

## 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 | <input type="checkbox"/> |
| 2. | Application complies with all relevant planning policies and is acceptable on planning grounds                | <input type="checkbox"/> |
| 3. | There is no Committee resolution for the enforcement action                                                   | <input type="checkbox"/> |
| 4. | There is no effect on listed buildings or their settings                                                      | <input type="checkbox"/> |
| 5. | The site is not in the Green Belt (but see 11 below)                                                          | <input type="checkbox"/> |

## REFUSAL RECOMMENDED: GENERAL

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

## RESIDENTIAL DEVELOPMENT

|     |                                                                                  |                          |
|-----|----------------------------------------------------------------------------------|--------------------------|
| 10. | Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | <input type="checkbox"/> |
| 11. | Householder application in the Green Belt                                        | <input type="checkbox"/> |

## 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 | <input type="checkbox"/> |
| 13. | Refusal of change of use from retail class A1 to any other use                                                                    | <input type="checkbox"/> |
| 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.   | <input type="checkbox"/> |

## CERTIFICATE OF LAWFULNESS

|     |                                                             |                          |
|-----|-------------------------------------------------------------|--------------------------|
| 15. | Certificate of Lawfulness (for proposed use or Development) | <input type="checkbox"/> |
| 16. | Certificate of Lawfulness (for existing use or Development) | <input type="checkbox"/> |
| 17. | Certificate of Appropriate Alternative Development          | <input type="checkbox"/> |

## CERTIFICATE OF LAWFULNESS

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

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:**                      54A COPPERFIELD AVENUE HILLINGDON MIDDLESEX

**Development:**                Proposed erection of a hip-to-gable roof extension including 2x front dormers, 1x rear dormer, to convert existing studio flat into a 2 bedroom (3 person) flat including associated parking, landscaping, bin and cycle store works.

**LBH Ref Nos:**                **65765/APP/2025/2605**

**Drawing Nos:**                302\_P1 Rev A  
                                          303\_P1 Rev A  
                                          304\_P1 Rev A  
                                          305\_P1 Rev A  
                                          306\_P1 Rev A  
                                          200\_A Rev A  
                                          201\_A Rev A  
                                          202\_A Rev A  
                                          203\_A Rev A  
                                          204\_A Rev A  
                                          205\_A Rev A  
                                          206\_A Rev A  
                                          300\_P1 Rev A  
                                          301\_P1 Rev A  
                                          307\_P1 Rev A  
                                          308\_P1 Rev A

**Date Plans received:**    09-10-25                      **Date(s) of Amendments(s):**

**Date Application valid**    09-10-25

## 1. SUMMARY

The application seeks planning permission for the erection of a hip-to-gable roof extension including 2x front dormers, 1x rear dormer, to convert existing studio flat into a 2 bedroom (3 person) flat including associated parking, landscaping, bin and cycle store works. Officers raise concerns in terms of the visual impact of the roof extensions which are considered to result in significant harm to the character and appearance of the original property and locality.

## 2. RECOMMENDATION

**REFUSAL** for the following reasons:

## **1. NON2 Non Standard reason for refusal**

The proposed roof alterations and extensions, by reason of their siting, bulk, design and appearance would fail to successfully integrate and harmonise with the architectural composition of the existing dwelling and would unbalance the semi detached pair of dwellings. The development would be detrimental to the character, appearance and visual amenities of the building, semidetached pairing, street scene and surrounding area and would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021).

## **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.

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

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application building comprises of a 1930's semi-detached bungalow at the north eastern end of Copperfield Avenue in Uxbridge. A public footpath runs along the sites northern boundary and the frontage is laid to hardstanding. In 2009, the large extension to the original house, newly numbered 54A Copperfield Avenue, became a separate dwelling and was subsequently converted into 4 flats under application reference 65765/APP/2018/4274 (conversion of bungalow into 3 x studio flats and 1 x 1-bed flat involving internal alterations, various associated front and rear external alterations and landscaping).

### **3.2 Proposed Scheme**

The application seeks planning permission for the erection of a hip-to-gable roof extension including 2x front dormers, 1x rear dormer, to convert existing studio flat into a 2 bedroom (3 person) flat including associated parking, landscaping, bin and cycle store works.

### **3.3 Relevant Planning History**

65765/APP/2018/4274      54A COPPERFIELD AVENUE HILLINGDON MIDDLESEX  
Conversion of bungalow into 3 x studio flats and 1 x 1-bed flat involving internal alterations, various associated front and rear external alterations and landscaping (Part Retrospective Application)  
**Decision:** 04-02-2019      Approval

14521/APP/2025/2799      54 COPPERFIELD AVENUE HILLINGDON  
INVALID SAP - Erection of extension to existing outbuilding in the rear garden (Retrospective Planning Application)

14521/APP/2023/1576      54 COPPERFIELD AVENUE HILLINGDON  
Demolition of existing outbuildings and erection of outbuilding to rear garden (Application for a Certificate of Lawful Development for a Proposed Development)  
**Decision:** 13-11-2023      Refusal

14521/APP/2022/3809      54 COPPERFIELD AVENUE HILLINGDON  
Erection of outbuilding to rear garden (Application for a Certificate of Lawful Development for a Proposed Development)  
**Decision:** 17-01-2023      Refusal

14521/APP/2022/3807      54 COPPERFIELD AVENUE HILLINGDON  
Construction of building (Application for a Certificate of Lawful Development for an Existing Development)  
**Decision:** 09-02-2023      Approval

14521/APP/2019/3675      54 COPPERFIELD AVENUE HILLINGDON  
Installation of 2 side dormers and 1 side rooflight to create additional habitable roofspace and alterations to rear elevation  
**Decision:** 09-01-2020      Approval

14521/APP/2019/2702      54 COPPERFIELD AVENUE HILLINGDON  
Installation of two side dormers and extension to existing gable roof over rear extension  
**Decision:** 08-10-2019      Refusal      **Appeal:** 10-02-20      Allowed

14521/APP/2019/467      54 COPPERFIELD AVENUE HILLINGDON  
Enlargement of roofspace to create additional habitable roofspace to include 2 side dormers, 3 side rooflights and enlargement of rear gable end  
**Decision:** 29-07-2019      Refusal

14521/APP/2009/206      54 COPPERFIELD AVENUE HILLINGDON  
Conversion of existing 5 bedroom bungalow into 1 x 3 bedroom and 1 x 6 bedroom maisonette flats involving conversion of integral garage to habitable accommodation, internal and external

alterations(Part Retrospective Application)

**Decision:** 05-05-2009      Approval

14521/APP/2007/2083      54 COPPERFIELD AVENUE HILLINGDON

CONVERSION OF EXISTING INTEGRAL GARAGE TO HABITABLE ROOM INVOLVING  
INSTALLATION OF NEW WINDOW, EXTENSION OF EXISTING REAR DORMER AND  
CONVERSION OF DWELLING TO 1 X 4 BEDROOM AND 1 X 6 BEDROOM FLATS (PART  
RETROSPECTIVE) (AMENDED DESCRIPTION ONLY - NO CHANGE TO SUBMITTED PLANS)

**Decision:** 29-10-2008      Withdrawn (P)

14521/APP/2003/67      54 COPPERFIELD AVENUE HILLINGDON

ROOF ALTERATIONS TO PROVIDE LOFT EXTENSION INVOLVING INSTALLATION OF  
FRONT AND REAR DORMERS AND ERECTION OF A SINGLE STOREY REAR EXTENSION

**Decision:** 12-12-2008      No Further  
Action(P)

14521/APP/2000/1957      54 COPPERFIELD AVENUE HILLINGDON

ERECTION OF HIPPED ROOF OVER EXISTING GARAGE AND NEW SIDE EXTENSION, NEW  
ROOF OVER EXISTING SIDE AND REAR EXTENSION, NEW REAR EXTENSION,  
CONVERSION OF EXISTING HIPPED ROOF TO GABLE END, CONVERSION OF ROOF  
SPACE TO FORM HABITABLE ROOMS AND THE INSTALLATION OF FRONT AND REAR  
DORMERS

**Decision:** 29-09-2000      Approval

14521/APP/2000/1322      54 COPPERFIELD AVENUE HILLINGDON

ERECTION OF A PITCHED ROOF OVER EXISTING FLAT ROOFED SIDE AND REAR  
EXTENSIONS, INSTALLATION OF TWO FRONT AND REAR DORMERS IN NEW ROOF  
SPACE TOGETHER WITH BALCONY AND CONVERSION OF ROOF SPACE TO HABITABLE  
ROOMS

**Decision:** 24-07-2000      Refusal

14521/B/92/0795      54 COPPERFIELD AVENUE HILLINGDON

Erection of three detached chalet bungalows (involving demolition of existing building)

**Decision:** 04-09-1992      Refusal

75293/PRC/2019/275      Land adjacent to the rear of no. 52 and 54 Copperfield COPPERFIELD  
AVENUE HILLINGDON

Proposal for 12 units at the land to the rear of no. 52 and 54 Copperfield Avenue

**Decision:** 20-10-2020      No Further  
Action(P)

65765/APP/2018/3337      54A COPPERFIELD AVENUE HILLINGDON MIDDLESEX

Conversion of bungalow into 3 x 1 bedroom and 1 x studio flats involving internal alterations,  
various associated front and rear external alterations and landscaping (Part Retrospective

Application)

**Decision:** 16-11-2018

Refusal

### **Comment on Planning History**

There has been an extensive planning history at the site and that at adjoining number 54 Copperfield Avenue as listed above. The most notable planning permission in relation to this property is application reference 65765/APP/2018/4274 (conversion of bungalow into 3 x studio flats and 1 x 1-bed flat involving internal alterations, various associated front and rear external alterations and landscaping) which was approved.

## **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**

2 letters of objection have been received raising concerns about the outbuilding to the rear of the site. Concerns were also raised about the potential HMO use of this property.

Officer note - The outbuilding to the rear is not included in the application red edged site area and is within neighbouring Number 54 Copperfield Avenue.

Highways -

The proposal seeks to convert the first-floor studio into a two-bedroom flat. The applicant indicates that the existing site has four car parking spaces, which will be retained under the proposal, albeit with marked bays and an extended dropped kerb with bike store located at the rear garden accessed from a side access within the site's curtilage.

The site has a poor PTAL rating of 2. According to the London Plan (Table 10.3: Outer London, PTAL 2-3), the maximum parking standard for 1-2-bedroom dwellings is up to 0.75 spaces per dwelling. The London Plan does not differentiate between dwelling types; therefore, the proposed conversion from a studio to a two-bedroom flat does not significantly alter the overall parking requirement. Consequently, there is no net impact on parking demand resulting from the conversion.

Given that the application involves converting a studio flat into a two-bedroom flat, the maximum parking requirement under the London Plan for Outer London (PTAL 2-3) is 0.75 spaces per dwelling. This standard applies to communal flat developments and represents a maximum threshold rather than a minimum requirement. In this case, providing 0.75 spaces is not feasible. However, the site benefits from bus stops located approx.400m and falls within a resident parking management scheme, operating under a residents' permit scheme (Zone HH), with restrictions in place from 9:00 a.m. to 10:00 p.m.

Cycle storage for the proposed flat is located in the rear garden, accessed via a side alley approx.0.9m between the building and the boundary fence, and requiring to get through 2 doors

approx. 0.8m wide all creating barriers. LTN 1/20 and the London Cycling Design Standards strongly emphasize barrier-free, convenient access to cycle parking. Guidance recommends minimizing obstacles such as doors, steps, or narrow corridors to encourage use. Multiple doors would generally be considered contrary to best practice unless they are automatic and do not impede movement.

Furthermore, the cycle access route width of 0.9m is substandard: the recommended minimum width for cycle access routes in London cycle design standard, including LTN 1/20 "Cycle Infrastructure Design" is 2.0m for comfort and safety, the absolute minimum width that can be accepted in constrained situations is 1.5m. Local Transport Note (LTN): These are official guidance documents published by the UK Department for Transport (DfT). Hillingdon Council does not publish a separate numeric standard specifically for side building access for cycles in its Local Plan or Cycling Strategy. Instead, it generally follows London Plan, London cycle design standard and LTN 1/20 principles.

Given the site layout and existing conditions, the bike store for the two-bedroom flat should be located in the front forecourt for ease of access. This would be feasible due to the unsuitability of the car parking provision and arrangement, which would provide the scope to accommodate the bike store.

In the event of an approval, a condition could be imposed to secure details of an acceptable secure cycle storage layout to the front of the property.

## 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                                   |
| 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 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      |

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)

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 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 seeks to ensure that development proposals do not adversely impact the amenity, daylight, and sunlight of adjacent properties and open space.

The existing property is located in the north eastern corner of Copperfield Avenue, adjacent to a public footway. The proposal would involve extensions and alterations to the roof of the property which, in view of the separation distances to occupants of neighbouring properties, is unlikely to

result in an unacceptable loss of light, outlook or privacy.

The proposal could result in an increased number of residents at the property. Officers consider however that the increase of residents from 1 to a maximum of 3 would not result in an unacceptable intensification of use of the site.

In this regard the proposal would accord with the objectives of Policies D3 and D6 of The London Plan (2021) and Policies DMHD 1 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) in this respect.

## **7.2 Impact on Street Scene**

Paragraph 135 of the NPPF (2024) states:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>51</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policies D3 and D4 of the London Plan (2021) require development proposals to be high quality and enhance the local context, delivering buildings and spaces that positively respond to local distinctiveness.

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.

Policy DMHD 1 requires that alterations and extension of dwellings would not have an adverse cumulative impact on the character and appearance of the streetscene, and should appear subordinate to the main dwelling.

With regard to roof extensions Policy DMHD1 requires:

- i) roof extensions should be located on the rear elevation only, be subservient to the scale of the existing roof and should not exceed more than two thirds the average width of the original roof.

They should be located below the ridge tiles of the existing roof and retain a substantial element of the original roof slope above the eaves line;

ii) the Council will not support poorly designed or over-large roof extensions including proposals to convert an existing hipped roof to a gable;

iii) raising of a main roof above the existing ridgeline of a house will generally not be supported;

iv) all roof extensions should employ appropriate external materials and architectural details to match the existing dwelling; and v) in Conservation Areas, Areas of Special Local Character and on Listed and Locally Listed Buildings, roof extensions should take the form of traditional 'dormer' windows, on the rear elevation, to harmonise with the existing building. The highest point of the dormer should be kept well within the back roof slope, away from the ridge, eaves or valleys, whilst each window should match the proportions, size and glazing pattern of the first floor windows.

The original property was a gable fronted bungalow which has been extended to the side and rear by way of a hipped roofed side extension, rear and side dormers and single storey rear extensions. The immediate area is characterised by similar gable fronted bungalows, many of which have been extended by way of side dormers constructed as permitted development. There remains a strong character of front gabled roof forms. The proposal would result in the hipped roof being extended into a gabled roof form and the insertion of 2 large front box dormers. The existing modest rear dormer would be replaced by a larger box dormer. The proposal would conflict with the requirements of Policy DMHD1 in terms of the hip to gable roof extension and large front box dormers. This extension would significantly alter the appearance of the property when viewed from the street scene adding significant bulk and massing at roof level. This combination is worsened by the existing and proposed extensions at the property and the resultant plethora of roof forms created. The combination fail to successfully relate and integrate, resulting in an awkward, top heavy and poorly designed combination of roof extensions that would appear fundamentally out of character in the context of the street scene and surrounding area.

Other examples of side extensions, even those which include roof additions, along Copperfield Avenue are more carefully designed and considered, relating closely to their neighbour to ensure a sense of balance from the front and do not significantly distract from the character of the street scene and context of the area as a whole.

Overall the roof alteration/extensions, by reason of the design of the front hip to gable end and the size, scale, bulk, and design of the front dormer windows would fail to harmonise with the architectural composition of the original dwelling and would be detrimental to the character, appearance and visual amenities of the street scene and the surrounding area.

The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11, DMHB 12 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020), Policy D3 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2024).

### **7.3 Traffic Impact/Pedestrian Safety**

See below.

### **7.4 Carparking & Layout**

HIGHWAY SAFETY, PARKING AND REFUSE:

Policy T2 Part A of the London Plan (2021) states - Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Policy T4 Parts E and F of the London Plan (2021) states - E) The cumulative impacts of

development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated; and, F) Development proposals should not increase road danger.

Policy T5 Part A of the London Plan (2021) states - Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

Policy T6 Part D of the London Plan (2021) states - The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

Policy DMHB 11 Part D of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 5 Part A of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Officers note that the previously approved parking layout under application reference 65765/APP/2018/4274 has not been implemented. The site currently benefits from a single crossover. There is therefore a breach of condition with regard to parking layout. The current application proposes a different front parking layout.

The Highways officer has been consulted and has advised that the site has a poor PTAL rating of 2. According to the London Plan (Table 10.3: Outer London, PTAL 2-3), the maximum parking standard for 1-2-bedroom dwellings is up to 0.75 spaces per dwelling. The London Plan does not differentiate between dwelling types; therefore, the proposed conversion from a studio to a two-bedroom flat does not significantly alter the overall parking requirement. Consequently, there is no net impact on parking demand resulting from the conversion.

Cycle storage for the proposed flat is located in the rear garden, accessed via a side alley approx.0.9m between the building and the boundary fence, and requiring to get through 2 doors approx. 0.8m wide all creating barriers. LTN 1/20 and the London Cycling Design Standards strongly emphasize barrier-free, convenient access to cycle parking. Guidance recommends minimizing obstacles such as doors, steps, or narrow corridors to encourage use. Multiple doors would generally be considered contrary to best practice unless they are automatic and do not impede movement.

Furthermore, the cycle access route width of 0.9m is substandard: the recommended minimum width for cycle access routes in London cycle design standard, including LTN 1/20 "Cycle Infrastructure Design" is 2.0m for comfort and safety, the absolute minimum width that can be accepted in constrained situations is 1.5m. Local Transport Note (LTN): These are official guidance documents published by the UK Department for Transport (DfT). Hillingdon Council does not publish a separate numeric standard specifically for side building access for cycles in its Local Plan or Cycling Strategy. Instead, it generally follows London Plan, London cycle design standard and LTN 1/20 principles.

Given the site layout and existing conditions, the bike store for the two-bedroom flat should be located in the front forecourt for ease of access. This would be feasible due to the unsuitability of the car parking provision and arrangement, which would provide the scope to accommodate the bike store.

In the event of an approval, a condition could be imposed to secure details of an acceptable secure cycle storage layout to the front of the property.

## **7.5 Urban Design, Access and Security Considerations**

### **URBAN DESIGN**

See 'Impact on Street Scene' section.

### **ACCESS:**

Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children.

The proposal does not raise any accessibility concerns.

### **LIVING CONDITIONS**

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms.

Policy DMHB 11 Part Aiii) states - All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities.

Policy DMHB 16 of the Hillingdon Local Plan: Part Two - 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 proposed plans show that unit 4 (first floor studio) would be extended by way of the hip to gable roof extension, 2 x front dormers and 1 x rear dormer to form a 2 bedroom 3 person flat. The proposed flat would both be dual aspect with the habitable rooms served by windows in either the front or rear elevations, which allows the proposed flats to maintain an adequate outlook and source of natural light.

In accordance with Table 3.1 of the London Plan (2021), a 2bedroom 3person flat requires a minimum GIA of 67 sq.metres which the flat would achieve. Accordingly, the proposal complies

with Policies DMHB 11 and DMHB 16 of the Hillingdon Local Plan: Part 2 -Development Management Policies (2020) and Policy D6 of the London Plan (2021).

## PRIVATE AMENITY SPACE

Paragraph 135f) of the NPPF (2024) states - Planning policies and decisions should ensure that developments: create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires all new residential development to provide good quality and useable private amenity space in accordance with Table 5.3 which requires a 3 bedroom flat to have at least 30 square metres of private outdoor amenity space.

The existing studio flat benefits from the use of a shared 140m<sup>2</sup> area of communal open amenity space to the rear. This is shown to be maintained.

In light of the above, it is considered that the proposal would not have a harmful effect on the living conditions of the occupants of the proposed duplex flat, in terms of the provision of private external amenity space.

## 7.6 Other Issues

### COMMUNITY INFRASTRUCTURE LEVY (CIL):

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (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. However, as there are extensions to the building, CIL will be chargeable on the increase in floor area only. The development is therefore CIL liable.

An informative would be attached to the decision notice pointing to these obligations. In this regard, the development accords with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the Community Infrastructure Levy Regulations (2010).

### BIODIVERSITY NET GAIN:

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity. In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon. There are statutory exemptions which mean that the biodiversity gain condition does not always apply.

One exemption is development below a de minimis threshold. This exemption applies to development that does not impact a priority habitat and impacts less than 25 square metres (e.g. 5m x 5m) of non-priority onsite habitat (such as modified grassland) or 5m for non-priority onsite linear habitats (such as native hedgerows). The development would not exceed the de minimis threshold and is considered to be BNG exempt.

## 8. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

London Plan (2021)

National Planning Policy Framework (2024)

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021)

|                         |               |                      |              |
|-------------------------|---------------|----------------------|--------------|
| <b>Contact Officer:</b> | Nicola Taplin | <b>Telephone No:</b> | 01895 250230 |
|-------------------------|---------------|----------------------|--------------|