

PLANNING STATEMENT

LORRAINE MULLINS

112 LINDEN AVENUE, RUISLIP

DATE: 25/09/2026



WWW.ACDESIGNSOLUTION.COM

1	INTRODUCTION	1
1.3	Summary of the case	2
2	SITE AND SURROUNDINGS	2
3	PLANNING HISTORY.....	2
3.1	Permission 20454/APP/2017/1243	3
4	THE PROPOSAL	3
5	PLANNING POLICY CONTEXT.....	4
6	LOCAL COMPARATORS	5
6.2	117 Linden Avenue (79983/APP/2026/724)	5
6.3	116 Linden Avenue (28231/APP/2019/2931)	5
6.4	Other properties on Linden Avenue	5
7	PLANNING ASSESSMENT	5
7.1	Character and appearance	6
7.2	Residential amenity.....	6
7.3	Parking and highway safety	6
7.4	Fallback position	8
7.5	Quality of accommodation	8
7.6	Private amenity space.....	8
7.7	Critical Drainage Area.....	8
8	CONCLUSION	8

1 INTRODUCTION

- 1.1 This Planning Statement supports a householder planning application at 112 Linden Avenue, Ruislip, submitted by AC Design Solution Ltd on behalf of Lorraine Mullins. It should be read alongside the submitted existing and proposed drawings.
- 1.2 The application seeks permission solely for the conversion of the existing attached garage to a bedroom, including the replacement of the garage door with a window. No other works are proposed, and no changes are sought to the existing side and rear extension or to the roof.

1.3 Summary of the case

1.3.1. The proposal is a modest change to the front of an existing bungalow. It involves no enlargement of the building, no increase in footprint or height, and no new built form closer to any neighbour. The key points are:

- the garage conversion takes place entirely within the existing footprint, and the only external change is a new window in place of the garage door;
- at No. 117 Linden Avenue in June 2026 (79983/APP/2026/724), the Council approved a far larger side extension with a front elevation of two large windows, which is a useful local comparator on design;
- the garage measures 2.9m by 5.9m internally, below the 3.0m by 6.0m minimum in Table 1 of Appendix C of the Local Plan: Part Two, and under Appendix C a garage below that size cannot be counted as a parking space, so its conversion results in no loss of parking;
- off-street parking for one car remains on the frontage;
- the internal conversion is not development, and the replacement of the garage door with a window appears capable of being undertaken as permitted development under Class A, subject to confirmation, which is a material fallback position.

2 SITE AND SURROUNDINGS

2.1 The site is a detached bungalow on the southern side of Linden Avenue, Ruislip. The Council described it in 2017 as benefiting from “an attached garage to the side”, with “a garden with a driveway to one side” to the front and “a good sized rear garden”.

2.2 The property has since been extended with a single storey side and rear extension approved under 20454/APP/2017/1243. The frontage provides off-street parking for one car.

2.3 Linden Avenue is residential in character. In determining the application at No. 117 in 2026, the Council described the area as follows:

“The surrounding local area is residential in character and is made up of a mixture of bungalows and dwellinghouses with varying designs... There is also not uniform design of properties along this street, with the bungalows having different layouts and facades.”

2.4 The street has an established pattern of side extensions, garages and garage conversions. The Council has itself recorded side extensions and garages built up to the boundary at Nos. 98, 100, 113, 115, 119 and 121 Linden Avenue.

2.5 The site lies within the Developed Area identified in the Hillingdon Local Plan: Part One (2012). It is not in a conservation area or the Green Belt, and the dwelling is not listed. In line with the Council’s assessment at No. 117, Linden Avenue lies within a Critical Drainage Area.

3 PLANNING HISTORY

3.1 Permission 20454/APP/2017/1243

- 3.1.1. In June 2017 the Council granted permission for a “single storey side/rear extension involving part demolition of existing garage and demolition of existing kitchen/conservatory”. The approved scheme removed the rear and front ends of the garage, retaining an internal depth of 4.8m for one car, and built a side and rear extension with a flat roof not exceeding 3.05m.
- 3.1.2. The officer found the scheme subordinate to the original dwelling and acceptable in terms of neighbouring amenity. The permission was granted subject to five conditions: a three-year time limit (HO1), accordance with the approved drawings A.02.1 Rev 4 (HO2), matching external materials (HO4), no additional windows, doors or other openings facing 112a or 114 Linden Avenue (HO5), and no use of the flat roof as a roof garden or terrace (HO7).
- 3.1.3. The permission has been implemented. None of these conditions requires the garage to be kept available for parking. The proposal complies with those that remain relevant: the new infill below the window will be finished in render to match the existing dwelling (HO4), no new openings are proposed to either side, the former garage side window facing No. 114 remains blocked up (HO5), and no change is proposed to the flat roof (HO7).
- 3.1.4. The front end of the garage was not cut back as shown on the 2017 drawings. The garage therefore has an internal length of 5.9m, rather than the 4.8m depth envisaged in 2017. Its internal dimensions of 2.9m by 5.9m are shown on the measured existing floor plan submitted with this application.
- 3.1.5. This application relates only to the existing garage. It does not seek any change to the extension approved in 2017.

4 THE PROPOSAL

- 4.1 The existing garage will be converted to a bedroom within its existing footprint. This adds one bedroom to the dwelling. There is no enlargement of the building and no increase in footprint, height or roof form.
- 4.2 At 2.9m by 5.9m, the new bedroom provides approximately 17.1 sq m of floor area and a width of 2.9m. This comfortably exceeds the 11.5 sq m minimum floor area and 2.75m minimum width for a double bedroom in the Nationally Described Space Standard.
- 4.3 The dwelling already has a utility room within the main house. The garage is therefore not needed for laundry, utility or storage functions, and its conversion will not displace those uses elsewhere on the site.

- 4.4 On the front elevation, the garage door will be replaced with a window, with the infill below finished in render to match the existing dwelling. The window is sized and positioned to align with the existing front windows of the bungalow.
- 4.5 No new openings are proposed on either side elevation. The former garage window facing No. 114 remains blocked up, in accordance with condition HO5 of the 2017 permission.
- 4.6 No other works are proposed. There are no changes to the existing side and rear extension, the roof or the rear garden. Off-street parking for one car is retained on the front driveway.
- 4.7 All external materials will match the existing dwelling, in accordance with condition HO4 of the 2017 permission.

5 PLANNING POLICY CONTEXT

- 5.1 The development plan comprises the Hillingdon Local Plan: Part One – Strategic Policies (2012), the Hillingdon Local Plan: Part Two – Development Management Policies (2020) and the London Plan (2021). The National Planning Policy Framework (NPPF), published in its current form on 17 August 2026, is a material consideration. The local policies relevant to this application are those the Council applied at No. 117 Linden Avenue in June 2026.
- 5.2 Policy PT1.BE1 (Built Environment) of the Local Plan: Part One requires new development to maintain the quality of the built environment and respect local character.
- 5.3 Policy DMHB 11 (Design of New Development) of the Local Plan: Part Two requires high quality design that respects the scale, form, building lines and streetscape of the area, without harm to the amenity, daylight or sunlight of neighbouring properties. Policy DMHD 1 (Alterations and Extensions to Residential Dwellings) requires alterations to appear subordinate to the main dwelling, without harm to the street scene or unacceptable loss of outlook to neighbours.
- 5.4 Policy DMHB 18 (Private Outdoor Amenity Space) requires sufficient private garden space to be retained. Policy DMT 6 (Vehicle Parking) requires parking provision to accord with the standards in Appendix C (Parking Standards), and seeks to ensure that development does not result in unacceptable pressure for on-street parking or prejudice highway safety. Table 1 of Appendix C requires garages to measure a minimum of 3.0m by 6.0m internally, and a garage below that size is not counted as a parking space.
- 5.5 London Plan Policy D6 (Housing quality and standards) requires habitable rooms to have adequate outlook and natural light. London Plan Policy T6.1 (Residential parking) sets maximum parking standards for new residential development.

- 5.6 Policy S3 of the NPPF states that “development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay”. Chapter 14 of the NPPF addresses achieving well-designed places, and Chapter 15 promoting sustainable transport.

6 LOCAL COMPARATORS

- 6.1 Two recent decisions on Linden Avenue are useful local comparators. They are not binding, and each application is determined on its own merits, but they show how the Council has applied its policies on this street.
- 6.2 117 Linden Avenue (79983/APP/2026/724)
- 6.2.1. In June 2026 the Council approved a single storey side and rear extension at No. 117, 4.0m deep and 5.7m wide, built up to the side boundary with No. 115 and with a front elevation of two large windows. It was approved under the current policies, even though its width exceeded the half-width guidance in Policy DMHD 1.
- 6.2.2. The officer found the front elevation with large windows in keeping with the street, and found that parking from the front hardstanding was acceptable under Policy DMT 6. That proposal did not involve the loss of a garage space, so it is cited here principally for its design conclusions.
- 6.3 116 Linden Avenue (28231/APP/2019/2931)
- 6.3.1. In October 2019 the Council approved a single storey side/rear extension with a flat roof, 5.4m deep, and a side extension at No. 116. It was approved despite exceeding the 4.0m depth guidance in the HDAS SPD, given the context of neighbouring extensions, and the officer found parking on the frontage ample.
- 6.4 Other properties on Linden Avenue
- 6.4.1. In its report on No. 117, the Council also recorded side extensions and garages built up to the side boundary at Nos. 98, 100, 113, 115, 119 and 121 Linden Avenue, as part of the established character of the street.
- 6.4.2. At No. 117 the officer concluded that “the side extension would create a front elevation with two large windows, which is seen along this street at other neighbouring properties”. A single new window within an existing garage frontage is a considerably smaller change than the one the Council approved there.

7 PLANNING ASSESSMENT

7.1 Character and appearance

- 7.1.1. The conversion takes place within the existing building. The only visible change is the replacement of the garage door with a window and rendered infill to match the existing dwelling. This gives the frontage a more domestic appearance and relates better to the existing front windows of the bungalow than a garage door does.
- 7.1.2. The form and mass of the garage are unchanged. In 2017 the officer took account of “the existence of the garage already” in finding that the extension would not harm the neighbouring property. The conversion keeps that same building envelope, so the basis of that assessment is unaffected.
- 7.1.3. Linden Avenue has no uniform frontage. The Council accepted at No. 117 that front elevations with large windows to side extensions are “seen along this street”. The proposal is therefore consistent with the established character of the street and with Policies PT1.BE1, DMHB 11 and DMHD 1.

7.2 Residential amenity

- 7.2.1. The proposal does not extend the building in any direction. It introduces no new openings facing 112a or 114 Linden Avenue, and the former garage window facing No. 114 remains blocked up, as required by condition HO5 of the 2017 permission.
- 7.2.2. The new window faces the street, in the same way as the existing front windows of the bungalow and its neighbours. There is no overlooking, loss of privacy, overshadowing or loss of outlook. The proposal accords with Policies DMHB 11 and DMHD 1.

7.3 Parking and highway safety

- 7.3.1. The existing garage is not fit for purpose as a parking space. It measures 2.9m wide by 5.9m long internally. Table 1 of Appendix C (Parking Standards) of the Local Plan: Part Two requires garages to measure a minimum of 3.0m by 6.0m internally. The garage falls below that minimum in both width and length.
- 7.3.2. This is decisive. Under Appendix C, a garage that does not meet the 3.0m by 6.0m minimum cannot be counted as a parking space. By the Council’s own standard, the existing garage does not provide a parking space, so its conversion cannot result in the loss of one. The only parking space at the property is the front driveway, which is retained.

- 7.3.3. The Council has applied this standard in the same way elsewhere in the borough. In its report on 9 Elruge Close, West Drayton (17346/APP/2024/1965), the officer found that replacing an existing garage with residential accommodation would be acceptable because the garage, at approximately 2.5m by 5.5m internally, fell below the Local Plan requirement for garages to have internal dimensions of 3.0m by 6.0m “to be considered as a parking space”. That application was refused on other grounds, but the officer’s approach to the garage applies directly here. Policy DMHD 1 (vii) likewise expects garages to reflect the Appendix C size guidelines.
- 7.3.4. As a result, the garage is not used for parking and has in practice served as storage. With a utility room now provided within the house, even that secondary role is no longer needed. A garage that falls below the Council’s own minimum size is not a parking space under Appendix C, and its conversion is not a loss of parking. The effective parking provision at the property is the front driveway, and that is unchanged by this proposal.
- 7.3.5. The 2017 officer report counted the garage as one of two parking spaces under saved Policy AM14 of the Unitary Development Plan. That policy has since been replaced. Parking is now assessed under Policy DMT 6 of the Local Plan: Part Two (2020), which applies the Appendix C standards, including the 3.0m by 6.0m minimum garage size. Assessed against the current standard, the garage would not be counted as a parking space at all.
- 7.3.6. The Council’s recent decisions on Linden Avenue also show the weight it gives to frontage parking. At No. 116 the officer found “ample parking to the front of the property”, and at No. 117 the officer found that “existing parking arrangements would not be impacted” because parking was provided on the front hardstanding. Neither decision involved the loss of a garage, so they are of limited direct relevance on this point, but they confirm that frontage parking is the Council’s main consideration on this street.
- 7.3.7. Off-street parking for one car is retained on the front driveway, as shown on the submitted drawings. This is unaffected by the proposal.
- 7.3.8. The additional bedroom does not create a requirement for further parking. Appendix C reflects the London Plan standards, which set maximum rather than minimum provision. The Council applies them in that way: at 9 Elruge Close it raised a highways objection because the proposed parking would have exceeded the London Plan maximum.
- 7.3.9. London Plan Policy T6.1 sets maximum parking standards for new residential development. It does not directly govern the loss of an existing space, but it reflects the London Plan’s wider aim of reducing car dependency, and it contains no minimum requirement that the retained provision would breach.

- 7.3.10. The garage is also not protected by any condition. The 2017 permission contains no condition requiring the garage to be kept available for parking, and the Council did not impose one.

7.4 Fallback position

- 7.4.1. The internal conversion of a garage to a habitable room is not development under section 55(2)(a) of the Town and Country Planning Act 1990. The replacement of a garage door with a window on a detached dwellinghouse appears capable of being undertaken as permitted development under Class A of Part 1 of Schedule 2 to the General Permitted Development Order 2015, subject to confirmation that no Article 4 direction or other restriction applies. The 2017 permission restricts permitted development rights only for openings facing Nos. 112a and 114.
- 7.4.2. If confirmed, a very similar outcome could be achieved without planning permission. Where there is a realistic prospect of such a fallback being used, it is a material consideration that weighs in favour of granting permission.
- 7.4.3. The Council has also shown on this street that it weighs proposals in the round. At No. 117 it concluded that the context of the surrounding area “tips the planning balance towards acceptability” for a scheme that exceeded policy guidance. This proposal, by contrast, relies on no departure from guidance.

7.5 Quality of accommodation

- 7.5.1. The new bedroom will be served by a front-facing window of a size consistent with the existing front windows, providing good outlook and natural light in accordance with London Plan Policy D6. Its size exceeds the Nationally Described Space Standard for a double bedroom.

7.6 Private amenity space

- 7.6.1. The proposal does not affect the rear garden. The generous rear garden noted by the Council in 2017 is retained in full. It continues to provide ample private amenity space for the enlarged household, in accordance with Policy DMHB 18.

7.7 Critical Drainage Area

- 7.7.1. The proposal adds no new roof or hard surfaced area and involves no works to the frontage. It therefore does not increase surface water run-off and raises no concerns for the Critical Drainage Area.

8 CONCLUSION

- 8.1 The proposal converts an existing garage to a bedroom, with the garage door replaced by a window. It involves no enlargement of the building or increase in footprint, and introduces no openings facing either neighbour. At 2.9m by 5.9m internally, the garage falls below the 3.0m by 6.0m minimum in Appendix C and cannot be counted as a parking space. Its conversion therefore results in no loss of parking, and off-street parking on the frontage is retained.
- 8.2 The Council approved a considerably larger change to the front of No. 117 Linden Avenue in June 2026 under the same local policies. The external works also appear capable of being carried out as permitted development, subject to confirmation.
- 8.3 The proposal accords with Policy PT1.BE1 of the Hillingdon Local Plan: Part One, Policies DMHB 11, DMHB 18, DMHD 1 and DMT 6 of the Hillingdon Local Plan: Part Two, Policy D6 of the London Plan (2021) and the NPPF (August 2026). In accordance with Policy S3 of the NPPF, it should be approved without delay. The applicant respectfully requests that planning permission be granted, subject to the Council's standard conditions.

AC DESIGN SOLUTION
OFFICE 301
BELMONT CLOSE
UB8 1HE



WWW.ACDESIGNSOLUTION.COM