London Plan (2021) states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. Losses should be avoided, and biodiversity offsetting is the option of last resort.

Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.

Paragraph 6.28 of Policy DME1 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020) states it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. The Council will apply Natural England's standing advice at the validation stage. Applications will only be validated if they have the appropriate information. Where initial assessments recommend further surveys, these will be expected to be provided as part of a planning submission. All ecological reports or information submitted should adhere to nationally accepted best practice survey standards and be consistent with the British Standard BS 42020: 2013 Biodiversity - Code of Practice for Planning and Development or an updated variation. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator (as updated) to inform decisions on no net loss and net gain.

The proposed development would fall under the de-minimis exemption as no additional floor space is being created. As such the development is exempt from the BNG condition.

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 (2024)

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