

Planning Submission Statement

1. Introduction

This Planning Statement has been prepared in support of a householder planning application submitted to the London Borough of Hillingdon on behalf of the applicant. The application seeks full planning permission for the change of use of the existing attached single garage into a habitable room at 13 Holm Grove, Uxbridge, UB10 9LZ.

The requirement for this application is necessitated by a restrictive condition attached to the property's original planning history. Specifically, Condition 6 of planning permission reference 30278/A/82/1080 explicitly states that express planning permission is required for the conversion of the existing attached garage to any other intended purposes. Consequently, this submission is put forward to formally satisfy this requirement through a householder development application.

This statement demonstrates the development's full compliance with the statutory development plan, primarily the Hillingdon Local Plan, the London Plan, and national guidance set out within the National Planning Policy Framework (NPPF). It further demonstrates that the proposed conversion is entirely appropriate for the site, respects the character of the host dwelling and wider locality, and retains sufficient off-street parking capacity within the site's spacious in-and-out carriage driveway.

2. Site Description

The application site comprises a residential property located at 13 Holm Grove, situated within the administrative boundary of the London Borough of Hillingdon. The existing building is a spacious, contemporary four-bedroom detached family home. The property features a modern brick facade complemented by a prominent in-and-out carriage driveway with capacity to comfortably accommodate three vehicles, alongside an integrated single garage and a landscaped, enclosed private garden to the rear.

Holm Grove is a quiet, predominantly residential cul-de-sac characterised by low-density, premium detached housing that offers a peaceful suburban setting. The site does not fall within a designated Conservation Area, nor is the building locally or statutorily listed, presenting a highly stable planning context for residential use.

The site occupies a highly sustainable suburban location in terms of connectivity and transport infrastructure. It is situated within short walking distance of Hillingdon Underground Station, which provides direct, high-frequency access to Central London via the Metropolitan and Piccadilly lines. Additionally, the site enjoys excellent arterial road connectivity, balancing rapid public transit links with convenient regional road access.

Reflecting its highly sustainable nature, the site is exceptionally well-served by local social infrastructure and commercial amenities. It is situated in close proximity to Court Park, providing immediate access to expansive recreational green spaces, and sits just a short distance from Uxbridge Town Centre. This ensures that residents have convenient, accessible links to a comprehensive range of retail, healthcare, and educational facilities.

3. The Proposed Development

The application seeks householder planning permission for the change of use of the existing attached single garage into a habitable study room and an attached utility space. Crucially, the proposed development will result in no changes to the existing footprint, building height, or structural massing of the dwelling. The internal floor area is reconfigured entirely within the envelope of the existing building structure.

The specific internal layout changes and external alterations are detailed verbatim within the accompanying application drawings, specifically the existing and proposed floor and elevation plans. External modifications are confined to the following:

1. West Elevation (Front): The existing single garage door will be removed, and the opening infilled with brickwork and a new window, designed to match the materials, style, and proportions of the existing host dwelling.
2. East Elevation (Rear): The existing door will be bricked up and replaced with the insertion of a window, fully matching the existing facade.
3. North & South Elevations: No external changes are proposed to these elevations.

Internally, the garage space will be converted to provide high-quality habitable accommodation. There will be an insertion of an internal wall and door to separate the proposed utility and study, seamlessly integrating the new configuration with the existing ground floor layout. The proposal represents a highly sympathetic modification that preserves the architectural integrity of the original property while providing improved living space for the occupants.

4.0 Planning Policy and Justification

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the relevant statutory development plans are the London Plan and the Hillingdon Local Plan.

As noted in Section 1.0, Condition 6 of planning permission reference 30278/A/82/1080 explicitly states that planning permission is required for the conversion of the existing attached garage to any other intended purposes. Consequently, this householder development application is submitted to satisfy this condition. Because the application site is situated within the designated Hillingdon Court Park Area of Special Local

Character (ASLC), the proposed change of use of the attached garage to a habitable room must demonstrate full compliance with the design, heritage, and highways policies set out within the Hillingdon Local Plan Part 1 (Strategic Policies) and the Hillingdon Local Plan Part 2 (Development Management Policies).

Design, Heritage, and Character of the ASLC

From a design and heritage perspective, Policies DMHB 5, DMHB 11, and DMHD 1 (Part D) dictate that alterations to the principal elevation must preserve and enhance the architectural integrity, uniformity, and suburban character of the ASLC.

To satisfy these requirements, the structural infill of the front garage aperture will utilise high quality materials, including brick type, bond, mortar mix, and joint profile, to mimic those of the host dwelling. Furthermore, as demonstrated on the submitted elevation plans, the proposed fenestration replicates the proportions, alignment, framing materials, and opening mechanisms of the existing upper floor windows. This meticulous approach maintains visual symmetry within the street scene, ensures the property seamlessly blends with the wider estate, and fully adheres to the design led principles of Policy DMHB 12.

Highways and Parking Capacity

Concurrently, the application satisfies Policy DMT 6 (Vehicle Parking) by demonstrating that the loss of the internal parking bay will not exacerbate local kerbside parking stress. Policy DMT 6 requires that a minimum of two off street parking spaces, each meeting the statutory dimensions of 2.4m by 4.8m, be accommodated entirely within the remaining curtilage without overhanging the public highway.

The proposed scheme easily exceeds this requirement. The site features an established, large in and out carriage driveway that comfortably provides on-site parking for three vehicles. Crucially, the proposed scheme will not alter the front garden layout, meaning the existing hardstanding is entirely preserved.

Furthermore, by avoiding any reconfiguration or expansion of the existing driveway, the proposal guarantees that more than the required minimum of 25% of the front garden frontage is retained as soft landscaping. This directly complies with Policy DMHD 1, preserving the established green suburban character of Holm Grove.

Internal Housing Standards and Amenity

The proposed habitable accommodation complies fully with Policy DMHB 16 (Housing Standards) and the London Plan space standards. The internal layout, detailed in the proposed floor plans, safeguards the residential amenity of future occupiers by ensuring that the newly created study and utility areas provide a high-quality living environment.

The conversion achieves comfortable, uniform floor to ceiling heights matching the existing ground floor. By removing the existing garage door on the western elevation and replacing it with a new three-light casement window matching the existing style, and replacing the existing rear door to the attached garage on the east elevation with a top opening casement window, the converted rooms will enjoy excellent levels of natural daylighting and a clear, acceptable outlook that completely avoids any sense of undue enclosure. The new windows will match the design of the property's existing windows, and the remaining structural apertures will be infilled with facing bricks to match the existing facade.

Planning Precedents

The principle of converting attached garages into habitable rooms is well established within the immediate locality. The London Borough of Hillingdon has previously approved very similar developments on Holm Grove, establishing a clear planning precedent:

1. 23 Holm Grove, Hillingdon (Ref: 36871/APP/2021/1744): Erection of a single storey rear extension, partial conversion of garage to habitable space, replacement of existing flat roof at ground floor level with a pitched roof, and installation of multiple roof lights.
2. 35 Holm Grove, Hillingdon (Ref: 49519/APP/2002/2392): Conversion of garage to a habitable room.

Given these precedents within the same cul-de-sac, combined with the scheme's strict compliance with design, heritage, and parking policies, the proposal represents an acceptable form of sustainable development that should be looked upon favourably by the Local Planning Authority.

5.0 Conclusion

In conclusion, the proposed change of use of the attached garage to a habitable study and utility space represents an inherently sustainable, well considered householder development that aligns seamlessly with the local planning framework. The scheme respects the unique context of the ASLC by introducing no additions to the existing footprint, massing, or height of the dwelling. By utilising matching high-quality materials and replicating the exact fenestration style of the upper floor windows on the principal elevation, the development ensures that the visual rhythm and uniform suburban character of Holm Grove are fully preserved. Furthermore, the retention of the existing in and out carriage driveway ensures that the property maintains a generous off street parking capacity for three vehicles, comfortably exceeding statutory requirements and avoiding any impact on local kerbside parking stress.

The application successfully addresses the requirements of Condition 6 of the original planning permission while demonstrating complete compliance with Policies DMHB 5,

DMHB 11, DMHB 16, DMHD 1, and DMT 6 of the Hillingdon Local Plan Part 2, as well as the overarching policies of the London Plan and the National Planning Policy Framework. Supported by clear local planning precedents for garage conversions within the immediate cul-de-sac, the proposal introduces high quality internal accommodation without compromising the amenity of neighbouring properties or the green character of the estate frontage. Consequently, as the development satisfies all design, heritage, and highways criteria, it is respectfully requested that planning permission be granted without delay.