

Hillingdon Council  
Planning Department

**Property Address: 847 Uxbridge Road Hayes UB4 8HZ**

**Proposal:** Conversion of 2 storey maisonette (Class C3) to form 2no Studio flats.

### **Site and surrounding area**

The application site comprises a three-storey end of terraced building located on the southern side of Uxbridge Road, Hayes, in the middle of a commercial parade. The parade is classed as the Hayes End local Parade within the Hillingdon Local Plan. The ground floor is occupied by a commercial unit whilst the first floor and above is currently laid out as a duplex residential flat. The surrounding area is comprised of a of commercial units at ground floor with HMO accommodation above.

The site has a PTAL rating of 2 – moderate access but is in close proximity to local shops and amenities. It is also on a main artery of Uxbridge Road with access to all local bus stops. There are also a number of parks and recreation grounds in the immediate area.

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 proposal**

The property is currently configured as a duplex flat above a commercial unit. Due to its positioning above shops and its lack of outdoor amenity space the property is less suitable as a family dwelling.

The proposed works comprise the subdivision of the existing duplex flat into two self-contained upper-floor units. No external alterations are proposed. Hillingdon Policy DMH1 expressly allows subdivision where car parking, self-containment, amenity and living standards are satisfactorily addressed.

Each dwelling is above the minimum size for a studio flat, with a comfortable layout and adequate storage. Both flats are dual aspect and have sufficient windows to the front and the rear and have good access to daylight.

### **Principle of Development**

The justification for this proposal is that an above-shop duplex flat is a constrained form of accommodation. It lacks direct garden access, depends entirely on stairs, and is exposed to mixed-use conditions. Policy DMHB 18: Private Outdoor Amenity Space states: 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 5.2. In this case, the existing larger flat does not benefit from any garden space and is not able to comply with DMHB 18. Overall, those characteristics tend to reduce its attractiveness and practical suitability for family occupation.

By contrast, two small self-contained units are a more natural fit for that type of building: they intensify housing supply without changing the established mixed-use pattern, they provide homes for single-person households in a sustainable location, and they make efficient use of an existing structure that national policy specifically encourages authorities to bring forward.

A particularly relevant local indicator is the council's 2024 approval for conversion of a three-bedroom maisonette above a convenience store at 64A Park Way Ruislip into three studio flats. <https://planning.hillingdon.gov.uk/OcellaWeb/showDocuments?reference=79052/APP/2024/2546&module=pl> In that decision officers accepted, on balance, that the loss of a family unit in a minor town centre and on upper floors above retail was less harmful than loss of family accommodation in a primarily residential location. They therefore treated the mixed-use setting as an appropriate location for smaller residences of that nature. That decision is a useful local precedent because it demonstrates the council's willingness to distinguish between family houses on residential streets and upper-floor flats above shops in centres or mixed-use parades.

### **Car Parking and Transport Accessibility**

The applicant is the freeholder of the land to the rear of the site which has been used for parking for the commercial unit in the past. If deemed necessary the same can be done in this case. However the applicant believes that this should not be necessary for the following reasons:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 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 requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

Appendix C of the Hillingdon Local Plan: Part 2 - states that 1 bedroom flats should be provided with 1 to 1.5 spaces per unit. However, it is important to note the following

- The current layout as a family flat would require the same amount of parking, there is sufficient on street parking and in this case the change of use will not lead to any increase and may even lead to a reduction in parking requirement.
- Policy DMT 6 explains that the Council may agree to vary these requirements when the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity. It is also worth noting that Policy T6 of the London Plan (2021) states that: "Car-free development should be the starting point for all development proposals in places

that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

- The application site has a Public Transport Accessibility Level (PTAL) rating of 2 (Moderate) and has direct access to bus stops and the many local shops in this 'minor centre'. Therefore, given the site's location amongst such services and as it is within walking distance to buses and local shops, it would not be necessary for future occupants of the proposed flats to use a car to access day-to-day services.

### Conclusion

On this basis, the proposal is well designed and will provide housing which is more suitable for this location. We trust that this proposal is acceptable and permission can be granted for the conversion of this property into 2no studio flats. If there is anything else you need, please do not hesitate to contact me at [anthony@eatownplanning.co.uk](mailto:anthony@eatownplanning.co.uk) or 0330 221 0449.

Anthony Adler Msc

**Director**

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