



9 Minet Drive  
Hayes  
UB3 3JN

June 2023

## **Planning Application**

Excel Planning have been instructed by the applicant to submit a planning application for the following development:

‘Conversion of a single family dwellinghouse (C3) to a 1x3 bed and 1x2 bed flats’.

## **Site and Surrounding Area**

The application site is a two-storey terraced building located on the northern side of Minet Drive. The application site is currently in use as a single family dwellinghouse. The surrounding area is residential in nature. The application site is not located within a conservation area, an Area of Special Character nor is the site statutory or locally listed.

In regard to transport, the site has a PTAL rating of 3. The nearest bus stop is a 3 minute walking distance from the application with connections to Hayes, Heathrow Airport, Slough, Uxbridge and into the centre of London. The Elizabeth Line via Hayes & Harlington is within 5 minutes via bus. The location of the property is within walking distance of a variety of amenities and services.

## **Planning History**

40474/87/1268 – 2-storey side extension to form 2 s-c flats. Refused 20/11/87

## **Proposed Development**

The proposal seeks planning permission for the change of use of an existing single-family dwelling house (C3) into two flats.

All internal areas have been designed according to the Royal Borough of Greenwich HMO standards.

Details of the internal layout are listed below:



**Flat 1:**

- Kitchen/Living Room – 25.72m<sup>2</sup>
- Bedroom 1 - 13.69m<sup>2</sup>
- Bedroom 2 – 9.24m<sup>2</sup>
- Bedroom 3 – 14.11m<sup>2</sup>
- Bathroom – 4.45m<sup>2</sup>
- Storage – 2.5m<sup>2</sup>

**Flat 2:**

- Kitchen/Living Room – 33.56m<sup>2</sup>
- Bedroom 1 – 13.69m<sup>2</sup>
- Bedroom 2 – 9.24m<sup>2</sup>
- Bathroom – 4.45m<sup>2</sup>
- Storage – 3.9m<sup>2</sup>

5 x Refuse and recycling storage will be provided at the front of the property

8 x cycle spaces have been provided within the rear garden (4 for flat 1 and 4 for flat 2)

**Planning Policy**

The policy documents appropriate for the site is as follows:

- London Plan (2021);
- Hillingdon Local Plan: Part One – Strategic Policies (November 2012)
- Hillingdon Local Plan: Part Two – Development Management Policies (January 2020)
- Technical Housing Standards

The material planning considerations are set out and discussed below:



## **Principle of Development**

Policy DMH 4 of the Hillingdon Local Plan: Part Two – Development Management Policies (January 2020) states that residential conversions 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 1km length of road for assessment purposes;
- iii. The internal floor area of the original building to be converted is at least 120sqm; and
- iv. Units are limited to one unit per floor for residential conversions

From the Council's Planning Records and Council Tax available, the proposed conversion would not result in more than 10% of properties within the street to be converted to flats, complying with Policy DMH 4.

The internal floor area as existing exceeds 120sqm and thus complies with Policy DMH 4

The units are limited to one unit per floor thus complying with Policy DMH 4

The principle of development should therefore be considered acceptable.

## **Quality of Accommodation**

Regard has been made to the Technical Housing Standards in regards to minimum gross internal floor areas and storage (m<sup>2</sup>)

Regard has also been taken to Policy DMHB 16 of the Hillingdon Local Plan: Part Two – Development Management Policies (January 2020) which states that:

All Housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversion should:

- i. Meet or exceed the most up to date internal space standards, as set out in Table 5.1



All habitable rooms will meet and exceed the relevant space standards and will additionally benefit from a good level of outlook given they are fitted with a principle window in either the front or rear elevations of the property. In flat no.1, bedroom 1 and 3 will benefit from large, south facing windows, as will bedroom 1 of flat no. 2 thus allowing there be sufficient daylight/sunlight entering into this bedroom thus resulting in a high level in quality of accommodation.

The kitchen/dining area of both flats are adequately sized, with flat 1 that of 25.72m<sup>2</sup> and flat 2 33.56m<sup>2</sup>. These are considered to be reasonable levels of living and kitchen space

The proposal in its entirety should be considered to meet the requirements set out in Policy DMHB 16 of the Hillingdon Local Plan Part Two (2020) and Policy D6 of the London Plan (2021)

### **Impact on Character and Appearance**

No changes to the external façade are proposed

### **Impact on Neighbouring Amenity**

The use of the property will remain a residential use, albeit not as one single household. Although there will be an increase in the number of proposed occupants, it is not considered that this change would be materially different to a degree which would adversely harm the amenities enjoyed by neighbouring occupiers.

### **Amenity Space**

Private amenity space is to be provided for Flat 1 (3 bed) as they have access to the rear garden which is approximately 134.5 sqm and thus is more than sufficient for Flat 1. The overall quality of the internal space provided and layout of Flat 2 is considered to be of a high standard. We note that Minet Country Park is located within a short walking distance from the application site and thus would mitigate the lack of amenity space provided for Flat 2 which is a 2-bed flat with accessible green space.

### **Highways**



It is noted that the existing house does benefit from off street parking to the rear. A further two car parking spaces are to be provided to the front of the property, providing 1 car per unit.

In addition to this, cycle parking has been provided within the rear garden, accessible via a side gate in order to encourage the use of more sustainable transport methods. A total of 8 cycle spaces have been provided in accordance with the requirements set out in the London Plan (2021).

In light of the above, it is considered that the proposal will not cause material harm in terms of transport highways impacts.

### **Refuse and Recycling**

Bin storage is to be provided to the principle elevation of the property, with a total of 5 240L bins for Flats 1 and 2. These bins will be easily accessible to occupants, both in terms of use and movement on collection days.

Details in regards to design and dimensions of the bin store can be secured by condition with desire to be in full compliance of Policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part Two – Development Management Policies (2020).

### **Conclusion**

The proposal seeks to convert the existing C3 dwelling to two flats (1x3 bed and 1x2 bed). The proposal will provide for an appropriate alternative use of the property which is considered appropriate given the sustainable location of the site.

The proposed conversion unit has been designed to meet the Technical Housing Standards, as well National and Local Planning policy, and thus will provide an excellent form of accommodation.

In light of the above, and in the absence of identified harm, the proposal is considered to have planning merit and should be supported by officers.