Appendix 1 – Appeal Proposal Decision Notice

HILLINGDON
LONDON

Alicia Privett
Nexus Planning
Holmes House
4 Pear Place
London
SE1 8BT

Application Ref: 11894/APP/2024/3030

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:

Description of development:
Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.

Location of development:	Tesco Express, 122-124 High Street Ruislip
Date of application:	28th November 2024
Plan Numbers:	See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

R Johnson

Head of Development Management and Building Control
Date: 31st January 2025

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/3030

SCHEDULE OF REASONS

1 The proposed development would result in loss of privacy to adjoining neighbouring properties given the intensification of the building and the proximity of the private amenity space which would lead to overlooking of neighbouring residents habitable living spaces without adequate screening measures. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2024).

2 The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook and privacy given the proximity to the proposed 1.5m high fence and 300mm trellis. Further, Flat 1 and Flat 4 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

3 The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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
NPPF11 - 24	NPPF11 2024 - Making effective use of land
NPPF12 - 24	NPPF12 2024 - Achieving well-designed places

NPPF16 - 24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

END OF SCHEDULE

Address:

Development Management
Directorate of Place
Hillingdon Council
3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/3030

SCHEDULE OF PLANS

PA - 02 - Rev P9 - received 14 Nov 2024

PA - 100 - Rev P2 - received 14 Nov 2024

PA - 101 - Rev P2 - received 14 Nov 2024

PA - 103 - Rev P2 - received 14 Nov 2024

PA - 03 - Rev P7 - received 14 Nov 2024

PA - 04 - Rev P7 - received 14 Nov 2024

PA - 06 - received 14 Nov 2024

PA - 104 - Rev P2 - received 14 Nov 2024

PA - 07 - Rev P1 - received 14 Nov 2024

PA - 05 - received 14 Nov 2024

PA - 01 - Rev P4 - received 14 Nov 2024

RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspecorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the deploy in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix 2 – Appeal Proposal Delegated Officer Report

Development Management

APP REF No. 11894/APP/2024/3030

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	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
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	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

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

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	TESCO EXPRESS, 122-124 HIGH STREET RUISLIP
Development:	Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.
LBH Ref Nos:	**11894/APP/2024/3030**
Drawing Nos:	PA - 02 - Rev P9 PA - 100 - Rev P2 PA - 101 - Rev P2 PA - 103 - Rev P2 PA - 03 - Rev P7 PA - 04 - Rev P7 PA - 06 PA - 104 - Rev P2 PA - 07 - Rev P1 PA - 05 PA - 01 - Rev P4
Date Plans received:	28-11-24 **Date(s) of Amendments(s):**
Date Application valid	28-11-24

1. SUMMARY

The application seeks full planning consent for the change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works. Given the ground floor remains in Use Class E complying with strategic policies that seek to protect the function of main town centres, there is no objection in principle to the proposed residential development.

It is considered that the quantity and quality of internal and external amenity space being provided would not be sufficient and affords future residents a lack of outlook and substandard amenity space. The neighbouring occupiers would experience loss of privacy and the public benefits would fall short of outweighing the substandard accommodation and harm.

It is therefore recommended that the application be refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Neighbouring amenity impacts

The proposed development would result in loss of privacy to adjoining neighbouring properties given the intensification of the building and the proximity of the private amenity space which would lead to overlooking of neighbouring residents habitable living spaces without adequate screening measures. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2024).

2. NON2 Internal and External Amenity

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook and privacy given the proximity to the proposed 1.5m high fence and 300mm trellis. Further, Flat 1 and Flat 4 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

3. NON2 Air quality and Obligations

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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

NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises a single building on the Ruislip High Street, in retail use (Use Class E). It was formerly Woolworths but is currently occupied by Tesco.

The section of the building that fronts onto the high street is single storey with a false first-floor facade, having the appearance of a two-storey building within the shopping parade. The rear section of the building is three-storeys. The ground floor operates as the shop floor, whilst the upper floors are for ancillary storage. The upper floors are unused (for circa 15 years as stated in the submitted letter), and surplus to the requirements of the current tenant. Photos have been submitted to illustrate that the upper floors are in a state of disrepair, and not fit-for-purpose.

To the rear of the site is the residential cul-de-sac of Poplars Close comprised principally of semi-detached dwellings, and Woodlands Children's Nursery. There is also a car park to the rear of the site, associated with the adjacent development and accessed from Princess Lane.

The site has a Public Transport Accessibility Level (PTAL) of 4.

The site is located within the following Local Plan Site Designations:

-Town Centre: Ruislip
-Primary Shopping Area
-Ruislip Village Conservation Area
-Critical Drainage Area
-Potentially Contaminated Land
-Air Quality Focus Area
-Northolt Perimeter 3km Buffer (PDR Exclusion Zone)

3.2 Proposed Scheme

Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.

3.3 Relevant Planning History

11894/APP/2024/1734 UPPER FLOORS AND REAR OF 122-124 HIGH STREET RUISLIP

Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)

Decision: 13-09-2024 Refusal

Comment on Planning History

Relevant history listed above. To note, a similar scheme 11894/APP/2024/1734 (Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works) was recently refused for the following reasons:

1. The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually

dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2. Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3. The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4. Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5. The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6. The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

The current applications omits 3no flats and the additional floors extension.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **11th January 2025**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

15 neighbouring properties were consulted by letter on 05-12-24. The consultation period expired on 28-12-24. 5 objections were received from 4 households. Their comments are summarised as follows:

1. Concerns regarding relocation of air conditions units
2. Concerns regarding dummy facade which gives on to High Street is supported by RSJs at a 45 degree angle to the wall
3. Concerns regarding pull distance of waste collection
4. Noise concerns (including noise from lift)
5. Visual intrusion / loss of privacy / Overlooking (safeguarding concerns)
6. Traffic, parking and congestion concerns.
7. Building work disruption
8. Increase the bulk & density and in line with the refusal, appear out of scale in proportion to the size/ width of the site
9. any public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area
10. Light spill / pollution
11. Concerns regarding access changes / refuse collection
12. Concerns regarding fire safety and access for emergency services
13. Parking and deliveries concerns
14. Changing land use would over developed area and harm CA
15. Materials not in keeping

Planning Officer comments:

1. The has clarified it is intended to relocate the air conditioning units to the ground floor. There is no details provided of this.

2. There is no concern regarding support for the false faÃ??????§ade, and ultimately, this is a matter that will be clarified by Building Control.

Point 3, 4, 5, 6, 9, 10, 11, 12, 13 and 14 are discussed in the report.

Building disruption is not a material consideration (7).

There is no additional floors proposed and the materials of any external works such as lobby and window would be conditioned (8 and 15).

Ruislip Residents' Association 27.12.24:

The Ruislip Residents' Association believe that these latest proposals are a significant improvement upon the last plans Ref 11894/APP/2024/1734 refused on 13/09/2024.However, there are still the following concerns:

Harm to residential amenity and unsatisfactory living conditions for the occupiers. - The windows for all habitable rooms in Flat 1 on the first floor and Flat 4 on the second floor will be obscured glass up to 0.7 m high. The occupants will not benefit from adequate outlook. - Patios for Flats 2 and 3 measure 25 and 11m2. So the patio area for Flat 3 is significantly short of the recommended 25m2, and both patios will be overlooked from Flats 5 and 6 above that will also overlook the communal

outdoor space. - Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.5m high patio fence.

Existing Roof: - Existing heat pumps & air conditioning units on the flat roof were approved 11894/APP/2009/1740. Some equipment is wall mounted, but a large percentage is floor mounted equipment with numerous pipes along the floor. Plans should be submitted to indicate where all that equipment will be relocated or secured off from the communal space? - On the First floor east side facing the High Street there is a false facade suggesting the building has a first floor directly above the front of the retail unit below. The structure is supported by RSJs at a 45 degree angle to the wall, mounted on the floor of what would become the amenity area. Where are the details how the facade will be supported if the roof becomes an amenity space?

Housing Mix No family housing is provided. The highest need for housing is for family units, defined as units with 3 or more bedrooms. Impact on the amenities of the occupiers of neighbouring residential properties The proposed sole access for 6 residential dwellings on the west side will lead to a harmful increase in activity and generation of noise, of detriment to neighbours particularly the occupier of 14 Poplars Close.

Access & Security Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible & inclusive design, should be convenient and welcoming. Paragraph 96 of NPPF & Policy DMHB 15 of Local Plan require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. There are safety concerns for the 6 flats where the only entrance is on the west side accessed via narrow alleyways. If the proposals are approved appropriate surveillance facilities will need to be considered.

Refuse Management and Cycle Access. The proposed refuse collection arrangements and cycle storage location suggest the owners of the land north of the Iceland Carpark will grant the residents to use their bikes and for refuse to be collected. Has this been verified? Conclusion RRA believe that not all the previous reasons for refusal have been addressed in these latest proposals

Planning officer comments:

1. The has clarified it is intended to relocate the air conditioning units to the ground floor. There is no details provided of this.

2. There is no concern regarding support for the false faÃ??????§ade, and ultimately, this is a matter that will be clarified by Building Control.

The other points are discussed in the main report.

Air Quality:

The proposed development is located outside the LBH Air Quality Management Area, but within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.
LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas.

Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.
The proposed development is within the Ruislip Town Centre Focus Area and therefore further appropriate mitigation is required.

No appropriate mitigation was considered given the location of the proposed development within a LBH Focus Area.

Access Officer:
This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the change of use of this existing dwelling constructed prior to the application of accessible housing standards. Conclusion: no objections raised from an accessibility perspective.

Highways:

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 6 two-bedroom flatted residential dwellings on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 6 flats.

A previous application for 9 flats at this address (11894/APP/2024/1734) was refused earlier this year but not on highway related grounds.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
The overriding regional parking standard would demand a maximum parking requirement in the order of up to 3-5 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.

The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.
It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In total, 12 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Operational Refuse Collection/Servicing Arrangements
Residential Component
Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement.
To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days. The principle of the arrangement is considered broadly acceptable. There are no further observations.
Retail Component
The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach. There are no further observations.

Construction Management Plan (CMP)
An outline construction management statement has been submitted which is considered broadly fit for purpose on the basis of continued and close partnership working with LBH. There are no further requirements or observations on this aspect.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

Design Officer comments:

1.It is unclear if access to the rooftop amenity space is intended to be public. The side stair appears to lack access controls (e.g., a FOB system) to restrict it to residents of the development only. Coupled with the convoluted layout - featuring numerous elements that act as physical and potentially visual barriers - this raises concerns about the potential for ASB, that is if public access is unrestricted.

2.The amenity space is overly dominated by seating, resulting in a lack of balance and variety. Incorporating a more diverse range of landscaping features, spatial configurations, and opportunities for different activities would have created a higher-quality, more meaningful amenity area that better serves the needs of the development's residents. Currently as it stands, the quality of that space and its meaningfulness are suboptimal.

3.The quality of the provided amenity space is particularly important, as it is intended to compensate for the absence of private balconies or individual outdoor areas.

4.Artificial grass is substandard and generally should be avoided - suggests a substandard and unintegrated landscaping design approach.

5.Assuming the artificial grass is due to soil depth limitations, can trees still be delivered? If so, how will adequate soil depth be achieved? Will they be in planters? This may have further impact on the visual appearance and quality of that space, and are the trees likely to be well-maintained this way in the long term?

6.The bins are laid out in a utilitarian manner, unintegrated with the building, and appear to lack screening or enclosure. While this area may be considered back-of-house (BOH), we would still expect some level of visual integration / screening.

7.The proposed planter at ground level, located next to the bins and bike store, offers some improvement but feels tokenistic rather than a well-thought-out and meaningful landscaping intervention.

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.HE1	(2012) Heritage

Part 2 Polices:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix

LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:
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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres

separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

PRIVACY, LIGHT AND OUTLOOK:

Following the previous refusal, revisions have been made to ensure that both real and perceived overlooking and loss of privacy to neighbouring residential properties is mitigated through the use of obscured glazing. Notwithstanding this, elsewhere in the report addresses the internal amenity concerns this raises.

However, as highlighted elsewhere in the report and previous report the bedroom windows of No.120 (corrected from No.120a in the previous report) overlooks communal garden, which would also likely offer views from residents into the rooms at angles.
The scheme would fall short on amenity grounds to both neigbhbours that adjoin the site. The very nature of the private amenity space associated with the application could potentially lead extensive use of this roof space which further exasperate these overlooking concerns. On these grounds, Officers consider the scheme has failed to overcome the previous concerns.

There is one opaque window on the rear elevation which overlooks the rear gardens of Nos. 12 and 14 Poplars Close, however, this window serves the stairs which could easily be conditioned to obscured glazing.

The current application also omits the proposal for additional stories.

NOISE, ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities and the lift would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers. The proposed development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2024).

7.2 Impact on Street Scene

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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: i)

harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ruislip Village Conservation Area and extends from Ruislip High Street to the rear. The front facade of the building fronts the high street and shows some characteristics of Art Deco or early Modernist influence. The existing building to the rear is a good example of early to mid-20th century architecture and is characterised by a flat roof, large windows and brick materiality. While the existing building is not listed, it comprises some architectural merit and is associated within the broader context of the area's historical development.

The proposal includes a change of use to residential and omits the previously proposed an additional storey. The changes to the building are minimal consisting of fenestration amendments, a communal roof garden and secure lobby.

The proposed windows would be in keeping with current form and the secure lobby would be sited to the rear.

It is noted that the Design Officer has raised concerns about the bins which are laid out in a utilitarian manner, unintegrated with the building, which appear to lack screening or enclosure. These details could be secured by condition.

Given the minimal changes and above condition, the proposal would be acceptable in terms of character and appearance.

7.3 Traffic Impact/Pedestrian Safety

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 6 two-bedroom flatted residential dwellings on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 6 flats.

A previous application for 9 flats at this address (11894/APP/2024/1734) was refused earlier this

year but not on highway related grounds.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
The overriding regional parking standard would demand a maximum parking requirement in the order of up to 3-5 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.
The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.
It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In total, 12 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Operational Refuse Collection/Servicing Arrangements
Residential Component
Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement.
To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days. The principle of the arrangement is considered broadly acceptable. There are no further observations.
Retail Component

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach. There are no further observations.

Construction Management Plan (CMP)
An outline construction management statement has been submitted which is considered broadly fit for purpose on the basis of continued and close partnership working with LBH, secured by further condition.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

ACCESS:

The proposal has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards.

SECURITY:

There are concerns regarding the access which through a long, narrow alleyway, which poses a safety risk for future residents due to the potential for anti-social behaviour (ASB) and ad hoc crime. It is also noted that the alleyway is not included within the red line boundary. The main approach and entrance to the development lack clarity and fail to provide a sense of ownership for future residents.

Similarly to the previous application, the staircase to the communal amenity deck on the first floor is very narrow and unrestricted access and the siting of the refuse storage also raised security concerns given the bins are placed along a wall facing a BOH car park, without enclosures, and inviting potential for anti-social behaviour/poor maintenance.

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

A fire statement has been provided with a strategy for evacuation. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. However, Officers consider that this could be addressed through a suitable worded condition.

OPERATIONAL REFUSE COLLECTION / SERVICING ARRANGEMENTS:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

Residential Component

Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m.

The previous application was refused due to insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement. To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days.

Additional information has been submitted in the form of a in the Outline Delivery and Servicing Plan prepared by Pulsar Transport Planning. The applicant has confirmed through a and Registry Map that through ownership of their site, they have right of way over the land North of Iceland along Princess Lane. As such, the refuse collection is acceptable.

Retail Component

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The site is within a designated town centre, and primary shopping area. It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

HOUSING MIX:

The proposed homes are 3 No. x 2B3P Units and 3 No. 2B4P Units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and

Policy H10 of the London Plan (2021).

DENSITY LEVELS:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015). Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;
- One storey two bed four person person unit should provide a minimum of 70 square metres GIA 2 square metres of storage;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all six of the proposed flats would meet the minimum square metre requirement set by Table 3.1 of the London Plan (2021).

The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The proposed one bedspace single bedrooms would have a floor area of at least 7.5 square metres. and would be at least 2.15m wide in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants.

DAYLIGHT AND SUNLIGHT, PRIVACY AND OUTLOOK:

The kitchen/living rooms and bedrooms would be served by large windows or bifold doors. However, Flat 1 and Flat 4 do not benefit from any outlook given all windows are partial obscured windows (up to 1.7m high from ffl).

The north-facing side elevation windows which serve habitable rooms would have a poor outlook over commercial rooftops characterised by plant and services.

In addition, there are concerns regarding the use of boundary treatment to demarcate private amenity as it encloses the windows/bifold door of Flat 3 due to the proximity to the proposed 1.5m high fence with 300mm of trellis which obscures outook and gives rise to privacy concerns.

Similarly the amendments to the fence for Flat 2 gives rise to privacy concerns.

As a result, while future occupants would receive an adequate level of daylight and sunlight, there would be a substandard amount of outlook.

Given the above, the proposed development does not comply with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that 2 bedroom flats should provide a minimum of 25 square metres of amenity space, respectively.

Two of the proposed flats, Flats 2 and 3, would have private patios measuring approximately 25 and 11 square metres, respectively. The latter is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).Seven of the flats would not benefit from private amenity space.

Based on a proposal for 6 x 2 bed units, the proposal should provide a minimum of 150 square metres of private usable and well designed amenity space.

The proposal provides a communal roof terrace above the commercial space which equates to 160 square metres. There are concerns regarding the proposed private amenity space as it is

substandard quality and given it is overlooked by dwellings and the side elevations windows to No.120 (correction from previous report) which cannot be mitigated without harm to the neighbouring building.

While the proposed communal amenity area includes some greening and seating, its design falls short of high quality. The use of artificial grass and the lack of visual and sensory variety within the incorporated landscaping makes it a less compelling and inviting space. The amenity space is overly dominated by seating, resulting in a lack of balance and variety. Incorporating a more diverse range of landscaping features, spatial configurations, and opportunities for different activities would have created a higher-quality, more meaningful amenity area that better serves the needs of the development's residents. Currently as it stands, the quality of that space and its meaningfulness are suboptimal.

On balance, it is considered that the quantity and quality of external amenity space being provided would not be sufficient to serve the sizes and number of proposed dwellings at the site. Given the harm identified it is not considered that further details could be secured by condition as it is fundamental to the proposal. The proposal therefore fails to comply with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2024).

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

FLOOD RISK:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site is in a Critical Drainage Area. The proposal involves the conversion of the upper floors of an existing building to residential, and roof top extensions that do not increase site coverage. Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, however, the proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the compliance with a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

In the event of an approval, damage cost and mitigation measures would secured by condition and S106 for Hillingdon to deliver its air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

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.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

-does not impact an onsite priority habitat; and
-the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
-the development impacts less than 5m in length of onsite linear habitat
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 comprise internal alterations to the existing building and minimal external alterations. The floorspace of the secure lobby would be de minimis. Therefore the development would not exceed the de minimis threshold and is considered to be BNG exempt.

In this instance, having regard to the above criteria, therefore the proposal is considered to be BNG exempt and a biodiversity gain plan is not required.

PLANNING BALANCE:

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 6 two bedroom private market flats, which would would cause harm to the residential amenities of neighbouring occupiers and provide substandard internal and external amenity.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. Overall, the public benefits would fall short of outweighing the substandard accommodation and harm.

CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused.

8. Reference Documents

National Planning Policy Framework (2024)
The London Plan (March 2021)
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230

Appendix 3 – 122-124 High Street, Ruislip - LPA ref. 11894/APP/2024/1734 (Appeal ref. APP/R5510/W/25/3362220) - Decision Notice

HILLINGDON
LONDON

Alicia Privett
Nexus Planning
Holmes House
4 Pear Place
Londno
SE1 8BT

Application Ref: 11894/APP/2024/1734

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:

Description of development:
Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)

Location of development:	Upper Floors And Rear Of 122-124 High Street Ruislip
Date of application:	9th July 2024
Plan Numbers:	See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

R Johnson

Head of Development Management and Building Control
Date: 16th September 2024

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/1734

SCHEDULE OF REASONS

1 The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2 Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3 The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4 Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5 The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6 The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act

(1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 - 23	NPPF11 23 - Making effective use of land
NPPF12 - 23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 - 23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF14 - 23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

END OF SCHEDULE

Address:

Development Management
Directorate of Place
Hillingdon Council
3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/1734

SCHEDULE OF PLANS

Daylight and Sunlight Report - received 02 Jul 2024

Daylight and Sunlight Report - received 02 Jul 2024

Outline Demolition & Construction Management State - received 02 Jul 2024

Outline Delivery & Servicing Plan - received 02 Jul 2024

AVR Verified Views - received 02 Jul 2024

Design and Heritage report - received 02 Jul 2024

Air quality assessment - received 02 Jul 2024

PA - 03 REV P6 - received 01 Jul 2024

PA - 04 REV P6 - received 01 Jul 2024

PA - 05 - received 01 Jul 2024

PA - 06 - received 01 Jul 2024

PA - 07 - received 01 Jul 2024

PA - 01 REV P3 - received 01 Jul 2024

PA - 02 REV P8 - received 08 Jul 2024

PA - 100 REV P1 - received 08 Jul 2024

PA - 101 REV P1 - received 08 Jul 2024

PA - 102 REV P1 - received 08 Jul 2024

PA - 103 REV P1 - received 08 Jul 2024

PA - 104 REV P - received 08 Jul 2024

Cover Letter - received 02 Jul 2024

Appendix B_Heritage Assets - received 02 Jul 2024

RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspecorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the deploy in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix 4 – 122-124 High Street, Ruislip - LPA ref. 11894/APP/2024/1734 (Appeal ref. APP/R5510/W/25/3362220) - Delegated Officer Report

Development Management

APP REF No. 11894/APP/2024/1734

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	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
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	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

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

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	UPPER FLOORS AND REAR OF 122-124 HIGH STREET RUISLIP
Development:	Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)
LBH Ref Nos:	**11894/APP/2024/1734**
Drawing Nos:	Daylight and Sunlight Report Daylight and Sunlight Report Outline Demolition & Construction Management State Outline Delivery & Servicing Plan AVR Verified Views Design and Heritage report Air quality assessment PA - 03 REV P6 PA - 04 REV P6 PA - 05 PA - 06 PA - 07 PA - 01 REV P3 PA - 02 REV P8 PA - 100 REV P1 PA - 101 REV P1 PA - 102 REV P1 PA - 103 REV P1 PA - 104 REV P Cover Letter Appendix B_Heritage Assets
Date Plans received:	09-07-24 **Date(s) of Amendments(s):**
Date Application valid	09-07-24

1. SUMMARY

The application seeks full planning consent for the change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works. Given the ground floor remains in Use Class E

complying with strategic policies that seek to protect the function of main town centres, there is no objection in principle to the proposed residential development.

Given the bulk, scale and massing of the proposal, the neighbouring occupiers would experience loss of privacy and overbearing impact. In addition, given the scale, massing and design, the proposed development would be detrimental to the character, appearance and visual amenities of the street scene and the setting of the Ruislip Village Conservation Area. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area.

It is considered that the quantity and quality of internal and external amenity space being provided would not be sufficient and affords future residents a lack of outlook and substandard amenity space to serve the sizes and number of proposed dwellings at the site. Moreover, the proposal fails to demonstrate how it would achieve high standards of fire safety and emergency evacuation arrangements and adequate refuse and recycling facilities.

It is therefore recommended that the application be refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Character and appearance

The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2. NON2 Neighbouring amenity impacts

Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3. NON2 Internal and External Amenity

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity

and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4. NON2 Waste Collection

Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5. NON2 Fire safety

The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6. NON2 Air quality and Obligations

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment

NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises a single building on the Ruislip High Street, in retail use (Use Class E). It was formerly Woolworths but is currently occupied by Tesco.

The section of the building that fronts onto the high street is single storey with a false first-floor facade, having the appearance of a two-storey building within the shopping parade. The rear section of the building is three-storeys. The ground floor operates as the shop floor, whilst the upper floors are for ancillary storage. The upper floors are unused (for circa 15 years as stated in the submitted letter), and surplus to the requirements of the current tenant. Photos have been submitted to illustrate that the upper floors are in a state of disrepair, and not fit-for-purpose.

To the rear of the site is the residential cul-de-sac of Poplars Close comprised principally of semi-detached dwellings, and Woodlands Children's Nursery. There is also a car park to the rear of the site, associated with the adjacent development and accessed from Princess Lane.

The site has a Public Transport Accessibility Level (PTAL) of 4.

The site is located within the following Local Plan Site Designations:

-Town Centre: Ruislip
-Primary Shopping Area
-Ruislip Village Conservation Area
-Critical Drainage Area
-Potentially Contaminated Land
-Air Quality Focus Area
-Northolt Perimeter 3km Buffer (PDR Exclusion Zone)

3.2 Proposed Scheme

Planning permission is sought for the change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works.

3.3 Relevant Planning History

11894/ADV/2016/25 TESCO EXPRESS, 122-124 HIGH STREET RUISLIP

Installation of various illuminated and non-illuminated signage

Decision: 10-05-2016 Approval

11894/ADV/2014/56 TESCO EXPRESS, 122-124 HIGH STREET RUISLIP

Installation of 1 externally illuminated fascia sign, 1 non-illuminated fascia sign, 1 externally illuminated hanging sign, 1 non-illuminated ATM sign and 2 vinyls

Decision: 14-10-2014 Approval

11894/APP/2009/2230 122-124 HIGH STREET RUISLIP

Details in compliance with condition 4 (ATM Security Lighting and CCTV) of planning permission ref:11894/APP/2009/1738 dated 07/10/2009 (Installation of ATM)

Decision: 08-12-2009 Approval

11894/ADV/2009/56 122-124 HIGH STREET RUISLIP

Installation of 1 externally illuminated fascia and 1 externally illuminated projecting signs.

Decision: 07-10-2009 Approval

11894/APP/2009/1738 122-124 HIGH STREET RUISLIP

Installation of ATM.

Decision: 05-10-2009 Approval

11894/APP/2009/1739 122-124 HIGH STREET RUISLIP

Installation of new shopfront.

Decision: 05-10-2009 Approval

11894/APP/2009/1740 122-124 HIGH STREET RUISLIP

Installation of 3 air conditioning units and 1 condenser unit at first floor roof level.

Decision: 05-10-2009 Approval

11894/APP/2005/1765 WOOLWORTHS, 122-124 HIGH STREET RUISLIP

INSTALLATION OF SHOPFRONT SECURITY SHUTTER

Decision: 17-08-2005 Refusal

11894/APP/2002/2764 FW WOOLWORTHS & CO LTD 122-124 HIGH STREET RUISLIP

INSTALLATION OF EXTERNAL ROLLER SHUTTERS TO SHOP FRONTAGE

Decision: 07-01-2003 Approval

11894/N/87/3007 FW WOOLWORTHS & CO LTD 122-124 HIGH STREET RUISLIP

Installation of externally illuminated fascia sign.

Decision: 24-02-1987 Approval

Comment on Planning History

No comment.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **21st August 2024**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

62 neighbouring properties were consulted by letter on 18-07-24. The consultation period expired on 15-08-24. 11 objections were received. Their comments are summarised as follows:

1. Inaccuracies in application as refers to schemes on Poplars Close that have been dismissed at

appeal.

2. Concerns regarding density
3. Over dominant
4. Bulky
5. Scale
6. Impact on Conservation Area (use, height, characteristics)
7. Negative impact on views
8. Materials out of keeping

9. Loss of light, Daylight/Sunlight concerns - some addresses not surveyed
10. Increase sense of enclosure
11. Loss of privacy and safeguarding issue
12. Light pollution
13. Right to light and air
14. Noise pollution from cycle and bin provision and gate

15. Proposed amenity not fit for purpose
16. Accessibility concerns (does not cater for people with disabilities)
17. No car parking provision
18. Concerns regarding vermin due to rubbish
19. Rubbish / fly tipping increase

20. Concerns regarding anti-social behaviour and fear of crime due to alley way

21. No notification of the proposal

22. Will reduce temperature of neighbouring properties and increase bills
23. Devalue property
24. Construction impacts including traffic and noise

Planning Officer comments:

It is noted that the proposed elevations show the recently refused application at 12 and 14 Poplars Close for four residential units (ref. 51198/APP/2023/1897 refused 11th September 2023) which has been dismissed at appeal. The outline of the bungalows are also shown and within the Daylight and Sunlight Assessment the bungalows have been assessed (1).

Character and appearance concerns are discussed in the main report in Section 7.2 (2-8).

Neighbouring amenity concerns are discussed in the main report in Section 7.1 (9-14).

Internal amenity concerns are discussed in the main report in Section 7.5 and 7.6 (15 and 16).

Highways and Waste concerns are discussed in the main report in Section 7.3 and 7.5 (17-19).

Anti-social behaviour concerns are noted and discussed in Section 7.5 - the alleyway is not shown within the Location Plan (20).

All adjoining neighbouring properties have been notified and a site and press notice has been issued (21).

Points 22-24 are not material planning considerations.

Ruislip Residents' Association
RRA have concerns regarding the impact of the proposed development. Conservation Area The planned roof will be higher than the existing tank on the lift shaft. The overall scale and bulk at the rear would be visually prominent from Poplars Close and create a massing uncharacteristic of other buildings at the rear of the High Street. The proposals would fail to appear subordinate to the main building fronting the High Street and would fail to preserve the character and appearance of the conservation area. Impact on the amenities of the occupiers of neighbouring residential properties The development would significantly increase the sense of enclosure experienced at the neighbouring properties 8, 10, 14 and 12 Poplars Close and at 120A High Street. The proposed sole access for 9 residential dwellings on the west side will lead to a harmful increase in activity and generation of noise, of detriment to neighbours particularly the occupier of 14 Poplars Close. The proposed north facing 1.8m high fence / obscured vision screen adjacent to the communal amenity space will be 1.4m from 3 south facing habitable windows of flat 120A resulting in extreme sense of enclosure, loss of light, noise and feeling of loss of privacy. North facing windows of the proposed flats will overlook the private amenity space for 120A on the flat roof above Superdrug. The rear obscure glazed bedroom windows up to 0.7m will allow the occupants of the top floor to overlook the playing field of Woodland Nursery / 1st 3rd Cubs & Scouts creating loss of privacy and visual intrusion. Impact of the development on future occupiers Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development & conversions will be required to provide good quality and useable private outdoor amenity space. Patios for flats 2 and 3 measure 18.5 and 11m2, significantly short of the recommended 25m2, and will be overlooked from flats 5 and 6 above that will also overlook the communal outdoor space. Existing heat pumps & air conditioning plant currently on the flat roof are not shown. Will they be relocated or secured off from the communal space? Housing Mix No family housing is provided. The highest need for housing is for family units, defined as units with 3 or more bedrooms. Access & Security Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible & inclusive design.. should be convenient and welcoming. Paragraph 96 of NPPF & Policy DMHB 15 of Local Plan require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. The proposal exhibits negative design outcomes in terms of safety. The 9 flats will not be accessed from the main high street where high levels of surveillance could be in place. The entrance on the west side accessed via narrow alleyways will not provide reasonable surveillance of the rear residential area. The development should not be considered acceptable from a safety perspective. Refuse management. The proposed refuse collection arrangements are not practical. There is no kerb space on the bend in Poplars Close to leave weekly refuse for collection! Construction Management Plan (CMP) No detailed CMP has been submitted. It has not been stated how and where any construction work will take place on the constrained site. Will access will be granted to the south side via the private car park? Conclusion For the reasons raised above the RRA believe these plans should be refused.

Planning Officer comments:
The concerns raised are noted and discussed throughout the report.

Access Officer
This proposal, to extend and charge part of the upper floors to residential use, has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards. Conclusion: no objections raised from an accessibility perspective.

Highways:
Site Characteristics
The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 9 flatted residential dwellings (7x2 & 2x1 bedrooms) on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 9 flats.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard would demand a maximum parking requirement in the order of up to 4-7 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.
The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.

It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In terms of cycle parking there should be a provision of a total of 16 'long-stay' spaces coupled with 2 'short-stay' places in-line with the regional standard. In total, 18 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Construction Management Plan (CMP)
A full and detailed CMP is a requirement given the constraints of the site and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. The CMP should be considered as a 'live' document which should be reviewed on a regular basis to maintain its prime functional aim of minimising detrimental impact on the public realm. The applicant has submitted an outline 'Demolition and Construction' statement which acknowledges this specific point.

Given the constraints of the site envelope with very limited physical access availability for vehicles, the construction process will clearly be challenging as all physical access is proposed to be taken from the site frontage on the High Street for an estimated period of 12 months. As the High Street is a major vehicular and pedestrian thoroughfare with a high density of retail/commercial outlets, regular monitoring of the CMP will be crucial as all effort should be made to minimise impacts in the form of maximum avoidance of disruption/obstruction throughout the build programme.

For example, it is accepted that formal parking bay suspensions will be required but should be carefully considered in that any disrupted parking provisions should always be kept to a minimum duration to optimise/maintain the viability & vitality of the district town centre. Where possible, all effort should therefore be made for material disposal/delivery vehicles to attend the site outside of the most sensitive peak morning and late afternoon peak traffic periods. This aspect has also been acknowledged which is welcomed. So, in conclusion the document is considered broadly fit for purpose on the basis of close partnership working with LBH. There are no further observations.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

Air quality comments:

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and

suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £7,819. Deductions were applied in line with the proposed mitigation. Flat rate deductions applied are as follow: Travel Plan (0%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift, contribution to local services) (0%), totalling a reduction of £0.

Therefore, a section 106 agreement with the LAP of £7,819 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

4 Conditions
Conditions - Reducing Emissions from Demolition and Construction
A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)
B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm
e. Unless it complies with the standards set out in the GLA site, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/." Please note that from January 2025 the emission limits will be tightened and need to be complied with.
Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

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.HE1	(2012) Heritage

Part 2 Polices:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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) (2023) 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

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:
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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and

sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

PRIVACY, LIGHT AND OUTLOOK:

There are significant concerns with real and perceived overlooking and loss of privacy to neighbouring residential properties.

It is acknowledged that Flats 1 and 4 benefit from partially obscurely glazed windows which do offer some mitigation in terms of overlooking and loss of privacy, however, this also gives rise to over internal amenity concerns (discussed elsewhere). In addition, Flat 1 bedroom 1 does retain one opaque window pane.

Nos. 8 and 10 Poplars Close are a pair of two-storey dwellings with additional accommodation in the roof space. Habitable room windows are proposed at the first, second and third floor levels (in the side and rear elevations) that would be approximately 12.5m at the closest point from the nearest first floor habitable room window of No. 8 Poplar Close. Whilst potential views would be offset at an angle, the combination of proximity and elevated height, poses concerns with overlooking and loss of privacy.

There is also concern that there would be a notable loss of privacy to the private gardens of Nos. 8 and 10 Poplars Close. Whilst it is recognised that there is existing mutual overlooking between these two adjoining dwellings, the proposed residential intensification would harmfully exacerbate this impact, introducing habitable accommodation at third floor level.

Similarly, these windows would enable harmful overlooking of the private gardens of Nos. 12 and 14 Poplars Close. It is noted that the proposed elevations include the outline of a refused scheme which has been dismissed at appeal. Therefore, due to proximity and the change of use, this would likely result in an overbearing loss of privacy, both real and perceived. The existing gardens for these bungalows are considerably private, which would be adversely affected by the proposal.

In both instances, whilst it is recognised that the subject building has existing windows on the rear and side elevations, the rooms they serve are stated to have been vacant for approximately the last 15 years. Therefore, there would be a clear difference in amenity impact on neighbours, compared to the existing context. Irrespective, in terms of privacy concerns, the previous use of these rooms for ancillary retail storage would have a much lesser impact on neighbouring amenity.

In respect to sunlight, daylight and overshadowing a sunlight and daylight report has been submitted to support the application. It concludes that all surrounding properties meet the recommendations in respects of both daylight and
sunlight reductions. In terms of overshadowing, the analysis demonstrates that the gardens within 8, 10, 12
& 14 Poplars Close will experience no change in their well-sunlit area on March 21st and meeting the BRE Guidelines' recommendation.

ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes and parking would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers. The proposed development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2023).

7.2 Impact on Street Scene

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

Paragraph 135 of the NPPF (2023) 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ruislip Village Conservation Area and extends from Ruislip High Street to the rear. The front facade of the building fronts the high street and shows some characteristics of Art Deco or early Modernist influence. The existing building to the rear is a good example of early to mid-20th century architecture and is characterised by a flat roof, large windows and brick materiality. While the existing building is not listed, it comprises some architectural merit and is associated within the broader context of the area's historical development. In addition, the proposal would be highly visible from Poplars Close and there would be longer views from the High Street, as confirmed by the AVR Verified Views.

The proposal includes a change of use to residential and an additional storey. The development would be significant in massing due to the additional height, built form and bulk proposed, in the form of a traditional crown roof and dormers.
The dormers on all elevations are unacceptably large, and the visual impact is exacerbated by the number of them. As a result it appears somewhat top-heavy and disproportionate with a cluttered

roofscape, which significantly undermines the architectural integrity of the existing building. In addition, the proposed windows do not respect the window hierarchy of the building further exacerbating the prominence.

As above, the development would be seen from both direct and long views on Poplars Close and High Street, respectively. It is therefore considered that the proposal would have a negative impact upon the character and appearance of the area as well as failing to preserve or enhance the setting of the wider Conservation Area.

Having regard to the above, it is considered that the siting, size, width, scale, massing and design of the proposed development would have a harmful impact on the character, appearance and visual amenities of the local area, and would neither preserve nor enhance the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

The harm arising from the proposed development to the Ruislip Village Conservation Area is considered to be less than substantial. In line with paragraph 208 of the NPPF (2023), the public benefit of the proposal must be weighed against the harm. (Please refer to section 7.6 of this report for the 'planning balance' assessment).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'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 pedestrians 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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'A) 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, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:
i) the variance would not lead to a deleterious impact on street parking provision, congestion or

local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.

The proposal seeks to provide 9 flatted residential dwellings (7x2 & 2x1 bedrooms) on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 9 flats.

PARKING PROVISION

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard would demand a maximum parking requirement in the order of up to 4-7 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.

The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.

On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.

It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the

Highway Authority (HA) advised that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement, in the event of an approval.

CYCLE PARKING

In terms of cycle parking there should be a provision of a total of 16 'long-stay' spaces coupled with 2 'short-stay' places in-line with the regional standard. In total, 18 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

VEHICULAR TRIP GENERATION

Local Plan: Part 2 Policies DMT 1 and DMT 2 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.

Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

CONSTRUCTION MANAGEMENT PLAN (CMP)

A full and detailed CMP is a requirement given the constraints of the site and sensitivities of the local road network to avoid/minimise potential detriment to the public realm.

The CMP should be considered as a 'live' document which should be reviewed on a regular basis to maintain its prime functional aim of minimising detrimental impact on the public realm. The applicant has submitted an outline 'Demolition and Construction' statement which acknowledges this specific point.

Given the constraints of the site envelope with very limited physical access availability for vehicles, the construction process will clearly be challenging as all physical access is proposed to be taken from the site frontage on the High Street for an estimated period of 12 months. As the High Street is a major vehicular and pedestrian thoroughfare with a high density of retail/commercial outlets, regular monitoring of the CMP will be crucial as all effort should be made to minimise impacts in the form of maximum avoidance of disruption/obstruction throughout the build programme.

For example, it is accepted that formal parking bay suspensions will be required but should be carefully considered in that any disrupted parking provisions should always be kept to a minimum duration to optimise/maintain the viability & vitality of the district town centre. Where possible, all effort should therefore be made for material disposal/delivery vehicles to attend the site outside of the most sensitive peak morning and late afternoon peak traffic periods. This aspect has also been acknowledged which is welcomed.

In conclusion the document is considered broadly fit for purpose on the basis of close partnership working with LBH.

CONCLUSION

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable

highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

Please see above.

7.5 Urban Design, Access and Security Considerations

ACCESS:

The proposal, to extend and charge part of the upper floors to residential use, has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards.

SECURITY:

There are concerns regarding the access which through a long, narrow alleyway, which poses a safety risk for future residents due to the potential for anti-social behaviour (ASB) and ad hoc crime. It is also noted that the alleyway is not included within the red line boundary. The main approach and entrance to the development lack clarity and fail to provide a sense of ownership for future residents.

Additionally the staircase to the communal amenity deck on the first floor is very narrow and uninviting and disrupts the amenity space of the apartment it traverses.

The siting of the refuse storage also raised security concerns given the bins are placed along a wall facing a BOH car park, without enclosures, and inviting potential for anti-social behaviour/poor maintenance.

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

The accompanying supporting text states (Para 3.12.1) states that fire safety of the developments should be considered from the outset. How the building will function in terms of fire, emergency evacuation and the safety of all users. Whilst Officers acknowledge that this is largely covered within building regulation applications, given the overall number of units proposed and the fact it would spread over multiple floors, it would be necessary to have some details of how each floor would be evacuated in the case of a fire. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. Site Layouts should be planned around issues of fire safety and a robust strategy for evacuation from the outset. No information about fire safety has been provided as part of the application submission. Given the number of units and the layouts, Officers do not consider that this could be addressed through a suitable worded condition without seeing the fire evacuation strategy upfront. It would be necessary to examine this information from the outset given the number of occupants and flats involved and the fact there is a reliance on one stairs. The proposal has therefore failed to demonstrate appropriately how the proposed development would achieve high standards of fire safety and emergency evacuation arrangements. The proposal would therefore conflict with Policies D5 and D12 of the London Plan (2021).

OPERATIONAL REFUSE COLLECTION / SERVICING ARRANGEMENTS:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

Residential Component

Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the side/rear of the building which would exceed these distances if collected from Poplars Close as depicted in the 'Delivery & Servicing' (D&S) plan (approx. 60m). Additional information would be required to support this given the concerns.

Notwithstanding this, a 'Monitoring & Review' regime would be key in order to maintain an effective operation with minimal harm to the locality. This aspect is acknowledged within the submitted D&S plan and welcomed accordingly.

Hence, on balance, the Highway Authority (HA) considers that all of the above arrangements are broadly workable and would not be expected to prejudice the local public realm to any measurable degree particularly within the context of the low-level of anticipated service-related (including waste collection) trips.

Retail Element

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach.

Thus, there is insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The site is within a designated town centre, and primary shopping area. It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

HOUSING MIX:

The proposed homes are 2 No. x 2B3P Units, 6 No. 2B4P Units and 1 No. 3B 4P Units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance

acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

DENSITY LEVELS:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015). Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;
- One storey two bed four person person unit should provide a minimum of 70 square metres GIA 2 square metres of storage;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all nine of the proposed flats would meet the minimum square metre requirement set by Table 3.1 of the London Plan (2021).

The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The proposed one bedspace single bedrooms would have a floor area of at least 7.5 square metres. and would be at least 2.15m wide in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants.

DAYLIGHT AND SUNLIGHT, PRIVACY AND OUTLOOK:

The kitchen/living rooms and bedrooms would be served by large windows or bifold doors. However, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 sole windows are partial obscured windows (up to 1.7m high from ffl).

The north-facing side elevation windows which serve habitable rooms would have a poor outlook over commercial rooftops characterised by plant and services.

In addition, there are concerns regarding the use of boundary treatment to demarcate private amenity as it encloses the windows/bifold door of Flat 2 and Flat 3 due to the proximity to the proposed 1.8m high patio fence.

As a result, while future occupants would receive an adequate level of daylight and sunlight, there would be a substandard amount of outlook.

Given the above, the proposed development does not comply with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that 1 and 2 bedroom flats should provide a minimum of 20 and 25 square metres of amenity space, respectively.

Two of the proposed flats, Flats 2 and 3, would have private patios measuring approximately 18.5 and 11 square metres, respectively. This is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).Seven of the flats would not benefit from private amenity space.

Based on a proposal for 7 x 2 and 2 x 1 bed units, the proposal should provide a minimum of 215 square metres of private usable and well designed amenity space.

The proposal provides a communal roof terrace above the commercial space which equates to 176 square metres. There are concerns regarding the proposed private amenity space as it is substandard in quantity but also quality, given it is overlooked by dwellings and the side elevations windows to No.120a which cannot be mitigated without harm to the neighbouring building.

While the proposed communal amenity area includes some greening and seating, its design falls short of high quality. The use of artificial grass and the lack of visual and sensory variety within the incorporated landscaping makes it a less compelling and inviting space.

On balance, it is considered that the quantity and quality of external amenity space being provided would not be sufficient to serve the sizes and number of proposed dwellings at the site. The proposal therefore fails to comply with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2023).

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

FLOOD RISK:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site is in a Critical Drainage Area. The proposal involves the conversion of the upper floors of an existing building to residential, and roof top extensions that do not increase site coverage.

Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, however, the proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the compliance with a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

In the event of an approval, damage cost and mitigation measures would secured by condition and S106 for Hillingdon to deliver its air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

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.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

-does not impact an onsite priority habitat; and
-the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
-the development impacts less than 5m in length of onsite linear habitat
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 comprise internal alterations to the existing building and an addtional storey. The floorspace of the secure lobby would be de minimis. Therefore the development would

not exceed the de minimis threshold and is considered to be BNG exempt.

In this instance, having regard to the above criteria, therefore the proposal is considered to be BNG exempt and a biodiversity gain plan is not required.

PLANNING BALANCE:

Paragraph 208 of the NPPF (2023) states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 9- one and two bedroom private market flats, which would would cause harm to the residential amenities of neighbouring occupiers and is unacceptable in design terms, even if there were no adverse impacts on the conservation area.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. The NPPF requires that great weight be attached to any harm to a designated heritage asset. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area.

CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused.

8. Reference Documents

National Planning Policy Framework (2023)
The London Plan (March 2021)
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230

Appendix 5 – 122-124 High Street, Ruislip - LPA ref. 11894/APP/2024/1734 (Appeal ref. APP/R5510/W/25/3362220) - Appeal Statement

Rear and Upper Floors of 122-124 High Street, Ruislip

Appeal Statement

ON BEHALF OF GOLDS LEISURE LTD.

March 2025

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1. Introduction

1.1 This Appeal Statement is prepared by Nexus Planning Ltd on behalf of Golds Leisure Ltd. ("the Appellant") in support of an appeal against the refusal by the London Borough of Hillingdon ("the LPA") of a full application (LPA ref. 11894/APP/2024/1734) at Rear and Upper Floors of 122-124 High Street, Ruislip ("the site"). The proposed development is for:

"Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works."

1.2 The application was validated on 9th July 2024, and refused on 16th September 2024 for the following reasons:

Reason for Refusal 1

The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

Reason for Refusal 2

Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

Reason for Refusal 3

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

Reason for Refusal 4

Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

Reason for Refusal 5

The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

Reason for Refusal 6

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

1.3 This Appeal Statement sets out why the reasons for refusal are not considered viable grounds on which to reject the Appeal Proposal. It emphasises the numerous, important, changes in National Planning Policy since the LPA determined this application.

1.4 The following documents were submitted in support of the planning application:

- Location Plan – 122HS-PA-05;
- Existing Block/ Site Plan – 122HS-PA06;
- Existing Ground & Site Plan (Sheet 1 of 2) – 21440-01-B;
- Existing Ground & Site Plan (Sheet 1 of 2) – 21440-01-B (note – this should have been titled Sheet 2 of 2);
- Existing First Floor Plan – 21440-02-A;
- Existing Second Floor Plan – 21440-03-A;
- Existing Roof Plan – 21440-04-A;
- Existing Elevations 1, 2, 3, 4 and 5 – 21440-05;
- Existing Elevations 6, 7 and 8 – 21440-05;
- Proposed Block/ Site Plan – 122HS-PA-07;
- Existing/ Proposed Ground Floor Plan – 122HA-PA-01-P3;
- Proposed First and Second Floor Plans – 122HS-PA-02-P8;
- Proposed Third Floor and Roof Plan – 122HS-PA-03-P6;
- Proposed Elevations – 122HS-PA-04-P6;
- Proposed Ground Floor Block Plan – 122HS-PA-100-P1;
- Proposed First Floor Block Plan – 122HS-PA-101-P1;
- Proposed Second Floor Block Plan – 122HS-PA-102-P1;
- Proposed Second Floor and Roof Block Plan – 122HS-PA-103-P1 (note – this should have been titled Third Floor);
- Section/ Elevation A-A & B-B With 12-14 Poplars Close – 122HS-PA-104-P;
- Internal Daylight and Sunlight Report V1 (June 2024);
- Daylight and Sunlight Report V2 (June 2024);
- Planning Statement (June 2024);
- Outline Demolition & Construction Management Statement (June 2024);
- Outline Delivery & Servicing Plan (June 2024);
- AVR Verified Views (June 2024);

- Appendix B Summary of Heritage Assets within 400m of the Site (June 2024);
- Design and Heritage Statement (June 2024); and
- Air Quality Assessment (May 2024).

1.5 The following statutory consultees commented on the application:

- **Ruislip Residents' Association** – Object
- **Access Officer** – no objections raised
- **Highways Officer** - no objections raised
- **Air Quality** – no objections raised subject to securing the S106 Agreement and Conditions

1.6 The statutory consultee comments can be found within the Delegated Officer Report at **Appendix 2**.

Appeal Procedure

1.7 The Appellant has carefully considered the advice provided at Annexe K of the Planning Inspectorate Procedural Guidance and considers that the Written Representations Procedure would be the most appropriate means of determining this appeal.

1.8 This is because the matters in dispute in this appeal are mainly associated with bulk, scale and massing, and overlooking impacts that would result from the Appeal Proposal.

1.9 The Inspector will have access to:

Appeal Proposal – LPA ref. 11894/APP/2024/1734

- Decision Notice (Appendix 1)
- Delegated Officer Report (Appendix 2)

122-124 High Street, Ruislip – LPA ref. 11894/APP/2024/3030

- Outline Delivery and Servicing Plan (Appendix 3)
- The London Plan 2021 Policy D12A – Fire Safety Supporting Statement (Appendix 4)
- Delegated Officer Report (Appendix 5)

69 High Street, Ruislip – LPA ref. 1983/APP/2022/2930/ Appeal ref. APP/R5510/W/23/3314927

- Appeal Decision (Appendix 10)
- Delegated Officer Report (Appendix 11)
- Proposed Floor Plans (Appendix 12)
- Design and Access Statement (Appendix 13)

178 High Street, Ruislip – LPA ref. 28388/APP/2017/1447

- Delegated Officer Report (Appendix 14)
- Proposed Floor Plans (Appendix 15)
- Proposed Elevations (Appendix 16)
- Previous and New Views (Appendix 17)

Other Supporting Information

- Ruislip Village Conservation Area Appraisal 2010 (Appendix 6)
- Example of Dormer Windows along High Street, Ruislip (Appendix 7)
- Location of parks and communal spaces within a 20-minute walk of the Appeal Site (Appendix 8)
- Chelmsine Court, Bury Street, Ruislip (LPA ref. 890/APP/2020/763) Delegated Officer Report (Appendix 9)

Additional Documents

1.10 In support of this Appeal, a technical note has been prepared by Planning for Sustainability which considers sense of enclosure, and loss of privacy. A revised First and Second Floor Plan (122HS-PA-02-P9) and Proposed Elevations (122HS-PA-04-P7) have also been prepared by GIAD UK Architects, setting a revised proposal for window glazing.

1.11 These documents have not previously been seen by the LPA, however, have been provided to the Inspector for consideration in the determination of this Appeal.

1.12 The Appellant's position is that with this information:

- the planning issues raised can be clearly understood with the addition of a site visit; and
- the issues are not complex and should be treated as an individual case, which the Inspector is not likely to need to test the evidence by questioning or to clarify matters.

1.13 Accordingly, the Appellant would respectfully request that the Written Representation Procedure is utilised for this appeal.

1.14 This Appeal Statement is structured as follows:

- Section 2 provides an overview of the Appeal Site and its surroundings;
- Section 3 outlines the planning history relating to the Appeal Site;
- Section 4 sets out the relevant planning policy context relating to the Appeal Proposal;
- Section 5 sets out the Appellant's responses to the reason for refusal of the application; and,
- Section 6 provides an overall summary and conclusion.

2. The Appeal Site and the Surrounding Area

2.1 The Site comprises a single building known as 122-124 High Street (Use Class E) and is approximately 0.05 ha in size.

2.2 The whole building is currently leased by Tesco Express, with the ground floor operating as the shop floor which fronts onto the High Street. The upper floors were used as an ancillary storage area and office space by the previous tenant, Woolworths. However, since the current tenant has leased the site, this ancillary storage area and office space has been vacant and are surplus to the requirements of the existing tenant. Therefore, this application seeks the redevelopment of the rear and upper floors of the building which are vacant, with the Tesco Express store remaining as is, and lies outside of the red line boundary.



Figure 2.2.1 Location of the Site

2.3 The rear and upper floors of 122-124 High Street had been in a significant state of disrepair, resulting in the building not being watertight, meaning that it was rendered unsuitable for storage or indeed any other purpose. However, in March 2025 an extensive Schedule of Dilapidations was undertaken, to improve the structural integrity of the building, and making it watertight. The state of the building has also resulted in it attracting antisocial behaviour, creating a nuisance to the occupiers and increasing vandalism and the security risk to the Site. The façade of the building at first floor level is "false" with a flat roof behind it and no accommodation serves the first-floor windows which can be seen from street level. The building appears tired in comparison to many of the surrounding buildings.

2.4 The Appeal Site is situated within Ruislip Town Centre, which comprises predominantly retail and commercial units at ground floor level. To the north, west and south of the Appeal Site are residential properties, with further residential dwellings surrounding Ruislip Town Centre.

2.5 The Appeal Site is located within Ruislip Village Conservation Area; however, the Appeal Site itself is not statutorily or locally listed, and there are no listed buildings within close proximity to the Site.

2.6 The western side of the High Street comprises predominantly two storey buildings with retail and office uses at ground floor and ancillary uses and residential at first floor. From the High Street, No. 122-124 adjoins No. 126-130 which is more modern in materiality and is architecturally distinct from the Art Deco style façade of No. 122-124.

2.7 An alleyway separates the Appeal Site from No. 120 High Street to the north, which is again of a different architectural style. The alleyway which runs along the northern boundary and joins with Poplars Close to the west, suffers from poor lighting and natural surveillance and is the primary pedestrian access to the Site. The Site can also be accessed from the rear via Princess Lane, which runs along the back of the southernmost section of the High Street.

2.8 To the eastern side of the High Street, the architectural style is more consistent, with three storey Art Deco terraces and retail uses at ground floor.

2.9 Immediately to the rear of the Appeal Site are two single storey dwellings, known as Nos. 12 and 14 Poplars Close. To the north of these (northwest of the Site), are two further residential dwellings known as Nos. 8 and 10 Poplars Close.

2.10 No planted vegetation currently exists on the Appeal Site.

2.11 The Appeal Site is well served by public transport and has a PTAL rating of 4. Ruislip Underground Station is located 200 metres south of the Site, which is approximately a five-minute walk. There are also multiple bus stops located along High Street.

2.12 The Appeal Site is also well-located for local services including employment, shopping areas, schools, health care, and outdoor and indoor leisure facilities, and is considered to be an excellent location for residential development.

2.13 The Appeal Site lies within Flood Zone 1, indicating the lowest risk of flooding from fluvial sources.

3. Planning History at the Appeal Site

3.1 Following the refusal of the Appeal Proposal, a subsequent application for a revised scheme that omitted the third-floor mansard extension (LPA ref. 11894/APP/2024/3030) was submitted at the Appeal Site for:

Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.

3.2 The application was refused on 31 January 2025 for the following reasons:

Reason for Refusal 1

The proposed development would result in loss of privacy to adjoining neighbouring properties given the intensification of the building and the proximity of the private amenity space which would lead to overlooking of neighbouring residents habitable living spaces without adequate screening measures. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2024).

Reason for Refusal 2

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook and privacy given the proximity to the proposed 1.5m high fence and 300mm trellis. Further, Flat 1 and Flat 4 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

Reason for Refusal 3

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

3.3 In response to Reasons for Refusal 4 and 5 of the Appeal Proposal, an updated Delivery and Servicing Plan prepared by Pulsar (Appendix 3) and a London Plan 2021 Policy D12A – Fire Safety Supporting Statement, prepared by GIAD UK Architects (Appendix 4) were submitted in support of the subsequent application at the Appeal Site.

3.4 As set out in the Delegated Officer Report for LPA ref. 11894/APP/2024/3030 (relevant pages attached at Appendix 5), these documents were accepted by the LPA and were considered to overcome the previous reasons for refusal.

3.5 Within section 5 of this Appeal Statement, the documents are discussed in further detail, and why the Appellant believes the additional information provided within them should be considered to support their case in the determination of this Appeal of the preceding application.

3.6 The following planning applications are also considered to be of particular relevance to the Appeal Proposal.

Site	LPA ref.	Description	Decision	Relevance to the Appeal Proposal
12 and 14 Poplars Close	51198/APP/2023/111 *Appeal ref. APP/R5510/W/23/3331632*	Redevelopment of nos. 12 and 14 Poplars Close to provide 4 residential units.	Refused 23 May 2023. Appeal Refused 12 June 2024.	The site is located to the rear of the Appeal Site, and the Appeal Proposal was designed with the pending decision of this application in mind. This is discussed further in section 5.
47-49 High Street	46454/APP/2016/427	First and second floor rear extension to create 4 x 2-bed and 1 x 1-bed self contained flats with associated cycle spaces.	Refused February 2017. Appeal allowed December 2017.	The application has utilised an unused area above a retail unit along High Street to provide dwellings, as well as changing the use of Class E office space to accommodate the proposals.
69 High Street	1983/APP/2022/2930	Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.	Refused November 2022. Appeal allowed 1 August 2023.	The application has provided a single storey extension at the High Street frontage, and has also utilised an unused first floor level to the rear of the site to provide dwellings.
178-182 High Street	28388/APP/2016/3332 *Appeal ref. APP/R5510/W/17/3173139*	First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage.	Refused January 2017 Appeal allowed July 2017	Change of use from A1 to C3, to accommodate dwellings at the existing premise, as well as utilising an unused first floor level to the rear of the site to provide dwellings within a first and second floor extension. The application also dealt with overlooking commercial rooftops and the placement of dormer windows.
	28388/APP/2017/1447	First and second floor rear extension, extension and conversion of roofspace to habitable use to include 3 front dormers, 4 side dormers and change of use from retail (Use Class A1) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to form communal terrace and alteration to bin/cycle storage (Use Class C3).	Approved October 2017.	

4. Planning Policy

4.1 This section of the Appeal Statement provides and overview of the key planning policies and other material considerations relevant to the Proposed Development.

National Planning Policy Framework (2024)

4.2 The National Planning Policy Framework ('NPPF') sets out the Government's planning policy for England and how these should be applied.

4.3 The latest version of the NPPF was published after the LPA determined the Appeal Proposal, and it sets a new policy position which the Appellant believes provides further support to the principle of residential development at their site.

4.4 The Appeal Site is an urban brownfield site as it is located within a town centre, so in this respect, Chapter 11 of the NPPF (2024) 'Making effective use of land' needs to be considered. According to paragraph 125 of the NPPF, of relevance, planning policies and decisions should:

c. *"give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*

d. *promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and*

e. *support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions – including mansard roofs – where the development would be consistent with the prevailing form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers. A condition of simultaneous development should not be imposed on an application for multiple upward extensions unless there is an exceptional justification."*

4.5 Paragraph 129 seeks for planning policies and decisions to support development that makes efficient use of land, taking into account:

a. *"the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*

b. *local market conditions and viability;*

c. *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*

d. *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*

e. *the importance of securing well-designed, attractive and healthy places"*

4.6 Paragraph 219 requires Local Planning Authorities to look for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Paragraph 129 further states that proposals which preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

The Development Plan

4.7 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.8 The adopted Development Plan for the London Borough of Hillingdon comprises:

- Hillingdon Local Plan Part 1: Strategic Policies (November 2012);
- Hillingdon Local Plan Part 2: Development Management Policies (January 2020);
- Hillingdon Local Plan Part 2: Site Allocations and Designations (January 2020); and
- The London Plan (March 2021).

Hillingdon Local Plan Part 1: Strategic Policies

4.9 The Hillingdon Local Plan Part 1 is the key strategic planning document for Hillington and will support the delivery of the spatial elements of the Sustainable Community Strategy. The key policies from the Local Plan Part 1 which are considered to be relevant to the proposal include:

- Policy E5: Town and Local Centres
- Policy H1: Housing Growth
- Policy H2: Affordable Housing
- Policy HE1: Heritage
- Policy BE1: Built Environment
- Policy EM1: Climate Change Adaptation and Mitigation
- Policy EM6: Flood Risk Management
- Policy EM8: Land, Water, Air and Noise
- Policy EM11: Sustainable Waste Management
- Policy T1: Accessible Local Destinations

Hillingdon Local Plan Part 2: Development Management Policies

4.10 The Local Plan Part 2: Development Management Policies) seeks to provide detailed policies that will form the basis of the Council's decisions on individual planning applications. The key policies from the Local Plan Part 2: Development Management Policies which are considered to be relevant to the proposal include:

- Policy DMTC 1: Town Centre Development
- Policy DMTC 2: Primary and Secondary Shopping Areas
- Policy DMTC 3: Maintaining the Viability of Local Centres and Local Parades
- Policy DMTC 4: Amenity and Town Centre Uses
- Policy DMH 2: Housing Mix
- Policy DMH 7: Provision of Affordable Housing
- Policy DMHB 1: Heritage Assets
- Policy DMHB 2: Listed Buildings

- Policy DMHB 3: Locally Listed Buildings
- Policy DMHB 4: Conservation Areas
- Policy DMHB 11: Design of New Development
- Policy DMHB 14: Trees and Landscaping
- Policy DMHB 15: Planning for Safer Places
- Policy DMHB 16: Housing Standards
- Policy DMHB 17: Residential Density
- Policy DMHB 18: Private Outdoor Amenity Space
- Policy DMEI 1: Living Walls and Roofs and Onsite Vegetation
- Policy DMEI 2: Reducing Carbon Emissions
- Policy DMEI 7: Biodiversity Protection and Enhancement
- Policy DMEI 10: Water Management, Efficiency and Quality
- Policy DMEI 14: Air Quality
- Policy DMCI 7: Planning Obligations and Community Infrastructure Levy
- Policy DMT 1: Managing Transport Impacts
- Policy DMT 2: Highways Impacts
- Policy DMT 5: Pedestrians and Cyclists
- Policy DMT 6: Vehicle Parking

Hillingdon Local Plan Part 2: Site Allocations and Designations

4.11 The Hillingdon Local Plan Part 2: Site Allocations and Designations sets out sites for development to meet the Borough's needs to 2026, based on the level of growth and general locations set out in the Local Plan Part 1.

4.12 The Site is not identified as an allocated site.

The London Plan

4.13 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The key policies from the London Plan which are considered to be relevant to the proposal include:

- Policy GG2: Making the best use of land
- Policy GG4: Delivering the homes Londoners need
- Policy GG6: Increasing efficiency and resilience
- Policy SD6: Town centres and high streets
- Policy D3: Optimising site capacity through the design-led approach
- Policy D4: Delivering good design
- Policy D5: Inclusive design
- Policy D6: Housing quality and standards
- Policy D7: Accessible housing
- Policy D11: Safety, security and resilience to emergency
- Policy D12: Fire safety
- Policy D13: Agent of change
- Policy D14: Noise
- Policy H1: Increasing housing supply
- Policy H2: Small sites

- Policy H10: Housing size mix
- Policy HC1: Heritage conservation and growth
- Policy G5: Urban greening
- Policy SI1: Improving air quality
- Policy SI4: Managing heat risk
- Policy SI12: Flood risk management
- Policy SI13: Sustainable drainage
- Policy T1: Strategic approach to transport
- Policy T4: Assessing and mitigating transport impacts
- Policy T5: Cycling
- Policy T6: Car parking
- Policy T6.1: Residential parking
- Policy T7: Deliveries, servicing and construction
- Policy DF1: Delivery of the Plan and Planning Obligations

Supplementary Planning Documents

4.14 Supplementary Planning Documents (SPDs) provide detailed advice to support the delivery of the local development plan. SPDs relevant to the proposed development include the following:

- Planning Obligations SPD (July 2014); and
- Hillingdon's Sustainable Community Strategy.

5. Key Planning Issues

Matters not in Dispute Between the Parties

5.1 Our understanding is that the following matters are not in dispute between the parties (subject to planning conditions where appropriate):

- Principle of residential development;
- Housing mix;
- Internal amenity space provision;
- Internal daylight and sunlight levels;
- Sustainability;
- Flood Risk;
- Noise;
- Increase in activity and disturbance;
- Car-free proposal;
- Cycle parking provision;
- Vehicular trip generation; and
- Construction Management Plan.

Main Issues in this Appeal

5.2 In this section of the Statement of Case, we describe why the Local Planning Authority was wrong to refuse the application. Having reviewed the reasons for refusal cited by the Local Planning Authority, the matters which are in dispute between the parties are:

1. Character and appearance, including:
    a. The Appeal Proposal fails to harmonise with the character of the surrounding properties; and
    b. The Appeal Proposal will negatively Impact the Ruislip Conservation Area.
2. Neighbouring amenity impacts, including:
    a. The Appeal Proposal will create overbearing impacts to the residents of Nos 8, 10, 12 and 14 Poplars Close.
3. Internal and external amenity, including:
    a. The Appeal Proposal lacks in quantity and quality of external amenity space provision;
    b. The Appeal Proposal does not provide suitable boundary treatment for flats 2 and 3's private amenity space; and
    c. The Appeal Proposal will create poor outlook from Flat 1, bedroom 2 and Flat 4, bedrooms 1 and 2 as a result of the proposed obscure glazing.
4. Refuse collection, including;
    a. The Appeal Proposal has not provided adequate information regarding the location for refuse and recycling collections.

5. Fire safety, including;

    a. The Appeal Proposal has not demonstrated how the it will achieve the highest standards of fire safety.

5.3 Accordingly, we have taken these points to be the main issue in the determination of this Appeal.

5.4 In this following section of the Statement of Case, we explain why these concerns are unfounded and that there would be little to no conflict with either relevant policies of the development plan or relevant national policy of the NPPF, and so, planning permission should be granted.

RfR1 – Character and Appearance

5.5 Reason for Refusal 1, hereafter referred to as RfR1, states that *"the proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023)"*

5.6 Policy D3 of the London Plan (2021) states that development must make the best use of the land by following a design-led approach that optimises the capacity of sites. Policy D4 further supports this by stipulating that the design of development proposals must be thoroughly scrutinised by the LPA throughout the planning process to ensure high quality design.

5.7 Policy BE1 of the Hillingdon Local Plan Part 1 (2012) requires that all new development improves and maintains the quality of the built environment in order to create successful and sustainable neighbourhoods. In order to achieve this, the Policy provides that new developments should enhance the area's local distinctiveness and contribute to community cohesion, as well as fit in with the context of Hillingdon's buildings and townscapes.

5.8 Further to this, Policy DMHB11 of the Local Plan Part 2 (2020) requires that all development is designed to the highest standards and incorporates principles of good design, while ensuring the amenity of adjoining properties and open space is not adversely impacted.

5.9 Policy DMHB4 of the Local Plan Part 2 (2020) sets out that the Council expects new development within Conservation Areas (including alterations and extensions to existing buildings) to preserve or enhance the character or appearance of the area.

Existing Building

5.10 Page 18 of the Delegated Officer Report (see Appendix 2) reads *"the front facade of the building fronts the high street and shows some characteristics of Art Deco or early Modernist influence. The existing building to the rear is a good example of early to mid-20th century architecture and is characterised by a flat roof, large windows and brick materiality. While the existing building is not listed, it comprises some architectural merit and is associated within the broader context of the area's historical development."* Furthermore, page 19 reads *"…the development would be seen from both direct and long views on Poplars Close and High Street, respectively. It is therefore considered that the proposal would have a negative impact upon the character and appearance of the area as well as failing to preserve or enhance the setting of the wider Conservation Area."*

5.11 The Appellant agrees that the front façade of the building retains characteristics of Art Deco or early Modernist influence, and the Appeal Proposal has thoughtfully sought to preserve and restore this façade in accordance with Policy DMHB4 of the Hillingdon Local Plan: Part 2 (2020), incorporating it as a prominent feature within the private amenity space for the proposed flats.

5.12 However, the Appellant strongly disagrees that the building to the rear represents a good example of mid-20th century architecture or possesses significant architectural merit, as suggested on page 18 of the Delegated Officer Report. While the rear portion of the Appeal Site may have some historical context, its current state fails to contribute positively to the visual and architectural quality of the area. Architectural merit should not only be determined on historical value within an area, but also how a site visually harmonises within its broader context. In the case of the rear portion of the site, architectural merit should be determined based on how the site visually harmonises with the broad residential context, characterised by Poplars Close.

5.13 Moreover, the condition of the existing structure at the Appeal Site has been a pressing concern. The rear and upper floors had been in an advanced state of disrepair, with the structure no longer being watertight. This made it unsuitable for any meanwhile uses such as storage, and the deteriorating state of the building has also attracted antisocial behaviour, causing security concerns for the neighbouring occupiers, thus creating a negative impact on the wider area. In March 2025, an extensive Schedule of Dilapidations was undertaken, to improve the structural integrity of the building, and making it watertight. The development proposal therefore offers a vital opportunity to further address these issues, preventing further degradation in the future and reducing the risk of anti-social behaviour in the area, in accordance with Policy DMHB11 of the Hillingdon Local Plan: Part 2 (2020).

5.14 The Ruislip Village Conservation Area Appraisal (July 2010), at paragraph 6.21 (Appendix 6), acknowledges that rear elevations of buildings within the area are often unattractive and of concern. The condition of the building at 122-124 High Street certainly aligns with this statement, and as such, the Appeal Proposal represents an effective opportunity to transform the rear façade. By introducing a sympathetic mansard third-floor extension, the Appeal Proposal would both improve the roof structure and visually integrate the building with the surrounding Conservation Area. Additionally, the façade improvements that would be delivered through the Appeal Proposal would significantly enhance the materiality of the building when viewed from direct and long views on Poplars Close to the rear, uplifting the overall character of the Conservation Area.

5.15 Furthermore, the Ruislip Village Conservation Area Appraisal (July 2010), at paragraph 6.6 acknowledges that the buildings along the High Street *"…include stepped parapets, gables, mansards and dormer windows of different designs."*

5.16 The mansard third-floor extension was thoughtfully considered and designed by the Appellant, taking precedent from the Ruislip Village Conservation Area, particularly the built form of the High Street, as well as the neighbouring properties of Nos 8 and 10 Poplars Close, ensuring compliance with Policy BE1 of the Hillingdon Local Plan Part 1 (2012), Policy DMHB 11 and DMHB12 of the Hillingdon Local Plan: Part 2 (2020), and Policies D1, D3, D4 and HC1 of the London Plan (2021).

5.17 Importantly, the Appeal Proposal is in accordance with parts c, d and e of paragraph 125 of the NPPF (2024), as it is utilising a degrading town centre brownfield site to provide additional new homes in Ruislip Town Centre, whilst also utilising the airspace above the existing premise through the addition of a mansard roof that that is consistent with the prevailing form of neighbouring properties and overall street scene.

5.18 In light of the above considerations, the Appellant strongly believes that the Appeal Proposal should be considered favourably, as it presents a means to rejuvenate the deteriorating site through the creation of nine new dwellings within

a sympathetically designed development that will positively contribute to the overall character of the Ruislip Village Conservation Area.

Dormer Windows

5.19 Page 18 of the Delegated Officer Report (see Appendix 2) reads *"The dormers on all elevations are unacceptably large, and the visual impact is exacerbated by the number of them. As a result it appears somewhat top-heavy and disproportionate with a cluttered roofscape, which significantly undermines the architectural integrity of the existing building. In addition, the proposed windows do not respect the window hierarchy of the building further exacerbating the prominence."*

5.20 As illustrated on the drawing titled 'Proposed Elevations – 122HS-PA-04-P6', listed on the Decision Notice Schedule of Plans, the Appeal Proposal seeks dormer windows across all elevations: one dormer on the north elevation, two dormers on both the south and west elevations, and four dormers on the east elevation. The overall number and placement of these dormer windows have been thoughtfully considered to minimise their visual impact from neighbouring properties, while seeking to benefit the proposed dwellings by maximising the amount of daylight and sunlight received.

5.21 The Appellant acknowledges that the proposed four dormers on the east elevation represent a higher number when compared to the dormers on the other elevations. However, it is essential to highlight that the AVR Verified Views, as shown on the Decision Notice Schedule of Plans, confirm that the east elevation will only be visible from a very limited vantage point: the small gap between 120 and 122-124 High Street which creates the pathway leading to Poplars Close from the High Street. Given this limited visibility, the visual impact of the four dormers is negligible from the public realm and does not significantly affect the overall appearance of the building or the wider street scene. The appellant disagrees with the LPA's assessment, which states that the proposal would appear top-heavy and create a cluttered roofscape.

5.22 The AVR Verified Views also demonstrates that, when viewed from Poplars Close, the Appeal Proposal will not unharmoniously protrude above the existing roof lines of 8 and 10 Poplars Close, nor 130 High Street. Additionally, it is important to highlight that the height of the mansard roof extension was designed to incorporate the existing lift shaft at the site, which in its current form, is an eyesore when viewed from a residential setting of Poplars Close, offering no architectural merit as it extends the equivalent of an additional storey above the exiting premise at the Appeal Site.

5.23 In support of this appeal, a technical note has been prepared by Planning for Sustainability that considers the sense of enclosure that would result as a consequence of the third-floor extension. The findings as set out on Page 2 of the technical note found that from the nearest dwelling to the site, 8 Poplars Close, the reduction of views of the sky is no greater than 4%, meaning that is should not have been concluded that the Appeal Proposal would result in an incongruous visually prominent form of development by reason of its bulk, scale, massing, and overall design.

5.24 Furthermore, the Appellant does not agree with the assertion that the proposal creates a cluttered roofscape by introducing between one and two dormers on the other facades. On the contrary, dormer windows are an established feature within the architectural fabric of the High Street, with Paragraph 6.6 of the Ruislip Village Conservation Area Appraisal (July 2010) (see Appendix 6) acknowledging that dormer windows of different designs are an existing feature along the High Street. Examples of where dormer windows are pre-existing along High Street can be found at Appendix 7.Imporatantly, the introduction of dormer windows as part of a third-floor mansard roof extension were considered acceptable by the LPA upon the approval of ref. 28388/APP/2017/1447 at 178 High Street, Ruislip in October 2017. The development involved the conversion of a 1950s three-storey building located on a prominent corner at the southwest end of High Street, within the Ruislip Village Conservation Area. This scheme sought to retain the ground-floor shop use while converting the first and second floors into flats, and it proposed the addition of a third floor that incorporated a mansard roof with dormer windows.

5.25 The development sought to create nine new dwellings at the site, and a total of seven dormer windows were proposed across three elevations within the mansard roof. Like with the Appeal Proposal, the highest number of dormers proposed on one elevation at 178 High Street was four. From certain viewpoints, the development's mansard roof is partly shielded behind a parapet, reducing its street-level impact. However, from a distance, the roof and dormers are clearly visible, and the LPA did not consider the developments dormer windows to be to be 'unacceptably large', nor 'the visual impact exacerbated by the number of them (dormer windows)', unlike their views of the Appeal Proposal.

5.26 The approval of this similar proposal at 178 High Street demonstrates that the introduction of dormer windows as part of a third floor mansard roof extension have been previously evaluated and found acceptable by the LPA in the context of both the High Street location, and within the Conservation Area. The Appellant therefore believes that his precedent should be given due consideration in the current appeal. The Delegated Officer Report, Proposed Floor Plans, Proposed Street Elevations and Previous and New Views can be found at Appendix 14, 15, 16 and 17 respectively.The introduction of dormer windows in appropriate locations on the north, south and west elevations at the Appeal Site, contribute to the architectural cohesion of the building, within its setting to the rear of the High Street and within the wider Ruislip Village Conservation Area. The dormer windows have been designed to ensure that the roofscape remains balanced, visually appealing, and importantly, their positioning does respect the window hierarchy of the building. Finally, the proposed dormers, in this context, will significantly benefit the internal amenity space of the respective dwellings.

5.27 As such, the Appellant strongly believes that the Appeal Proposal does not conflict with Policies HE1 and BE1 of the Hillingdon Local Plan Part 1 (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part 2 (2020), and Policies D1, D3, D4 and HC1 of the London Plan (2021). For the reasons set out, the Appellant's case is that the Appeal Proposal, through the addition of a third-floor mansard roof extension and associated dormer windows will significantly enhance the architectural integrity of the existing building, which in its current state, fails to contribute positively to the visual and architectural quality of the Ruislip Village Conservation Area.

RfR2 – Neighbouring Amenity Impacts

5.28 Reason for Refusal 2, hereafter referred to as RfR2, states that *"Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023)."*

5.29 Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) requires that development proposals should not adversely impact the amenity, daylight and sunlight of adjacent properties and open spaces. Development is also required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.

Neighbouring Internal Amenity Concerns

5.30 The Delegated Officer Report on Page 16 references the distance between habitable room windows in the Appeal Proposal and the nearest first-floor habitable window at No. 8 Poplars Close, measuring approximately 12.5m from the Appeal Site at its closest point. Although the report acknowledges that any views between these properties would be offset at an angle, the LPA raises concerns about the combination of proximity and height, citing potential overlooking and privacy issues.

5.31 The Appellant strongly contests the LPA's position regarding overlooking and privacy, specifically between the Appeal Proposal and No. 8 Poplars Close. The only potential issue raised pertains to the window in Flat 1 – Bedroom 1, and to address this, the Appeal Proposal includes two obscured glass panels up to 1.7m in height from floor level in this room,

fully mitigating any potential impact. It is the Appellants firm belief that the potential views are adequately offset by an angle that effectively negates any concerns of overlooking or privacy breaches, notwithstanding the proposed obscure glazing for this window.

5.32 Additionally, it is crucial to emphasise that the window in Flat 1 – Bedroom 1 is already pre-existing and is currently unobscured. In any event, the Appellant has the right to convert the existing Use Class E ancillary storage area and office space into, for example, office space (also Use Class E) without requiring planning permission, as per The Town and Country Planning (Use Classes) Order 1987 (as amended). Furthermore, there are no Article 4 Directions within the London Borough of Hillingdon that restrict existing space to be used for alternative purposes, when the uses fall within the same Use Class. The LPA have failed to regard this in the Delegated Officer Report, only stating *"irrespective, in terms of privacy concerns, the previous use of these rooms for ancillary retail storage would have a much lesser impact on neighbouring amenity."*

5.33 Should the Appeal Site be used solely as, for example, office space (Use Class E), overlooking from the existing unobscured window would be far more significant, particularly during typical weekday business hours, compared to any perceived issues arising from the bedroom window. Desks would also typically be positioned by windows to enhance reception of daylight and sunlight, which would naturally create exacerbate the degree of overlooking between the Appeal Site to No. 8 Poplars Close. This further underscores the limited nature of the potential overlooking from the Appeal Proposal to No. 8 Poplars Close.

5.34 Furthermore, the LPA's observation that *"…whilst it is recognised that the subject building has existing windows on the rear and side elevations, the rooms they serve are stated to have been vacant for approximately the last 15 years"* is, in the Appellant's view, not a justifiable ground for assessing the impact on neighbours' amenity. The presence of the windows is established at the Appeal Site, and the Appellant maintains that reinstating use of the windows through the Appeal Proposal, along with the introduction of obscure glazing, will not in any instance result in substantial harm to the privacy of the occupants of No. 8 Poplars Close. Additionally, given the range of permissible Class E uses for the site that would not require planning permission, the existing windows use and impact on neighbouring privacy must be assessed theoretically, as serving a Use Class E purpose, as opposed to its current 'vacant' use.

External Amenity Concerns

5.35 The Delegated Officer Report expresses concern over a 'notable' loss of privacy to the private gardens of Nos. 8, 10, 12, and 14 Poplars Close. However, it is important to recognise that the proposed residential intensification, particularly the introduction of habitable accommodation at the third floor, would not exacerbate this issue to the extent suggested in the LPA's report. While the report acknowledges the existence of windows on the rear and side elevations of the Appeal Site, it mistakenly focuses on the fact that the rooms these windows serve have been vacant for approximately the last 15 years. As mentioned previously, the fact the rooms are currently vacant should not have been of concern to the LPA in the determination of the Appeal Proposal, and instead they should have considered the windows as ones serving a Use Class E purpose. There are a plethora of Class E uses that would result in intensification at the site, exceeding the intensification that would be experienced through the development of seven two-bed flats, and two one-bed flats.

5.36 To reiterate, this assumption overlooks the fact that the Appellant has the right to reinstate the premises for an alternative Use Class E purpose, such as office space, without requiring planning permission. An alternative use could result in a substantially different amenity impact for the neighbouring properties, far more significant than the minimal effect posed by the current state of vacancy or its previous storage use. The LPA have failed to sufficiently consider other plausible uses of the site when considering the overall impact to neighbouring privacy as a result of the Appeal Proposal.

5.37 Moreover, it is essential to note that none of the private gardens in question are directly adjacent to the Appeal Site, with the exception of a small easterly portion of the private garden of No. 8 Poplars Close, which is already shielded by large, mature trees. As a result, any views from both existing and proposed windows to the private gardens, across all levels, would be offset at an angle, and in the case of No. 8 Poplars Close, would be adequately screened by the existing tree cover.

5.38 As mentioned previously, a technical note has been prepared by Planning for Sustainability in support of this Appeal, and considers the loss of privacy that could result as a consequence of the Appeal Proposal. The technical note confirms that the properties of 12 and 14 Poplars Close are not currently free from overlooking, as there is currently a stairwell window at the Appeal Site that directly overlooks the properties. In addition, particularly the first and second floor windows of both 8 and 10 Poplars Close directly overlook 12 and 14 Poplars Close.

5.39 Importantly, the stairwell window, as mentioned, is to be obscured as part of the Appeal Proposal, negating any future impact of overlooking as a consequence of its location. The positioning of the remaining windows on the rear elevation will not

5.40 The Appellant does acknowledge that windows will overlook the small front garden areas of 12 and 14 Poplars Close. The front gardens facilitate access to the respective dwellings from the public footpath to the north of the Appeal Site, however, overlooking of front gardens is a typical eventuality in urban settings, and they are not normally considered private amenity space – unlike rear gardens. It is also important to note that the positioning of the windows. As such, the Appellant does not believe that external amenity concerns, and a notable loss of privacy would occur in this regard.

5.41 With specific regard to the dormer windows proposed at third floor level, the Appellant strongly disagrees with the Local Planning Authority's (LPA) position on the potential privacy impact on the private gardens of Nos. 8, 10, 12, and 14 Poplars Close. The Appellant considers the concerns raised to be unfounded and firmly believes that the third-floor accommodation will have no significant detrimental effect on the privacy of these gardens.

5.42 As demonstrated on the approved drawing titled 'Proposed Second Floor and Roof Block Plan – 122HS-PA-103-P1' (should correctly be titled Proposed Third Floor and Roof Block Plan) which is listed on the Decision Notice Schedule of Plans, the dormer windows are positioned in such a way that they are not directly adjacent to any of the private gardens. Furthermore, given their location on the third floor and the dormer style of the windows which are set back from the façade of the building, the technical note that has been prepared by Planning for Sustainability has confirmed that the views they provide would naturally be dominated by sky and long distance landscape, rather than at a downwards angle that could potentially infringe upon the privacy of the private gardens. Thus, the impact is considered to be negligible.

12 and 14 Poplars Close – Appealed Development Proposal

5.43 It is also essential to note that the Appeal Proposal was designed with consideration for the pending Appeal Decision affecting the adjacent 12 and 14 Poplars Close (LPA ref. 51198/APP/2023/111 / Appeal ref. APP/R5510/W/23/3331632). The proposed redevelopment of the site at 12 and 14 Poplars Close, which sought to provide four residential dwellings in two near two-storey buildings, was dismissed at Appeal. There is also no evidence of a subsequent planning application being submitted for the redevelopment of this site.

5.44 In light of the proximity to the previously proposed (and subsequently dismissed) development at 12 and 14 Poplars Close, the Appeal Proposal incorporated measures to mitigate any potential concerns of overlooking between the two sites. Specifically, additional windows were proposed to incorporate obscure glazing up to 1.7m from floor level, ensuring that any possible overlooking would be effectively prevented.

5.45 The technical note prepared by Planning for Sustainability confirms on Page 3 that the potential for overlooking is minimal, and privacy impacts on 12 and 14 Poplars Close are considered negligible.

5.46 With this in mind, the Appellant is confident that overlooking is no longer a concern between the Appeal Site and the existing bungalows of 12 and 14 Poplars Close and would seek to provide the LPA with final details of the windows and proposed obscured glazing locations through a planning Condition.

5.47 A revised First and Second Floor Plan has been provided in support of the Appeal, showing the revised glazing proposals.

5.48 The Appellant therefore firmly believes that the Appeal Proposal, and its design that incorporates mitigation measures including obscured glazing, and window placement that respectfully considers neighbouring residential dwellings, will not result in any significant adverse impact on the amenity or privacy of neighbouring residents. The LPA's concerns regarding overlooking and privacy, particularly in relation to Nos. 8, 10, 12, and 14 Poplars Close, are deemed to be overstated and fail to account for existing conditions or the potential alternative uses of the Use Class E site, which would have a far greater impact than the proposed residential development.

RfR3 –External and Internal Amenity

5.49 Reason for Refusal 3, hereafter referred to as RfR3, states that *"The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021)."*

5.50 Policy D3 of the London Plan (2021) seeks to optimise site capacity through a design led approach. Part 7 of the Policy requires developments to deliver appropriate outlook, privacy and amenity, and part 10 requires indoor and outdoor environments that are comfortable and inviting for people to use.

5.51 Table 3.1 of the London Plan (2021) Policy D6 requires the following:

- One storey one bed two-person unit should provide a minimum of 50 square metres GIA and 1.5 square metres of storage;
- One storey two bed three-person unit should provide a minimum of 61 square metres GIA and 2 square metres of storage; and
- One storey two bed four-person unit should provide a minimum of 70 square metres GIA and 2 square metres of storage.

5.52 This is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

5.53 Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:

a. All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
b. Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
c. Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in

Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the street scene and the character of the buildings on the site.

d. The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

5.54 Table 5.2 states that 1- and 2-bedroom flats should provide a minimum of 20 and 25 square metres of amenity space, respectively.

External Amenity

5.55 The Delegated Officer Report references private amenity space on page 25, noting that the proposed private patios for Flats 2 and 3 measure approximately 18.5 and 11 square metres, respectively. Additionally, a roof terrace providing 176 square metres of communal amenity space is proposed for use by all dwellings.

5.56 Recognising the constrained nature and town centre location of the Appeal Site, the Appellant has endeavoured to provide private amenity space in accordance with the Hillingdon Local Plan standards, where feasible.

5.57 As highlighted in the Delegated Officer Report, the proposed development includes 7 x 2-bedroom and 2 x 1-bedroom units and would require a minimum of 215 square metres of private usable and well-designed amenity space in accordance with Policy DMHB 18. While the Appeal Proposal falls just 9.5 square metres short of the required amount overall, it is important to note that the site is situated within a well-connected town centre, with numerous parks, communal spaces, and private sports clubs located within a 20-minute walk of the development, as detailed below, and shown at Appendix 8:

Name	Distance from Site	Facilities
Church Field Gardens Playground	3-minute walk north	Children's playground
Church Field Gardens and Tennis Courts	6-minute walk north	Recreational green space, 3no. public tennis courts
Ruislip Bowls Club	6-minute walk north	Private sports club
Celandine Rout along the River Pinn	11-minute walk north	12 mile walk along the River Pinn from Pinner to the Grand Union Canal at Cowley.
Pinn Meadows / Kings College Athletics Track and Playing Fields	15-minute walk north	Recreational green space, athletics track, skate park, football pitches
Eastcote Hockey Club	15-minute walk north	Private sports club
Park Wood and Ruislip Lido	25-30-minute walk north	Public woodland, public lido
Hill Lane Playground	15-minute walk west	Children's playground
Blenheim Crescent Children's Playground	15-minute walk southwest	Children's playground
Ruislip Rugby Football Club	8-minute walk south	Private sports club
Wealdstone Football Club	11-minute walk south	Private sports club
New Pond Playing Fields	21-minute walk south	Recreational green space
Shenley Park	13-minute walk southeast	Recreational green space, children's playground, outdoor gym
Pembroke Gardens	9-minute walk east	Recreational green space
Park Way Park	14-minute walk east	Recreational green space

Warrender Park and Highgrove Woods	20-minute walk east	Recreational green space, outdoor gym, public woodland

5.58 The LPA has previously considered the proximity of parks and communal amenity spaces when assessing town centre development proposals. For instance, in the case of Chelmsine Court (LPA Ref. 890/APP/2020/763), planning officers acknowledged that the development provided less amenity space than required under Policy DMHB 18. However, this was deemed acceptable due to the close proximity of public open space just 115m to the south, as well as additional communal amenity areas in the vicinity. The Delegated Officer Report for this decision can be found at Appendix 9. Similarly, as demonstrated in the table above, the Appeal Site benefits from a wealth of public open spaces within walking distance. Consequently, the Appellant is of the view that the proposed level of private amenity space is considered appropriate, given the site's town centre location.

5.59 In considering the private patio areas proposed for Flats 2 and 3, the primary objective through their provision was to enhance privacy for the occupants of these dwellings. Without these patios, the windows of these flats would face directly onto the communal amenity space and beyond, which could create privacy concerns. The Appellant does acknowledge that the patios for Flats 2 and 3 fall short of the required private amenity space for two-bedroom dwellings, however, by providing these patios, the design allows for an unobstructed outlook while maintaining privacy, thus avoiding the need for obscure glazing, which might otherwise compromise the internal amenity of the habitable rooms. The Appellant therefore believes that through the provision of these patios, on balance, they present a positive solution.

5.60 Of particular concern through the design of the Appeal Proposal was the outlook from the east elevation of Flat 3, which would directly overlook the Fire Escape route and commercial rooftops. The LPA has suggested that an outlook over commercial rooftops is inadequate, as discussed further below, and the Appellant does not believe that the LPA have considered that a small patio space presents a positive solution to negate 'substandard' views over commercial rooftops without requiring obscured glazing.

5.61 The Delegated Officer Report also raises concerns on page 26 regarding the design of the communal amenity space, citing the use of artificial grass and the lack of visual and sensory variety in the landscaping as factors that diminish the space's quality. However, the Appellant strongly disagrees with this assessment. Artificial grass is now widely used in both private gardens and rooftop spaces due to significant advancements in its quality. It provides a durable, and low-maintenance alternative to natural grass, while still being visually appealing, which is especially suitable for urban environments like the roof top area in question. Furthermore, in the case of the Appeal Site, the introduction of natural grass at the first-floor rooftop level is not a viable option due to its associated weight that could not be supported by the existing structure.

5.62 It is also important to highlight that communal amenity spaces at rooftop levels do have limited options in terms of their use, and in any event would not typically be suitable for activities such as ball sports. Therefore, the Appellant believes that incorporating seating and shrubbery is the 'best' case solution to a space like this and is the typical solution to landscaping communal rooftop areas that serve residential dwellings.

5.63 The Appellant has noted the LPAs concerns over the lack of visual sensory variety in the landscaping, however the Appellant would be willing to engage further with the LPA through the submission of final landscaping materials and details via a planning condition, which they believe is an appropriate, and standard condition to be attached to planning permissions.

5.64 Furthermore, Appeal ref. APP/R5510/W/23/3314927 was granted on 5 July 2023 at nearby 69 High Street Ruislip for *"Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second*

floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store." The original application, LPA ref. 1983/APP/2022/2930, was not supported by any landscaping details for the three proposed terraced areas, nor did the LPA consider the lack of details of the proposed materials to be a concern in the Delegated Officer Report, which outlined the reasons for refusal of the application. The Appeal Decision Notice can be found at Appendix 10, with the Delegated Officer Report, proposed floor plans and Design and Access Statement found at Appendix 11, 12 and 13 respectively.

5.65 The Appellant therefore considers that the LPA have been unreasonable asserting their views over the visual sensory variety in the landscaping of the proposed communal amenity space and should have set out a balanced view that the final details of this space could have been adequately submitted through a planning condition should the LPA have seen this approach necessary.

5.66 Furthermore, the Appellant feels that the LPA have not fully reviewed the submitted plans, particularly with regard to the proposed boundary treatments for the communal amenity space. Specifically, a 1.8m high fence and a glass obscured vision screen is proposed along the north-facing boundary to mitigate any potential overlooking and improve privacy for both users of the communal amenity space, as well as neighbouring properties. This design feature was detailed in the plans and should have been recognised in the Delegated Officer Report as a solution to alleviate concerns about privacy. Upon reviewing the Delegated Officer Report, the Appellant has noted the comment on page 26 *that "there are concerns regarding the proposed private amenity space as it is substandard in quantity but also quality, given it is overlooked by dwellings and the side elevations windows to No.120a, which cannot be mitigated without harm to the neighbouring building."* This statement has seemingly overlooked the proposed boundary treatments and the mitigation they offer.

5.67 The reference to No.120a in the report pertains to the property at No.120a High Street, which is located directly to the north of the Appeal Site. The upper floors of No.120a, previously serving residential purposes under Use Class C3, have remained vacant for several years and the rear windows and doors are currently secured by metal plates to discourage trespassing.

5.68 While the Appellant acknowledges that 3no. windows in No.120a serve habitable rooms, albeit vacant, that overlook the proposed communal amenity space, it is important to note that the existing outlook from these windows is currently dominated by commercial rooftops, including plant equipment. In this context, the proposed 1.8m high fence and glass obscured vision screen are considered to improve the outlook for any future occupants of 120a, as well as enhancing their privacy.

5.69 In this instance, final details of boundary treatments would not uncommonly be secured by a Planning Condition, and the Appellant would welcome a condition of this nature.

Internal Amenity

5.70 The Delegated Officer Report confirms on page 25 that all nine proposed flats meet the minimum square metre requirements outlined in Table 3.1 of the London Plan (2021). However, the report raises concerns regarding the quality of the outlook that future occupants would experience as a result of the Appeal Proposal.

5.71 These concerns primarily focus on the perceived poor outlook from north-facing side elevation windows, which overlook commercial rooftops with plant and service areas. Additionally, concerns have been raised about the partial obscuring of windows (up to 1.7 meters high from floor level) proposed for Flat 1 (Bedroom 2) and Flat 4 (Bedrooms 1 and 2), as well as the boundary treatment proposed to define private amenity spaces for Flats 2 and 3.

North-Facing Outlook

5.72 The Appellant strongly disagrees that the outlook from the north-facing side elevation, over commercial rooftops, should be considered a reason for concern, particularly in the context of a town centre development.

5.73 As outlined in the revised National Planning Policy Framework (2024), planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements. This includes promoting the development of underutilised land and buildings for residential purposes. Development proposals should be approved unless they would cause substantial harm (Paragraph 125, Parts c and d).

5.74 In the context of promoting residential development on brownfield and underutilised sites, particularly in town centre locations, it is more common than not for the outlook to be less than ideal due to the dense surrounding built form, which often comprises plant and service areas to the rear.

5.75 While the Appellant acknowledges that the outlook from the north-facing side is not green fields and uninterrupted blue skies, there is nothing at all unusual about the outlook when it comes to urban brownfield sites in town centres, and it is just this sort of flexibility which the Government is encouraging in the NPPF. Importantly, all rooms with a north-facing outlook will receive adequate daylight and sunlight, as confirmed by the Internal Daylight & Sunlight Report included in the Decision Notice Schedule of Plans. In light of this, the Appellant does not believe that the outlook will cause anything approaching substantial harm to future occupiers.

5.76 Furthermore, the single proposed dormer window on the north-facing elevation, as part of the third-storey mansard roof extension, is positioned at an elevated height. This means the outlook will naturally be above the roofline and will not directly face plant or service areas on commercial rooftops. Therefore, the Appellant considers this to be a non-issue that does not pose substantial harm to future residents.

5.77 Outlooks over plant and service areas from habitable rooms are both a common feature along High Street in Ruislip, as well as being typical in high street and town centre settings nationally. There is no policy position to assess the quality of outlook that should be achieved within a development, besides London Plan (2021) Policy D3 requiring developments to *"deliver appropriate outlook"* and create *"indoor environments that are comfortable and inviting for people to use".*

5.78 There is also no supporting text that describes what is considered to be appropriate in the context of outlooks in the London Plan, and it is in the Appellants view that having an outlook which allows daylight and sunlight into the associated dwelling, thus creating an indoor environment that is comfortable and inviting for people to use should be considered "appropriate".

5.79 It is also important to recognise that people who choose to live in town centre locations typically have different priorities than those seeking to live in out-of-centre locations. Town centres attract residents looking for convenience and accessibility, such as proximity to transportation links for commuting, who would not typically be seeking 'ideal' outlooks. In contrast, out-of-centre locations appeal to those who prioritise more space, are less dependent on the convenience of amenities right on their doorstep, and in turn may by seeking a more idyllic outlook.

Partial Obscuring of Windows

5.80 The Appellant proposed partial obscuring of windows (up to 1.7m high from floor level) for Flat 1 (Bedrooms 1 and 2) and Flat 4 (Bedrooms 1 and 2) to address potential privacy concerns.

5.81 It is important to note that, as outlined under RfR2, the Appeal Proposal was developed with due consideration of the then-pending Appeal decision for the adjacent properties at 12 and 14 Poplars Close (LPA Ref. 51198/APP/2023/111 /

Appeal Ref. APP/R5510/W/23/3331632). The original proposal for 12 and 14 Poplars Close aimed to provide four residential units within two near two-storey buildings. However, this proposal was subsequently dismissed at Appeal.

5.82 The proximity of the Appeal Site to the previously proposed redevelopment of 12 and 14 Poplars Close played a crucial role in the design of the Appeal Proposal. To mitigate potential overlooking issues that could arise from this nearby development, the proposal incorporated obscure glazing up to 1.7m from floor level for Flat 1 (Bedroom 2) and Flat 4 (Bedrooms 1 and 2). This measure was intended to effectively safeguard the privacy of occupants by preventing any line-of-sight overlooking. Given that the appeal for the adjacent site was dismissed, the Appellant is confident that overlooking is no longer a concern between the Appeal Site and the existing bungalows at 12 and 14 Poplars Close. In light of this, the Appellant intends to provide the Local Planning Authority (LPA) with final details of the window design and the locations of the proposed obscured glazing through a planning condition. To clarify, these details would involve removing the obscure glazing for Flat 1 (Bedroom 2) and Flat 4 (Bedrooms 1 and 2). As discussed within RfR2, obscure glazing would be retained in Flat 1 (Bedroom 1) to mitigate any privacy concerns between the Appeal Site and 8 Poplars Close.

5.83 This revised proposal for glazing is supported by the technical note prepared by Planning for Sustainability, which confirms on Page 3 that the potential for overlooking is minimal, and privacy impacts as a result of the Appeal Proposal on 12 and 14 Poplars Close are considered negligible.

5.84 The Appellant does not consider that retaining obscure glazing for one bedroom window, up to 1.7m from floor level to be problematic, especially given that the room in question is a bedroom rather than the primary living and dining space. The use of partial obscure glazing in this context is not uncommon within residential developments in town centre locations, particularly when there is only one window that proves to create privacy concerns. Furthermore, there is no local, regional, or national planning policy that specifically restricts the use of obscure glazing in residential developments. Therefore, the Appellant maintains the position that the use of obscure glazing as a solution to reduce any privacy concerns is both reasonable and appropriate in this location, and the overall outlook throughout the Appeal Proposal would not be substandard.

Boundary Treatment of Private Amenity Space

5.85 A 1.8-metre-high fence is proposed to demarcate the private amenity spaces for Flats 2 and 3. The LPA has raised concerns about the proximity of these fences to the windows and bifold doors of the flats, as noted on page 25 of the Delegated Officer Report. However, the Appellant disagrees with the LPA's assessment of this matter and questions the rationale behind their conclusions.

5.86 The Appellant finds it difficult to understand the basis for the LPA's concerns, as the design and positioning of the proposed fences have been carefully considered to ensure no adverse impact on the quality of the residential environment. The fence locations were planned with sufficient clearance from key living areas, and there are no issues related to proximity.

5.87 Referring to the approved drawing titled 'Proposed First and Second Floor Plans – 122HS-PA-02-P8,' which is listed on the Decision Notice Schedule of Plans, it is evident that the fence for the patio of Flat 3 is consistently positioned at least 1.6 metres away from the windows and bifold doors. Given this distance, the fence cannot reasonably be considered to be in "close proximity" to the living spaces. The clear separation ensures that the fence does not obstruct natural light, ventilation, or the overall aesthetic quality of the dwelling's interior or exterior.

5.88 For Flat 2, although one side of the fence is located only slightly to the south of the proposed bifold doors, the Appellant does not believe this to be of concern as there are considered to be many vantage points from the living and dining area, where the line of sight would not directly look the fence corner in question. Importantly, a soft landscaped border will be

provided in front of the fence which will help further buffer the fence from the bifold doors, softening the visual impact and enhancing the overall sense of openness and privacy.

5.89 In light of the above analysis, while the Appellant does appreciate that in isolation, there are some instances the Appeal Proposal falls slightly short of complying with London Plan (2021) Policy D3 and D6 and Policy DMHB 11 and 18 of the Hillingdon Local Plan: Part 2 (2020), however when taken as a whole, there is not a robust rationale set out by the LPA to demonstrate that the Appeal Proposal will result in the creation of inadequate internal and external amenity. For the case of landscaping details, and boundary treatments, the Appellant believes that these could have been satisfactorily conditioned under a planning permission, with the requirement to provide the LPA with final designs and materials for this scope of works.

RfR4 – Refuse Collection

5.90 Reason for Refusal 4, hereafter referred to as RfR4, states that *"Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)."*

5.91 Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

5.92 Page 23 of the Delegated Officer Report required additional information to be submitted in regards of the accepted 'waste distance' collection standards, which encourage waste collection distances to be within 10m from the point of collection by refuse vehicles on the public highway. In addition, the Delegated Officer Report highlights that the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m.

5.93 As discussed within Section 3 of this Appeal Statement, an updated Outline Delivery & Servicing Plan, prepared by Pulsar, was submitted to the LPA in support of the subsequent application at the Appeal Site. The submitted document can be found at Appendix 3. In summary, the Outline Delivery & Servicing Plan proposed that refuse collections for the development would be combined with existing collections that already take place adjacent to the gate on Princess Lane. It is understood that two existing weekly refuse collections (one for recycling waste and one for general waste) are undertaken from this bin storage area.

5.94 The site management team for the development would move a total of two general waste bins and two recycling waste bins on their respective collection days from the proposed site storage point on the southern side of the building to the collection point. This arrangement means that minimal pull distances are required, and most importantly the arrangements have already been deemed acceptable and are in use by the flats of 130 High Street, which accords with Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5.95 When considering resulting deliveries and other servicing for the development, it is proposed that delivery vehicles will utilise the existing loading bay provided on High Street if available and walk to the residential lobby by using the existing public footpath to the north of the Appeal Site. An alternative option to the loading bay is stopping on the kerbside of Poplars Close, as used for delivering and servicing by the residential units in the vicinity of the site on Poplars Close and use the public footpath to the north of the site to access the residential lobby. Small mailboxes will be provided in the residential lobby to reduce dwell time of delivery vehicles, when delivering smaller items.

5.96 The LPA considered that the refuse collection measures as outlined above would be acceptable in relation to LPA ref. 11894/APP/2024/3030 (see page 20 of Appendix 5) and thus the Appellant believes that these details should be

considered to support the Appeal Proposal, as there are no material differences between the two schemes in relation to the on-site storage point for refuse on the southern side of the building, and access from there to the collection point on Princess Lane.

5.97 The Appellant would accept the wording of a condition to submit a revised Outline Delivery & Servicing Plan to the LPA to set out the specific numbers of general waste bins and recycling waste bins that would be required for the Appeal Proposal, if the Inspecter considered this necessary.

RfR5 – Fire Safety

5.98 Reason for Refusal 5, hereafter referred to as RfR5, states that *"The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023)."*

5.99 Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

5.100 Page 22 of the Delegated Officer Report (Appendix 2) confirms that the LPA does not consider that a suitably worded condition could be provided, without seeing the fire evacuation strategy upfront.

5.101 As discussed within Section 3 of this Appeal Statement, a London Plan 2021 Policy D12A – Fire Safety Supporting Statement has been prepared by GIAD UK Architects was submitted to the LPA in support of the subsequent application at the Appeal Site. This can be seen at Appendix 4.

5.102 The statement assesses the criteria of The London Plan (2021) Policy D12 and provides supporting information in response. The statement also details the fire escape route, and assembly point which will be on Princess Lane, to the rear of the site.

5.103 The LPA considered that following the submission of the Fire Statement in support of LPA ref. 11894/APP/2024/3030, a suitably worded condition could be provided regarding fire safety (see page 19 of Appendix 5) for a planning permission. There importantly are no material differences between the two schemes in relation to access, and emergency escape routes from the site.

5.104 In light of the above, the Appellant believes that this fire statement should be considered in support of this Appeal Proposal, and the Appellant would accept a suitably worded condition regarding Fire Safety at the Appeal Site, with the measures outlined in the Fire Statement in mind.

6. Conclusions

6.1 The Appellant has lodged this appeal because they strongly feel that the Council made the wrong decision in refusing this planning application.

6.2 As demonstrated throughout this Statement, the Appeal Proposal is considered to be in overall accordance with the Development Plan.

6.3 The Appellant is firmly of the belief that the Appeal Proposal offers a significant opportunity to bring new life into a currently vacant and underutilised town centre site. By bringing the site back into active use for new residential dwellings, the development will improve natural surveillance in the area, increasing safety and fostering a greater sense of community. Additionally, the proposal will provide a boost to the local economy, stimulating an increased demand for local services and businesses.

6.4 The Local Planning Authority has acted unreasonably in refusing planning permission. Its reasons are not founded on an objective analysis of any merits of reinstating use of this existing town centre premise to provide nine residential dwellings, which accords with principles as set out in National Planning Policy.

6.5 The Appeal Proposal should therefore have been granted planning permission at the local level and we respectfully ask the Inspector to allow this appeal.

Appendix 1 – Appeal Proposal Decision Notice

HILLINGDON
LONDON

Alicia Privett
Nexus Planning
Holmes House
4 Pear Place
Londno
SE1 8BT

Application Ref: 11894/APP/2024/1734

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **REFUSES** permission for the following:

Description of development:
Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)

Location of development:	Upper Floors And Rear Of 122-124 High Street Ruislip
Date of application:	9th July 2024
Plan Numbers:	See attached Schedule of plans

Permission is refused for the reason(s) listed on the attached schedule:-

R Johnson

Head of Development Management and Building Control
Date: 16th September 2024

NOTES: (i) Please also see the informatives included in the Schedule of Reasons.

(ii) Should you wish to appeal against this decision please read the attached sheet which explains the procedure.

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/1734

SCHEDULE OF REASONS

1 The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2 Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3 The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4 Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5 The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6 The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1 The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act

(1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density

DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 - 23	NPPF11 23 - Making effective use of land
NPPF12 - 23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 - 23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF14 - 23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management

LPP SI13 (2021) Sustainable drainage

LPP SI2 (2021) Minimising greenhouse gas emissions

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

END OF SCHEDULE

Address:

Development Management
Directorate of Place
Hillingdon Council
3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

REFUSAL OF PLANNING PERMISSION

Application Ref: 11894/APP/2024/1734

SCHEDULE OF PLANS

Daylight and Sunlight Report - received 02 Jul 2024

Daylight and Sunlight Report - received 02 Jul 2024

Outline Demolition & Construction Management State - received 02 Jul 2024

Outline Delivery & Servicing Plan - received 02 Jul 2024

AVR Verified Views - received 02 Jul 2024

Design and Heritage report - received 02 Jul 2024

Air quality assessment - received 02 Jul 2024

PA - 03 REV P6 - received 01 Jul 2024

PA - 04 REV P6 - received 01 Jul 2024

PA - 05 - received 01 Jul 2024

PA - 06 - received 01 Jul 2024

PA - 07 - received 01 Jul 2024

PA - 01 REV P3 - received 01 Jul 2024

PA - 02 REV P8 - received 08 Jul 2024

PA - 100 REV P1 - received 08 Jul 2024

PA - 101 REV P1 - received 08 Jul 2024

PA - 102 REV P1 - received 08 Jul 2024

PA - 103 REV P1 - received 08 Jul 2024

PA - 104 REV P - received 08 Jul 2024

Cover Letter - received 02 Jul 2024

Appendix B_Heritage Assets - received 02 Jul 2024

RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspecorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at www.Planning-inspectorate.gov.uk

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the deploy in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix 2 – Appeal Proposal Delegated Officer Report

Development Management

APP REF No. 11894/APP/2024/1734

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	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
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	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

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

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	UPPER FLOORS AND REAR OF 122-124 HIGH STREET RUISLIP
Development:	Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)
LBH Ref Nos:	**11894/APP/2024/1734**
Drawing Nos:	Daylight and Sunlight Report Daylight and Sunlight Report Outline Demolition & Construction Management State Outline Delivery & Servicing Plan AVR Verified Views Design and Heritage report Air quality assessment PA - 03 REV P6 PA - 04 REV P6 PA - 05 PA - 06 PA - 07 PA - 01 REV P3 PA - 02 REV P8 PA - 100 REV P1 PA - 101 REV P1 PA - 102 REV P1 PA - 103 REV P1 PA - 104 REV P Cover Letter Appendix B_Heritage Assets
Date Plans received:	09-07-24 **Date(s) of Amendments(s):**
Date Application valid	09-07-24

1. SUMMARY

The application seeks full planning consent for the change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works. Given the ground floor remains in Use Class E

complying with strategic policies that seek to protect the function of main town centres, there is no objection in principle to the proposed residential development.

Given the bulk, scale and massing of the proposal, the neighbouring occupiers would experience loss of privacy and overbearing impact. In addition, given the scale, massing and design, the proposed development would be detrimental to the character, appearance and visual amenities of the street scene and the setting of the Ruislip Village Conservation Area. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area.

It is considered that the quantity and quality of internal and external amenity space being provided would not be sufficient and affords future residents a lack of outlook and substandard amenity space to serve the sizes and number of proposed dwellings at the site. Moreover, the proposal fails to demonstrate how it would achieve high standards of fire safety and emergency evacuation arrangements and adequate refuse and recycling facilities.

It is therefore recommended that the application be refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Character and appearance

The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2. NON2 Neighbouring amenity impacts

Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3. NON2 Internal and External Amenity

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity

and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4. NON2 Waste Collection

Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5. NON2 Fire safety

The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6. NON2 Air quality and Obligations

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment

NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises a single building on the Ruislip High Street, in retail use (Use Class E). It was formerly Woolworths but is currently occupied by Tesco.

The section of the building that fronts onto the high street is single storey with a false first-floor facade, having the appearance of a two-storey building within the shopping parade. The rear section of the building is three-storeys. The ground floor operates as the shop floor, whilst the upper floors are for ancillary storage. The upper floors are unused (for circa 15 years as stated in the submitted letter), and surplus to the requirements of the current tenant. Photos have been submitted to illustrate that the upper floors are in a state of disrepair, and not fit-for-purpose.

To the rear of the site is the residential cul-de-sac of Poplars Close comprised principally of semi-detached dwellings, and Woodlands Children's Nursery. There is also a car park to the rear of the site, associated with the adjacent development and accessed from Princess Lane.

The site has a Public Transport Accessibility Level (PTAL) of 4.

The site is located within the following Local Plan Site Designations:

-Town Centre: Ruislip
-Primary Shopping Area
-Ruislip Village Conservation Area
-Critical Drainage Area
-Potentially Contaminated Land
-Air Quality Focus Area
-Northolt Perimeter 3km Buffer (PDR Exclusion Zone)

3.2 Proposed Scheme

Planning permission is sought for the change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works.

3.3 Relevant Planning History

11894/ADV/2016/25 TESCO EXPRESS, 122-124 HIGH STREET RUISLIP

Installation of various illuminated and non-illuminated signage

Decision: 10-05-2016 Approval

11894/ADV/2014/56 TESCO EXPRESS, 122-124 HIGH STREET RUISLIP

Installation of 1 externally illuminated fascia sign, 1 non-illuminated fascia sign, 1 externally illuminated hanging sign, 1 non-illuminated ATM sign and 2 vinyls

Decision: 14-10-2014 Approval

11894/APP/2009/2230 122-124 HIGH STREET RUISLIP

Details in compliance with condition 4 (ATM Security Lighting and CCTV) of planning permission ref:11894/APP/2009/1738 dated 07/10/2009 (Installation of ATM)

Decision: 08-12-2009 Approval

11894/ADV/2009/56 122-124 HIGH STREET RUISLIP

Installation of 1 externally illuminated fascia and 1 externally illuminated projecting signs.

Decision: 07-10-2009 Approval

11894/APP/2009/1738 122-124 HIGH STREET RUISLIP

Installation of ATM.

Decision: 05-10-2009 Approval

11894/APP/2009/1739 122-124 HIGH STREET RUISLIP

Installation of new shopfront.

Decision: 05-10-2009 Approval

11894/APP/2009/1740 122-124 HIGH STREET RUISLIP

Installation of 3 air conditioning units and 1 condenser unit at first floor roof level.

Decision: 05-10-2009 Approval

11894/APP/2005/1765 WOOLWORTHS, 122-124 HIGH STREET RUISLIP

INSTALLATION OF SHOPFRONT SECURITY SHUTTER

Decision: 17-08-2005 Refusal

11894/APP/2002/2764 FW WOOLWORTHS & CO LTD 122-124 HIGH STREET RUISLIP

INSTALLATION OF EXTERNAL ROLLER SHUTTERS TO SHOP FRONTAGE

Decision: 07-01-2003 Approval

11894/N/87/3007 FW WOOLWORTHS & CO LTD 122-124 HIGH STREET RUISLIP

Installation of externally illuminated fascia sign.

Decision: 24-02-1987 Approval

Comment on Planning History

No comment.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **21st August 2024**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

62 neighbouring properties were consulted by letter on 18-07-24. The consultation period expired on 15-08-24. 11 objections were received. Their comments are summarised as follows:

1. Inaccuracies in application as refers to schemes on Poplars Close that have been dismissed at

appeal.

2. Concerns regarding density
3. Over dominant
4. Bulky
5. Scale
6. Impact on Conservation Area (use, height, characteristics)
7. Negative impact on views
8. Materials out of keeping

9. Loss of light, Daylight/Sunlight concerns - some addresses not surveyed
10. Increase sense of enclosure
11. Loss of privacy and safeguarding issue
12. Light pollution
13. Right to light and air
14. Noise pollution from cycle and bin provision and gate

15. Proposed amenity not fit for purpose
16. Accessibility concerns (does not cater for people with disabilities)
17. No car parking provision
18. Concerns regarding vermin due to rubbish
19. Rubbish / fly tipping increase

20. Concerns regarding anti-social behaviour and fear of crime due to alley way

21. No notification of the proposal

22. Will reduce temperature of neighbouring properties and increase bills
23. Devalue property
24. Construction impacts including traffic and noise

Planning Officer comments:

It is noted that the proposed elevations show the recently refused application at 12 and 14 Poplars Close for four residential units (ref. 51198/APP/2023/1897 refused 11th September 2023) which has been dismissed at appeal. The outline of the bungalows are also shown and within the Daylight and Sunlight Assessment the bungalows have been assessed (1).

Character and appearance concerns are discussed in the main report in Section 7.2 (2-8).

Neighbouring amenity concerns are discussed in the main report in Section 7.1 (9-14).

Internal amenity concerns are discussed in the main report in Section 7.5 and 7.6 (15 and 16).

Highways and Waste concerns are discussed in the main report in Section 7.3 and 7.5 (17-19).

Anti-social behaviour concerns are noted and discussed in Section 7.5 - the alleyway is not shown within the Location Plan (20).

All adjoining neighbouring properties have been notified and a site and press notice has been issued (21).

Points 22-24 are not material planning considerations.

Ruislip Residents' Association
RRA have concerns regarding the impact of the proposed development. Conservation Area The planned roof will be higher than the existing tank on the lift shaft. The overall scale and bulk at the rear would be visually prominent from Poplars Close and create a massing uncharacteristic of other buildings at the rear of the High Street. The proposals would fail to appear subordinate to the main building fronting the High Street and would fail to preserve the character and appearance of the conservation area. Impact on the amenities of the occupiers of neighbouring residential properties The development would significantly increase the sense of enclosure experienced at the neighbouring properties 8, 10, 14 and 12 Poplars Close and at 120A High Street. The proposed sole access for 9 residential dwellings on the west side will lead to a harmful increase in activity and generation of noise, of detriment to neighbours particularly the occupier of 14 Poplars Close. The proposed north facing 1.8m high fence / obscured vision screen adjacent to the communal amenity space will be 1.4m from 3 south facing habitable windows of flat 120A resulting in extreme sense of enclosure, loss of light, noise and feeling of loss of privacy. North facing windows of the proposed flats will overlook the private amenity space for 120A on the flat roof above Superdrug. The rear obscure glazed bedroom windows up to 0.7m will allow the occupants of the top floor to overlook the playing field of Woodland Nursery / 1st 3rd Cubs & Scouts creating loss of privacy and visual intrusion. Impact of the development on future occupiers Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development & conversions will be required to provide good quality and useable private outdoor amenity space. Patios for flats 2 and 3 measure 18.5 and 11m2, significantly short of the recommended 25m2, and will be overlooked from flats 5 and 6 above that will also overlook the communal outdoor space. Existing heat pumps & air conditioning plant currently on the flat roof are not shown. Will they be relocated or secured off from the communal space? Housing Mix No family housing is provided. The highest need for housing is for family units, defined as units with 3 or more bedrooms. Access & Security Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible & inclusive design.. should be convenient and welcoming. Paragraph 96 of NPPF & Policy DMHB 15 of Local Plan require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. The proposal exhibits negative design outcomes in terms of safety. The 9 flats will not be accessed from the main high street where high levels of surveillance could be in place. The entrance on the west side accessed via narrow alleyways will not provide reasonable surveillance of the rear residential area. The development should not be considered acceptable from a safety perspective. Refuse management. The proposed refuse collection arrangements are not practical. There is no kerb space on the bend in Poplars Close to leave weekly refuse for collection! Construction Management Plan (CMP) No detailed CMP has been submitted. It has not been stated how and where any construction work will take place on the constrained site. Will access will be granted to the south side via the private car park? Conclusion For the reasons raised above the RRA believe these plans should be refused.

Planning Officer comments:
The concerns raised are noted and discussed throughout the report.

Access Officer
This proposal, to extend and charge part of the upper floors to residential use, has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards. Conclusion: no objections raised from an accessibility perspective.

Highways:
Site Characteristics
The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 9 flatted residential dwellings (7x2 & 2x1 bedrooms) on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 9 flats.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard would demand a maximum parking requirement in the order of up to 4-7 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.
The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.

It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In terms of cycle parking there should be a provision of a total of 16 'long-stay' spaces coupled with 2 'short-stay' places in-line with the regional standard. In total, 18 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Construction Management Plan (CMP)
A full and detailed CMP is a requirement given the constraints of the site and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. The CMP should be considered as a 'live' document which should be reviewed on a regular basis to maintain its prime functional aim of minimising detrimental impact on the public realm. The applicant has submitted an outline 'Demolition and Construction' statement which acknowledges this specific point.

Given the constraints of the site envelope with very limited physical access availability for vehicles, the construction process will clearly be challenging as all physical access is proposed to be taken from the site frontage on the High Street for an estimated period of 12 months. As the High Street is a major vehicular and pedestrian thoroughfare with a high density of retail/commercial outlets, regular monitoring of the CMP will be crucial as all effort should be made to minimise impacts in the form of maximum avoidance of disruption/obstruction throughout the build programme.

For example, it is accepted that formal parking bay suspensions will be required but should be carefully considered in that any disrupted parking provisions should always be kept to a minimum duration to optimise/maintain the viability & vitality of the district town centre. Where possible, all effort should therefore be made for material disposal/delivery vehicles to attend the site outside of the most sensitive peak morning and late afternoon peak traffic periods. This aspect has also been acknowledged which is welcomed. So, in conclusion the document is considered broadly fit for purpose on the basis of close partnership working with LBH. There are no further observations.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

Air quality comments:

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and

suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £7,819. Deductions were applied in line with the proposed mitigation. Flat rate deductions applied are as follow: Travel Plan (0%), Green Sustainable Measures (0%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift, contribution to local services) (0%), totalling a reduction of £0.

Therefore, a section 106 agreement with the LAP of £7,819 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

4 Conditions
Conditions - Reducing Emissions from Demolition and Construction
A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).
Reason: Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)
B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm
e. Unless it complies with the standards set out in the GLA site, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/." Please note that from January 2025 the emission limits will be tightened and need to be complied with.
Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

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.HE1	(2012) Heritage

Part 2 Polices:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
NPPF11 -23	NPPF11 23 - Making effective use of land
NPPF12 -23	NPPF12 23 - Achieving well-designed and beautiful places
NPPF16 -23	NPPF16 23 - Conserving and enhancing the historic environment
NPPF14 -23	NPPF14 23 - Meeting the challenge of climate change, flooding and coastal change
NPPF2 -23	NPPF2 2023 - Achieving sustainable development
NPPF4 -23	NPPF4 23 - Decision making
NPPF5 -23	NPPF5 23 - Delivering a sufficient supply of homes
NPPF9 -23	NPPF9 23 - Promoting sustainable transport
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs

LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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) (2023) 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

Paragraph 135 of the NPPF (2023) states 'Planning policies and decisions should ensure that developments:
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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and

sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

PRIVACY, LIGHT AND OUTLOOK:

There are significant concerns with real and perceived overlooking and loss of privacy to neighbouring residential properties.

It is acknowledged that Flats 1 and 4 benefit from partially obscurely glazed windows which do offer some mitigation in terms of overlooking and loss of privacy, however, this also gives rise to over internal amenity concerns (discussed elsewhere). In addition, Flat 1 bedroom 1 does retain one opaque window pane.

Nos. 8 and 10 Poplars Close are a pair of two-storey dwellings with additional accommodation in the roof space. Habitable room windows are proposed at the first, second and third floor levels (in the side and rear elevations) that would be approximately 12.5m at the closest point from the nearest first floor habitable room window of No. 8 Poplar Close. Whilst potential views would be offset at an angle, the combination of proximity and elevated height, poses concerns with overlooking and loss of privacy.

There is also concern that there would be a notable loss of privacy to the private gardens of Nos. 8 and 10 Poplars Close. Whilst it is recognised that there is existing mutual overlooking between these two adjoining dwellings, the proposed residential intensification would harmfully exacerbate this impact, introducing habitable accommodation at third floor level.

Similarly, these windows would enable harmful overlooking of the private gardens of Nos. 12 and 14 Poplars Close. It is noted that the proposed elevations include the outline of a refused scheme which has been dismissed at appeal. Therefore, due to proximity and the change of use, this would likely result in an overbearing loss of privacy, both real and perceived. The existing gardens for these bungalows are considerably private, which would be adversely affected by the proposal.

In both instances, whilst it is recognised that the subject building has existing windows on the rear and side elevations, the rooms they serve are stated to have been vacant for approximately the last 15 years. Therefore, there would be a clear difference in amenity impact on neighbours, compared to the existing context. Irrespective, in terms of privacy concerns, the previous use of these rooms for ancillary retail storage would have a much lesser impact on neighbouring amenity.

In respect to sunlight, daylight and overshadowing a sunlight and daylight report has been submitted to support the application. It concludes that all surrounding properties meet the recommendations in respects of both daylight and
sunlight reductions. In terms of overshadowing, the analysis demonstrates that the gardens within 8, 10, 12
& 14 Poplars Close will experience no change in their well-sunlit area on March 21st and meeting the BRE Guidelines' recommendation.

ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes and parking would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers. The proposed development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2023).

7.2 Impact on Street Scene

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

Paragraph 135 of the NPPF (2023) 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ruislip Village Conservation Area and extends from Ruislip High Street to the rear. The front facade of the building fronts the high street and shows some characteristics of Art Deco or early Modernist influence. The existing building to the rear is a good example of early to mid-20th century architecture and is characterised by a flat roof, large windows and brick materiality. While the existing building is not listed, it comprises some architectural merit and is associated within the broader context of the area's historical development. In addition, the proposal would be highly visible from Poplars Close and there would be longer views from the High Street, as confirmed by the AVR Verified Views.

The proposal includes a change of use to residential and an additional storey. The development would be significant in massing due to the additional height, built form and bulk proposed, in the form of a traditional crown roof and dormers.
The dormers on all elevations are unacceptably large, and the visual impact is exacerbated by the number of them. As a result it appears somewhat top-heavy and disproportionate with a cluttered

roofscape, which significantly undermines the architectural integrity of the existing building. In addition, the proposed windows do not respect the window hierarchy of the building further exacerbating the prominence.

As above, the development would be seen from both direct and long views on Poplars Close and High Street, respectively. It is therefore considered that the proposal would have a negative impact upon the character and appearance of the area as well as failing to preserve or enhance the setting of the wider Conservation Area.

Having regard to the above, it is considered that the siting, size, width, scale, massing and design of the proposed development would have a harmful impact on the character, appearance and visual amenities of the local area, and would neither preserve nor enhance the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

The harm arising from the proposed development to the Ruislip Village Conservation Area is considered to be less than substantial. In line with paragraph 208 of the NPPF (2023), the public benefit of the proposal must be weighed against the harm. (Please refer to section 7.6 of this report for the 'planning balance' assessment).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'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 pedestrians 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 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'A) 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, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:
'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:
i) the variance would not lead to a deleterious impact on street parking provision, congestion or

local amenity; and/or
ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.

The proposal seeks to provide 9 flatted residential dwellings (7x2 & 2x1 bedrooms) on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 9 flats.

PARKING PROVISION

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard would demand a maximum parking requirement in the order of up to 4-7 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.

The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.

On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.

It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the

Highway Authority (HA) advised that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement, in the event of an approval.

CYCLE PARKING

In terms of cycle parking there should be a provision of a total of 16 'long-stay' spaces coupled with 2 'short-stay' places in-line with the regional standard. In total, 18 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

VEHICULAR TRIP GENERATION

Local Plan: Part 2 Policies DMT 1 and DMT 2 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.

Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

CONSTRUCTION MANAGEMENT PLAN (CMP)

A full and detailed CMP is a requirement given the constraints of the site and sensitivities of the local road network to avoid/minimise potential detriment to the public realm.

The CMP should be considered as a 'live' document which should be reviewed on a regular basis to maintain its prime functional aim of minimising detrimental impact on the public realm. The applicant has submitted an outline 'Demolition and Construction' statement which acknowledges this specific point.

Given the constraints of the site envelope with very limited physical access availability for vehicles, the construction process will clearly be challenging as all physical access is proposed to be taken from the site frontage on the High Street for an estimated period of 12 months. As the High Street is a major vehicular and pedestrian thoroughfare with a high density of retail/commercial outlets, regular monitoring of the CMP will be crucial as all effort should be made to minimise impacts in the form of maximum avoidance of disruption/obstruction throughout the build programme.

For example, it is accepted that formal parking bay suspensions will be required but should be carefully considered in that any disrupted parking provisions should always be kept to a minimum duration to optimise/maintain the viability & vitality of the district town centre. Where possible, all effort should therefore be made for material disposal/delivery vehicles to attend the site outside of the most sensitive peak morning and late afternoon peak traffic periods. This aspect has also been acknowledged which is welcomed.

In conclusion the document is considered broadly fit for purpose on the basis of close partnership working with LBH.

CONCLUSION

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable

highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

Please see above.

7.5 Urban Design, Access and Security Considerations

ACCESS:

The proposal, to extend and charge part of the upper floors to residential use, has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards.

SECURITY:

There are concerns regarding the access which through a long, narrow alleyway, which poses a safety risk for future residents due to the potential for anti-social behaviour (ASB) and ad hoc crime. It is also noted that the alleyway is not included within the red line boundary. The main approach and entrance to the development lack clarity and fail to provide a sense of ownership for future residents.

Additionally the staircase to the communal amenity deck on the first floor is very narrow and uninviting and disrupts the amenity space of the apartment it traverses.

The siting of the refuse storage also raised security concerns given the bins are placed along a wall facing a BOH car park, without enclosures, and inviting potential for anti-social behaviour/poor maintenance.

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

The accompanying supporting text states (Para 3.12.1) states that fire safety of the developments should be considered from the outset. How the building will function in terms of fire, emergency evacuation and the safety of all users. Whilst Officers acknowledge that this is largely covered within building regulation applications, given the overall number of units proposed and the fact it would spread over multiple floors, it would be necessary to have some details of how each floor would be evacuated in the case of a fire. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. Site Layouts should be planned around issues of fire safety and a robust strategy for evacuation from the outset. No information about fire safety has been provided as part of the application submission. Given the number of units and the layouts, Officers do not consider that this could be addressed through a suitable worded condition without seeing the fire evacuation strategy upfront. It would be necessary to examine this information from the outset given the number of occupants and flats involved and the fact there is a reliance on one stairs. The proposal has therefore failed to demonstrate appropriately how the proposed development would achieve high standards of fire safety and emergency evacuation arrangements. The proposal would therefore conflict with Policies D5 and D12 of the London Plan (2021).

OPERATIONAL REFUSE COLLECTION / SERVICING ARRANGEMENTS:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

Residential Component

Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the side/rear of the building which would exceed these distances if collected from Poplars Close as depicted in the 'Delivery & Servicing' (D&S) plan (approx. 60m). Additional information would be required to support this given the concerns.

Notwithstanding this, a 'Monitoring & Review' regime would be key in order to maintain an effective operation with minimal harm to the locality. This aspect is acknowledged within the submitted D&S plan and welcomed accordingly.

Hence, on balance, the Highway Authority (HA) considers that all of the above arrangements are broadly workable and would not be expected to prejudice the local public realm to any measurable degree particularly within the context of the low-level of anticipated service-related (including waste collection) trips.

Retail Element

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach.

Thus, there is insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, in accordance with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The site is within a designated town centre, and primary shopping area. It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

HOUSING MIX:

The proposed homes are 2 No. x 2B3P Units, 6 No. 2B4P Units and 1 No. 3B 4P Units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance

acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

DENSITY LEVELS:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015). Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;
- One storey two bed four person person unit should provide a minimum of 70 square metres GIA 2 square metres of storage;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all nine of the proposed flats would meet the minimum square metre requirement set by Table 3.1 of the London Plan (2021).

The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The proposed one bedspace single bedrooms would have a floor area of at least 7.5 square metres. and would be at least 2.15m wide in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants.

DAYLIGHT AND SUNLIGHT, PRIVACY AND OUTLOOK:

The kitchen/living rooms and bedrooms would be served by large windows or bifold doors. However, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 sole windows are partial obscured windows (up to 1.7m high from ffl).

The north-facing side elevation windows which serve habitable rooms would have a poor outlook over commercial rooftops characterised by plant and services.

In addition, there are concerns regarding the use of boundary treatment to demarcate private amenity as it encloses the windows/bifold door of Flat 2 and Flat 3 due to the proximity to the proposed 1.8m high patio fence.

As a result, while future occupants would receive an adequate level of daylight and sunlight, there would be a substandard amount of outlook.

Given the above, the proposed development does not comply with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that 1 and 2 bedroom flats should provide a minimum of 20 and 25 square metres of amenity space, respectively.

Two of the proposed flats, Flats 2 and 3, would have private patios measuring approximately 18.5 and 11 square metres, respectively. This is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).Seven of the flats would not benefit from private amenity space.

Based on a proposal for 7 x 2 and 2 x 1 bed units, the proposal should provide a minimum of 215 square metres of private usable and well designed amenity space.

The proposal provides a communal roof terrace above the commercial space which equates to 176 square metres. There are concerns regarding the proposed private amenity space as it is substandard in quantity but also quality, given it is overlooked by dwellings and the side elevations windows to No.120a which cannot be mitigated without harm to the neighbouring building.

While the proposed communal amenity area includes some greening and seating, its design falls short of high quality. The use of artificial grass and the lack of visual and sensory variety within the incorporated landscaping makes it a less compelling and inviting space.

On balance, it is considered that the quantity and quality of external amenity space being provided would not be sufficient to serve the sizes and number of proposed dwellings at the site. The proposal therefore fails to comply with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2023).

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

FLOOD RISK:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site is in a Critical Drainage Area. The proposal involves the conversion of the upper floors of an existing building to residential, and roof top extensions that do not increase site coverage.

Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, however, the proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the compliance with a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

In the event of an approval, damage cost and mitigation measures would secured by condition and S106 for Hillingdon to deliver its air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

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.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

-does not impact an onsite priority habitat; and
-the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
-the development impacts less than 5m in length of onsite linear habitat
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 comprise internal alterations to the existing building and an addtional storey. The floorspace of the secure lobby would be de minimis. Therefore the development would

not exceed the de minimis threshold and is considered to be BNG exempt.

In this instance, having regard to the above criteria, therefore the proposal is considered to be BNG exempt and a biodiversity gain plan is not required.

PLANNING BALANCE:

Paragraph 208 of the NPPF (2023) states that "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 9- one and two bedroom private market flats, which would would cause harm to the residential amenities of neighbouring occupiers and is unacceptable in design terms, even if there were no adverse impacts on the conservation area.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. The NPPF requires that great weight be attached to any harm to a designated heritage asset. Overall, the public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area.

CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused.

8. Reference Documents

National Planning Policy Framework (2023)
The London Plan (March 2021)
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230

Appendix 3 – 122-124 High Street, Ruislip – LPA ref. 11894/APP/2024/3030 – Outline Delivery and Servicing Plan

Client:

Golds Leisure Ltd

Project:

122-124 High Street Ruislip

Outline Delivery & Servicing Plan

November 2024

REPORT CONTROL

Document: Outline Delivery & Servicing Plan

Project: 122-124 High Street, Ruislip

Client: Golds Leisure Ltd

Job Number: 24029

File Reference: R02-AH-122-124 High Street Ruislip DSP 241105

Document Checking:

Primary Author	Adam Humphries	**Initialled:**	AH

Issue	Date	Status	Checked for Issue
1	28/03/2024	Draft for Client Review	KH
2	03/06/2024	Issued for Planning	AH
3	01/11/2024	Updated Draft	AH
4	04/11/2024	Final Draft	AH
5	05/11/2024	Issued for Planning	AH

Issued by
London
Manchester

Pulsar Transport Planning
Gilmoora House, 57-61 Mortimer Street
London, W1W 8HS

london@pulsartransport.co.uk
www.pulsartransport.co.uk

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1 INTRODUCTION

1.1 Golds Leisure Ltd has commissioned Pulsar to prepare an Outline Delivery & Servicing Plan (DSP) in support of a planning application for a residential development consisting of six residential units. The site currently consists of a Tesco supermarket on the ground floor, with an unused area of storage on the first floor. The six residential units would be constructed over the first and second floors, with the ground floor to remain as a Tesco supermarket.

Background

1.2 The site is located on High Street in Ruislip, within the London Borough of Hillingdon (LBH), who as act as the Local Planning Authority and Local Highway Authority. **Figure 1** below shows the location of the site.

Figure 1 Site Location Plan



1.3 A planning application was submitted to LBH in July 2024 for the *change of use of part of the building and upper floors from Class E to Class C3, and erection of an*

additional storey to create nine residential dwellings, alongside associated works (Application Ref: 11894/APP/2024/1734). The application was subsequently refused in September 2024. Included in the reasons for refusal was the following:

"insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m, which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020)."

1.4 An alternative refuse collection strategy has been developed for this new application.

Development Proposals

1.5 The proposed scheme involves the conversion of the storage space on the first and second floors above the existing ground floor retail unit into six flats. All residential units are proposed to be two-bedroom units. The ground floor would be maintained as a Tesco supermarket. The layout of the proposed scheme is shown on the architect's plans in **Appendix A**.

1.6 The proposed scheme will be completely car-free, which is considered to be appropriate given the town centre location and the access to public transport.

1.7 The proposed servicing strategy for the property involves the utilisation of the existing loading bay on High Street or existing delivery and servicing strategies utilised on Princess Lane. Refuse collections are proposed to take place from the Princess Lane gate to the south of the site, with the site management team of the proposed development moving the bins from the refuse store to the collection point on collection days.

1.8 This document sets out the operation of the proposed development and includes a strategy for managing servicing and delivery vehicle movements and measures to minimise delivery and service vehicle impacts. This DSP has been prepared in accordance with the TfL 'Managing Freight Effectively: Delivery and Servicing Plans' document.

2 OBJECTIVES

What is a Delivery and Servicing Plan?

2.1 DSPs provide a framework for managing all types of freight vehicle movement to and from individual developments.

2.2 DSPs are one of the four measures to improve freight and servicing. The other measures include the Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP).

Benefits of a Delivery and Servicing Plan

2.3 The "*Managing Freight Effectively: Delivery and Servicing Plans*" document identifies the benefits of DSPs to local authorities, residents, building developers, businesses and freight operators.

2.4 In summary, DSPs will:

- Help developers and local authority planning officials comply with:
  - The National Planning Policy Framework (NPPF); and
  - The Traffic Management Act and any borough specific policies, such as road safety and air quality action plans.
- Demonstrate that goods and services can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Help cut congestion and ease pressure on the environment;
- Improve the reliability of deliveries to the site concerned;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight upon local residents.

Delivery and Servicing Plan Objectives

2.5 The overall objective of this DSP is:

To reduce and manage the number of delivery and servicing trips and ensure they have no adverse effect on the local highway.

2.6 To support the realisation of this overarching objective, several sub-objectives have been set out, and include:

- Promoting smarter operations that reduce the need for additional trips, particularly in peak periods;
- Encouraging greater use of sustainable freight modes;

- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the DSP; and
- Encouraging the most efficient management of servicing/delivery trips.

3 POLICY REVIEW

The London Plan

3.1 The London Plan was adopted in March 2021. Chapter 10 deals with transport policy and in particular policy T7 addresses 'Deliveries, servicing and construction'. The policy states:

Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

DSP Guidance

Managing Freight Effectively: Delivery and Servicing Plans (DSPs)

3.2 DSPs provide a framework to better manage all types of freight vehicle movement to and from individual buildings. A DSP is similar to that of a residential travel plan but focusses on the sustainable movement of freight as opposed to residents.

3.3 DSPs will improve the safety, efficiency and reliability of deliveries and increase building operational efficiency by reducing delivery and servicing impacts to premises, especially CO^2 emissions, congestion and collisions.

3.4 DSPs aim to reduce delivery trips, particularly during peak periods, and increase availability and use of safe and legal loading facilities, using a range of approaches including consolidation and out-of-hours deliveries. DSPs will also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impact of freight activity.

3.5 The document outlines the benefits of DSPs to local authorities and residents, building developers, businesses and freight operators, including:

Local Authorities and Residents

- Less congestion on local roads;
- Reduced emissions, and use of more sustainable modes where possible, to contribute towards CO^2 reduction targets;
- Fewer goods vehicle journeys lowering the risk of collisions;

- Opportunity to reduce parking enforcement activity costs – more deliveries will use legal loading facilities so less traffic and parking infringements should occur; and,
- Improved quality of life for local residents through reduced noise and intrusion and lower risk of accidents.

Building Developers and Businesses

- Reduced delivery costs and improved security;
- More reliable deliveries resulting in less disruption to normal business practices;
- Time-savings by identifying unnecessary deliveries;
- Less noise and intrusion; and,
- Opportunity to feed into a Corporate Social Responsibility programme and ensure operations comply with health and safety legislation.

Freight Operators

- Legal loading areas will mean less risk of receiving penalty charge notices;
- Fuel savings through reduced, re-timed or consolidated deliveries; and
- More certainty over delivery times.

Freight Operators Recognition Scheme (FORS)

3.6 FORS is a unique, industry-led, free membership scheme to help van and lorry operators in the Capital become safer, more efficient and more environmentally friendly.

3.7 The FORS has three membership levels; Bronze, Silver and Gold. Bronze members must meet the following requirements:

- Drivers and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and
- Assessing the performance of company policies.

3.8 Silver and Gold level members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:

- Fuel use;
- CO^2 and emissions;
- Vehicle incidents; and
- Penalty Charge notice and fines.

4 PROPOSED SERVICING ARRANGEMENTS

Existing Context

4.1 The site is located at 122-124 High Street, Ruislip, HA4 8LR, within the London Borough of Hillingdon. It is situated approximately 350m to the north of Ruislip Station, to the west of High Street. The site currently houses a Tesco Express food retail unit, with disused ancillary storage on the first and second floors. The Site Location is shown above in **Figure 1**.

4.2 The A4180 Ruislip High Street is a single carriageway road operating traffic in both directions, subject to a 30mph speed limit. On street parking is provided on both sides of the carriageway, which does not restrict the two-way flow of traffic. In the vicinity of the site, these spaces are provided for pay & display parking between Monday and Saturday, 08:00-18:30, for a maximum stay of two hours, on both sides of the carriageway. One space on the western side of the carriageway (approximately 5m to the north of the site) is reserved for goods vehicles loading only during the same hours.

4.3 To the north, the High Street connects to the B466 Midcroft / Eastcote Road and on to Ruislip Common and Northwood. The B466, in turn, connects westbound to the A40 at the Long Lane Interchange. To the south, High Street also connects to the A40, at the Polish Air Force Memorial Roundabout.

Proposed Servicing Arrangements

4.4 It is proposed that refuse collections for the development will be combined with existing collections already taking place adjacent to the gate on Princess Lane. It is understood that two existing weekly refuse collections (one for recycling waste and one for general waste) are undertaken from a bin storage point adjacent to the gate on Princess Lane. The existing bin store is shown in **Photo 1** below.

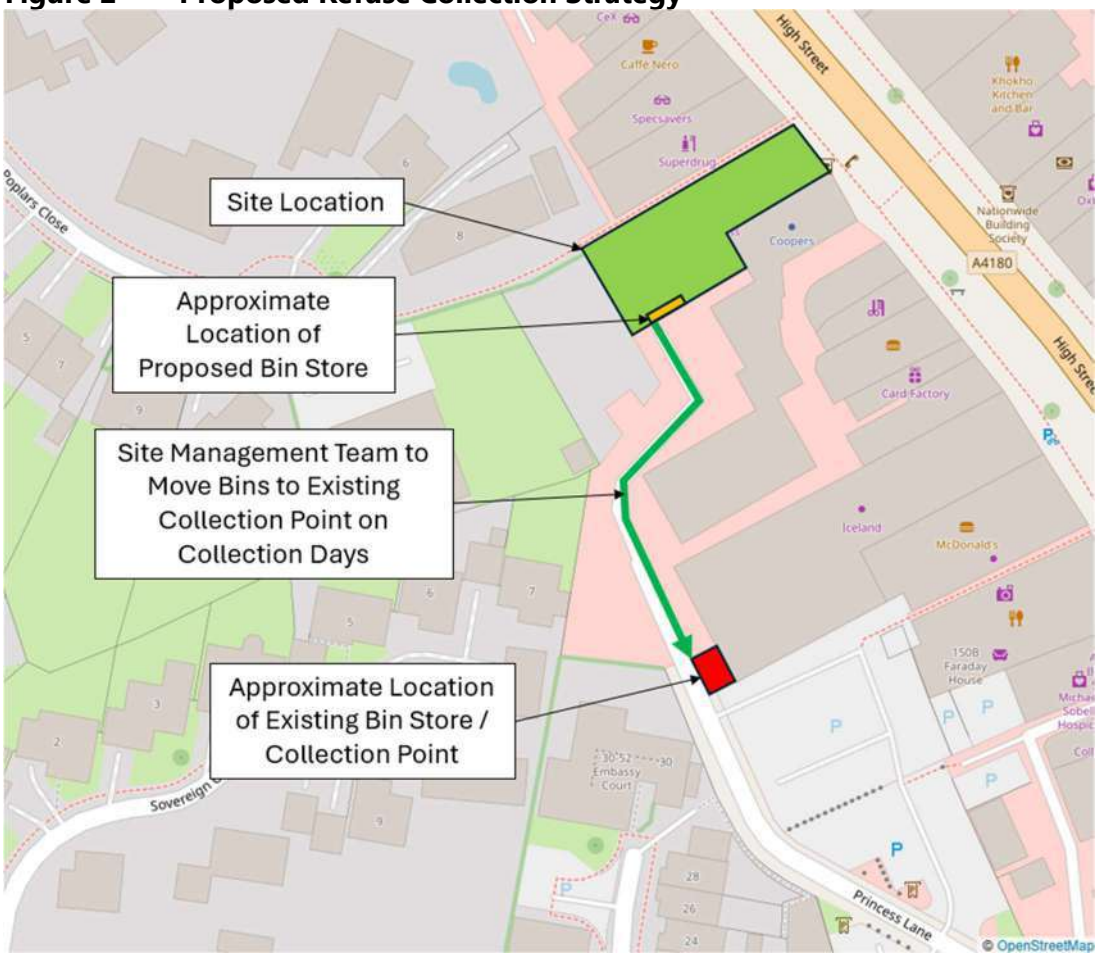
4.5 The site management team of the proposed development will move the bins from the site storage point on the southern side of the building to the collection point adjacent to the gate on collection days. A total of two general waste bins, two recycling waste bins and a food waste bin will be moved on the separate collection days. It is understood that each of the five bins will be a 360L wheelie bin.

4.6 An illustration of the proposed refuse collection strategy is shown in **Figure 2** below. This should limit the impact of refuse collections at the proposed development, by combining it with the existing situation.

Photo 1 Existing Bin Store at Princess Lane Gates



Figure 2 Proposed Refuse Collection Strategy



4.7 In terms of deliveries and other servicing at the proposed development, it is envisaged that the residential units will be typically served by home food and non-food deliveries and infrequent maintenance. It is proposed that delivery vehicles will utilise the existing loading bay provided on High Street if available, and walk to the residential lobby by using the existing public footpath to the north of the site. If the loading bay is in use when the delivery or servicing vehicle arrives, it is proposed that vehicles will stop on the kerbside on Poplars Close, as per other residential units in the vicinity of the site on Poplars Close, and use the public footpath to the north of the site to access the residential lobby.

4.8 Given Princess Lane is gated, with appropriate signage and CCTV advertising its private nature, it is considered unlikely that delivery drivers will attempt to make deliveries from this area.

4.9 It is proposed that small mailboxes will be provided in the residential lobby, which should help to reduce dwell times of delivery vehicles when undertaking the delivery of smaller items.

4.10 The existing Tesco supermarket on the ground floor is outside of the red line boundary, therefore it is proposed to be serviced in the same manner as existing.

Servicing Demand

4.11 The TRICS database has been interrogated to understand the likely trip rates of servicing vehicles that will arrive at and depart from the site. The following criteria was applied to find similar sites to the proposed development:

- Residential – Flats Privately Owned;
- Greater London region;
- Monday to Friday surveys;
- 6-100 dwellings; and
- Town Centre and Edge of Town Centre sites.

4.12 The criteria outlined above provided a total of eight similar sites that had surveyed the level of servicing trips at the site. The trip rates of servicing vehicles during the peak hours and across the day are summarised in **Table 4.1**, with the full TRICS Output provided in **Appendix B**.

Table 4.1 Proposed Residential Weekday Servicing Trip Rates per Dwelling

Servicing Trip Rates per Dwelling	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total	0.003	0.003	0.006	0.003	0.003	0.006	0.119	0.115	0.234

4.13 **Table 4.2** outlines the anticipated delivery and servicing vehicle trip generation for the proposed development.

Table 4.2 Expected Delivery and Servicing Vehicle Trip Generation

Servicing Trip Rates per Dwelling	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total	<1	<1	<1	<1	<1	<1	1	1	1*

*Discrepancies due to rounding errors

4.14 The trip generation outlined above shows an average number of delivery and servicing trips across a day. The estimations above indicate that it is likely there will be no (or very few) delivery and servicing trips during the AM or PM peak hours.

5 MEASURES, INITIATIVES & MONITORING

5.1 This section of the DSP outlines the specific management measures to be implemented at the proposed development.

5.2 The aim of the DSP is to manage safe and efficient delivery and servicing activity at the site and mitigate any impact on local amenity that results from these activities.

5.3 This DSP is a living document and can be modified in agreement with LBH, on the basis that the purpose of the modifications is to better achieve the aims of the DSP.

Delivery and Servicing Plan Measures

5.4 The measures outlined above aim to achieve the DSP sub-objectives and minimise the impact of the servicing and deliveries forecast for the proposed development.

5.5 Given the scale of the development and likely servicing demand, it is considered that that the scope of the DSP can be limited and that targets, review and monitoring for servicing should not be necessary.

Raising Awareness

5.6 It will be important to inform site management and any regular suppliers of the development about the DSP and allow them to have an input into the on-going development of the DSP.

5.7 The DSP will be included within any site management staff's induction training so that it can be properly managed.

Management of Servicing

5.8 The site management will ensure that all deliveries and servicing to the site is undertaken efficiently and in accordance with the current restrictions. This will ensure that conflicts between service vehicles and other users of the public highway will be minimised.

5.9 Deliveries and servicing will be encouraged to take place during the least busy periods of the day, i.e. not during peak hours. Delivery companies will be advised of the current on-street loading restrictions and the proposed delivery and servicing strategy contained within this DSP.

5.10 Site management will also encourage deliveries using cargo bikes.

Monitoring & Review

5.11 It is expected that servicing activity to the site will have a minimal impact on the transport network. However, the managing agent will monitor and review the success

of the DSP implementation and ensure that the estimated delivery and servicing trip generation included in this DSP is still considered appropriate.

5.12 If the measures and strategy described within this document do not provide a safe and effective delivery and servicing regime, the site management will work with LBH to find an alternative strategy or implement additional measures to rectify the issue.

APPENDIX A – ARCHITECT'S LAYOUT

REVISION P1: 11.03.24
REVISIONS CARRIED OUT TO WINDOWS WITH A BLUE REVISION CLOUD.
PITCHED ROOF AND DORMERS FINISHES REVISED TO PLAIN ROOF TILES TO MATCH ADJOING PROPERTIES 118, 120 ETC.
SECURE ENTRANCE LOBBY ADDED BY MAIN ENTRANCE. SOFT LANDSCAPE ADDED BY BINS AND CYCLE STORE.
REVISION P3 30.05.24
EXISTING GATE TO NEW ENTRANCE TO FLATS SHOWN.
REVISION P4 08.10.24
BLOCK PAVING SHOWN ON PASSAGE WAY TO MAIN ENTRANCE.
NOTE ADDED FOR REFUSE COLLECTIONS.

HIGH STREET

No 120

No 122-124

No 126-128

PUBLIC FOOTPATH

TESCO
SHOPPING AREA
AS EXISTING

TESCO
STORAGE AREA
AS EXISTING

METERS

SECURE CYCLE
STORE (12 CYCLES)

SOFT
LANDSCAPE

EXISTING
FIRE ESCAPE

FOOD
WASTE

RESIDUAL
WASTE

RESIDUAL
WASTE

RECYCLE
WASTE

RECYCLE
WASTE

FIRE
HYDRANT

STAIR

LIFT SHAFT

MAIN ENTRANCE

LIFT ENTRANCE

SECURE
DOOR

SECURE LOBBY

SECURE
ENTRANCE

FLOOR FINISH TO BE
PERMEABLE BLOCK PAVING

EXISTING TIMBER GATE
TO BE REPLACED WITH NEW

THE REFUSE WILL BE COLLECTED FORM THIS AREA
THAT HAS ACCESS FROM PRINCESS LANE.
ALL SURROUNDING FLATS AROUND THIS CAR PARK
REFUSE IS COLLECTED VIA PRINCESS LANE.

CAR PARK

509300.000 E

509300.000 E

N

N

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 1m 2m 3m 4m 5m

SCALE 1:100

Client
MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property
TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title
CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL. NEW THIRD
FLOOR RESIDENTIAL.

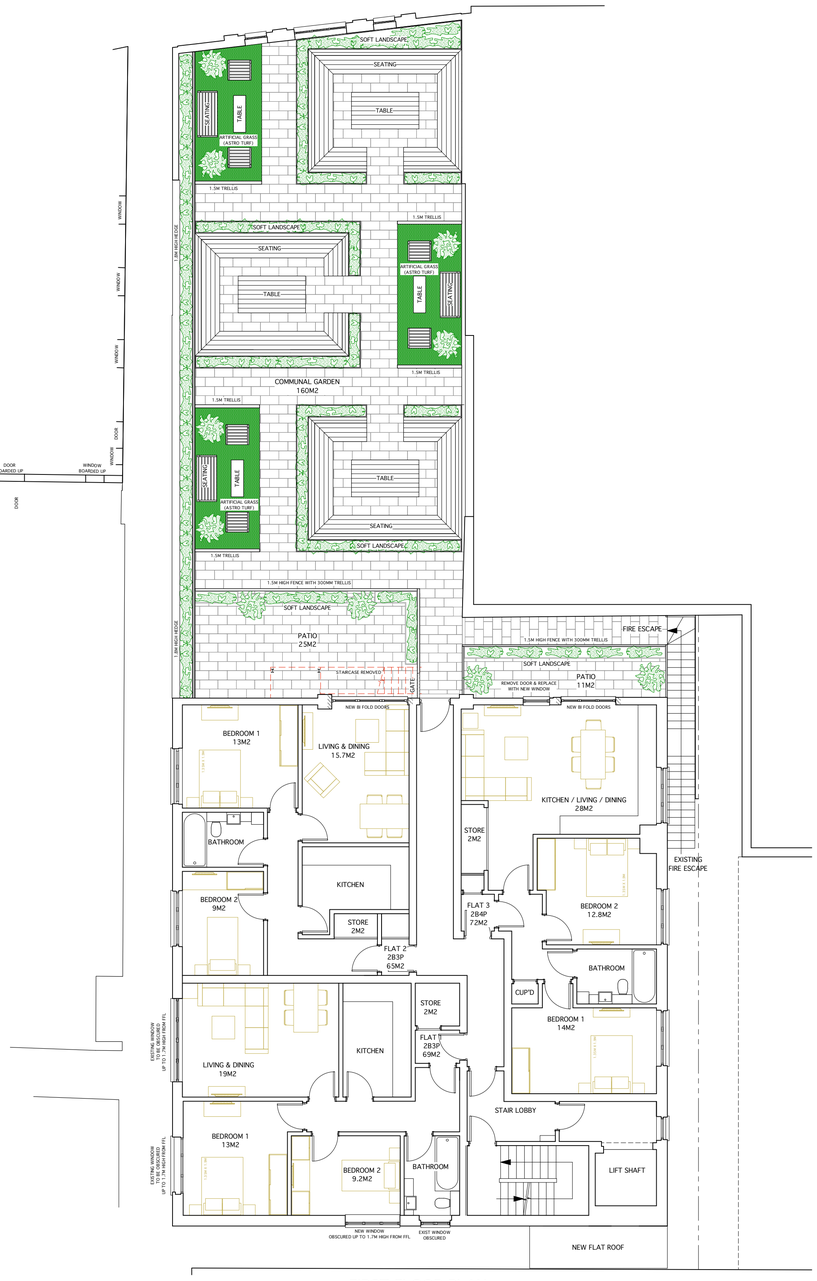
Drawing
EXISTING / PROPOSED
GROUND FLOOR PLAN

Date	Scale
25.04.23	1:100@A1

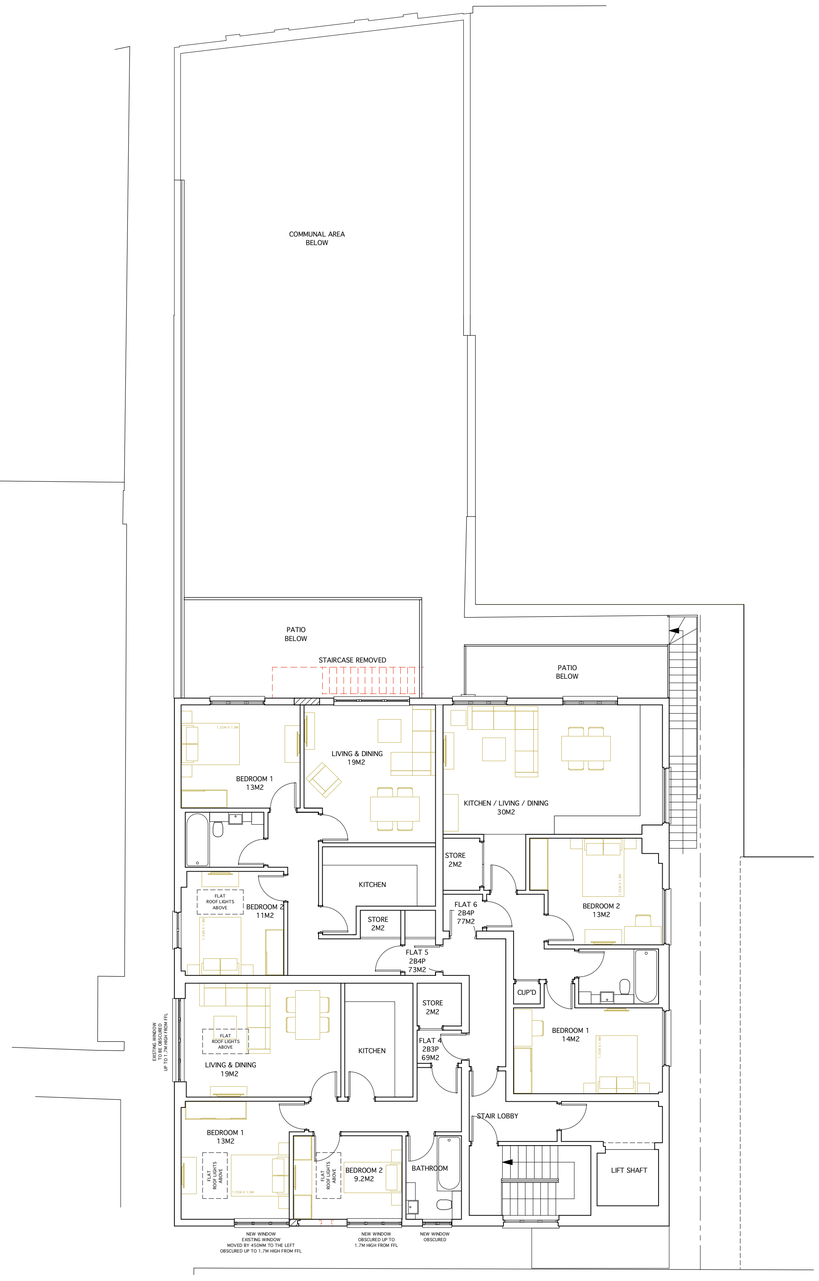
Job No	Drawing No	Revision No
122HS	PA - 01	P4

ANDREAS GEORGIOU t/a GIAD
Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

ANDREAS GEORGIOU t/a GIAD
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FIRST FLOOR PLAN



SECOND FLOOR PLAN

REVISION P5: 30.01.24
REVISIONS CARRIED OUT IN ACCORDANCE WITH THE PRE APP MEETING ON THE 25.10.23 WITH LONDON BOROUGH OF HILLINGDON.
FLAT 9 CHANGED FROM A 3 BED TO A 2 BED FLAT.
ACCESS TO FLAT 9 WILL BE FROM THE MAIN INTERNAL STAIRS PASSING THROUGH A CORRIDOR BETWEEN FLATS 2 & 3. FLATS REVISED TO SUIT ALTERATION. THE EXISTING EXTERNAL FIRE ESCAPE STAIRCASE TO REMAIN AS EXISTING.
FLAT ROOF BETWEEN FLATS 2 & 9, TO BE A COMMUNAL GARDEN WITH THE SITE BOUNDARY WITH NUMBER120 HIGH STREET TO HAVE AN OBSCURED SCREEN OF 1.8M HIGH.
ALL AS REQUESTED BY LBH.
REVISION P6: 11.03.24
REVISIONS CARRIED OUT TO WINDOWS WITH A BLUE REVISION CLOUD.
SOFT LANDSCAPE SHOWN ON FIRST FLOOR PATIOS.
REVISION P7: 24.05.24
FRONT FIRST FLOOR FLAT REMOVED AND RELOCATED TO THIRD FLOOR ON MAIN BUILDING. COMMUNAL GARDEN AREA INCREASED.
SCHEDULE OF ACCOMMODATION REVISED.
REVISION P8: 30.05.24
FIRST FLOOR: FLAT 1 BED 2 WINDOW REVISED. ADDITIONAL LANDACAPE ADDED TO COMMUNAL GARDEN.
SECOND FLOOR: FLAT 4 BED 1 &8 2 WINDOWS REVISED.
REVISION P9: 08.10.24
WINDOWS NOTED AS FOLLOWS TO BE OBSCURED UP TO 1.7M FROM FFL,
FLAT 1: BEDROOM 1 AND LIVING & DINING ROOM,
FLAT 4: LIVING & DINING ROOM.
PATIO TO FLAT 2 INCREASED TO 25M2.
FLAT 4, FLAT ROOF LIGHTS ADDED TO LIVING & DINING AND TO BEDROOM 1 & 2. FLAT 5, FLAT ROOF LIGHT ADDED TO BEDROOM 2.
PRIVATE PATIO TO FLAT 2 INCREASED IN SIZE. COMMUNAL GARDEN LAYOUT REVISED. BOUNDARY SCREENING ALONG SIDE PASSAGE ON FIRST FLOOR REVISED TO GREEN HEDGE.

N

AREA SCHEDULE

SITE AREA 570M2

FLAT No1. (FIRST FLOOR) 2B3P. 69M2.
FLAT No2. (FIRST FLOOR) 2B3P. 65M2.
FLAT No3. (FIRST FLOOR) 2B4P. 72M2.
FLAT No4. (SECOND FLOOR) 2B3P. 69M2.
FLAT No5. (SECOND FLOOR) 2B4P. 73M2.
FLAT No6. (SECOND FLOOR) 2B4P. 77M2.

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 1m 2m 3m 4m 5m
SCALE 1:100

Client
MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property
TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title
CONVERSION OF REAR FIRST & SECOND FLOORS TO RESIDENTIAL. NEW THIRD FLOOR RESIDENTIAL.

Drawing
PROPOSED
FIRST AND SECOND FLOOR PLANS

Date	Scale
25.04.23	1:100@A1

Job No	Drawing No	Revision No
122HS	PA - 02	P9

ANDREAS GEORGIOU t/a GIAD
Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

ANDREAS GEORGIOU t/a GIAD
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APPENDIX B – TRICS OUTPUT

Pulsar Transport Planning Underwood Row London Licence No: 805401

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-97 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 09/06/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	3
	Wednesday	2
	Thursday	1
Main Location Types selected	Edge of Town Centre	8
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	8 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	4
	50,001 to 100,000	2
	100,001 or More	2
Population <5 Mile ranges selected	500,001 or More	8
Car Ownership <5 Mile ranges selected	0.5 or Less	3
	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	2 Poor	1
	3 Moderate	1
	4 Good	2
	5 Very Good	1
	6a Excellent	2
	6b (High) Excellent	1

Calculation Reference: AUDIT-805401-240328-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 97 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	2 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	BE-03-C-01	Site area:	0.84 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	79
Location:	BEXLEYHEATH	Housing density:	120
Postcode:	DA6 8AE	Total Bedrooms:	146
Main Location Type:	Edge of Town Centre	Survey Date:	19/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	84
Site(2):	IS-03-C-05	Site area:	0.03 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	15
Location:	FINSBURY	Housing density:	500
Postcode:	EC1V 3QY	Total Bedrooms:	27
Main Location Type:	Edge of Town Centre	Survey Date:	29/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	
Site(3):	IS-03-C-06	Site area:	0.06 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	14
Location:	HOLLOWAY	Housing density:	467
Postcode:	N7 9RB	Total Bedrooms:	21
Main Location Type:	Edge of Town Centre	Survey Date:	27/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent	Parking Spaces:	
Site(4):	KI-03-C-03	Site area:	0.14 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	20
Location:	SURBITON	Housing density:	333
Postcode:	KT6 4DJ	Total Bedrooms:	45
Main Location Type:	Edge of Town Centre	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	2 Poor	Parking Spaces:	25
Site(5):	SK-03-C-02	Site area:	0.10 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	29
Location:	BERMONDSEY	Housing density:	290
Postcode:	SE1 3TT	Total Bedrooms:	55
Main Location Type:	Edge of Town Centre	Survey Date:	23/04/15
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	6b (High) Excellent	Parking Spaces:	2
Site(6):	WF-03-C-01	Site area:	0.40 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	97
Location:	WALTHAMSTOW	Housing density:	571
Postcode:	E17 6GR	Total Bedrooms:	184
Main Location Type:	Edge of Town Centre	Survey Date:	05/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	28
Site(7):	WF-03-C-02	Site area:	0.27 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	28
Location:	WANSTEAD	Housing density:	104
Postcode:	E11 2HQ	Total Bedrooms:	52
Main Location Type:	Edge of Town Centre	Survey Date:	25/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	31
Site(8):	WF-03-C-05	Site area:	0.11 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	6
Location:	WANSTEAD	Housing density:	55
Postcode:	E11 2SP	Total Bedrooms:	12
Main Location Type:	Edge of Town Centre	Survey Date:	25/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	19

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WF-03-C-04	25/05/21	No servicing survey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	36	0.007	8	36	0.003	8	36	0.010
08:00 - 09:00	8	36	0.003	8	36	0.003	8	36	0.006
09:00 - 10:00	8	36	0.010	8	36	0.003	8	36	0.013
10:00 - 11:00	8	36	0.017	8	36	0.010	8	36	0.027
11:00 - 12:00	8	36	0.021	8	36	0.021	8	36	0.042
12:00 - 13:00	8	36	0.017	8	36	0.017	8	36	0.034
13:00 - 14:00	8	36	0.017	8	36	0.021	8	36	0.038
14:00 - 15:00	8	36	0.010	8	36	0.014	8	36	0.024
15:00 - 16:00	8	36	0.000	8	36	0.003	8	36	0.003
16:00 - 17:00	8	36	0.007	8	36	0.010	8	36	0.017
17:00 - 18:00	8	36	0.003	8	36	0.003	8	36	0.006
18:00 - 19:00	8	36	0.007	8	36	0.007	8	36	0.014
19:00 - 20:00	8	36	0.003	8	36	0.003	8	36	0.006
20:00 - 21:00	8	36	0.000	8	36	0.000	8	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.118			0.240

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Pulsar
TRANSPORT PLANNING

www.pulsartransport.co.uk

Gilmoora House, 57-61 Mortimer Street, London W1W 8HS.
REGISTERED OFFICE: Pulsar Transport Limited, 128 City Road, London EC1V 2NX

Appendix 4 – 122-124 High Street, Ruislip – LPA ref. 11894/APP/2024/3030 – The London Plan 2021 Policy D12A – Fire Safety Supporting Statement

ANDREAS GEORGIOU T/A GIAD

The London Plan 2021
Policy D12A – Fire Safety
Supporting Statement

122-124 High Street
Ruislip HA4 8LR
16th October 2024

Fire safety

A. In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

1) identify suitably positioned unobstructed outside space:
- *a. for fire appliances to be positioned on*
- *b. appropriate for use as an evacuation assembly point.*

a. For the fire appliance, the best location would be from the rear car park accessed from Princess Lane. Where there will also be a fire hydrant in place.
b. The ideal assembly point would be on Princess Lane which is at the rear of 140 High Street. This will be away from the property and easy to access. (See drawing 122HS PA - 07)

2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures.

The property being on 3 floors and of masonry construction, will have in place smoke detectors, heat detectors, etc. and all internal doors will be 30 minutes fire resistant with intumescent strips.

ANDREAS GEORGIOU T/A GIAD
Architecture • Design • Interior Design • Building Construction Documents
Office F3. Kingsbury House.468 Church Lane, London NW9 8AU
Tel: 020 8200 2331 - 07956 587 037 Email: andreas@giad.co.uk

3) are constructed in an appropriate way to minimize the risk of fire spread.

The current property is of masonry wall construction which we will be converted to 6 residential flats.

- The public corridors, the main entrance doors to the flats will be a minimum of 1 hour fire resistance. All door frames will have built in intumescent strips.
- All the flats will have an internal lobby to prevent the spread of fire.
- The public corridors will have a sprinkler system installed, smoke detectors and a fire alarm system.
- All internal doors inside the flats will be 30 minutes fire resistance.
- In all the flats there will be smoke detectors, heat detectors and carbon monoxide detectors.

4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users.

The means of escape will be from the main existing concrete staircase. The main staircase has a protected lobby from the public corridors. All doors from the public corridors will be 1 hour fire resistance and self-closing. The staircase leading to the ground floor will have access the rear car park for escape with a direct route to the assembly point on Princess Lane.

As noted above, Point 3, in the public corridors and staircase, the property will a fire alarm and sprinkler system in place.

5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in.

A suitable evacuation plan can be located in flats internal lobby area and in the stairwell showing the householders and visitors the best safest evacuation point of the property.

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Office F3. Kingsbury House.468 Church Lane, London NW9 8AU
Tel: 020 8200 2331 - 07956 587 037 Email: andreas@giad.co.uk

6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Suitable fire extinguisher and fire blanket can be located generally in the kitchens where you would have the most likely fire hazard in the property. Additional fire extinguishers can be located in the hallways inside a cupboard. A Fire Hydrant will be installed on site outside the building for the Fire Brigade.

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Office F3. Kingsbury House.468 Church Lane, London NW9 8AU
Tel: 020 8200 2331 - 07956 587 037 Email: andreas@giad.co.uk

REVISION P1 08.10.24
NOTE ADDED FOR REFUSE COLLECTIONS FROM PRINCESS LANE. PROPOSED BUILDING UPDATE.



N

0 5m 10m 15m 20m 25m
SCALE 1:500

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

Client
MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property
TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title
CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL. NEW THIRD
FLOOR RESIDENTIAL.

Drawing
PROPOSED
BLOCK / SITE PLAN

Date	Scale
30.05.24	1:500 @ A3

Job No	Drawing No	Revision No
122HS	PA - 07	P1

ANDREAS GEORGIOU t/a GIAD
Office F3, Kingsbury House
468 Church Lane, London NW9 8UA
Tel: 020 8200 2331
TEL: 07956 587037
email: andreas@giad.co.uk

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Appendix 5 – 122-124 High Street, Ruislip – LPA ref. 11894/APP/2024/3030 – Delegated Officer Report

Development Management

APP REF No. 11894/APP/2024/3030

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	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
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	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

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

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	TESCO EXPRESS, 122-124 HIGH STREET RUISLIP
Development:	Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.
LBH Ref Nos:	**11894/APP/2024/3030**
Drawing Nos:	PA - 02 - Rev P9 PA - 100 - Rev P2 PA - 101 - Rev P2 PA - 103 - Rev P2 PA - 03 - Rev P7 PA - 04 - Rev P7 PA - 06 PA - 104 - Rev P2 PA - 07 - Rev P1 PA - 05 PA - 01 - Rev P4
Date Plans received:	28-11-24 **Date(s) of Amendments(s):**
Date Application valid	28-11-24

1. SUMMARY

The application seeks full planning consent for the change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works. Given the ground floor remains in Use Class E complying with strategic policies that seek to protect the function of main town centres, there is no objection in principle to the proposed residential development.

It is considered that the quantity and quality of internal and external amenity space being provided would not be sufficient and affords future residents a lack of outlook and substandard amenity space. The neighbouring occupiers would experience loss of privacy and the public benefits would fall short of outweighing the substandard accommodation and harm.

It is therefore recommended that the application be refused.

2. RECOMMENDATION

REFUSAL for the following reasons:

1. NON2 Neighbouring amenity impacts

The proposed development would result in loss of privacy to adjoining neighbouring properties given the intensification of the building and the proximity of the private amenity space which would lead to overlooking of neighbouring residents habitable living spaces without adequate screening measures. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2024).

2. NON2 Internal and External Amenity

The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook and privacy given the proximity to the proposed 1.5m high fence and 300mm trellis. Further, Flat 1 and Flat 4 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

3. NON2 Air quality and Obligations

The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I74 Community Infrastructure Levy (CIL) (Refusing Consent)

This is a reminder that Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), should an application for appeal be allowed, the proposed development would be deemed as 'chargeable development' and therefore liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This would be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012.

For more information on CIL matters please visit the planning portal page at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

I53 Compulsory Informative (2)

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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

NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises a single building on the Ruislip High Street, in retail use (Use Class E). It was formerly Woolworths but is currently occupied by Tesco.

The section of the building that fronts onto the high street is single storey with a false first-floor facade, having the appearance of a two-storey building within the shopping parade. The rear section of the building is three-storeys. The ground floor operates as the shop floor, whilst the upper floors are for ancillary storage. The upper floors are unused (for circa 15 years as stated in the submitted letter), and surplus to the requirements of the current tenant. Photos have been submitted to illustrate that the upper floors are in a state of disrepair, and not fit-for-purpose.

To the rear of the site is the residential cul-de-sac of Poplars Close comprised principally of semi-detached dwellings, and Woodlands Children's Nursery. There is also a car park to the rear of the site, associated with the adjacent development and accessed from Princess Lane.

The site has a Public Transport Accessibility Level (PTAL) of 4.

The site is located within the following Local Plan Site Designations:

-Town Centre: Ruislip
-Primary Shopping Area
-Ruislip Village Conservation Area
-Critical Drainage Area
-Potentially Contaminated Land
-Air Quality Focus Area
-Northolt Perimeter 3km Buffer (PDR Exclusion Zone)

3.2 Proposed Scheme

Change of use of part of the rear of the building and upper floors from Class E (Commercial, Business and Service) to Class C3 (Dwelling-houses) in order to create six residential dwellings alongside associated works.

3.3 Relevant Planning History

11894/APP/2024/1734 UPPER FLOORS AND REAR OF 122-124 HIGH STREET RUISLIP

Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works (revised description 25.07.24)

Decision: 13-09-2024 Refusal

Comment on Planning History

Relevant history listed above. To note, a similar scheme 11894/APP/2024/1734 (Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works) was recently refused for the following reasons:

1. The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually

dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

2. Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

3. The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

4. Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

5. The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

6. The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

The current applications omits 3no flats and the additional floors extension.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **11th January 2025**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

15 neighbouring properties were consulted by letter on 05-12-24. The consultation period expired on 28-12-24. 5 objections were received from 4 households. Their comments are summarised as follows:

1. Concerns regarding relocation of air conditions units
2. Concerns regarding dummy facade which gives on to High Street is supported by RSJs at a 45 degree angle to the wall
3. Concerns regarding pull distance of waste collection
4. Noise concerns (including noise from lift)
5. Visual intrusion / loss of privacy / Overlooking (safeguarding concerns)
6. Traffic, parking and congestion concerns.
7. Building work disruption
8. Increase the bulk & density and in line with the refusal, appear out of scale in proportion to the size/ width of the site
9. any public benefits would fall short of outweighing the 'less than substantial harm' to the Ruislip Village Conservation Area
10. Light spill / pollution
11. Concerns regarding access changes / refuse collection
12. Concerns regarding fire safety and access for emergency services
13. Parking and deliveries concerns
14. Changing land use would over developed area and harm CA
15. Materials not in keeping

Planning Officer comments:

1. The has clarified it is intended to relocate the air conditioning units to the ground floor. There is no details provided of this.

2. There is no concern regarding support for the false faÃ??????§ade, and ultimately, this is a matter that will be clarified by Building Control.

Point 3, 4, 5, 6, 9, 10, 11, 12, 13 and 14 are discussed in the report.

Building disruption is not a material consideration (7).

There is no additional floors proposed and the materials of any external works such as lobby and window would be conditioned (8 and 15).

Ruislip Residents' Association 27.12.24:

The Ruislip Residents' Association believe that these latest proposals are a significant improvement upon the last plans Ref 11894/APP/2024/1734 refused on 13/09/2024.However, there are still the following concerns:

Harm to residential amenity and unsatisfactory living conditions for the occupiers. - The windows for all habitable rooms in Flat 1 on the first floor and Flat 4 on the second floor will be obscured glass up to 0.7 m high. The occupants will not benefit from adequate outlook. - Patios for Flats 2 and 3 measure 25 and 11m2. So the patio area for Flat 3 is significantly short of the recommended 25m2, and both patios will be overlooked from Flats 5 and 6 above that will also overlook the communal

outdoor space. - Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.5m high patio fence.

Existing Roof: - Existing heat pumps & air conditioning units on the flat roof were approved 11894/APP/2009/1740. Some equipment is wall mounted, but a large percentage is floor mounted equipment with numerous pipes along the floor. Plans should be submitted to indicate where all that equipment will be relocated or secured off from the communal space? - On the First floor east side facing the High Street there is a false facade suggesting the building has a first floor directly above the front of the retail unit below. The structure is supported by RSJs at a 45 degree angle to the wall, mounted on the floor of what would become the amenity area. Where are the details how the facade will be supported if the roof becomes an amenity space?

Housing Mix No family housing is provided. The highest need for housing is for family units, defined as units with 3 or more bedrooms. Impact on the amenities of the occupiers of neighbouring residential properties The proposed sole access for 6 residential dwellings on the west side will lead to a harmful increase in activity and generation of noise, of detriment to neighbours particularly the occupier of 14 Poplars Close.

Access & Security Policy D5 of the London Plan (2021) states that development should achieve the highest standards of accessible & inclusive design, should be convenient and welcoming. Paragraph 96 of NPPF & Policy DMHB 15 of Local Plan require healthy, inclusive and safe places so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion. There are safety concerns for the 6 flats where the only entrance is on the west side accessed via narrow alleyways. If the proposals are approved appropriate surveillance facilities will need to be considered.

Refuse Management and Cycle Access. The proposed refuse collection arrangements and cycle storage location suggest the owners of the land north of the Iceland Carpark will grant the residents to use their bikes and for refuse to be collected. Has this been verified? Conclusion RRA believe that not all the previous reasons for refusal have been addressed in these latest proposals

Planning officer comments:

1. The has clarified it is intended to relocate the air conditioning units to the ground floor. There is no details provided of this.

2. There is no concern regarding support for the false faÃ??????§ade, and ultimately, this is a matter that will be clarified by Building Control.

The other points are discussed in the main report.

Air Quality:

The proposed development is located outside the LBH Air Quality Management Area, but within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.
LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas.

Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.
The proposed development is within the Ruislip Town Centre Focus Area and therefore further appropriate mitigation is required.

No appropriate mitigation was considered given the location of the proposed development within a LBH Focus Area.

Access Officer:
This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the change of use of this existing dwelling constructed prior to the application of accessible housing standards. Conclusion: no objections raised from an accessibility perspective.

Highways:

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 6 two-bedroom flatted residential dwellings on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 6 flats.

A previous application for 9 flats at this address (11894/APP/2024/1734) was refused earlier this year but not on highway related grounds.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
The overriding regional parking standard would demand a maximum parking requirement in the order of up to 3-5 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.

The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.
It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In total, 12 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Operational Refuse Collection/Servicing Arrangements
Residential Component
Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement.
To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days. The principle of the arrangement is considered broadly acceptable. There are no further observations.
Retail Component
The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach. There are no further observations.

Construction Management Plan (CMP)
An outline construction management statement has been submitted which is considered broadly fit for purpose on the basis of continued and close partnership working with LBH. There are no further requirements or observations on this aspect.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

Design Officer comments:

1.It is unclear if access to the rooftop amenity space is intended to be public. The side stair appears to lack access controls (e.g., a FOB system) to restrict it to residents of the development only. Coupled with the convoluted layout - featuring numerous elements that act as physical and potentially visual barriers - this raises concerns about the potential for ASB, that is if public access is unrestricted.

2.The amenity space is overly dominated by seating, resulting in a lack of balance and variety. Incorporating a more diverse range of landscaping features, spatial configurations, and opportunities for different activities would have created a higher-quality, more meaningful amenity area that better serves the needs of the development's residents. Currently as it stands, the quality of that space and its meaningfulness are suboptimal.

3.The quality of the provided amenity space is particularly important, as it is intended to compensate for the absence of private balconies or individual outdoor areas.

4.Artificial grass is substandard and generally should be avoided - suggests a substandard and unintegrated landscaping design approach.

5.Assuming the artificial grass is due to soil depth limitations, can trees still be delivered? If so, how will adequate soil depth be achieved? Will they be in planters? This may have further impact on the visual appearance and quality of that space, and are the trees likely to be well-maintained this way in the long term?

6.The bins are laid out in a utilitarian manner, unintegrated with the building, and appear to lack screening or enclosure. While this area may be considered back-of-house (BOH), we would still expect some level of visual integration / screening.

7.The proposed planter at ground level, located next to the bins and bike store, offers some improvement but feels tokenistic rather than a well-thought-out and meaningful landscaping intervention.

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.HE1	(2012) Heritage

Part 2 Polices:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes
NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP D12	(2021) Fire safety
LPP G7	(2021) Trees and woodlands
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix

LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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

Paragraph 135 of the NPPF (2024) states 'Planning policies and decisions should ensure that developments:
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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres

separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

PRIVACY, LIGHT AND OUTLOOK:

Following the previous refusal, revisions have been made to ensure that both real and perceived overlooking and loss of privacy to neighbouring residential properties is mitigated through the use of obscured glazing. Notwithstanding this, elsewhere in the report addresses the internal amenity concerns this raises.

However, as highlighted elsewhere in the report and previous report the bedroom windows of No.120 (corrected from No.120a in the previous report) overlooks communal garden, which would also likely offer views from residents into the rooms at angles.
The scheme would fall short on amenity grounds to both neigbhbours that adjoin the site. The very nature of the private amenity space associated with the application could potentially lead extensive use of this roof space which further exasperate these overlooking concerns. On these grounds, Officers consider the scheme has failed to overcome the previous concerns.

There is one opaque window on the rear elevation which overlooks the rear gardens of Nos. 12 and 14 Poplars Close, however, this window serves the stairs which could easily be conditioned to obscured glazing.

The current application also omits the proposal for additional stories.

NOISE, ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours. Whilst the comments raised by the objections regarding waste and cycle storage are noted, the impact in terms of noise and disturbance from the use of these facilities and the lift would not cause significant noise over and above what would be expected from a residential building.

CONCLUSION:

In light of the above, it is considered that the proposed development would cause unacceptable harm to the living conditions of the existing occupiers. The proposed development would therefore be contrary to Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and paragraph 135 of the NPPF (2024).

7.2 Impact on Street Scene

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. S72 of this Act relates to Conservation Areas and requires Local Planning Authorities to pay special attention to 'the desirability of preserving or enhancing the character or appearance of that area'.

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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Policy HC1 of the London Plan (2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) 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: i)

harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application site is located within Ruislip Village Conservation Area and extends from Ruislip High Street to the rear. The front facade of the building fronts the high street and shows some characteristics of Art Deco or early Modernist influence. The existing building to the rear is a good example of early to mid-20th century architecture and is characterised by a flat roof, large windows and brick materiality. While the existing building is not listed, it comprises some architectural merit and is associated within the broader context of the area's historical development.

The proposal includes a change of use to residential and omits the previously proposed an additional storey. The changes to the building are minimal consisting of fenestration amendments, a communal roof garden and secure lobby.

The proposed windows would be in keeping with current form and the secure lobby would be sited to the rear.

It is noted that the Design Officer has raised concerns about the bins which are laid out in a utilitarian manner, unintegrated with the building, which appear to lack screening or enclosure. These details could be secured by condition.

Given the minimal changes and above condition, the proposal would be acceptable in terms of character and appearance.

7.3 Traffic Impact/Pedestrian Safety

The site comprises a single building (ranging from two to three storeys (front to rear elevations respectively in height)) fronting Ruislip High Street which is in retail use (Use Class E) in the form of a Tesco express outlet at ground floor level whilst the upper floors are utilised for ancillary storage. No formal on-plot parking is available.

It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours). There is also a car park to the rear of the site, associated with the adjacent development and is separately accessed via Princess Lane and a private section of roadway.
The proposal seeks to provide 6 two-bedroom flatted residential dwellings on a 'car-free' basis. This would involve a change of use/conversion of part of the rear of 122-124 High Street and its upper floors from Class E to Class C3. The proposal would also incorporate an additional floor to facilitate a sum total of 6 flats.

A previous application for 9 flats at this address (11894/APP/2024/1734) was refused earlier this

year but not on highway related grounds.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.
The overriding regional parking standard would demand a maximum parking requirement in the order of up to 3-5 on-plot spaces hence this 'car-free' scheme technically falls within but is below this maximum standard.
The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. This would imply a sequentially elevated 'real-world' accessibility level to a rating of 5.
On this premise further supported by the inherent parking restraint afforded by the parking restrictions within the surrounding area which effectively reduces the likelihood of untoward parking displacement onto the highway network, the 'car-free' proposal is, on balance, considered acceptable.
It should be noted that to support the principle of promoting parking restraint and safeguarding the local highway network from notable harm related to any potential undue parking displacement, it would normally be recommended that the site address be made 'Resident Permit Restricted' (RPR) in order to prevent future occupiers from obtaining parking permits. However, in this case, the Highway Authority (HA) must advise that this mechanism cannot be applied to this particular site as there is no existing Controlled Parking Zone (CPZ) incorporating a residents parking scheme encompassing this address. In summary, this voids the necessity to pursue a RPR via formal agreement.

Cycle Parking
In total, 12 communal spaces are proposed located within an enclosed area at ground floor level which is considered an acceptable arrangement in terms of placement & quantum.

Vehicular Trip Generation
Local Plan: Part 2 Policies DMT 1 and DMT 2 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.
Given the scale and 'car-free' nature of the proposal, there are no specific concerns raised in regard to any generated vehicular activity which is likely to be imperceptible on the local network.

Operational Refuse Collection/Servicing Arrangements
Residential Component
Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m. An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement.
To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days. The principle of the arrangement is considered broadly acceptable. There are no further observations.
Retail Component

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach. There are no further observations.

Construction Management Plan (CMP)
An outline construction management statement has been submitted which is considered broadly fit for purpose on the basis of continued and close partnership working with LBH, secured by further condition.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Policies (2020) - Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

ACCESS:

The proposal has been reviewed against the requirements of the 2021 London Plan policy D7 should not be applied to the conversion of this existing dwelling constructed prior to the application of accessible housing standards.

SECURITY:

There are concerns regarding the access which through a long, narrow alleyway, which poses a safety risk for future residents due to the potential for anti-social behaviour (ASB) and ad hoc crime. It is also noted that the alleyway is not included within the red line boundary. The main approach and entrance to the development lack clarity and fail to provide a sense of ownership for future residents.

Similarly to the previous application, the staircase to the communal amenity deck on the first floor is very narrow and unrestricted access and the siting of the refuse storage also raised security concerns given the bins are placed along a wall facing a BOH car park, without enclosures, and inviting potential for anti-social behaviour/poor maintenance.

FIRE SAFETY:

Policy D12 of the London Plan (2021) states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety. Policy D5 part B of the London Plan (2021) states development should be designed to incorporate safe and dignified emergency evacuation for all building uses.

A fire statement has been provided with a strategy for evacuation. The London Plan is clear that the applicants should demonstrate on a site plan that space have been identified for appropriate appliances. However, Officers consider that this could be addressed through a suitable worded condition.

OPERATIONAL REFUSE COLLECTION / SERVICING ARRANGEMENTS:

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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.

Residential Component

Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle on the public highway. In addition, the maximum carrying distance from each dwelling unit to the point of collection should not exceed 30m.

The previous application was refused due to insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

An external waste storage area is depicted to the rear of the build hence would appear to be broad conformity to the latter but not to the former requirement. To address this non-conformity, refuse is proposed to be moved further south in Princess Lane to an established 'shared' bin store by way of a site management regime on collection days.

Additional information has been submitted in the form of a in the Outline Delivery and Servicing Plan prepared by Pulsar Transport Planning. The applicant has confirmed through a and Registry Map that through ownership of their site, they have right of way over the land North of Iceland along Princess Lane. As such, the refuse collection is acceptable.

Retail Component

The modus operandi for collection would continue unabated with the use of the convenient loading bay placed in proximity of the address on the High Street. This arrangement is established, and the applicant has indicated that servicing activities are to be encouraged to occur off-peak (as specified within the submitted D&S plan) which is considered a pragmatic and acceptable approach.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The site is within a designated town centre, and primary shopping area. It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

HOUSING MIX:

The proposed homes are 3 No. x 2B3P Units and 3 No. 2B4P Units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and

Policy H10 of the London Plan (2021).

DENSITY LEVELS:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

INTERNAL AMENITY SPACE PROVISION:

Policy D6 of the London Plan (2021) sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan (2021) set outs the same gross internal area space standards set out in the Technical housing standards - nationally described space standard (2015). Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles.

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space to provide an appropriate living environment. To achieve this all-residential development or conversions should:
i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;
- One storey two bed four person person unit should provide a minimum of 70 square metres GIA 2 square metres of storage;

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Based on the plans submitted, all six of the proposed flats would meet the minimum square metre requirement set by Table 3.1 of the London Plan (2021).

The proposed double bedrooms would have a width of at least 2.75 metres and would have a floor area in excess of 11.5 square metres, in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The proposed one bedspace single bedrooms would have a floor area of at least 7.5 square metres. and would be at least 2.15m wide in compliance with parts 2) and 4) of Policy D6 of the London Plan (2021).

The overall layout and floor to ceiling height would ensure a suitable standard of accommodation for future occupants.

DAYLIGHT AND SUNLIGHT, PRIVACY AND OUTLOOK:

The kitchen/living rooms and bedrooms would be served by large windows or bifold doors. However, Flat 1 and Flat 4 do not benefit from any outlook given all windows are partial obscured windows (up to 1.7m high from ffl).

The north-facing side elevation windows which serve habitable rooms would have a poor outlook over commercial rooftops characterised by plant and services.

In addition, there are concerns regarding the use of boundary treatment to demarcate private amenity as it encloses the windows/bifold door of Flat 3 due to the proximity to the proposed 1.5m high fence with 300mm of trellis which obscures outook and gives rise to privacy concerns.

Similarly the amendments to the fence for Flat 2 gives rise to privacy concerns.

As a result, while future occupants would receive an adequate level of daylight and sunlight, there would be a substandard amount of outlook.

Given the above, the proposed development does not comply with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE:

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:
A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.
B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.
C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.
D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that 2 bedroom flats should provide a minimum of 25 square metres of amenity space, respectively.

Two of the proposed flats, Flats 2 and 3, would have private patios measuring approximately 25 and 11 square metres, respectively. The latter is below the minimum private amenity space standards set out in Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).Seven of the flats would not benefit from private amenity space.

Based on a proposal for 6 x 2 bed units, the proposal should provide a minimum of 150 square metres of private usable and well designed amenity space.

The proposal provides a communal roof terrace above the commercial space which equates to 160 square metres. There are concerns regarding the proposed private amenity space as it is

substandard quality and given it is overlooked by dwellings and the side elevations windows to No.120 (correction from previous report) which cannot be mitigated without harm to the neighbouring building.

While the proposed communal amenity area includes some greening and seating, its design falls short of high quality. The use of artificial grass and the lack of visual and sensory variety within the incorporated landscaping makes it a less compelling and inviting space. The amenity space is overly dominated by seating, resulting in a lack of balance and variety. Incorporating a more diverse range of landscaping features, spatial configurations, and opportunities for different activities would have created a higher-quality, more meaningful amenity area that better serves the needs of the development's residents. Currently as it stands, the quality of that space and its meaningfulness are suboptimal.

On balance, it is considered that the quantity and quality of external amenity space being provided would not be sufficient to serve the sizes and number of proposed dwellings at the site. Given the harm identified it is not considered that further details could be secured by condition as it is fundamental to the proposal. The proposal therefore fails to comply with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy D6 of the London Plan (2021) and paragraph 130(f) of the NPPF (2024).

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

No details of the sustainability credentials of the proposed development or the type of renewable technologies that would be utilised have been provided. However, it is considered that this matter could be resolved by the imposition of a planning condition, if planning permission were to be granted. Also, a condition would be secured requiring the proposed dwellings to achieve as a minimum, a water efficiency standard of no more than 105 litres per person per day, maximum water consumption.

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

FLOOD RISK:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The site is in a Critical Drainage Area. The proposal involves the conversion of the upper floors of an existing building to residential, and roof top extensions that do not increase site coverage. Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

NOISE:

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

Whilst there would be some potential for increased levels of on-site activity to generate noise and disturbance, however, the proposed provision of the flats at the site is not considered to lead to such a significant change in the local noise environment.

It is therefore considered that the proposal would not cause harm to the residential amenities of neighbouring occupiers, in terms of noise and disturbance.

Notwithstanding the above, a condition could have been secured requiring the compliance with a Construction Management Plan, in the event of an approval. This condition is necessary to ensure that noise and pollution are minimised as far as practicable during the construction phase.

AIR QUALITY:

Policy SI 1 of the London Plan (2021)

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals should demonstrate appropriate reductions in emissions. It adds that, development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The proposed development is located outside the LBH Air Quality Management Area, and within the Ruislip Town Centre Focus Area. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas (or that impact on Focus Areas) to be air quality positive and in accordance with measure 5 of the LBH Air Quality Local Action Plan 2019-2024, mitigate total emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially with impacts in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) require more stringent air quality neutral procedures and needs to be Air Quality positive, with a total emission mitigation approach.

The proposed development is within a LBH Focus Area and therefore further appropriate mitigation is required.

In the event of an approval, damage cost and mitigation measures would secured by condition and S106 for Hillingdon to deliver its air quality local action plan and/or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

COMMUNITY INFRASTRUCTURE LEVY:

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 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 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission were to be granted.

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.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

-does not impact an onsite priority habitat; and
-the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
-the development impacts less than 5m in length of onsite linear habitat
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 comprise internal alterations to the existing building and minimal external alterations. The floorspace of the secure lobby would be de minimis. Therefore the development would not exceed the de minimis threshold and is considered to be BNG exempt.

In this instance, having regard to the above criteria, therefore the proposal is considered to be BNG exempt and a biodiversity gain plan is not required.

PLANNING BALANCE:

The proposal would contribute to the Council's delivery of housing and provide some economic benefits during the construction stages. However, the scheme is only for 6 two bedroom private market flats, which would would cause harm to the residential amenities of neighbouring occupiers and provide substandard internal and external amenity.

Whilst noting that some weight should be given to the delivery of housing, the Council is currently able to demonstrate a five-year supply of deliverable housing sites. The weight to be attached to housing delivery is substantially diminished by the adverse impacts of the scheme as set out above. Limited weight should be given to the proposals social and economic contribution. Overall, the public benefits would fall short of outweighing the substandard accommodation and harm.

CONCLUSION

For the reasons set out in this report, it is considered that the proposed development would conflict with national, regional and local planning policies and guidance. It is therefore recommended that the application be refused.

8. Reference Documents

National Planning Policy Framework (2024)
The London Plan (March 2021)
Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (September 2017)
Technical Housing Standards - Nationally Described Space Standard (March 2015)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230

Appendix 6 – Ruislip Village Conservation Area Appraisal (2010)

Ruislip Village
Conservation Area Appraisal

(Draft for consultation)

January 2010

HILLINGDON
LONDON

CHAPTER 1: INTRODUCTION

Introduction

1.1 The Ruislip Village Conservation Area was designated in 1969. It was one of the first such areas to be agreed within the London Borough of Hillingdon. It is located in the north of the Borough, to the north-east of Uxbridge town centre and to the south of Northwood.

1.2 On **14th January 2009**, the Conservation Area, which originally included only the medieval village centre, was extended to include the later residential suburbs to the west and south, and all of the High Street.

Planning Policy Context

1.3 This appraisal has been developed within the context of the conservation policies contained within London Borough of Hillingdon Unitary Development Plan Saved Policies document, the emerging Local Development Framework, The London Plan, the guidance contained within Planning Policy Guidance 15 and the relevant Planning Acts.

1.4 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to designate Conservation Areas. These are defined as *"areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance".* Local authorities are also required to keep this process under review.

1.5 Section 71 of the Act requires local authorities to formulate and publish proposals for Conservation Areas and to consult with the wider community as part of this process.

1.6 As of 1st April 2006 the Government set a Best Value Performance Indicator (BVPI 219b) requiring local planning authorities to complete Conservation Area appraisals and reviews.

1.7 Planning Policy Guidance 15 sets out further advice on the appraisal of Conservation Areas. In part 1, section 4.4, the guidance states.

1.8 *"The definition of an area's special interest should derive from an assessment of the elements that contribute to (and detract from) it".*

1.9 More recently, English Heritage has provided additional guidance on the appraisal and management of conservation areas. These documents have informed the drafting of this document.

Conservation Area Designation and the need for an Appraisal

1.10 Conservation Area designation focuses on the overall quality and interest of an area and depends on much more than the quality of individual buildings. Features such as building layout, open spaces, boundaries, thoroughfares, the mix of uses, the use of materials and street furniture, all contribute to the

character of the area. It is also common for a Conservation Area to include a number of designated historic buildings.

1.11 The aim of a Conservation Area appraisal is to assess these elements, to define the special architectural and/or historic character of the area and to highlight areas requiring enhancement.

1.12 Conservation Area character appraisals are important planning policy tools. They inform the development control decision making process and provide a framework for enhancement proposals. All of these contribute towards the successful management of Conservation Areas and work best when there is a clear understanding of the area's "special interest".

1.13 The purpose of the Ruislip Village Conservation Area Appraisal is, therefore, to improve our understanding of the built heritage of the area. The document will enable the Council to develop its conservation policies and maximise opportunities for improving the environment within the area.

1.14 It will support the effective determination of planning and other applications, and form robust supporting evidence at planning appeals. It will also provide local owners and residents with clear advice on those forms of development considered appropriate and so likely to be supported by the Council. The appraisal will be a material consideration in determining planning applications within the Conservation Area.

CHAPTER 2: SUMMARY OF SPECIAL INTEREST

Location and Setting

2.1 The Ruislip Village Conservation Area has a green and open setting on its northern and western boundaries. To the north are the Ruislip Common National Nature Reserve (also known as Park Wood) and the former reservoir and leisure facilities of Ruislip Lido. The Green Belt is located to the west of the area. The River Pinn and its water meadows fall within the northernmost part of the Conservation Area, and provide an attractive green corridor along this boundary.

2.2 To the south-west, south and east, the Conservation Area is surrounded by residential development, mainly ranging in date from the1930's to the 1970's. These areas comprise mostly detached and semi-detached houses and more recent small blocks of flatted development.

General Character

2.3 The medieval village forms the core of the Conservation Area. This includes (Ruislip) Manor Farm, St. Martin's Church and the buildings immediately surrounding them. This area contains a number of early timber framed listed buildings and Locally Listed buildings. Many un-listed buildings within the area also make a positive contribution to its appearance.

2.4 The High Street lies to the immediate west and southwest of the Church and forms the commercial hub of the area. In appearance it is very much a busy and traditional high street. It mainly comprises parades of early 20th century shops of a variety of styles characteristic of the period, with interesting architectural detailing and decoration.

2.5 Beyond the High Street and the early village core, are residential areas. These mainly date from the 1920s and 30s and have a spacious and leafy character. They include good quality houses of varied size and design, many set on tree lined roads.

History

2.6 The original village and surrounding hamlets remained largely unaltered until the arrival of the railway in the early 20th century. The areas to the west and south west of the village centre then grew and were developed very much in the "Garden Suburb" tradition. These are high quality residential areas, which include a number of large detached dwellings set in mature gardens.

2.7 Today, Ruislip has a distinct identity, which reflects its historical development, but which also retains a strong village character.

Recent Changes

2.8 Some of the residential streets within the Conservation Area have

recently been the subject of development proposals for blocks of flats. Such developments have been focussed for the most part on Kingsend and Wood Lane. Where built, these have significantly altered the character and appearance of these areas, with the loss of established development patterns and a general erosion of the quality of the streetscape.

Boundary

2.9 The Conservation Area is bounded by Pinn Way to the north. It includes the Manor Farm site, and the residential properties on the western side of St. Martins Approach. To the east, the boundary continues around St. Martin's Church and Church Field, and then runs to the rear of the commercial properties on the High Street.

2.10 To the south, the boundary runs to the rear of the properties on Kingsend, and then continues along Wood Lane. It excludes the later housing estate to the south of Wood Lane. This is circa 1960 and is of a different character to the Edwardian, and interwar housing areas, which have been included within the Conservation Area.

2.11 From Wood Lane, the western boundary continues along historic Sharps Lane, and includes all the properties to the east and those of a similar date and quality on the western side of the road.

2.12 Continuing north, the boundary runs along the public footpath opposite the junction of Sharps Lane, Hill Lane and Manor Road. It then follows the boundary of Barringers Court and the Youth Centre playing field, continues to the north to include the Mill House and the Vicarage before returning to Bury Street.

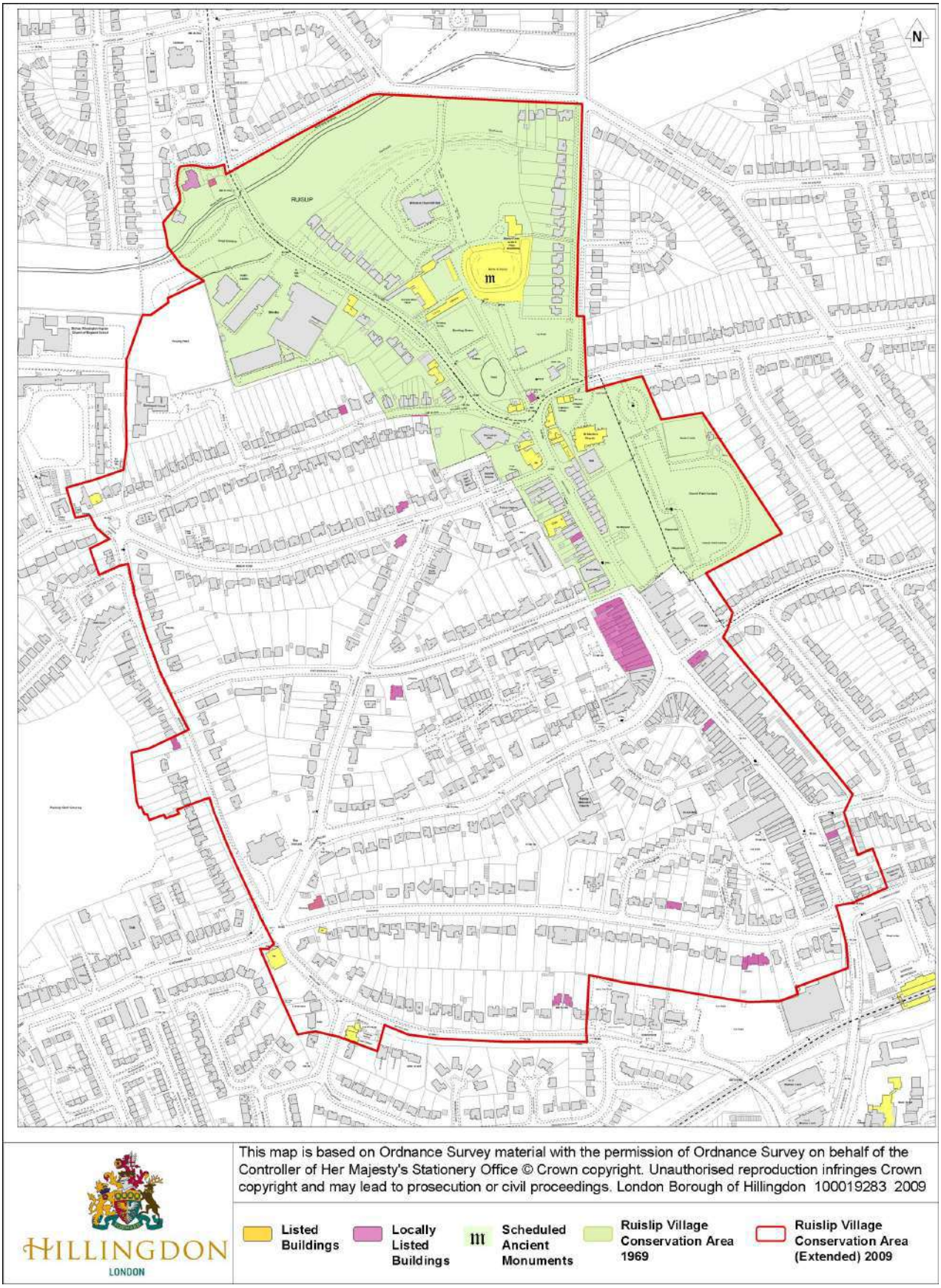
Other Designations within the Conservation Area

2.13 The area is rich in historic buildings and features. Within the Conservation Area there are 23 statutorily Listed Buildings, 18 Locally Listed buildings and 1 Scheduled Ancient Monument. Their locations are illustrated on the following map and Appendix 1 contains further details of these features.



Fig 2.1 Manor Farm

MAP 1: RUISLIP VILLAGE CONSERVATION AREA BOUNDARY



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Listed Buildings | Locally Listed Buildings | Scheduled Ancient Monuments | Ruislip Village Conservation Area 1969 | Ruislip Village Conservation Area (Extended) 2009

CHAPTER 3: ORIGINS AND HISTORICAL DEVELOPMENT

Introduction

3.1 Ruislip's origins go back at least two thousand years and possibly much earlier. Its name is said to be derived from "rushy leap", suggesting a settlement that had grown up around a ford over the River Pinn. Ruislip was the second largest parish in Middlesex in the later Middle Ages, and it included Eastcote to the east and Northwood to the north-east.

3.2 During the early 19th century almost half of the total population of Ruislip was employed in agriculture. During the late 19th and 20th centuries, however, the development of the railway stimulated residential development and the character of the area changed from largely rural, to suburban.

3.3 Ruislip formed part of Uxbridge Rural District until 1904 when Ruislip-Northwood Urban District was constituted. In 1965 Ruislip-Northwood Urban District merged with the municipal borough of Uxbridge to form the new London Borough of Hillingdon (Baker *et al*. 1971)[1]

Archaeology

3.4 The area is rich in archaeology and investigation has produced evidence of a Norman motte and bailey castle and a 13th century priory at the Manor Farm site. In addition, traces of a Roman building and pottery from the same period have also been found at the site.

3.5 North of Manor Farm, the excavation of a large mound on a bend of the River Pinn has revealed Roman and Medieval pottery and possible Mesolithic flint implements (Pastscape, 2007)[2].

[1] Baker, T. F. T., Cockburn, J.S. and Pugh, R.B. (eds) (1971), "Ruislip" in *Ruislip: Introduction, A History of the County of Middlesex: Volume 4*, Victoria County History, pp 127-134

[2] Pastscape (2007) "Ruislip, Gr London", http://pastscape.english-heritage.org.uk/hob.aspx?hob_id=394913 [Accessed 15th August 2008]

Historic Layout and Development

3.6 The village of Ruislip has been occupied since medieval times, remaining a small rural settlement until the twentieth century when a succession of planned residential developments took place.

3.7 By 1565 the boundaries of the settlement had been established and remained so up until the 19th century when the first detailed maps of the parish were made. At the centre of the village was the church, which was in existence by the end of the 12th century.

3.8 The Manor Farm house is early 16th century in date and was built as a Court House by the Lords of the Manor. It occupied the site of an earlier house associated with the priory.

3.9 A network of minor roads and tracks to the south linked the farms and cottages that comprised the

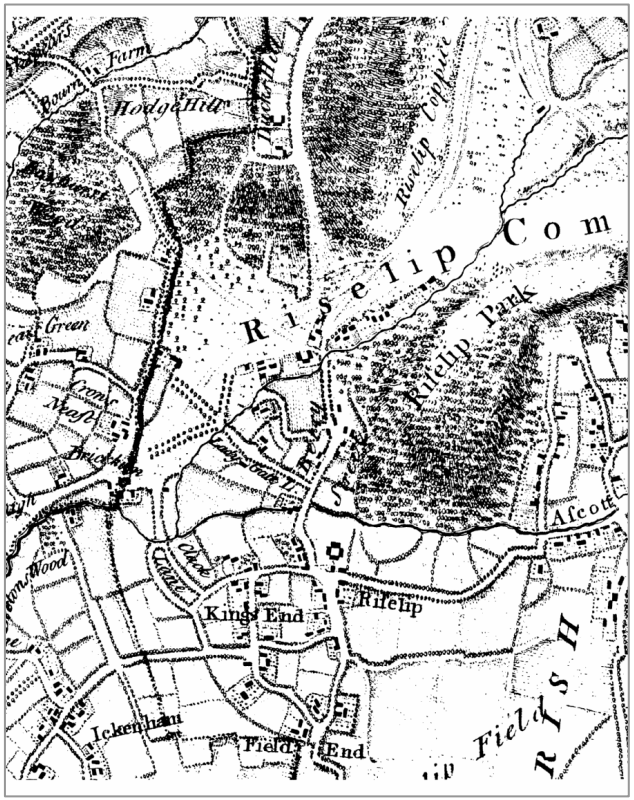
settlements of Field End and Kings End to Ruislip.

located to the west of the High Street.

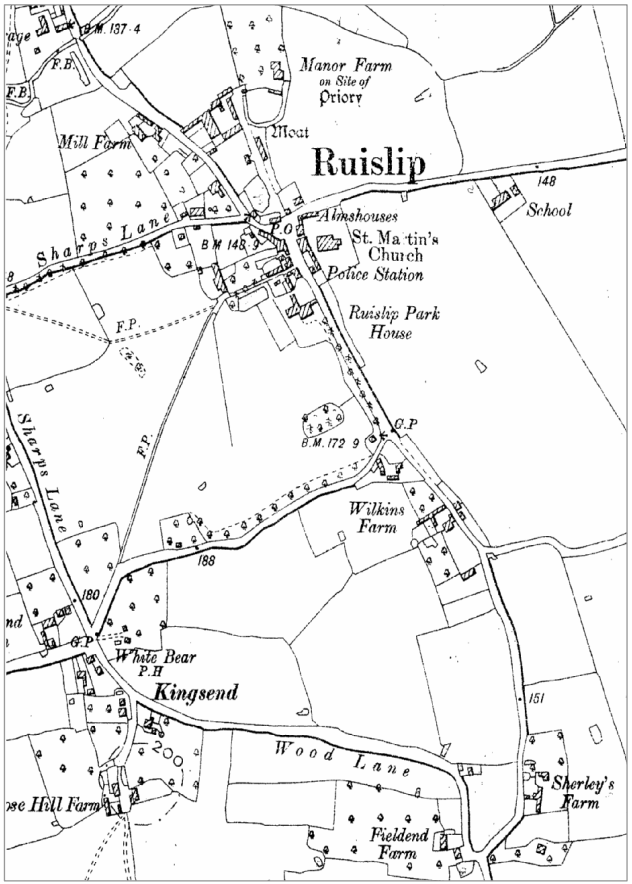
Historic Map Assessment

3.10 Rocque's Map of 1752 shows the village of Kings End, a settlement equally as large as Ruislip, and further south, the hamlet of Field End. The early road layout included the High Street (running into Bury Street), Sharps Lane running west and south, Ickenham Road and Wood Lane.

3.11 The 1897 OS map shows little change. Farming was still the main economic concern, with the main farms denoted as Mill Farm, Wilkins Farm, Sherley's Farm, Primrose Hill Farm and Fieldend Farm. The map shows the development of Ruislip as the main village, with St Martin's Church at its centre. There was also a police station, together with a school, almshouses and the White Bear Public House at Kingsend. The map also shows Ruislip Park House



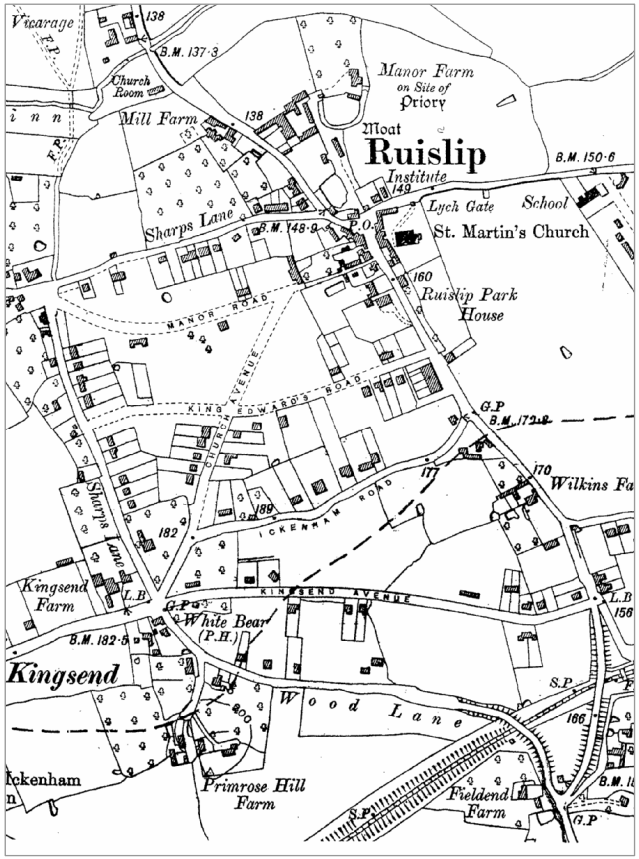
Map 3.1 Rocques' Map, 1752



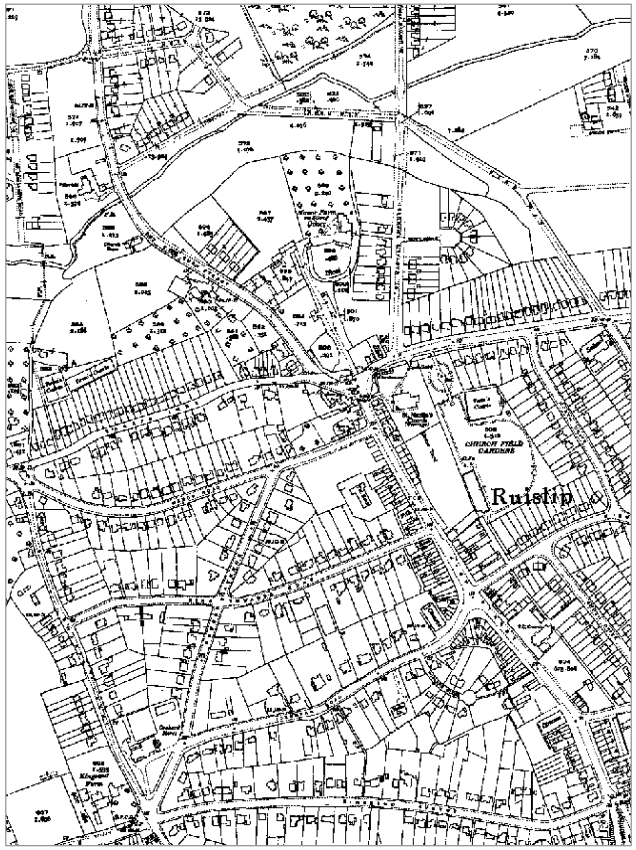
Map 3.2 OS Map of 1897

3.12 The 1916 map illustrates that much of the road pattern that exists today had already been established. The High Street, Sharps Lane, Ickenham Road and Wood Lane (the old medieval lanes) remained the same. Kingsend Avenue and King Edward's Road had been created, whilst Church Avenue and Manor Road, both former footpaths, had been widened to form roads. Also shown on the map was the railway station, which was constructed in 1904 as part of the Metropolitan line. In this map, the very early stages of the development of Ruislip as a suburb can be seen.

3.13 By 1912 there were shops on the High Street that had developed in a linear fashion from the station to the church. Ruislip also had two cinemas, four banks, a police station, post office, two public houses, (the George Inn and the Swan Inn), tennis courts, a bowling green and an hotel. It also had a Roman Catholic Church and formal pleasure gardens.



Map 3.3 OS Map of 1916



Map 3.4 OS Map of 1938

3.14 By the late 1930s much of Ruislip looked as it does today. During the mid twentieth century, particularly the 1960s and 1970s, most new development took the form of infill development within the grounds of, or replacing, the large earlier houses.



Fig 3.1 Ruislip High Street, 1932
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.

The Planned 'Garden Suburb'

3.15 At the start of the twentieth century Kings College, Cambridge owned much of the land within the area and had been Lords of the Manor of Ruislip since 1451. With the development of the railways, they sought to maximise the potential value of their manorial estates. Between 1901 and 1905, they consolidated their land by a series of purchases and the taking up of leases. By 1907, a new road had been constructed from Kings End eastwards to the High Street joining at a point near the railway station (Tottman, 1983)[3]. Fredrick Gerbert Mansford FRIBA (1897-1946) built the first two houses, nos 15 and 17 Kingsend, in 1907. To meet the College's requirement for good quality building, in contrast to the more speculative development encouraged by the development of the railway, the new houses were carefully designed. Nos 15 and 17 were designed to look like an imposing single dwelling, with wings to enhance their appearance.

3.16 In 1908, Kings College held a competition to develop a plan for a Garden Suburb. This was won by Messrs A and J Soutar. The plan covered a long narrow area of land, pointing roughly in a north-northwest direction. It encompassed parts of Northwood, including what is now the Copsewood Estate, the area immediately to the east of Ruislip High Street and as far south as South Ruislip Station.

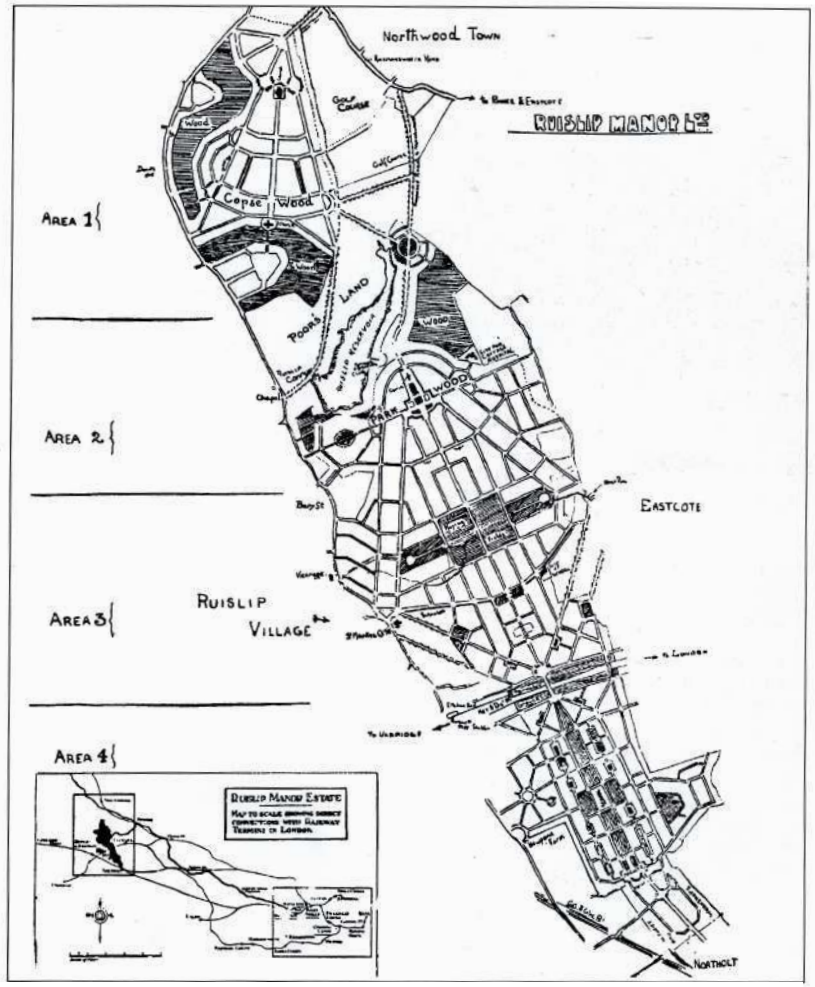
3.17 The Soutar plan included a system of axial roads aligned in a north-south direction. There were areas allocated for factories, workshops, market places, churches and schools. Socially, the estate was graded from north to south with large houses at low density in the north. The map on the following page shows the 4 zones of densities. Ruislip was envisaged as medium density (8 houses to the acre) under area 3.

3.18 Following the Town Planning Act of 1909, the Soutar plan was incorporated into a much larger scheme, covering some 5,992 acres, developed by the Ruislip-

[3] Tottman D (1983), '*Ruislip-Northwood: An early example of town planning and its consequences*, Ruislip Northwood and Eastcote Local history Society, Ruislip.

Northwood Urban District Council in 1910. Almost all the principles of the King's College scheme were extended to cover the area of the joint plan. This scheme was approved in September 1914.

3.19 An area to the east of the village was developed for workers' housing, in the Hampstead Garden Suburb tradition, by the Ruislip Manor Cottage Society Ltd. These were for sale, or let to the working classes. The work started before the commencement of the First World War, with many of the houses being designed by architects working in the Hampstead Garden Suburb. This area now forms the Manor Way Conservation Area, which was designated in 1989.



Map 3.5 Soutar and Messrs town planning scheme for the King's College demesne land

3.20 To the north of the village, towards Park Wood, the density according to the Soutar plan was envisaged to be only 3 houses to an acre. These, however, were never built.

3.21 The advent of the First World War delayed the development of the area and the implementation of the plan. Most building took place during the 1930s and this was mainly in the area south of the Metropolitan line, between Eastcote and Ruislip. This area, later developed as the Manor Homes Estate, was designated for the highest density of housing in the joint scheme.

3.22 Although, the Garden Suburb Plan was not implemented comprehensively, the plan remains one of the earliest town planning schemes in the country. Whilst most of the development associated with it was undertaken outside Ruislip Conservation Area, development within the area

was much influenced by the principles of the plan.

3.23 The plan had a beneficial effect on the development of the district as a whole during the 1930s. Its legacy today can be seen in the attractive well laid out houses, many set in large gardens and the general green and spacious character of the Conservation Area.

CHAPTER 4: Uses, Transport and Current Issues

Uses within the Conservation Area

4.1 The area is predominantly residential in terms of use and the housing stock comprises mostly privately owned, single family dwellings. There are, however, a number of purpose built blocks of flats, the most recent of which are on Kingsend. There are also modern flats on Regency Drive and purpose built apartments over many of the shops on the High Street.

4.2 The High Street is the retail and commercial core of the Conservation Area. The northern section is the oldest part and contains a number of Listed Buildings. For example, the former Swan Public House, which has a 17th century core and is currently in use as a restaurant. This part of the street also includes estate agents, solicitors' offices and small specialist shops.

4.3 The southern section of the High Street contains more modern purpose built units, arranged in two and three storey shopping parades. The uses are varied, consisting of small independent department stores, specialist shops, banks, a post office and some high street chain stores selling groceries, clothes and household items.

4.4 The Manor Farm site contains the library and community space. There is a Police Station on Oak Road and The British Legion Club has a branch on the High Street.

Access and Transportation

4.5 The Conservation Area is readily accessible by both private and public transport. The station is located to the south of the High Street and there are a number of bus routes into the area. The principal roads are West End Road, Bury Street, Ickenham Road, Eastcote Road and Pembroke Road. There is a mini roundabout to the north of the High Street and the junction at the southern approach is controlled by traffic lights.

4.6 A number of the east-west streets, such as Church Avenue, are used as short cuts by drivers. These, and the streets closest to the High Street, are often also used for parking by shoppers and commuters, and as such, they can become quite congested. A number of traffic calming measures have been recently introduced into the High Street, such as pavement build outs, parking restrictions and pedestrian crossings. These have been carefully designed, and have been successful in reducing traffic speed and improving flow.

Recent Developments and Development Opportunities

4.7 There have been recent changes within the residential areas and also to the commercial centre of the village.

4.8 Within the residential areas, new development has taken the form of infill development within large gardens, and the replacement of one or more of the early houses, such as at Kingsend, with numbers of smaller houses and flatted blocks. There have also been a number of small scale changes, such as the hard surfacing of front gardens for car parking and the loss of original windows. Despite these changes, the character of the Conservation Area remains that of an affluent residential suburb.

4.9 On the High Street, a number of the shops have poorly designed modern shopfronts and inappropriate signage. These detract from the appearance of the individual buildings and also their wider setting. Many of the shops also have unsightly air extraction units, large flues and fire escapes to the rear, together with ad hoc storage structures and car parking within their service yards.



Fig 4.2 Poor shop signage on Ruislip High Street



Fig 4.1: Electron Technologies, Bury Street

4.10 Electron Technologies at Bury Street was the only large industrial use within the Conservation Area. The business has recently relocated and the site is vacant. It is the only sizable potential development site within the Conservation Area.

Character Areas

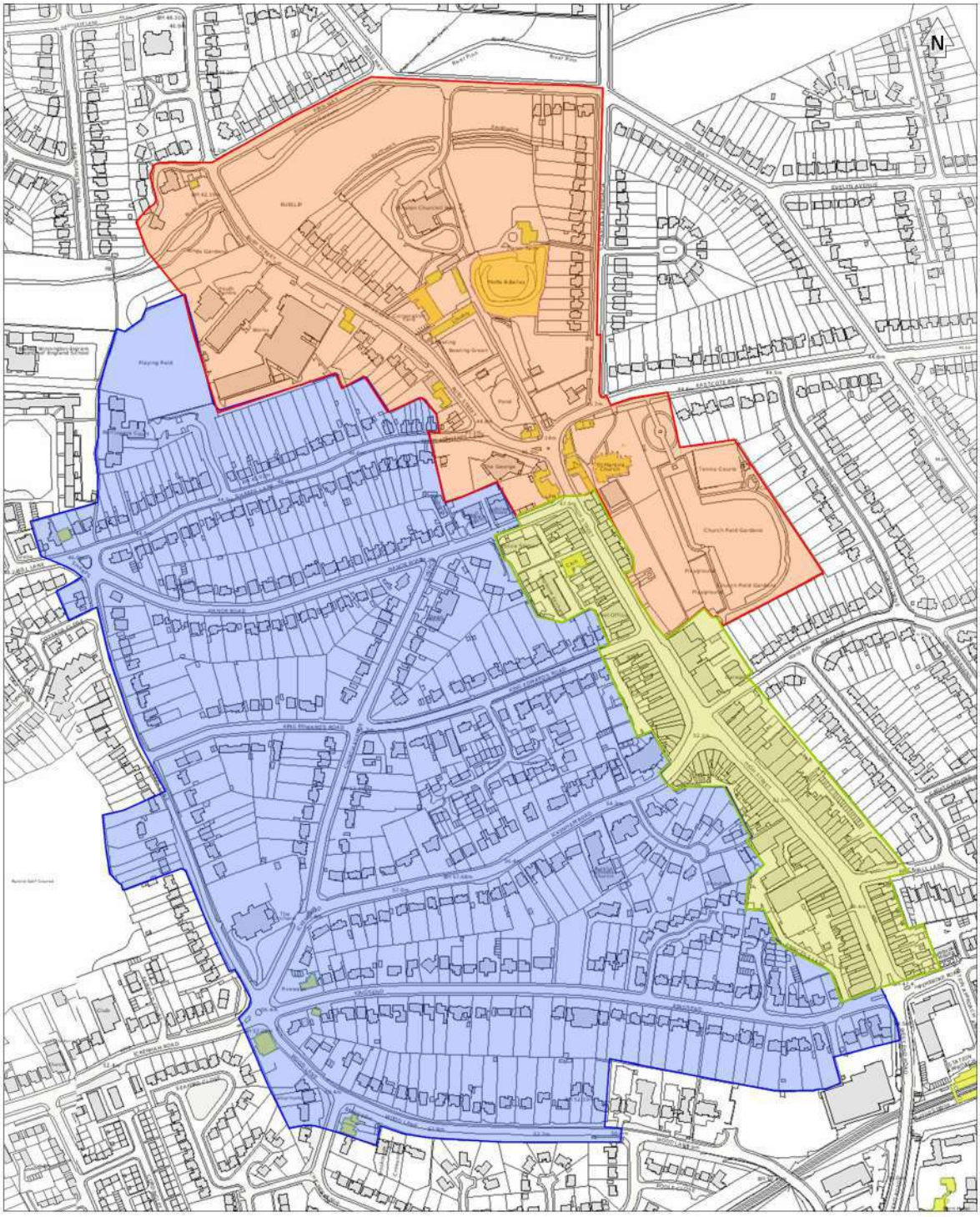
4.11 In terms of the built form and general layout of the area, the Ruislip Village Conservation Area falls into 3 distinct Character Areas. These are the early village core, the High Street and the western residential area. These areas also reflect the phases of the historical development of Ruislip.

4.12 **Area 1:** The village centre, containing the oldest and most historically significant buildings and spaces.

4.13 **Area 2:** The High Street, a densely developed street running north-south from the old village to the station. It grew following the opening of the station and the development of the Metropolitan line. It contains the commercial centre of the area.

4.14 **Area 3**: The residential areas to the west of the High Street. These were originally developed in the “Garden Suburb” tradition and contain buildings of generally good architectural quality, set in large, mature gardens.

MAP 2: CHARACTER AREAS



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Character Area 1

Character Area 2

Character Area 3

Listed Buildings

CHAPTER 5: Character Area 1- Ruislip Village Centre

Background

5.1 This is the earliest part of Ruislip and contains the core of the original village. Centred at the meeting of ancient routes, the area includes some of the most historically important buildings and spaces within the Borough.

5.2 The area still appears very much as a village with a distinct rural character. This is derived from the type and scale of the buildings and the quality of the open spaces associated with them.



Fig 5.1: Ruislip Village c1907
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.

Character Analysis

5.3 The character of the area is derived from key buildings and groups of buildings. These are the Manor Farm complex, St Martins Church and the adjacent, smaller scale buildings forming distinctive groups to the north of the High Street.



Fig 5.2: Ruislip village centre

Manor Farm complex

5.4 The Manor Farm site is Council owned and includes a number of important historic buildings. It was a gift to the people of Ruislip, when King's College sold Park Wood to the Ruislip Northwood Urban District Council in 1932 and remained as a working farm until 1933. The principal buildings have recently undergone an award winning scheme of refurbishment and are in a variety of community based uses.



Fig 5.3 Little Barn and Cow Byre, Manor Farm c1932, Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical



Fig 5.4: The Little Barn, converted to a Public Library in 1937

5.5 The buildings and structures on the site include the 13th century oak framed Great Barn, the part 16th century Manor Farm House, a Norman motte and bailey, the 16th century Small Barn (restored and converted to a public library in 1937) and a number of 19th century outbuildings, including two cowsheds. All of the buildings are statutorily Listed, and the Great Barn is considered to be an outstanding example of an early aisled barn and is probably one of the earliest surviving timber framed buildings in the Greater London area.



Fig 5.5: The Great Barn (Grade II*)



Fig 5.6: Manor Farm House (Grade II)

5.6 The public toilet fronting Eastcote Road has an unusual and prominent chimney stack. It was originally a lodge used by the farm bailiffs and is considered as curtilage to the Manor Farm and hence Listed. The Winston Churchill Hall, built in 1965, is a large modern brick built building located to the north-west of the site. It is used for conferences, theatrical performances and other events.



Fig 5.7: Winston Churchill Hall

5.7 The motte and bailey that lie to the south of the house remained in their original form until 1865, when the northern section of the moat was infilled. This striking feature of the site is a Scheduled Ancient Monument.

5.8 The bowling green, on the site of the original Rick Yard and the Horse Pond are also historically significant features, which make an important contribution to the setting of the farm buildings and that of the wider Conservation Area.

5.9 There are also early earthworks to the north of the site, which are thought to date from the 9th century

and probably originally encircled the village

St Martins Church and Church Yard

5.10 The parish church is an important local landmark and was dedicated to St Martin before 1250. The present building (listed Grade B), located at the corner of Eastcote Road and Ruislip High Street, dates in part from the 13th century, with 15th and 16th century additions. It is built of flint rubble with stone dressings, and consists of chancel, nave, north and south aisles, south chapel, west porch, and a south vestry added in 1954. The tower, which contains 6 bells, was built in the 15th century and stands at the south-west corner of the church.

5.11 The exterior of the building was restored in 1869-70, and the west porch, originally built in 1875, was replaced in 1896. After bomb damage during the Second World War, further restoration work was carried out in 1954. The interior of the church contains traces of early wall paintings, historic joinery including some pews and a number of good monuments.



Fig 5.8: St Martin's Church (Grade B)

5.12 The grounds of the church front Eastcote Road where there is a lych gate at the main entrance. There is a further entrance from the High Street, again marked with a modern, lych gate with a hipped tiled roof. The burial ground is situated to the south of the church and runs parallel with the High Street. Within this area is a World War I memorial in the form of a large stone cross and a rather discrete monument to Annie and Benjamin Hall by Eric Gill. This a Portland stone chest tomb, with arcaded sides, the recessed panels of which are separated by squat colonnettes. It is Grade II Listed.

Eastcote Road and the North Eastern Side of the High Street

5.13 Close to St Martin's Church, and bounding the churchyard to the north and west, are ranges of two storey traditional brick and rendered buildings of varied and picturesque appearance.

5.14 Nos 1-7 High Street are Grade II and Nos 9-15 are Grade II* Listed. They are timber framed and date from the 16th and 17th centuries. The frontages of these buildings are now

mainly smooth rendered and some have later shop front additions. The true quality of these buildings is, however, evident in their rear elevations, which retain original exposed timber framing, moulded beams and jettied upper floors. Nos 5 and 7 were acquired in 1931 by the newly formed Ruislip Village Trust. In 1964 a thorough restoration was carried out by the Trust, the street front being reconstructed and the interior adapted for use as offices.



Fig. 5.10 : The village centre, c1915
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.



Fig 5.9: 1-3 High Street (Grade II)

5.15 The former almshouses on Eastcote Road also date from the 16th century. This building has exposed square timber framing at first floor, infilled with brick noggin. The south side of the building appears to have an under built first floor jetty.



Fig 5.11 Nos 9-15 High Street facing onto St Martin's Church Yard, Grade II*

5.16 Opposite the church on the northern side of Eastcote Road is a distinctive stone war memorial commemorating those killed in both World Wars. It comprises an octagonal base with two steps and is surmounted by a large stone cross with attached metal sword.



Fig 5.12: War Memorial, Eastcote Road

High Street and Bury Street

5.17 The northern part of the High Street includes a number of historic buildings. At the junction of Bury Street and the High Street, is the former Village Sweet Shop and Hailey's Shop (Listed Grade II). Originally a pair of l7th century timber framed farm cottages; the building was faced with brick in the early 19th century. It is currently in use as a restaurant.

5.18 The Swan Inn Public House (now Café Rouge), located on the High Street, is an important local landmark and is listed at Grade II. The building originally dates from the 16th century, but has been changed and extended over the years. The left hand wing is the oldest part of the building and there are also later 17th century additions. The right hand section is comparatively modern.

5.19 Directly to the west of the Manor Farm complex on Bury Street are two early houses, which, although much altered, retain their rural character. The Old House (Nos 7-9) is listed Grade II. It is timber framed and dates from the 16th century with a later 17th century brick re-fronting. It has a distinctive coved eaves cornice and striking pedimented door-case.



Fig 5.13: Café Rouge (Former Swan Inn)



Fig 5.14: 9-15 High Street

5.20 The Mill House (No 25, Bury Street), a former farm house, is also timber framed and listed at Grade II. The part of the building closest to the road was once a barn and is partially weather-boarded.



Fig 5.15: The Mill House, Bury Street (Grade II)

5.21 Located at the northern entrance to the Conservation Area, no 9 Deborah Crescent was originally the vicarage. It dates from the late 19th century and is included in the Local List. The building, which is quite large and prominently located, is constructed of red brick with a clay tiled roof. It has a three storey gable to the front, half dormers and distinctive chimneys. The house was converted into flats in 1985. The original coach house, a rendered two storey building, lies close by and has been converted to a house.



Fig 5.16: Former Vicarage, Deborah Crescent

5.22 Rosebank Villas, nos 1-3 Bury Street, were constructed circa 1896, although they do not appear on the1897 OS sheet. They were part of the first wave of suburban development within what was the rural hamlet of Ruislip. The houses are constructed of yellow stock brick, with red brick banding and slate roofs. The buildings have typical Victorian detailing, with canted bays at ground floor and red brick arches to the windows.



Fig 5.17: Nos 1-3 Bury Street

5.23 The remainder of Bury Street comprises a variety of residential buildings, mostly dating from the 1920s onwards. Whilst these are fairly standard in their design and materials, they are nevertheless, of good quality and contribute to the genteel character of the area.

Scale

5.24 The church and Great Barn complex are the largest and most prominently located buildings within the area. Most of the other buildings are of a more domestic scale and are mainly of two storeys in height. In general,

the older buildings tend to be of a more modest size and more tightly developed, often directly abutting the road. The later houses vary from quite large detached properties, to more modest, standard sized 1930s semi - detached houses. Most have front gardens and good sized rear gardens. These houses tend to be either infill development within the gardens of the older houses, or are part of the later planned suburban development of the area.

5.25 The relatively modern industrial buildings on the Electron Technologies Ltd site, in contrast to most of this area, have a large footprint and include a three storey purpose- built office building. These buildings are well screened from the road.

Local Details

Building Details

5.26 The detailing of the buildings within the area is very varied and mostly of a high quality. As such, it plays an important part in contributing to the character of the Conservation Area. The early buildings, often former high status farm houses and barns, are usually timber framed. Many have been rendered at a later date, such as The Old House and nos 9-15 High Street.

5.27 There are some weather boarded properties, and this is a feature that tends to be specific to this Character Area. A number of the buildings have had their timber frames infilled with brick and tile noggin. Some of the more modern buildings have applied mock timber framing such as The George Public House and the houses on St Martin's approach.



Fig 5.18: Old Mill House- timber framed barn with stained weather boarding



Fig 5.19: Brick noggin- Manor Farm

5.28 The houses on Bury Street are of varied style and age, including some bungalows. These are nevertheless quite traditional in appearance and tend to have distinctive pitched roofs, overhanging eaves and brick built chimney stacks. Many include single and two storey bay windows, and decorative tile hanging. There are also some quirky design details, such as at No 23 Bury Street, which has an attractive 'eye-brow' dormer to the front roof slope.



Fig 5.20: No 23 Bury Street, with eye brow dormer

Materials

5.29 The predominant building materials found within this part of the Conservation Area are red and yellow stock brick, together with painted pebbledash and render. As noted, stained weatherboarding is also found on some of the older buildings.

5.30 Roofs are predominantly of plain clay tiles, although some of the Victorian buildings and also the refurbished workshops at the Manor Farm have grey slate roofs.



Fig 5.21: Semi-detached houses on Bury Street in stock brick with red brick detailing



Fig 5.22: Clay tiled roof (the Great Barn)

Public Realm and Streetscape

5.31 The streetscape within this part of the Conservation Area is very mixed. Where houses exist, they have moderate to small front gardens, defined by low boundary walls and hedges.



Fig 5.23: Dwarf boundary walls along St Martin's approach

5.32 In general, the footpaths on the northern parts of Bury Street and Eastcote Road are paved with a mixture of worn concrete paving and asphalt. The other areas towards the High Street have recently been repaved with concrete slabs. The pathways within the Manor Farm Complex have been resurfaced with a rustic bound gravel finish.



Fig 5.24: Pedestrian guard rails near Bury Street and High Street junction.



Fig 5.25: Bollards on Bury Street

5.33 Street furniture, such as street lamps, is generally of simple standard design. On the High Street this is new and of good quality. In some areas, however, the streets appear cluttered by inappropriately positioned and poorly designed service cabinets and extensive traffic signage. The concrete bollards in front of The George public house also detract from the street scene. Within the Manor Farm Complex the street furniture, including new interpretation boards, have been purpose made and carefully designed to enhance the appearance of the historic site.



Fig 5.26: Street furniture within Manor Farm complex

5.34 The listed K6 telephone box on the busy junction of Eastcote Road and Bury Street, adds to the traditional character of the streetscape. Another attractive feature is the pump, originally erected on the island in front of Blubeckers Restaurant in

1864; it was later relocated to its current position on the forecourt of nos 11-15 High Street.



Fig 5.27 Original position of the pump
Photograph courtesy of, London Borough of Hillingdon, Local History Records



Fig 5.28: The pump in its current location outside Nos 11-15 High Street

Green Spaces and Landscape

5.35 The grounds of Manor Farm, Church Field, the churchyard, cemetery and the water meadows along the River Pinn form the main green spaces within the area. These spaces are quite diverse in character. The water meadows have a natural, lush appearance in striking contrast to the more municipal landscape of Church Field and the burial ground, and the shaded, sylvan seclusion of the churchyard.



Fig 5.29: Buffer along River Pinn



Fig 5.30: St Martins' Churchyard

5.36 Within the Manor Farm complex, there are maintained green spaces as well more natural open areas. The slightly unkempt appearance of the Horse Pond contrasts with the manicured lawns of the bowling green, but both add to the picturesque village character of the area.



Fig 5.31: The Horse Pond



Fig 5.32: The Bowling Green on the former Rick Yard

New Development

5.37 Within the Character Area, the Electron Technologies Ltd site and the Ruislip Young People Centre are the only examples of new, or major development. Both are well screened from the road. The car park off St Martin's approach and associated structures are also more recent additions to the area. These developments neither add to the quality of the area, nor significantly detract from it, and are considered to be neutral.



Fig 5.33: Ruislip Young People Centre

Negative Factors

5.38 The building on St Martin's Approach, which is used as a Citizen Advice Bureau, is the only structure within this part of the Conservation Area considered to have a negative impact on its appearance. Although small, the building is of poor quality design and prominently located, and as such, it detracts from the appearance of the area.



Fig 5.34: Citizen's Advice Bureau, St Martin's Approach

CHAPTER 6: Character Area 2 - The High Street

Background

6.1 Ruislip High Street is a busy shopping street. It rises from Ruislip Station in the south, and runs north- west towards the Manor Farm complex.

6.2 The buildings are predominantly two and three storey, purpose built commercial parades interspersed with some good quality individual buildings and some more recent infill of varied quality. Whilst the shop fronts are generally unremarkable, the decorative detailing at first floor and above is of considerable visual interest, exhibiting a variety of lively decorative detailing, most of which is characteristic of the architecture of the 1920s and 1930s.

Character Analysis

6.3 The earliest shops within this part of the High Street date from 1912 (Nos 56-72) and their appearance was very much influenced by the Arts and Crafts " cottage" tradition with rendering, half timbering and plain tiled roofs.



Fig 6.1: Early 20th century shops on the High Street (Nos 56-62)

6.4 This architectural style greatly influenced the subsequent development of much of the High Street, being used in a variety of ways and including projecting front gables, balconies and oriel windows.



Fig 6.2: Nos 92-96 High Street- decorative timber framing, bold gables and distinctive tall chimney stacks



Fig 6.3: Nos 110-114 High Street- mock timber framing with oriel windows

6.5 Most of the buildings on the High Street have brick facades (mainly red brick). The later 1930s developments include more delicate Georgian style detailing and also robust streamlined Art-Deco forms.

6.6 The whole of the High Street is well preserved at the upper levels, with the roofscape being a particularly strong and interesting feature. The buildings include stepped parapets, gables, mansards and dormer windows of different designs.

Scale

6.7 The street frontage varies from two to three storeys in height and is densely developed. This provides a good sense of enclosure, whilst the relatively broad road and wide pavements lend a spacious feel at street level. The north-south alignment, combined with the change in gradient help to provide long views along the road, although this is closed from some view points by the gentle curve in the road.

Listed Buildings

6.8 The British Legion Hall, formerly Ruislip Park House, is the only listed building (Grade II) within this area. This is an elegant, stuccoed mid Georgian house, possibly with an earlier core. It is a hidden gem, being almost entirely screened by the commercial frontages on the High Street.



Fig 6.4: British Legion Hall

Key unlisted buildings

6.9 The most prominent buildings in the High Street are the banks. No 63, the NatWest Bank, is a distinctive 1930s rendered two and half storey building. It has tall dormers and attractive projecting eaves with bracketed detail. The building has stilted arches over the doors and windows at ground floor level and retains multi-paned sash windows at first floor.

6.10 Barclays Bank on the corner with King Edward's Road is a two storey, brick built structure. It has a balconied first floor enclosed with a decorative metal balustrade to the street elevation and a side entrance, with a projecting bracketed canopy over. The building has sprocketed eaves which overhang a decorative dentil cornice. It retains its original timber windows and doors.



Fig 6.5: No 63 High Street, NatWest Bank



Fig 6.6: Barclays Bank, on the corner with King Edward's Road

6.11 The Lloyds Bank group on the corner with Ickenham Road, forms a prominent classically inspired composition. The bank is 5 windows wide, the 3 central bays are slightly recessed and framed with prominent down pipes with decorative hoppers. There are two similarly detailed asymmetrical wings on ether side. The bank has robust vertical decorative brick detailing, Juliet balconies and a prominent stone fascia/band between the ground and first floors. The post office is of similar design, although slightly less decorative. The ground floor of the building, however, has modern cladding.



Fig 6.7: Lloyds Bank on the corner with Ickenham Road.

6.12 There are a number of good terraces on the High Street. Nos 12-22 are a particularly striking example. The terrace comprises three storeys and is constructed of dark red brick with stone and lighter decorative brick detailing. Symmetrical in design, the building appears Victorian in style. It is divided into five parts, which emphasises its verticality. The central and end bays are finished with Dutch gables.

6.13 The Tesco Metro building, nos 122-124 High Street, is interesting as the first floor is just a thin façade, with no structure behind.



Fig 6.8: Nos 12-22, High Street

Local details

6.14 Many of the buildings are well detailed and have quite distinctive decoration, which adds to the quality and interest of the streetscape within this area.

Shopfronts

6.15 The majority of the shops have lost their original shop fronts, although many still retain the original pilasters,

brackets and in some cases the cornices that formed part of the original shop fronts. Three shopfronts of note remain. These include: no 135 High Street, CS Bedford, a jewellers which has a 1930s metal framed shopfront with original glass painted signage, retractable blind and recessed black and white tiled entrance, and F Hinds jewellers. The latter appears later in date, but also has a recessed entrance and distinctive mirrored banding to the shopfront and signage. Village Fruiterers, no 38 High Street, has a circa late 1940s- 50s simple plate glass and chunky polished metal shop front, which is quite unusual and of interest.

Materials and Decoration

6.16 The materials found within this area are fairly standard: redbrick and clay tiles, smooth render, stone decoration and applied mock timbering. Many of the buildings also have decorative iron work, mainly railings to balconettes, and some retain their original 1930s Crittal type metal windows, which enhance their appearance and are increasingly rare survivals.



Fig 6.9: No 135, High Street, Ruislip

Public Realm

6.17 The quality of the public realm is generally good, with the pavements having been recently repaved, new street furniture, street trees and lighting. There is some clutter particularly as regards traffic signage and cable cabinets. The busy road does mean the traffic movement and noise can be intrusive.

6.18 A number of shops and restaurants utilise the pavement outside their premises to display goods, sandwich boards or to providing seating for customers. Whilst these add clutter to the street scene, they also provide a welcome level of visual interest and activity.



Fig 6.10: Outside seating

New Development

6.19 There has been some new development in recent years, with a small number of buildings being replaced with new terraces and individual buildings. On the whole, this has not been extensive and has not detracted from the appearance of the Conservation Area. There are currently no vacant sites for

development within the High Street, although it is possible that individual properties, particularly those that are unoccupied and or in disrepair, might be considered for redevelopment in the future.

6.20 There is a presumption against demolition in Conservation Areas (PPG15), and any new development will be considered against the relevant Council policies and design guidance, and will be required to preserve and enhance the appearance of the Conservation Area. The Council's policies regarding these matters are included in Appendix 2.

Negative Factors

6.21 The main negative change in recent years has been the introduction of modern shopfronts and signage. Many of these are inappropriate in terms of their size, position, design, materials, colour and degree of illumination. The introduction of fixed plastic blinds to some buildings has also detracted from their appearance.

6.22 The areas to the rear of the shops are also of concern, as these include ad hoc storage structures and informal parking/ servicing arrangements. The rear elevations often have large unattractive flues, vents, services and other additions, such as aerials, satellite dishes, air conditioning units and escape stairs.

CHAPTER 7: Character Area 3 - The residential area to the west of the High Street

Background

7.1 This area lies to the west of the High Street and it comprises mainly 20th century houses developed as a result of the opening of the Metropolitan Line in 1904. It also includes some earlier buildings, such as the White Bear public house, many of which are listed and which originally formed part of the hamlet of Kings End, or were located on the outer fringes of the old village centre.

7.2 Sharps Lane, Wood Lane, Ickenham Road, Manor Road and Church Avenue were originally medieval lanes and footpaths that were developed as the area grew into one of London's better quality "Metroland" suburbs.

Character Analysis

7.3 The area has a spacious, green and leafy appearance. This is very much as a result of the influence of the Garden Suburb tradition on the development plans of the original owners, Kings College. The college commissioned the Soutar Plan of 1908, and this formed the basis of the later development plan of 1914, which was formulated by Ruislip-Northwood Urban District Council. All of these plans significantly influenced the appearance of the area.

Sharps Lane (running west)

7.4 This road curves gently and rises to the High Street at its eastern end. The buildings in Sharps Lane include some late Victorian workers cottages and also some of the earliest that survive from the first part of the 20th century. These are mainly moderately sized houses, which are well designed and include some unusually detailed properties. Many are "cottage style" with distinct hipped roofs. The houses are predominantly rendered, both rough cast and smooth, with red clay plain roof tiles.

7.5 No 9 is bounded to the front by a tall, 18th century stock brick garden wall. On the opposite side of the road adjacent to no 14, a tall red brick wall of similar age, bounds the property and lies at right angles to the road.



Fig 7.1: Walls fronting No 9 Sharps Lane

7.6 No 22 is a charming example of a 1920s detached property with tall chimneys, distinctive dark blue glazed roof tiles and semi- circular headed wooden front doors. No 74 is listed at Grade II and dates from the 17th century. It has extensive timber framing, although this is not visible externally.



Fig 7.2: No 22 Sharps Lane



Fig 7.3: No 74 Sharps Lane, Listed Grade II

7.7 There are a number of other good quality buildings with interesting detailing from the 1920s and 30s, the majority of which are well preserved. There are also some later infill developments, mostly toward the eastern end of the road. These are, however, fairly discrete and do not detract from the overall quality of the townscape of the road. The established gardens bounded by mature hedges, low walls and in some cases picket fences, contribute to the Garden Suburb character of the Conservation Area.

Sharps Lane (running north)

7.8 This road has an almost country lane like character when approached from the south, and it is bounded at this end by mature hedges and trees. It has a footpath on its eastern side only. The houses, many of which are large and detached, appear to date mainly from the period 1910 to the late1950s. Most of the houses on this road are rendered, or of red brick, with steep clay tiled roofs. Their architectural detailing varies: many have decorative brick and timber features and some retain original Crittal type and wooden sash windows.

7.9 The Orchard public house, was built originally as a large roadhouse hotel, and is still in use today. It once had a famous restaurant and has a long history within the area.



Fig 7.4: Orchard PH, Sharps Lane

7.10 No 112 Sharps Lane is an unusual angular property, possibly hiding an earlier core. No 120 is set well back from the road and appears to be an early cottage, possibly dating from the 18th century.



Fig 7.5: 118 Sharps Lane

Manor Road / The Oaks

7.11 The Oaks developed from one of the earlier routes within the area. It includes Park Cottages, which date from the 18th century and are located near to the junction with the High Street. Close by are two modern 3 storey blocks, containing offices and flats and opposite are the late1950s Police Station and Police houses.



Fig 7.6: Police Station, The Oaks

7.12 Manor Road includes some large detached properties, many with half timbered and rendered elevations in varying styles. Most buildings have strong gable features, which characterise this particular street. Lindisfarne, is a particularly fine example, almost medieval in appearance, with gables and a canopied entrance, it is screened from the road by a tall topiary hedge.

7.13 There are good groups of houses of similar design, such as Nos 21-27, within the street and there are also a few chalet-type houses as well as some more traditional bungalows.



Fig 7.7: Lindisfarne, Manor Road

7.14 The street trees in this location are small and there is a mixture of boundary treatments that include hedges and low walls. Many of the front gardens have been hard surfaced for car parking. To the east there is a good view of St Martin's Church tower.



Fig 7.8: Streetscape, Manor Road



Fig 7.9: View of the Church Tower from Manor Road

Church Avenue

7.15 This road contains some of the best quality and larger 1920-30s houses within the area. Many of the properties are well detailed and retain a wealth of original features. The Gables, a "Tudorbethan" landmark building at the corner of Manor Road, is a particularly fine example. It is constructed of warm red bricks, with decorative dark stained timber framing to the high level gables, interspersed with white rendered panels. The wooden framed windows house traditional leaded lights and the front door is set within a Tudor style stone arch.



Fig 7.10: The Gables, Church Avenue

7.16 Nos 4 and 6 are substantial properties with tall chimneys and half timbering. Many of the other properties in this road also have timber clad gables, distinctive overhanging eaves and include decorative tile hanging. The buildings are generally well preserved and the later infill properties are also of a good quality. Whilst there are gardens that have been lost to off street parking, in general, the front gardens and boundary treatment, particularly the tall mainly evergreen hedges and other mature planting, contribute to the Garden Suburb character of the Conservation Area.



Fig 7.11: Boundary treatment along Church Avenue

Wood Lane

7.17 This is a gently sloping, tree lined road with distant views eastward towards Harrow. It developed from one of the early medieval lanes that linked the small villages within the area.

7.18 At its western end there is a small group of timber framed houses, which includes Laurel Cottage, Primrose Cottage and Tudor Cottage. These buildings have white painted facades with some exposed timber framing and date from the 17th and 18th centuries. Together with the White Bear public house, which also dates from the 18th century and is located at the junction with Ickenham Road, these are all statutorily listed at Grade II. They are all that remains of the old village of Kingsend.



Fig 7.11: Laurel Cottage, Primose Cottage and Tudor Cottage, Wood Lane



Fig 7.12: White Bear PH, listed Grade II

7.19 The later properties on this road are quite mixed in terms of their size and style. There are few bungalows, but most are detached two storey houses, which date from the 1920s and 30s. There is some later infill development most of which appears to date from the 1950s to the 1970s. The majority the houses are brick built, using both yellow stock and red bricks, although there are some with painted roughcast elevations. Common features are tall chimneys, steeply pitched tiled roofs, half hipped and prominent gables often tile hung, or with dark stained waney edged timber boarding.



Fig 7.13: Typical house on Wood Lane

7.20 There are grass verges to both sides of the road and the south side is bounded in part by a grassed bank. This is planted with trees. In some places, the garden trees are very mature and obscure the houses from the road. This lends an almost rural quality to what is a busy through route.



Fig 7.14: Grass verges along Wood Lane

Kingsend

7.21 Kingsend was one of the first roads to be developed by Kings College. It has a pronounced slope, rising to the west and then dropping again where it meets Ickenham Road. There are long views eastwards, towards the High Street and beyond, and the road sides are defined by a number of good garden trees and hedges.

7.22 Kingsend includes a mixture of house designs and sizes, although most are medium to large detached houses. The south side of the road retains more original properties, whilst the northern side includes some small scale infill developments from the 1960s through to the very recent flatted developments.

7.23 Overall, the original properties to the east tend to be of simple, classically inspired designs, whilst to north and west the houses are mainly Arts and Crafts in appearance, interspersed with Moderne and Art Deco designs. Features include pronounced gables, bay windows, red plain tiled roofs and the use of dark red brick. A small number of the buildings are rendered and many have brick and tile detailing.

7.24 1 Kingsend is an original and discrete two-storey block of flats; however, there are two larger more recent blocks at the mid point of the road. Nelson Court and Elthorne Court, located on the south and north sides of the road respectively, are conspicuous because of their uncharacteristically wide frontages and over large slate coloured roofs.

7.25 At the eastern end of the road two original houses have been boarded up awaiting redevelopment. Nos 28 and 45 have been demolished, the sites cleared and left vacant.

7.26 Nos 13 and 15 are a distinctive semi-detached pair designed by Mansford. They are some of the earliest houses developed under the Kings College Plan and include unusual brick and render detailing.



Fig 7.15: Nos 13-15 Kingsend

7.27 Nos 16 and 18 are a particularly attractive linked pair of houses in the Queen Anne style. They are quite similar in appearance to the houses of the Hampstead Garden Suburb and have been subject to a number of recent development proposals.



Fig 7.16: Nos 16-18 Kingsend

7.28 No 42 is an unusual Dutch barn style house with pronounced black and while mock timber framing to its gable ends.



Fig 7.17: No 42 Kingsend

7.29 No 53 is an attractive Arts and Crafts style house with original metal framed leaded light windows and an asymmetrical double height canted bay that breaks through the eaves line. It also has attractive diaper patterned brickwork to the street elevation.



Fig 7.18: No 53 Kingsend

7.30 Orchard Cottage, 65 Kingsend, is a petite late 17th century weather boarded cottage which is Grade II listed.



Fig 7.19: No 65 Kingsend

7.31 The Ickenham Road junction is defined by a substantial Georgian style dwelling, “Fiveways”, now converted to flats. It has tall chimneystacks, a plain tiled roof and red/brown brick facades with finely detailed red brick arches over the windows.

Ickenham Road

7.32 This road includes a mix of properties, mostly dating from the 1920s and later, although No 28 is probably earlier. This is a very substantial detached house with a distinctive brick boundary wall that also enclosures No 30, a later 1930s house.

7.33 The southern side of the road includes medium to large sized houses, many with rendered, or black and white elevations and prominent chimney stacks- such as Nos 31, 33 and 39. These also have slightly rustic detailing, such as half hipped gables with open eaves and exposed rafter ends.



Fig 7.20: No 28 Ickenham Road

7.34 On the north eastern section of the road, numbers 20 and 22 are large 1930s houses with individually designed decorative timber detailing. To the west of these, the houses are mostly later infill of varied quality. No 36 is a distinctive 1970s chalet style house and Nos 26 and 26A are modern, but of carefully considered design. Low walls and garden planting define the residential frontages of this road.

7.35 The over sized gable of the modern Ruislip Methodist Church makes a striking contrast to the houses. At the eastern end of the road is “The Thomas Moore Building”. A 5-6 storey block, this whilst not unattractive in design, is considered to be over dominant in the street-scene and appears as an incongruous element in local townscape.



Fig 7.21: Ruislip Methodist Church, Ickenham Road



Fig 7.22: The Thomas Moore building, Ickenham Road

King Edward's Road

7.36 To the west, this is a private road lined with deep grass verges. The front boundaries of the houses are defined with walls and railings, although some are more open. There are also some mature garden trees, which add to the green character of the road. As such it has a slightly different and more spacious character to the rest of the Conservation Area.



Fig 7.23: King Edward's Road

7.37 The properties, which are mainly detached, vary in size and style. Nos 25-27 are noticeable as they are an asymmetrical pair of detached 1930s houses with exceptionally wide frontages. A number of properties are chalet style bungalows of individual design, although some are heavily altered.



Fig 7.24: No 25-27 King Edward's Road

7.38 No 4, a Locally Listed building, terminates the north western end of the road. It is flat fronted and of a symmetrical classically inspired design. It includes a tall parapet with recessed panels and has a sundial centrally placed on the street elevation. It is set in a large garden that runs to Sharps Lane, and is an important element in terms of the character of the road.



Fig 7.25: No 4 King Edward's Road

7.39 From the junction with Church Lane to the High Street the road gently curves and is defined by narrow grass verges, mature garden trees and well-established hedges. The houses appear more tightly developed, although the road includes a number of substantial detached, 1920s and 30s properties of individual design.

7.40 There are also some earlier properties, probably dating from just after the turn of the 20th century. Two of these, College House and No 21 are located on the southern part of the road and include corner bays with steeply pitched roofs forming turret like features. A few of the houses in this stretch of the road have been converted for commercial, or other uses and a number of the front gardens have been hard surfaced for car parking.



Fig 7.26: King Edward's Road (east)



Fig 7.27: No 21 King Edwards Road

Sovereign Close

7.41 This lies off Kingsend and was developed during the1970s. The houses are mainly detached and of typical "executive" style. They have an informal lay out, with open frontages that are generally well landscaped, providing the buildings with an attractive setting.



Fig 7.28: Sovereign Close

Poplars Close

7.42 This lies to the south of Ickenham Road and was developed during the 1930s. The entrance is marked by a pair of painted brick buildings. These have unusual angled facades,

projecting brick decoration and pantiled roofs. The left hand house is largely unaltered and retains its Crittal type windows. The houses within the close are mainly of a similar age and character, although No 6 has a distinctive green pantiled roof. Woodford Hall, used by the Scouts, is located at the end of the cul- de- sac.



Fig 7.29: No 15 Ickenham Road- at the entrance of Poplars Close

Monarch's Way

7.43 Monarch's Way is a typical 1970s back land development of polite yet undistinguished Georgian style design. The light yellow bricks of the houses appear slightly incongruous; however, the dark red bricks of the two frontage properties appear to sit comfortably within the established street scene.



Fig 7.30: Monarch's Way

Regency Drive

7.44 This is a modern close, circa 1980s, comprising quite tightly developed two, to two and a half and three storey red brick blocks. It includes houses and flats, some with balconies, with little space for landscaping. Whilst not unattractive, it has a dense urban character, different to the more spacious suburban character of the surrounding area.

Scale

7.45 The houses within this area are predominantly two storeys in height and have traditional pitched roofs. There are some taller buildings; however, and these tend to be modern flats or public buildings. The taller flats are not characteristic of the area and, in some cases, detract from its appearance.

7.46 The properties within the area are predominantly detached or semi-detached houses, and are generally well spaced with good sized gardens to the front and rear. Larger properties tend to mark corners, whilst gap views between the properties are important in terms of retaining the spacious character of the area.

Local Details

Building Details

7.47 The architecture of this area very much reflects the main period of its development. There is a very strong Arts and Crafts influence to the design of the houses and also a good number of styles more typical of the later 1930s. Perhaps one of the most important characteristics of the area is the decorative detailing of the buildings. This is of a good standard, in many cases highly imaginative and incorporating the use of traditional materials and finishes.

Materials

7.48 In general, the houses are brick built, mainly of red brick or render, with red plain tiled roofs and traditional chimney stacks.

Public Realm and Streetscape

7.49 Pavements and street furniture tend to be low key and in some places rather ad hoc in appearance and of varied condition. Some early concrete lampposts remain, and traditional red post boxes are located on Church Avenue and Sharps Lane.

Green Spaces and Landscape

7.50 Whilst there are no public green spaces within this Character Area, street and garden trees, mature hedges and grass verges are important elements, which together with the planting in front gardens, give the area a green and sylvan appearance.

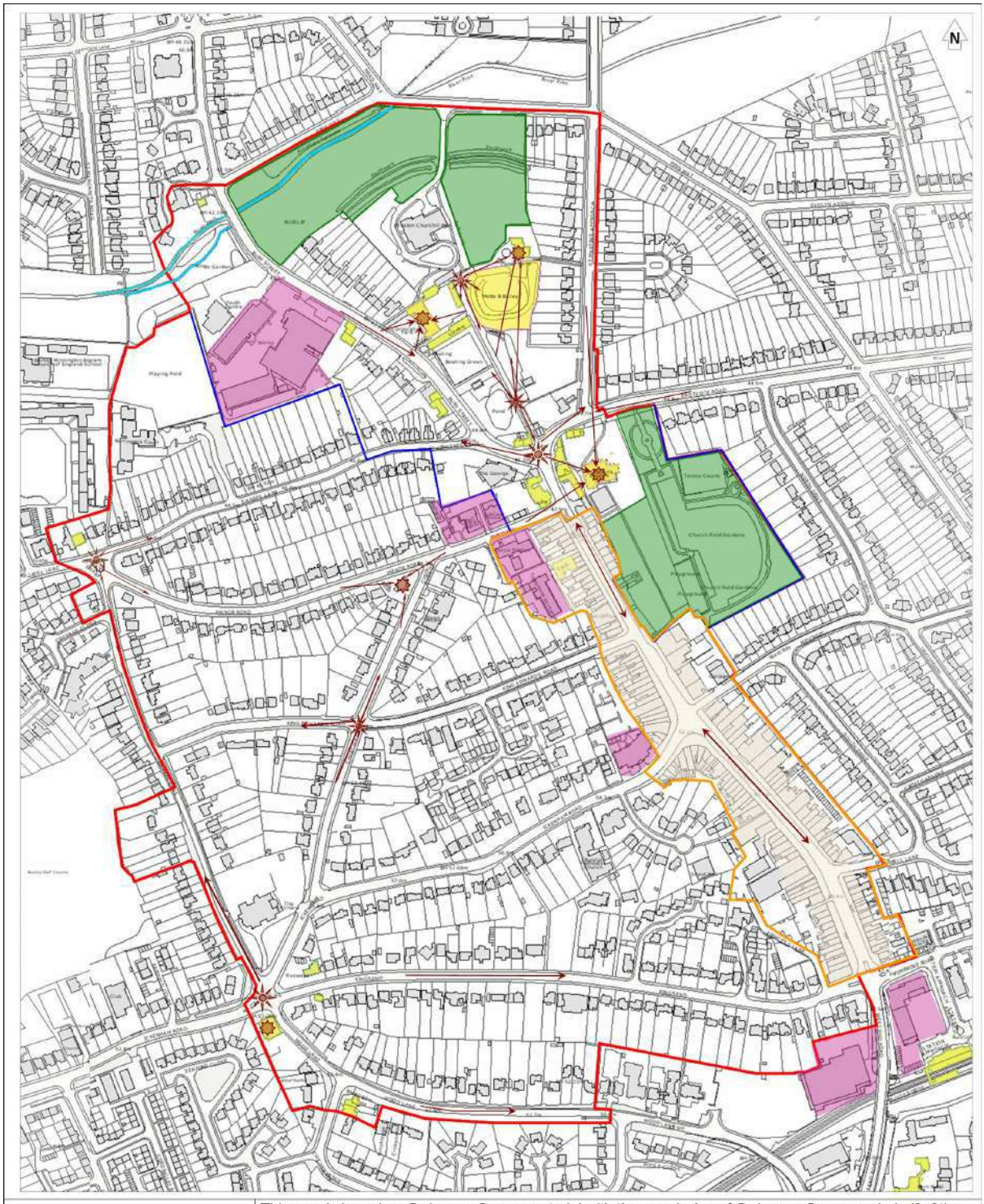
New Development

7.51 Over the years there has been infill and some back land development for housing. These for the most part have not detracted from the established character of the area. More recent developments have, however, had a marked impact on the appearance of some of the residential streets, in particular, within Kingsend. Here, new flatted blocks, with wide frontages and large footprints, have started to erode the distinctive character of the area. A recent proposal for a large residential block within the back gardens of properties on Sharps Lane, was resisted by the Council, and was upheld at appeal.

Negative Factors

7.52 There are few negative factors, other than the issues posed by inappropriate new development, the loss of some gardens to hard surfacing and additional street parking associated with the High Street commercial uses.

MAP 3: OVERALL TOWNSCAPE EVALUATION



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HILLINGDON
LONDON

- Local Landmarks
- Key Local Views
- Focal Points
- Listed Buildings
- Large Scale buildings
- Plots fronting Ruislip High Street, providing visual interest
- Green Spaces fronting main roads

APPENDIX 1: DESIGNATED HERITAGE ASSETS

Scheduled Ancient Monument

Name	Address	Town	Grade	Date of listing
Ruislip Motte & Bailey	St Martin's Approach	Ruislip	Ancient Monument	31.12.1953

Listed Buildings

S.NO	Name	No	Address	Town	Grade	Date of listing
1	The Village Sweet Shop & Haileys Shop		Bury Street	Ruislip	II	10.07.1972
2	Great Barn to west of Manor Farm Yard		Bury Street	Ruislip	II*	06.09.1974
3	Cowshed & Sties to north-west of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
4	Cowshed to east of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
5	Small Barn to south of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
6	The Plough Inn	154	Bury Street	Ruislip	II	06.09.1974
7	Woodman's Farmhouse	150	Bury Street	Ruislip	II	06.09.1974
8	Cannon's Bridge Farmhouse		Bury Street	Ruislip	II	06.09.1974
9	The Old House,	7-9	Bury Street	Ruislip	II	24.01.1950
10	Mill House	25	Bury Street	Ruislip	II	06.09.1974
11	K6 Telephone Kiosk opposite north end High Street		Eastcote Road	Ruislip	II	18.06.1987
12	Ruislip Almshouses		Eastcote Road	Ruislip	II	24.01.1950
13		1, 1A & 1B	High Street	Ruislip	II	06.09.1974
14		3, 5 & 7	High Street	Ruislip	II	06.09.1974
15		9-15	High Street	Ruislip	II*	24.01.1950
16	St. Martin's Church		High Street	Ruislip	B	24.01.1950

17		6	High Street	Ruislip	II	06.09.1974
18	The Swan P.H.		High Street	Ruislip	II	06.09.1974
19	The British Legion Hall	32	High Street	Ruislip	II	06.09.1974
20	Monument to Annie Hall (approx. position)	St Martin's Churchyard	High Street	Ruislip	II	03.04.1988
21	Orchard Cottage	65	Kingsend	Ruislip	II	06.09.1974
22	Manor Farmhouse		Bury Street	Ruislip	II	24.01.1950
23	Laurel Cottage, Tudor Cottage and Primrose Cottage		Wood Lane	Ruislip	II	19.07.1973

Locally Listed Buildings

S.NO	Building Name/No	Road name	Post code	Ward	Date Proposed
1	No 51	Bury Street	HA4 7SX	West Ruislip	1973
2	Manor Farm Lodge	Bury Street	HA4 7AR	West Ruislip	2009
3	War Memorial and Horse Trough	Bury Street	HA4 7AR	West Ruislip	2009
4	Hand pump	Bury Street	HA4 7AR	West Ruislip	2009
5	The Gables, No 27	Church Avenue, Ruislip	HA4 7HU	West Ruislip	2009
6	The Vicarage, No 9	Deborah Crescent	HA4 7SX	West Ruislip	2009
7	No 38	High Street	HA4 7AN	West Ruislip	2009
8	NatWest Bank, No 63	High Street, Ruislip	HA4 8JB	West Ruislip	2009

9	Barclays Bank, No 54	High Street, Ruislip	HA4 7AT	West Ruislip	2009
10	Nos 56-78	High Street, Ruislip	HA4 7AA	West Ruislip	2009
11	No 104	High Street, Ruislip	HA4 8LS	West Ruislip	2009
12	No 135	High Street, Ruislip	HA4 8JY	West Ruislip	2009
13	Fiveways	Ickenham Road	HA4 7BZ	West Ruislip	1973
14	Dunholme Lodge, No 21	King Edwards Road	HA4 7AE	West Ruislip	2009
15	13-15	Kingsend, Ruislip	HA4 7DD	West Ruislip	2009
16	16-18	Kingsend, Ruislip	HA4 7DA	West Ruislip	2009
17	8	Manor Road	HA4 7LB	West Ruislip	2009
18	Wall outside of No 9, Sharps Lane	Sharps Lane, Ruislip	HA4 7JG	West Ruislip	2009
19	No 22	Sharps Lane, Ruislip	HA4 7JQ	West Ruislip	2009
20	No 120	Sharps Lane, Ruislip	HA4 7JB	West Ruislip	2009
21	14-16	Wood Lane, Ruislip	HA4 6EX	West Ruislip	2009

APPENDIX 2: POLICY CONSIDERATIONS

Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 *(as amended)*

Planning Policy Guidance Note 15: Planning and Historic Environment 1994

Planning Policy Guidance Note 16: Archaeology and Planning 1990

The London Plan: Spatial Development Strategy for Greater London 2004

Hillingdon Unitary Development Plan Saved Policies 2007

BE2: Scheduled Ancient Monuments and their setting will be preserved.

BE3: The local planning authority will ensure whenever practicable that sites of archaeological interest are investigated and recorded either before any new buildings, redevelopment, site works, golf course or gravel extraction are started, or during excavation and construction. Development which would destroy important archaeological remains will not be permitted.

BE4: New development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Applications for planning permission should contain full details, including siting and design, or replacement buildings.

BE8: Applications for planning permission to alter or extend statutory listed buildings or buildings on the local list will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

BE10: Planning permission or listed building consent will not normally be granted for proposals which are considered detrimental to the setting of a listed building.

Appendix 7 – Example of Dormer Windows along High Street, Ruislip

Examples of Dormer Windows along High Street, Ruislip *(source: Google Street View, June 2024)*

156 High Street, looking northwest towards 148 High Street



127 High Street – looking north



73 High Street



61 High Street



74 High Street



3a Pembroke Road, Ruislip (the corner of High Street)



178 High Street



Appendix 8 – Location of parks and communal spaces within a 20-minute walk of the Appeal Site


Appeal Site - 122-124 High Street, Ruislip
1 - Church Field Gardens Playground
2 - Church Field Gardens and Tennis Courts
3 - Ruislip Bowls Club
4 - Celandine Rout along the River Pinn
5 - Pinn Meadows / Kings College Athletics Track and Playing Fields
6 - Eastcote Hockey Club
7 - Park Wood and Ruislip Lido
8 - Hill Lane Playground
9 - Blenheim Crescent Children's Playground
10 - Ruislip Rugby Football Club
11 - Wealdstone Football Club
12 - New Pond Playing Fields
13 - Shenley Park
14 - Pembroke Gardens
15 - Park Way Park
16 - Warrender Park and Highgrove Woods
200m
400m
800m
1600m
0 250 500 m

Appendix 9 – Chelmsine Court, Bury Street, Ruislip (LPA ref. 890/APP/2020/763) Delegated Officer Report

Residents Services

APP. REF. NO: 890/APP/2020/763

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 Option
1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3. There is no Committee resolution for the enforcement action	☐
4. There is no effect on listed buildings or their settings	☐
5. The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL	
6. Application is contrary to relevant planning policies/standards	☐
7. No petition of 20 or more signatures has been received	☐
8. Application has not been supported independently by a person/s	☐
9. The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT	
10. Single dwelling or less then 10 dewlling units and/or a site of less than 0.5 ha	☐
11. Householder application in the Green Belt	☐
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	☐
13. Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS	
15. Certificate of Lawfulness (for proposed use or Development)	☐
16. Certificate of Lawfulness (for existing use or Development)	☐
17. Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS	
18. ADVERTISMENT CONSENT (excluding Hoardings)	☐
19. PRIOR APPROVAL APPLICATION	☐
20. OUT-OF-BOROUGH OBSERVATIONS	☐
21. CIRCULAR 18/84 APPLICATION	☐
22. CORPSEWOOD COVENANT APPLICATION	☐
23. APPROVAL OF DETAILS	☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address CHELMSINE COURT BURY STREET RUISLIP

Development: Erection of a four storey detached building to create 6 x 2-bed and 2 x 1-bed self contained flats with associated parking involving demolition of existing building

LBH Ref Nos: **890/APP/2020/763**

Drawing Nos: 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3
1232PL-RDT-ZZ-ZZ-DR-A-3000 Rev. PL2
1232PL-RDT-ZZ-OO-DR-A-2100 Rev. PL2
1232PL-RDT-ZZ-01-DR-A-2200 Rev. PL2
1232PL-RDT-ZZ-02-DR-A-2300 Rev. PL2
1232PL-RDT-ZZ-03-DR-A-2400 Rev. PL2
1232PL-RDT-ZZ-XX-DR-A-0001 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0005 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0110 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0800 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0500 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0501 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0300 Rev. PL1
1232PL-RDT-ZZ-04-DR-A-2500 Rev. PL1
TS19-273-1
TS19-273-2
Design and Access Statement
Transport Statement
Drainage Strategy and Flood Risk Assessment
Construction Method Statement
Air Quality Assessment
Planning Statement

Date Plans received : 03/03/2020 **Date(s) of Amendment(s):**

Date Application Valid: 03/03/2020

1. SUMMARY

The property is located within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). This proposal considers the demolition of the existing building and erection of a new 4 storey building to create 8 self contained flats.

The proposal is considered to respect the visual amenity of the site and the surrounding area. It would not have a significant detrimental impact on the amenity of the neighbouring properties and would also provide a satisfactory level of residential amenity to future occupiers. It is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3, 1232PL-RDT-ZZ-OO-DR-A-2100 Rev. PL2, 1232PL-RDT-ZZ-01-DR-A-2200 Rev. PL2, 1232PL-RDT-ZZ-02-DR-A-2300 Rev. PL2, 1232PL-RDT-ZZ-03-DR-A-2400 Rev. PL2, 1232PL-RDT-ZZ-04-DR-A-2500 Rev. PL1 and 1232PL-RDT-ZZ-ZZ-DR-A-3000 Rev. PL2 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2016).

3 RES7 Materials (Submission)

No superstructure works shall take place until details of all materials and external surfaces, including details of balconies and side privacy screens of a minimum height of 1.8m, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4 RES9 Landscaping (car parking & refuse/cycle storage)

No superstructure works shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (including fencing/railing detail providing the defensible space in front of the rear habitable windows of the ground floor flats)

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy 5.17 (refuse storage) of the London Plan (2015).

5 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON
To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6 RES13 Obscure Glazing

The window(s) facing Cardinal House and 2 Reservoir Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON
To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1-2 of the Hillingdon Local Plan Part 2 (2020).

7 RES22 Parking Allocation

The parking allocation scheme as shown on Drawing No. 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3 shall be implemented and the parking spaces shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Chapter 6 of the London Plan (July 2011).

8 NONSC Non Standard Condition

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such details as are approved shall be implemented and the provision shall remain in place for the life of the building.

REASON
To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

9 NONSC Non Standard Condition

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON
To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

10 NONSC Non Standard Condition

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMT 1 and DMT 2 of the Local Plan Part 2 Development Plan Policies (2020) and the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking

LPP 5.17	(2016) Waste capacity
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
carry out work to an existing party wall;
build on the boundary with a neighbouring property;
in some circumstances, carry out groundworks within 6 metres of an adjoining building.
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

8 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is on the eastern side of Bury Street, Ruislip and is a two storey building. The site is located within a mixed use area on the Northern edge of Ruislip just South of the junction of Bury Street with Reservoir Road. The immediate vicinity of the site contains various office and business development type uses including the applicant Auden McKenzie's own headquarters at McKenzie House and the VGC Group offices in Cardinal House and Bellway House.

The existing building is a mixed use of office and residential uses. There is a gap in the middle of the building at ground-floor level, providing access to a parking area in the small yard to the rear. It forms part of the neighbourhood centre and the street scene is residential and commercial in character and appearance. The application site lies within Developed Area, as identified in the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal is for the demolition of the existing premises and the erection of a four storey detached building to create 6 x 2-bed and 2 x 1-bed self contained flats, with associated parking and amenity space.

3.3 Relevant Planning History

890/APP/2008/2683 Chelmsine Bury Street Ruislip

Change of use of ground floor offices (Class B1) to residential use (Class C3) to provide 2 two-bedroom flats on the ground floor together with associated parking and amenity space.

Decision: 05-11-2008 Approved

890/APP/2008/706 Chelmsine Bury Street Ruislip

CHANGE OF USE OF GROUND FLOOR OFFICES (CLASS B1) TO RESIDENTIAL USE (CLASS C3) AND ERECTION OF A SECOND FLOOR TO CREATE A THREE STOREY BUILDING COMPRISING 2 TWO-BEDROOM FLATS ON THE GROUND AND FIRST FLOORS AND 1 THREE- BEDROOM FLAT ON THE SECOND FLOOR TOGETHER WITH PARKING AND AMENITY SPACE.

Decision: 08-05-2008 Refused

890/APP/2011/2795 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Three storey detached building, ground and first floor for use as Pharmaceutical Laboratory and second floor for use as 2 x 2 bed flats, involving demolition of existing building.

Decision: 02-02-2012 Approved

890/APP/2012/1029 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Demolition of existing building and erection of three storey detached building involving basement, ground and first floor for use as Pharmaceutical Laboratory and second floor for use as 2 x 2 bed flats

Decision: 27-06-2012 Approved

890/APP/2015/1907 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Erection of a three storey building to include 6 x 2 bed self contained flats with associated parking, cycle store, bin store and amenity space involving demolition of existing two storey building

Decision: 23-12-2015 Approved

890/APP/2016/2866 Auden House Bury Street Ruislip

Erection of a three storey building to contain offices (Use Class B1) at ground and first floor level and 2 x 2-bed self-contained flats at second floor level with associated parking, involving demolition of existing building.

Decision: 30-09-2016 Approved

890/PRC/2019/201 Chelmsine Court Bury Street Ruislip

Demolition of existing building and construction of new 4-storey apartment building consisting of 8 no. apartments.

Decision: 03-12-2019 NO

Comment on Planning History

Permission was granted in 2016 for a three storey building, with offices at ground and first floor and 2 self contained flats at second floor level.

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

13 neighbours, the Ruislip Residents Association were consulted for a period of 21 days expiring on the 30 March 2020. Site Notice Expiry Date - 8/4/20. 4 responses were received raising the following issues:

- Loss of light
- Loss of privacy
- Impact on building operations on our daily business operations
- Loss of view
- 4 storeys is out of keeping with the area
- Insufficient parking provision

Officer response: Disruption due to construction is transitory in nature and not sufficient reason for refusal in its own right. Within planning there is no right to a view.

Access Officer - No objections subject to conditions for accessibility.

Highways - The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Trees/Landscape Officer - A previous application ref. 2016/2866 was approved. There are no trees or soft landscape on the site and no local TPO's or Conservation Area designations which might affect the site. The proposal includes a bin store which is integral to the building and a bike store which is securely sited to one side behind a a gated access. The scale of the development requires 7 parking bays in the front 'garden'. The two residual spaces for soft landscape on the front boundary fail to meet the Council's 25% space standard for living landscape. The wedge shape area to the north of the entrance is too narrow to support planting, leaving only the southern planted bed. Similarly, the rear garden provides very limited external amenity space for use by future residents.

Recommendation: Objection. The proposal fails to comply with policies DMHB 11 and DMHB 14.

Officer response: Amended plans have been submitted and the Landscape Officer has advises that it is a tight site, however the amended plans provide a little more space to establish a hedge or other planting along the front boundary. This is an improvement, subject to details which can be conditioned.

Flood and Water Management - No objections

Conservation and Urban Design - No objections

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 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 5.17	(2016) Waste capacity
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the 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 also not adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private opens spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The principle impacts on the occupiers of neighbouring properties, which are all in commercial uses, are considered to be those relating to privacy and security, with general outlook and light unlikely to be critical to how these businesses operate. To the rear Bellway House would be separated from the proposed development by approximately 30m. To the south the adjacent three storey office building, Cardinal House, occupied by VGC Group contains staff and office rooms that could be observed during normal daytime hours. The proposal does not include any side windows but does include rear balconies at first and second floor. However privacy screens could be included to ensure no direct overlooking.

As such it is considered the proposal complies with the requirements of Local Plan Policy DMHB 11.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the 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 DMHB 12 advises that development should be well integrated with the surrounding area. It should ensure public realm design takes account of the established townscape character and quality of the surrounding area.

The street scene is comprised of a variety of properties ranging from single storey garage site adjacent to the north and the three storey office blocks to the south and east. Opposite is a three storey flatted development and a pair of two storey semi detached dwellings. The plot measures approximately 15.4m in width and 34.7m in depth. The existing building spans the entire width of the plot at a depth of 13.1m and is two storey at a height of 6.45m.

The proposed building would comprise a 4 storey apartment block at a height of approximately 12.15m. It has a maximum width of 12.85m and depth of 14.6m and maintains a minimum set back of 1m from the side boundaries. The building would maintain the existing front building line and not exceed the height of the adjacent building Cardinal House, it is considered that the proposal would not be of a scale or design that is out of keeping with the character of the street scene or the wider area.

The proposal would be in accordance with policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

Local Plan Part 2 Policies DMT 1 and DMT 2 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.

Clearly the proposal would raise the level of vehicular activity to and from the site given its dormant status. Nevertheless the anticipated uplift in trip generation related to the 8 new dwelling units does not raise any immediate highway concerns with a predicted 3-4 two way vehicular movements during the morning and afternoon peak traffic periods. This level of generation is considered marginal in highway impact terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

7.4 Carparking & Layout

permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The Council's maximum standard requires between 1-1.5 spaces to be provided on-site for each of the flatted units. In total seven spaces (including a disabled compliant bay) are proposed on the frontage area which is marginally under the above range of parking requirement. However, determination of the acceptability of a marginally lower on-plot

parking provision is reliant on a number of extraneous factors to the site itself. The local characteristics of the surrounding network is one of the main factors that needs to be taken into consideration as this can significantly influence the need (or otherwise) for new residential occupiers owning private motor transport.

The Highway Officer has advised that with this particular site, it is apparent that the vast majority of the surrounding road network acts as a natural deterrent to an alternative parking facility for 'would be residents' of the development. This deterrent is realised by virtue of the extensive local parking restrictions that surround the location which inherently assist in discouraging the likelihood of untoward parking displacement onto the public domain by a new development.

This relative lack of on-street parking availability therefore acts as a deterrent to multiple or even single car ownership by a prospective occupier of a new residential unit within the proposal site. This is especially true when potential occupier's first view a property prior to purchase or rental and observe non-existent on-site parking provisions and relatively non-existent on-street parking availability in proximity of the address. This is a factor that is very likely to be high on the list of considerations prior to occupation which allows for an informed decision to be made on whether the address suits the life demands of the potential occupier. Some occupiers may decide to proceed with property acquisition on a potentially 'car free' basis which would then help to conform to the sustainable travel agenda by way of eliminating new parking demand.

Therefore it is considered that the extensive parking controls within the surrounding area (which inherently act a deterrent to potential displacement impacts resulting from car ownership/use) mitigate against any marginally lower on-plot parking provision. On that premise, the proposal as presented is considered acceptable in principle.

Parking spaces 1-7 for the corresponding 8 flats are depicted on plan hence this is considered as the official parking allocation regime which thereby negates the imposition of a subsequent planning condition.

There should be a provision of at least 1 secure and accessible space for each of the flatted units (totalling 8 spaces) in order to conform to the adopted minimum borough cycle parking standard. This level of provision has been indicated with the addition of 2 visitor spaces which is welcomed.

7.5 Urban Design, Access and Security Considerations

Residential Amenity of future occupiers

London Plan Policy 3.5 seeks to ensure that all housing developments are of the highest quality, both internally and externally and in relation to their context and the wider environment.

Policy DMHB 16 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The standards require a two person 1 bed flat should have a minimum internal floor area of 50sqm and a three person 2 bed flat should have a minimum floor area of 61sqm.

The internal floor areas for the proposed flats have a minimum of 53.55sqm and 64.5sqm for the 1 bed and 2 bed units respectively.

As such, it is considered the proposal would provide a satisfactory living environment for the future occupants in accordance with Policy DMHB 16.

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light, therefore complying with Policy 3.5 of the London Plan (2016).

Policy DMHB 18 advises that all new residential development will be required to provide good quality and useable private outdoor amenity space. In assessing the quality of all amenity space in development proposals, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight. Table 5.3 identifies a requirement of 20sqm for a 1 bed unit and 25sqm for each 2 bed property, giving a total requirement of 190sqm. The property would only provide 105sqm of amenity space with 4 additional balconies of 16.4sqm, which would be less than the standard requires. However it is noted that there is an area of public open space 115m to the south, with easy access to Park Wood (225m to the south) Ruislip Lido (190m to the east), Mad Bess Wood (118m to the north) and Ruislip Wood (386m to the north). It maybe therefore unreasonable to refuse the proposal on this basis.

It is noted that Policy DMHB 16 also requires that any ground floor flat should have a defensible space of not less than 3m in depth in front of any habitable window. This is not shown on the site plan but is achievable and can be conditioned if all other aspects of the proposal are acceptable.

7.6 Other Issues

Operational Refuse Requirements
Refuse collection will continue via the public highway.
A specific bin storage area to the rear of the dwellings has been indicated. In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste bin storage is positioned at a collection point within this set distance. Also the maximum carrying distance from each flat should not exceed 30m.

A bin store is to be provided within the new build hence the 10m distance parameter from the highway is exceeded. However it is highly likely that an informal on-plot management regime will be established to ensure that any refuse is positioned within this distance parameter on collection days. It is considered that for this scale of development it is in the best interest of the occupier to place their refuse within the proposed refuse storage location if they wish for their refuse to be collected. The informal arrangement is therefore considered as sufficient in this case.

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 sq metre.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon

National Planning Policy Framework

Contact Officer: Liz Arnold **Telephone No:** 01895 250230

Appendix 10 – 69 High Street, Ruislip (Appeal ref. APP/R5510/W/23/3314927) Appeal Decision

The Planning Inspectorate

Appeal Decision

Site visit made on 5 July 2023

by C Billings BA (Hons), DipTP, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 01 August 2023

Appeal Ref: APP/R5510/W/23/3314927
69 High Street, Ruislip, Hillingdon, HA4 8JB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Richard Hennessy of Blubuild.com Limited against the decision of the London Borough of Hillingdon.
- The application Ref 1983/APP/2022/2930, dated 22 September 2022, was refused by notice dated 17 November 2022.
- The development proposed is for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

Decision

1. The appeal is allowed and planning permission is granted for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store at 69 High Street, Ruislip, Hillingdon, HA4 8JB, in accordance with the terms of the application, Ref 1983/APP/2022/2930, dated 22 September 2022, and the plans submitted with it, subject to the conditions set out below.

Preliminary Matters

2. In the evidence provided, I note that planning permission has previously been granted for a similar development at the site. I have not been provided with copies of the previously approved plans and therefore have not been able to compare them with the proposed plans. It is however noted by both parties that the variance between the previously approved scheme and proposed plans relates principally to the set-back distance from the side site boundaries of the window section of the 2 bedrooms of flat No 3, to increase the floor area of the flat. Also, the external materials are proposed to be changed from render to brick on 3 elevations of flat No 3. I have had regard to such in making my decision.

3. The list of plans provided by the appellant is different to the plan numbers on the plans provided and referred to on the decision notice. I have referred to the plans provided in making my decision.

4. The Council has referred to a previous appeal decision on this site. I have not been provided with a copy of this or any details of the development proposal to which it relates and therefore, I have not been able to take this into account in making my decision.

Main Issue

5. The main issue is whether the proposed development would provide adequate living conditions for the future occupiers of flat No 3 of the development, in respect of outlook and light for bedrooms 1 and 2 of the flat.

Reasons

6. The appeal site comprises a commercial unit fronting High Street with one flat above. There is a parking and loading area at the rear, accessed via a service road leading from Midcroft. The appeal building is within a mixed-use area, in a row of commercial properties along High Street, with some flats above and to the rear of the commercial units. Beyond the service road to the rear of the appeal site, is a residential area. The site lies within the Ruislip Village Conservation Area.

7. The proposed flat No 3 would be located above the service yard area and comprise a 2-bedroom flat.

Outlook

8. The appeal proposal is a resubmission of a previously approved scheme, to include some proposed alterations.

9. The alteration which is of concern is the reduced set-back distance between the side windows of the bedrooms of flat No 3 to the side boundaries of the site. The reduction, results in a set-back from the side boundaries of approximately 1 metre, as opposed to the previously approved set-back distance of approximately 2 metres.

10. Whilst the set-back from the boundary would be reduced to approximately 1 metre, I have observed that there are no immediate buildings or solid structures on the side boundaries of the site or within the immediate neighbouring sites at the same height or above that of the proposed side elevation bedroom windows.

11. In terms of outlook from the side window of bedroom 2, the nearest solid structure would be the side elevation of the projecting rear 2-storey element of Nos 75-79 High Street, which is set a two-plot width (some 15 metres) distance away from the appeal boundary.

12. In terms of outlook from the side window of bedroom 1, there is a metal external staircase leading to the single storey flat roof area at the rear of No 67 High Street. However, this staircase would not be directly in front of the proposed side window of bedroom 1.

13. As such, there are no existing buildings or other structures that would block or negatively impact on the outlook from the two proposed bedroom side windows of flat No 3.

14. Therefore, in having regard to the site context and relationship to its surroundings, the separation to the side boundaries would be sufficient, and accordingly the proposal would not create an unacceptable level of outlook from the side facing bedroom windows of flat No 3.

15. Whilst the previously approved application included a greater set-back separation distance between the two side facing bedroom windows and the site

boundaries, this still would have had to have borrowed space from the neighbouring sites to ensure appropriate outlook, as there remains the same existing neighbouring context. The reduced set-back from the boundaries of only 1 metre to either side boundary, would not therefore discernibly change the relationship in terms of outlook.

16. Therefore, in having regard to the existing site context and its surroundings, the outlook of the proposed flat No 3 side elevation bedroom windows would be acceptable, and development plan policy would be met in this regard.

Light

17. In respect of daylight analysis, the report provided by the appellant shows that the rear bedrooms will achieve 100 lux for 50% of the available daylight hours to 100% and 97% respectively of the total room floor area, which is above the 50% recommended guideline standard of the BRE guidelines for daylight. The report also notes that the glass transmission value has taken account of the obscured glass proposed and concludes the bedrooms will be adequately day lit.

18. In respect of sunlight, the appellant notes that the BRE guidelines set out that it is viewed as less important in bedrooms to have sunlight and so in their opinion the bedrooms will be adequately lit. The analysis undertaken and figures provided show that one of the 2 bedrooms (bedroom No 2) will receive sunlight exposure for a limited part of the day (for less than 4 hours).

19. The Council state that no assessment has been provided of the acceptability of sunlight to the proposed dwelling. But I have no evidence to the contrary from the Council in this regard. The appellants submitted sunlight and daylight report clearly concludes that acceptable daylight standards would be provided in line with the BRE guidelines and furthermore that sunlight provision is less important for bedrooms. I have no evidence to dispute such. I have also had regard to the fact that the difference between the separation distance to each of the side site boundaries would only 1 metre different in comparison to that of the scheme previously approved, which is not a discernible difference.

20. The appeal proposal would therefore provide adequate levels of daylight and sunlight to the future occupiers of the development.

21. The Council has raised concern about the outlook from and level of daylight received by the flat's bedroom windows if future development were to take place on the adjoining sites. However, no evidence has been provided to demonstrate that there is likely to be future potential redevelopment of the adjacent sites, nor that it would be negatively affected by the proposed development. Therefore, this does not weigh against the proposal.

22. The proposals would not materially dimmish the quality of the previously approved scheme, as acceptable living standards would be provided for the future occupiers and the proposals are acceptable in all other regards. The proposal does not therefore conflict with the Framework in such regard.

23. In view of the above, the proposed development would provide adequate living conditions for the future occupiers of flat No 3, as such, the proposal would not conflict with Policies D3 and D6 of the London Plan (2021) and Policies DMHB 11 and DMHB 16 of the LBHLP (2020), which seek amongst other things to

ensure development proposals should deliver appropriate outlook, privacy, and amenity.

Other Matters

24. It is appreciated that the Council undertook extensive negotiation and provided guidance to the appellant on the previously approved scheme to ensure a greater set-back to the side boundaries. However, as I have found that the development would provide adequate living conditions for the future occupiers of flat No 3, this does not weigh against the proposal in the planning balance.

25. The appeal site lies within the Ruislip Village Conservation Area. It therefore rests with me as the decision maker to apply the intended protection for heritage assets as specified in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act). The design, siting and scale of the proposal would be broadly in keeping with the surrounding area and the external materials could be reasonably controlled by way of condition. Consequently, the proposal would preserve the character and appearance, and therefore the significance, of the Ruislip Village Conservation Area.

Conditions

26. The conditions suggested by the Council have been considered in light of the advice contained within the national Planning Practice Guidance and the National Planning Policy Framework. In addition to the standard implementation condition, it is necessary for the avoidance of doubt and in the interests of certainty to define the plans with which the scheme should accord.

27. A condition is necessary to ensure acceptable external materials are used within the development, in order to protect the character and appearance of the surrounding area, including the Ruislip Village Conservation Area.

28. Cycle storage and bin store conditions are necessary to ensure such provision is maintained for the lifetime of the development for the benefit of the occupiers of the units. The cycle storage would support sustainable transport and the bin store will protect the general amenities of the surrounding area.

29. A condition to obscure the windows of the rear elevation of the bedrooms of flat 3 is necessary, to protect the living conditions of occupiers of nearby residential properties from overlooking.

30. Also, a condition is necessary for a Construction Management Plan. This would ensure the demolition and construction phases of the development do not have a negative effect on the amenity of the surrounding area. Also, this would protect the residential amenity of occupiers of nearby properties and the safe operation of the local highway.

Conclusion

31. For the reasons given above, I conclude that the appeal should succeed, and I grant planning permission for the development.

C Billings

INSPECTOR

Schedule of Conditions

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

2) The development shall be carried out in accordance with the submitted plan Nos 746/101-P1, 746/102- P3, 746/104-P1, 746/105-P3, 746/106-P3, 746/107-P1

3) No external elevation works shall take place until details of all external materials to be used in the development have been submitted to and agreed in writing by the Local Planning Authority. This shall include details of the elevation materials, windows and boundary treatment or enclosures to be used. The development shall thereafter be carried out in accordance with the approved details.

4) Prior to the commencement of development or any demolition and site preparation works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include:

(i) The phasing of development works.
(ii) The hours during which development works will occur.
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

The approved details contained within the CMP shall be implemented and adhered to throughout the duration of the demolition and construction works.

5) The first floor windows in the rear elevation of flat No 3 shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level.

6) The cycle storage shall be provided, in accordance with details shown on the approved plans, prior to the occupation of any part of the development

hereby approved. Thereafter, the cycle storage shall be retained and be kept available for the use of cyclists for the lifetime of the development.

7) The refuse and recycling storage area shall be provided, in accordance with details shown on the approved plans, prior to first occupation of the dwellings hereby approved and thereafter retained for the lifetime of the development.

Appendix 11 – 69 High Street, Ruislip (LPA ref. 1983/APP/2022/2930) Delegated Officer Report

Development Mangement

APP. REF. NO: 1983/APP/2022/2930

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 Option
1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3. There is no Committee resolution for the enforcement action	☐
4. There is no effect on listed buildings or their settings	☐
5. The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL	
6. Application is contrary to relevant planning policies/standards	☐
7. No petition of 20 or more signatures has been received	☐
8. Application has not been supported independently by a person/s	☐
9. The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT	
10. Single dwelling or less then 10 dewlling units and/or a site of less than 0.5 ha	☐
11. Householder application in the Green Belt	☐
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	☐
13. Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS	
15. Certificate of Lawfulness (for proposed use or Development)	☐
16. Certificate of Lawfulness (for existing use or Development)	☐
17. Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS	
18. ADVERTISMENT CONSENT (excluding Hoardings)	☐
19. PRIOR APPROVAL APPLICATION	☐
20. OUT-OF-BOROUGH OBSERVATIONS	☐
21. CIRCULAR 18/84 APPLICATION	☐
22. CORPSEWOOD COVENANT APPLICATION	☐
23. APPROVAL OF DETAILS	☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. 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 informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 69 HIGH STREET RUISLIP

Development: Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

LBH Ref Nos: **1983/APP/2022/2930**

Drawing Nos: 746/101-P1
746/102-P3
746/104-P1
746/105-P3
746/106-P3
Design and access statement, 746/MB, 20 September 2022
746/107-P1

Date Plans received : 22/09/2022 **Date(s) of Amendment(s):**

Date Application Valid: 22/09/2022

1. SUMMARY

The application is a resubmission of planning permission ref: 1983/APP/2022/1008. There are no changes proposed to the amenity areas or the second floor development at the front of the building. The changes relate to the new building at the rear of the site.

The new building at the rear is proposed to have a brick facing exterior as opposed to render. Provided the brick is matching the existing building, the change in exterior materials of the new rear building would not harm the character and appearance of the building or wider conservation area.

In addition, the width of the bedrooms are proposed to be widened by reducing the set-ins from the side boundaries. Whilst this would increase the floor area for the new flat, due to the proximity of the primary windows to the side boundaries, there would be insufficient separation distance to provide suitable outlook and daylight.

Furthermore, by positioning the primary windows in close proximity to the side boundaries, the development proposal would impact on the ability of similar future developments to be carried out on the adjacent sites, which would likely be sought, now that the principle of development has been established.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development proposal, by virtue of the proximity to the side boundaries, would not maintain an adequate outlook and source of natural light for bedrooms 1 and 2 of Flat 3, resulting in substandard living accommodation for future occupiers and thereby diminishing the quality of the approved development. The development proposal therefore conflicts with the Housing quality and standards of Policies D3 and D6 of

London Plan (2021), Policies DMHB 11 and DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Paragraph 135 of the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3 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.

In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north east side of the High Street close to its junction with Midcroft and Ickenham Road. The site benefits from an access to the rear in South Drive.

The building forms part of a 1930s shopping parade with commercial units at ground floor and residential above. It is a two storey building characterised by its simple features and low pitch roof form. As existing, the rear aspect is predominantly used as a servicing area to the commercial units facing onto the High Street at ground level and some access stairs to the first floor accommodations.

The street scene is commercial in character and appearance comprising shopping parades with residential above. The site lies within the Ruislip Village Conservation Area.

3.2 Proposed Scheme

The current proposal seeks planning permission for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1

x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

3.3 Relevant Planning History

1983/APP/2020/2657 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 self contained flat above (use class C3) at second floor level, and erection of a new three storey building at the rear of the property to provide 2 x self contained flats (use class C3) above an open loading bay and associated bin and cycle store

Decision: 06-11-2020 Refused

1983/APP/2021/550 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new three storey building at the rear of the property to provide 2 x self-contained flats (Use Class C3) above an open loading bay with associated bin and cycle store

Decision: 15-04-2021 Refused **Appeal:** 28-01-2022 Dismissed

1983/APP/2022/1008 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

Decision: 29-07-2022 Approved

Comment on Planning History

The majority of the previous planning applications have been in relation to new shop fronts and adverts which are not relevant to the current application apart from the following:

1983/R/89/1606 - Erection of a first floor rear extension to form storage area and change of use of flat to offices - refused 18/07/1990

1983/APP/2020/2657 - Extension at the front of the property above the shopfront to provide 1 self contained flat above (use class C3) at second floor level, and erection of a new three storey building at the rear of the property to provide 2 x self contained flats (use class C3) above an open loading bay and associated bin and cycle store - Refused 6/11/2020

1983/APP/2021/550 - Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new three storey building at the rear of the property to provide 2 x self-contained flats (Use Class C3) above an open loading bay with associated bin and cycle store. Refused/Dismissed 28-01-22

1983/APP/2022/1008 - Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store. Approved 29-07-22

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- 2nd November 2022

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

15 neighbouring properties, the local residents associations and the Ruislip Conservation Panel were consulted by letter dated 04-10-22. The consultation period expired on 28-10-22. No comments received.

Highways (summarised):
The comments made for the previously approved application (1983/APP/2022/1008) can be reprised for this application.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

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.HE1	(2012) Heritage

Part 2 Policies:

DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
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 D7	(2021) Accessible housing
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

LPP SI2	(2021) Minimising greenhouse gas emissions
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

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) (2021) 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

The main planning issues are the effect of the development on the character and appearance of the original building, the street scene and the level of impact on the residential amenity and light levels of the adjoining neighbours, and provision of off-street parking provision.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that: B) Development proposals should not adversely impact on the amenity of adjacent properties and open space. Section 5.38 states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The proposed units, both those on the front and the rear of the site, would be dual aspect and habitable room windows of both elements would face towards each other at first floor floor level at a distance of 19.78 m, according to the submitted plans. This would be a slight shortfall of the required 21 m but given the nature of the proposal as flats within a town centre location, this is on balance acceptable. Also, in this case the amenity areas would be screened with 1.8metre high fencing resulting in no intervisibility between the

first floor units (Flat 1 and Flat 3).

The central windows in the rear elevation of Flat 3 that serve 'Bedrooms 1 and 2' are proposed to be obscure glazed in order to prevent the overlooking of the rear gardens of Nos 1 and 3 Midcroft, which can be subject to a suitable condition. These bedrooms would also be served by primary inset side elevation windows which would not adversely affect neighbouring amenity. The scale of the building to the rear being two storeys would also ensure a suitable outlook from the gardens of 1 and 3 Midcroft.

The development proposal would not impact on neighbour amenity in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.2 Impact on Street Scene

The NPPF notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where: i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation; ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF; iii) it makes a positive contribution to the local character and distinctiveness of the area; iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset; the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials; vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Policy DMHB 4: Conservation Areas Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will: A) Require proposals for new

development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

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. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

With the exception of the changes sought under this application, the principle for a second floor extension to the main building and a new two storey rear building have been established by planning permission ref: 1983/APP/2022/1008.

This resubmission scheme proposes changes to the exterior finish of the new rear building to brick facing exterior from render. It is noted that these materials were sought by the conservation officer during the course of previous applications. There is no objection to this change in exterior wall materials and would be considered a positive, provided the brick is matching the existing building. A suitable condition could be attached in the event of an approval and the change in materials of the new rear building would not harm the character and appearance of the building or wider conservation area.

This resubmission scheme is considered to preserve the appearance and character of the conservation area and would not harm the character of the building and wider street scene. The development proposal is therefore considered to be in accordance with Policies DMHB 1, DMHB 4, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.3 Traffic Impact/Pedestrian Safety

Highways & Transportation commented as follows: -

Site Characteristics
The application site is located on the north east side of the High Street in Ruislip. The site location exhibits extensive parking controls and a public transport accessibility level (PTAL) of 4 which is considered as good thereby dependency on the ownership and usage of the private motor car is discouraged.

This is a 'car-free' proposal which would supply two new residential flats (2x2 bedrooms) with 1 flat within a second-floor extension to the existing build which consists of a retail component (Vodafone) at ground level with an existing flatted provision on the first floor and a new 2 storey build to the rear of the site located adjacent to the rear service road which would contain the remaining flat.

A previous application for a comparable scheme (1983/APP/2020/2657) was refused for a number of reasons in late 2020 but not on highway related grounds. A more recent application (1983/APP/2021/550) albeit for 3 flats was refused in 2021 but, again, not on highway related grounds. Henceforth, the previously supplied comments are reprised below.

Parking Provision
Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

It is proposed to provide 2 new residential units with zero on-plot parking provision. The standard requires a maximum of 2-3 on-plot spaces. By contrast for a PTAL rating of 4, the London Plan (2021) parking standard demands up to 0.5-0.75 spaces per unit which equates to a lesser 1-2 spaces.

However, it is noted that in recent years a number of comparable residential planning permissions in the vicinity, which were subject to appeal processes, have incorporated 'car-free' status. This has been mainly due to the sustainable nature of the location together with extensive parking controls in the immediate and wider area which inherently deter private car ownership and usage. It is therefore acknowledged that the Planning Inspectorate has trended toward this line of approach on a number of other appealed sites with similar 'car-free' and demographic scenarios.

Hence for the reasons outlined above, it is not anticipated that any measurable undue parking displacement would result due to the absence of parking provision. The 'car-free' proposal is therefore considered acceptable as presented.

Cycle Parking
In terms of cycle parking there is a requirement to provide 1 secure and accessible space for each residential unit in order to accord with the council's standard. 6 spaces are provided to the rear of the site within the loading under-croft area. Although this level may be considered excessive, it is considered acceptable given the associated benefits with encouraging this mode of sustainable travel. A condition has been included to secure provision.

Operational Servicing/Refuse Requirements
Refuse collection would continue in conjunction with collections undertaken from the existing first floor flat. However, a new bin store is to be provided within the ground floor rear under-croft servicing area which would cater for the proposal. It should be ensured that waste collection distances to a maximum of 10m from the collection point to the service road are achieved and applied by the new occupiers. The Highways Officer has reviewed the arrangement and advised that it satisfies the above parameters. It is also noted that the previous appealed scheme did not raise any concerns with this arrangement which remains the same.

Construction Logistics Plan (CLP)
A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. A condition has been included to secure these details.

Conclusion
The proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

As discussed above.

7.5 Urban Design, Access and Security Considerations

Access:
It is noted the access officer commented on the previous application and did not raise an objection, and neither was this raised as a concern in the appealed scheme. Consequently this application for one less residential unit is also considered acceptable regarding accessibility. Comments were previously provided as follows:

This proposal has been reviewed against the requirements of the London Plan policy D7 which should not be applied to the extension and conversion of this existing development.

Conclusion: no objections raised from an accessibility perspective.

7.6 Other Issues

Quality of Living Accommodation:

Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Policy D3 of the London Plan (2021) seeks, inter alia, that developments deliver appropriate outlook, privacy and amenity and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

Policy DMHB 11 requires 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.

In accordance with Policy D6 of The London Plan (2021) a two bedroom (3 person) flat is required to provide an internal floor area of 61m2 and a two bedroom (4 person) flat is required to provide an internal floor area of 70m2. Both proposed units are in excess of this minimum requirement.

In the previous appeal decision (ref: APP/R5510/W/21/376477) the inspector considered the flats would have suitable levels of daylight...there would be no increased reliance on artificial lighting (Paragraph 18). Side windows are proposed to give access to light and some sense of outlook to these bedrooms, albeit with quite a poor quality outlook as these would overlook the service yard.

Similarly, the previous scheme under ref: 1983/APP/2022/1008 had shown Bedroom 1 of Flat served by side windows and as the inspectorate had previously concluded that the proposal would provide satisfactory levels of daylight. With reference to the appeal scheme, it is noted that the side windows serving bedrooms 1 and 2 of Flat 3 were set 2.9metres away from the side boundaries. The previously approved scheme under ref: 1983/APP/2022/1008 provided a 2metre gap between these primary side windows and the side boundaries. Whilst the gap was reduced, this was considered to be acceptable on balance having regard to the appeal decision.

In this instance, the width of the bedrooms are proposed to be widened by reducing the set-ins from the side boundaries to just 1metre. Whilst this would increase the floor area for the new flat, the resulting flat in the new rear building would still be a 2bed 4person flat as per the previous approval. Due to the close proximity of the primary windows to the side boundaries, and the overreliance of borrowed light from and outlook over the neighbouring property, there would be insufficient separation distance to provide and maintain a suitable outlook and adequate daylight. This arrangement is considered unacceptable.

Paragraph 135 of the National Planning Policy Framework states - Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme.

The resubmission proposal would provide substandard living conditions and is therefore considered to diminish the quality of the approved development contrary to Paragraph 135 of the NPPF.

Having regard to the relevant appeal decision, it is considered that bedrooms 1 and 2 of Flat 3 would not maintain an adequate outlook and source of natural light, resulting in substandard living accommodation for future occupiers. The development proposal therefore conflicts with the Housing quality and standards of Policy D6 of London Plan (2021) and Policies DMHB 11 and DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Private amenity spaces:
Policy DMHB 18 of the Hillingdon Local Plan: Development Management Policies (January 2020) recognises that new residential buildings should 'provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings'. Table 5.3 states that for a two bedroom flat a minimum amenity space of 25m2 should be provided per unit.

In the previous appeal decision (ref: APP/R5510/W/21/376477) the inspector noted that private amenity space should be usable and have a balance of openness and protection, appropriate for its outlook. (Paragraph 20). The submitted plans indicates the provision of private amenity spaces in excess of this minimum requirement for the existing and new flats to comply with Policy DMHB 18. The provision of amenity space for all three flats would be sufficient in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Future neighbouring development:
By positioning the primary windows in such close proximity to the side boundaries, the development proposal would impact on the ability of similar future developments to be carried out on the adjacent sites, which would be likely be sought, now that the principle of development has been established.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2021)
National Planning Policy Framework (2021)

Contact Officer: Christos Chrysanthou **Telephone No:** 01895 250230

Appendix 12 – 69 High Street, Ruislip (LPA ref. 1983/APP/2022/2930) Proposed Floor Plans

Flat roof over Flat 2
Grey single ply membrane

ROOF

C
Bed 1
Kitchen/ Living
K
Shower / Utility
Bed 2
Canopy

New Flat 2
67 m2

SECOND FLOOR

Roof of Flat 3

1 MIDCROFT

clear

Scale 10.00m

C
Bed 1
Kitchen/ Living
K
Shower / Utility
Bed 2
C
Canopy

Terrace for flat 1
Terrace for flat 2
Terrace for flat 3

L/K/D
27.1m2
cupd.
Bed 1
15.5m2
clear
obscured to 1.7m AFFL
Bed 2
13.2m2
obsc. to 1.7m
Canopy
Stairs up
cupd.
Sh, WC
cupd.
clear
1.925
Service road below

Existing Flat 1
64 m2

New Flat 3
77.6 m2

FIRST FLOOR

20.00

Profile of existing roof to be removed

8.27
20.00
9.71

Principal bedroom windows face sideways, overlooking the service road

New Flat 2
Existing Flat 1
1.8m Fence
Podium amenity space for flats
New timber screen and canopy
New Flat 3
Existing shop
Bins/ bikes
New metal door and grille
Meeting Room

HIGH STREET

Section A-A

Private gardens to houses on Midcroft Road

4.18
Service Road

New flat above existing shop service yard

39.37 Site (varies)

LONG SECTION LOOKING NORTH

Scale 10.00m

HIGH STREET

Existing shop - no alteration
Servicing for shop
Bike storage, 6 cycles
Bin storage
RWP and gully

GROUND FLOOR

0
10m

MARCUS BEALE ARCHITECTS

69 HIGH STREET, RUISLIP
PROPOSED PLANS AND LONG SECTION

746/ 102 - P3

June 2022

Rev P2 4 /7/22
Rev P3 12/8/22

Appendix 13 – 69 High Street, Ruislip (LPA ref. 1983/APP/2022/2930) Design and Access Statement

746/MB
20 September 2022

MARCUS BEALE ARCHITECTS

69 High Street, Ruislip, HA4 8JB
Design Statement

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View of the proposed front elevation from the south

MBA, The Old Post Office
1 Compton Road, Wimbledon
London SW19 7QA

Phone +44 (0)208 946 4141
Email mba@marcus-beale.co.uk

Marcus Beale Architects Ltd Registered Address:
87 Graham Road, London SW19 3SP
Registered in England & Wales number 3577512

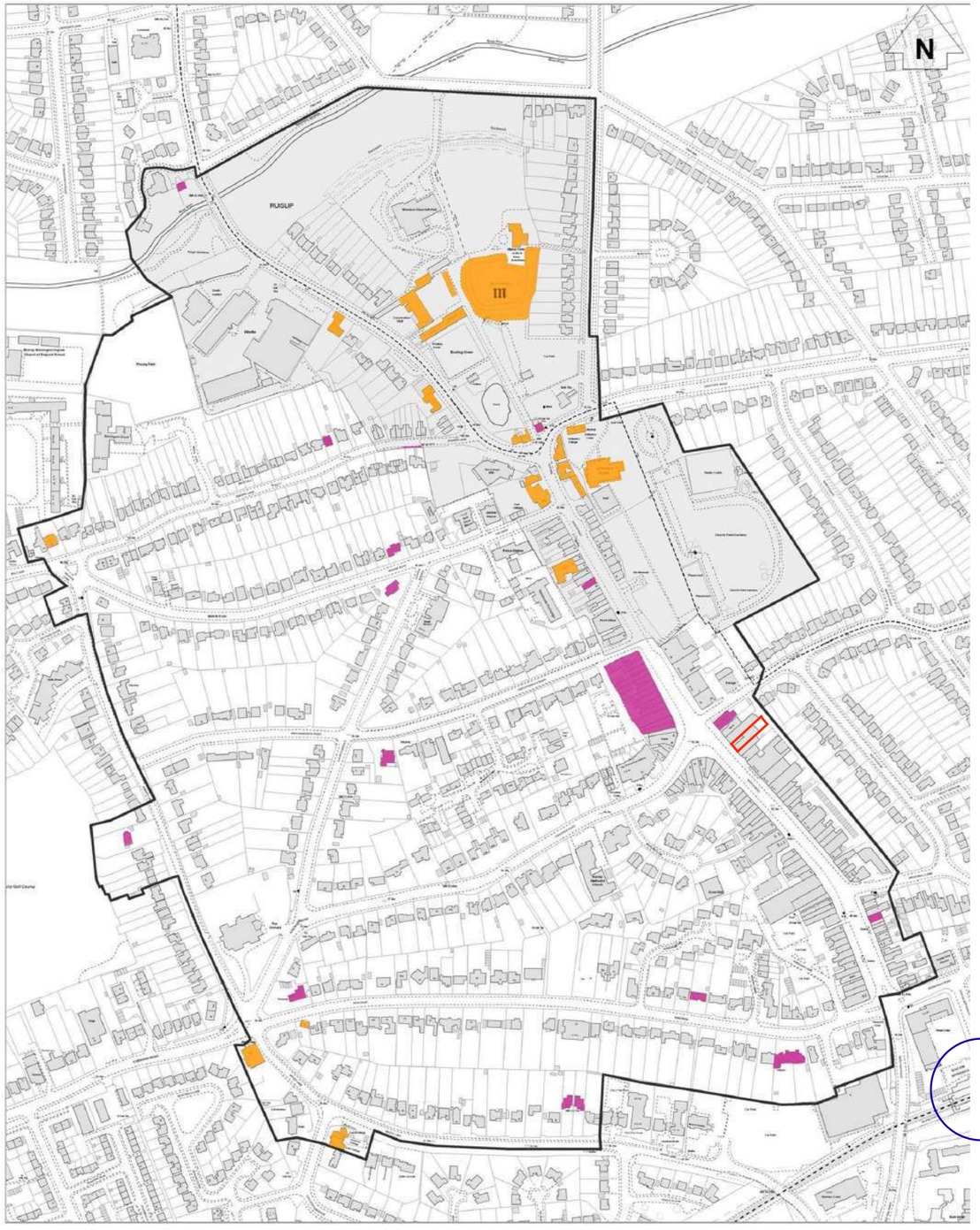
Introduction and summary

1. This report describes the proposals to extend no. 69 High Street, Ruislip to provide two new flats. The site is in the Ruislip Village Conservation Area.

2. The building is part of a parade of shops on the east side of Ruislip High Street with a service road running along the eastern boundary to the rear. There is currently one flat above the shopfront at the High Street. The proposal is to extend the High Street frontage up to three storeys to provide another flat, and to build a new structure at the rear containing a new two bedroom flat at first floor level overlooking the service road. The existing roof podium above the shop unit will be used as a terrace providing amenity space and dual aspects for the flats.

3. These proposals are a revised version of the scheme which was granted planning permission on 24 March 2022 with ref 1983/APP/2022/1008.

4. This report begins by summarising the changes between consented and proposed scheme. It then references the consented application in describing the site, including the character of the Conservation Area, the proposals and the impact of the proposals. Please read the report in conjunction with the drawings at appendix A.



Ruislip Village Conservation Area map 2010 [LB Hillingdon] The site is outlined in red, the underground station circled in blue.

Changes to consented scheme

5. The proposed design differs slightly from the consented scheme in that:

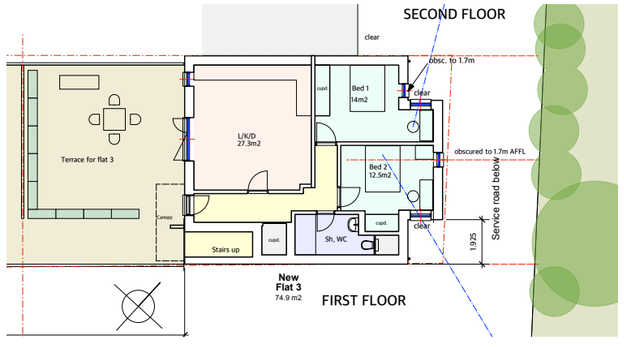
- *The bay to the rear elevation has been widened.*
- *The render finish has been changed to brick at the rear and side elevations.*
- *The new flat to the rear is 7sqm larger than the consented scheme with an improved layout which now includes two bathrooms.*

Impact of changes to consented scheme

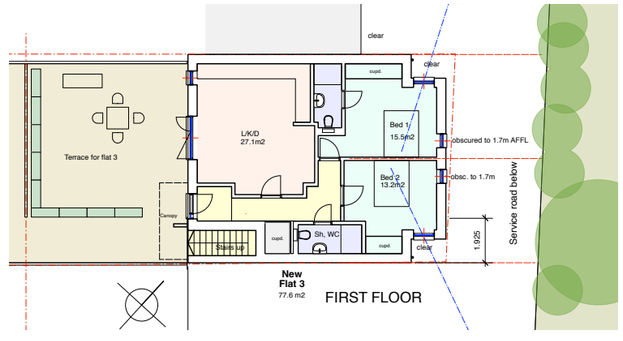
6. Layout - The proposed changes do not harm the neighbours, as there is no material change in overlooking and overshadowing compared to the consented scheme.

7. Living conditions - Future occupants of the rear flat will benefit from the improved internal flat layout, with better quality accommodation.

8. Materiality - Brick to the rear and side elevations will blend better with the surrounding buildings.



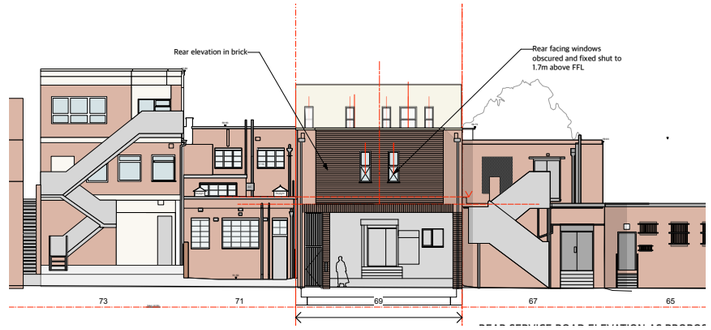
Consented flat layout 24/03/22



Proposed improved flat layout



Consented rear elevation 24/03/22



Proposed rear elevation in brick

The site

9. The application site is part of a shopping parade built in the 1930s on the east side of Ruislip High Street, near to its junction with Ickenham Road.

10. The building's original and current use is as a shop at ground floor with a single flat above the High Street frontage. The shop is serviced from a loading bay at the rear, accessed via a service road parallel to the High Street. Residential access is also from the rear, up external steps and across the flat roof of the shop. To the east of the site, separated by a timber fence, are gardens to semidetached houses on Midcroft Road.

11. The site is in the Ruislip Village Conservation Area and within the 'Developed Area' identified in the local plan.

12. The existing first floor accommodation is of a basic standard with low levels of thermal insulation. The rear part of the site is open and undeveloped. The site is capable of providing much needed housing close to the High Street, an area well served by shops, services, and public transport. The site has a Public Transport Access Level [PTAL] of 4.

13. Planning policies require applicants to optimise the potential for sustainable new residential development and the site offers an opportunity to do this.



Site location plan showing the junction of the High Street and Ickenham Road



View looking north towards the application site [centre left]

The Ruislip Village Conservation Area

14. Conservation areas are defined as “areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. A conservation area is a designated heritage asset. The National Planning Policy Framework 2021 states at para.199 that:

> *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.’*

15. Development within conservation areas should therefore either preserve or enhance an area’s character or appearance, that is: have a neutral or positive effect.

16. LB Hillingdon’s Conservation Area Appraisal for Ruislip Village Conservation [2010] states:

> *The Ruislip Village Conservation Area …designated in 1969 … originally included only the medieval village centre. In 2009, the conservation area was extended to include all of the High Street and the later residential suburbs to the west.*[1]
>
> *The High Street lies to the immediate west and southwest of the Church and forms the commercial centre of the area. In appearance it is very much a busy and traditional high street. It mainly comprises parades of early 20th century shops of a variety of styles characteristic of the period, with interesting architectural detailing and decoration.*
>
> *Beyond the High Street and the buildings of the original village centre, are residential areas. These mainly date from the 1920s and 30s and have a spacious and leafy character. They include good quality houses of varied size and design, many set on tree lined roads.*



View of the application site [red fascia, right] looking north



View of the application site [red fascia, left] looking south

[1] LB Hillingdon Ruislip Village Conservation Area Appraisal July 2010

17. The application site is in the middle of the High Street on its eastern side, within character area 2 as described in the CA Appraisal of 2010.

> *The buildings are predominantly two and three storey, purpose built commercial parades interspersed with some good quality individual buildings and some more recent infill of varied quality. Whilst the shop fronts are generally unremarkable, the decorative detailing at first floor and above is of considerable visual interest, exhibiting a variety of lively decorative detailing, most of which is characteristic of the architecture of the 1920s and 1930s.*
>
> *The whole of the High Street is well preserved at the upper levels, with the roofscape being a particularly strong and interesting feature.* [2]

18. Characteristic materials of the High Street include render, half timbering and clay tile hanging reminiscent of the Arts and Crafts and garden suburb movement. Developments of the 1920s and 1930s incorporate art deco and early modern influences, as well as more traditional classical forms, as in this case. Behind the 'architectural' frontages the buildings are simpler and more utilitarian.

19. Heights are varied, from 2 to 3 storeys, sometimes with dormer attic storeys above. The ground also slopes gently upward from south to north, giving further variety to the roof line.

26. To the north of the site on the corner of Midcroft Road is a bank building [no. 65], locally listed, with a blind-arcaded ground floor and deeply overhanging bracketed eaves, of two storeys with dormered rooms in the roof. Beyond this is a development from approximately the 1980s of two full storeys plus rooms in the roof, no. 61. At the junction of Ickenham Road opposite the site, nos. 82 and 84 High Street are three storeys with a parapet, and of a similar style to the application site. The buildings running north from this are three storey. No. 74 is of three full storeys plus an attic floor with rooms in the roof.

20. South of the application site, from no. 75 southwards, the buildings are of three full storeys, some with fins extending upwards from this. At the southern end of the High Street, nos. 178-182, a recent development comprises three storeys plus mansard.



View of the corner, diagonally opposite the site, of Ruislip High Street and Ickenham Road. Note the three full storeys in the contemporaneous 1930s building at 82-84 High Street, which sets a precedent for how to extend upwards harmoniously.



The application site viewed from the west. Each unit is treated differently and the units either side of no 69 are lower than their surroundings at only 2 storeys.

[2] Ruislip CA Appraisal page 31

21. It will be seen that the High Street frontage is varied and many buildings are three storeys, some with additional rooms in the roof. The council and the inspector have approved the upwards extension of the High Street frontage to 3 storeys.

22. East of the site is the service road serving the back entrances and loading bays for the whole parade of shops. Although part of the Conservation Area, it is not at present welcoming, safe or an attractive area. The roadway itself is under-maintained. There is little passive surveillance from adjoining buildings, although the side windows at no. 75 give some overlooking. A metal-clad staircase gives the impression that the area is not secure.
The back of the parade has less aesthetic significance than the High Street frontage. Cheaper materials were used, Fletton bricks rather than red facing bricks, and there are no architectural 'features', rather the buildings are strictly utilitarian, with metal windows and concrete cills. There is a contrast between the 'architectural' front elevation and the purely functional areas to the rear.

23. East of the service road, behind a timber fence and a screen of evergreen trees, are private gardens of the houses at Midcroft Road and South Drive, 1930s semidetached houses with long rear gardens, outside the Conservation Area. The houses and layout are characteristic of suburban development of the inter-war years influenced by the Garden Suburb movement of the early 20th century.

View looking west towards Ickenham Road from Midcroft Road opposite the service road, showing the rendered elevation of the bank.



View looking north west showing the group of buildings diagonally opposite the application site, illustrating the varying size and styles. The predominate height is three storeys, with modern buildings taller still.



The consented proposals

24. The proposal which has planning consent is to:
- extend the High Street frontage vertically upwards to form a three storey elevation, and
- construct a new residential building at the rear.

Extension to the front elevation

25. Much of the charm in Ruislip High Street derives from the variety of styles represented in the 1930s elevations, a reminder that whilst architects were experimenting with art deco and modern styles, they had a strong grounding in classical architecture.

26. The front elevation is composed in a classical idiom, its central window with an architectural stone surround and a curved pediment supported on scroll brackets. Above the wide single span of the shopfront, the materials are a red brown brick, with red brick flat arched window openings, each with a stone keystone.

27. The consented scheme extends upwards in brickwork to match closely the language of the existing elevation, without upstaging it. The upper storey will have five windows matching the width of the existing openings at first floor level, but with less ornamentation, as befits an attic storey. The red brick flat arches will be replicated in the new windows. The existing parapet - a stone cornice above a soldier course - will be carefully removed and the detail replicated at a higher level. In this way the extension will be visually unobtrusive, subordinate, blend in with surroundings, and maintain the significance of the architectural features of the original building.

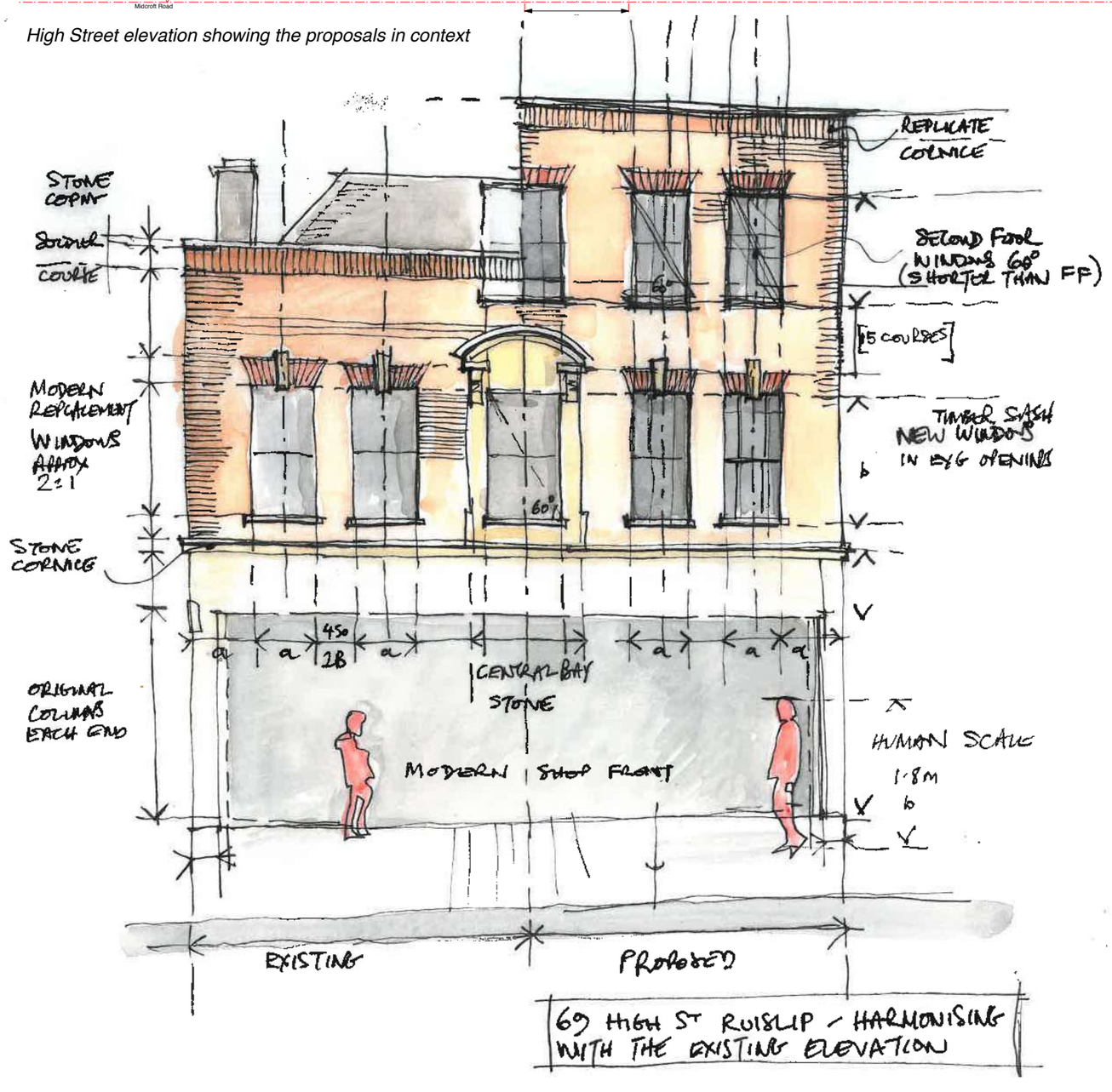
28. The extended building will be taller than its immediate neighbours, but lower than the parade from no. 75 southwards. Many of the buildings in the area are three storeys high.

Amenity space

29. Behind the extended front elevation, the flat roof of the shop will be used to access the residential accommodation above and as amenity space for the flats. Private amenity space will be provided for the first floor flats, with amenity for the second floor flat in the central area. A timber screen will be provided along the sides of the podium to give privacy. The first floor flats have 7m depth between their rear windows and the fence line which gives adequate outlook and privacy.



High Street elevation showing the proposals in context



Rear building

30. At the back, a two storey building has been consented, the ground floor left open to allow service access to the shops. Above this will be a new first floor of residential accommodation. The rear building will be lower than the front giving an appropriate, subordinate relationship between front to back.

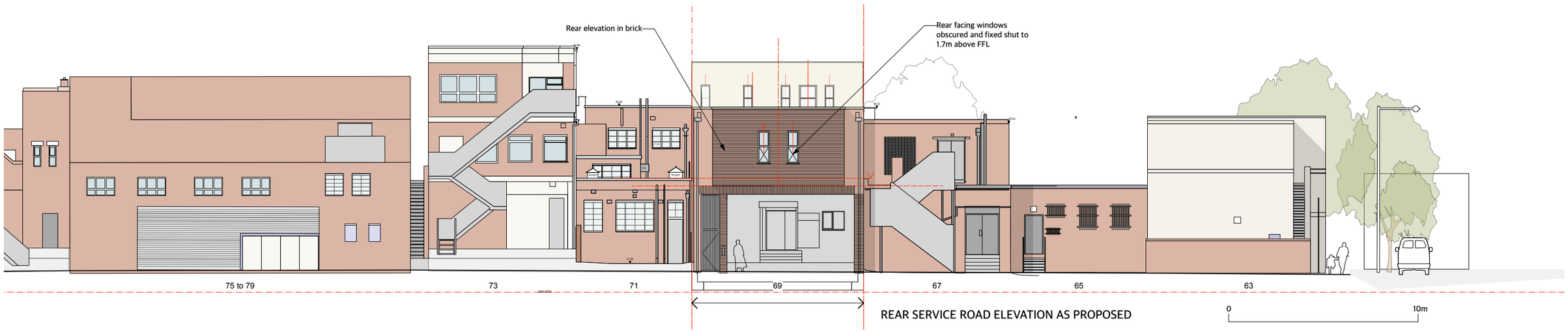
31. The rear elevation will be stepped in plan, with the sides set back from the site boundary to break up the rear facade into smaller vertical units, to give depth and shadow to the elevation, and to allow the bedroom windows to open sideways, overlooking the service road without overlooking the rear gardens of nos 1 and 3 Midcroft.



View south east along the service road from Midcroft Road. The application site is immediately behind the metal-clad staircase.

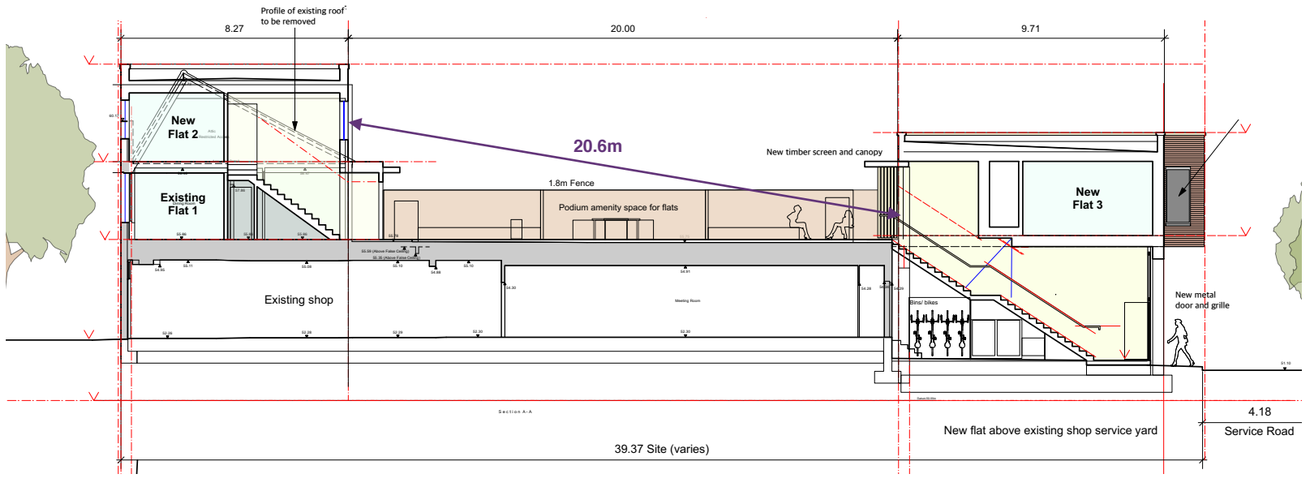


View north east from the first floor of the application site, towards the private gardens on Midcroft Road. The boundary between the service road and the gardens is a timber fence about 2m high, protected by a crash rail. The gardens have mature planting including an evergreen screen about 4m high.



Rear, east elevation. Note this view will be screened by vegetation in the gardens of Midcroft Road

32. The distance between the rear of the front building and the new flats is about 20m[3]. Kitchens and living rooms overlook the central podium, from which the flats are entered. The more private bedrooms face outwards. The distance, at 20m, is slightly less than the council's preferred window to window distance in housing Supplementary Planning Guidance which recommends 21m. We suggest that in this case, given the existing depth of the building and its modest scale, the distance of 20m should be acceptable. The actual distance from the second-floor window to the first-floor window is 20.6 metres and looking down from the second floor window down onto the first floor window will limit direct views.



Amount of consented accommodation

33. The development will involve reconstructing the existing flat behind the original facade retained at first floor level and providing two new self contained flats, as follows:
1 x 2 bed 3 person flat of 64m2 [Flat 1]
1 x 2 bed 3 person flat of 67m2 [Flat 2]
1 x 2 bed 4 person flat of 78m2 [Flat 1]

These will meet the London Plan and national space requirements for 3 person and 4 person flats, respectively.

Materials

34. Materials will be brick for the front and rear external elevation and render for the internal elevations. The reason for proposing render for the internal elevations is because the walls will be lightweight, and brick would not 'honestly' express the construction. Render is a characteristic material within the Conservation Area. On the High Street frontage, timber sash windows will be provided in the extension. In the rear flat and inner courtyard the windows will be composite, with PPC aluminium exterior, relating the the existing metal windows nearby and timber internally to give a domestic feel to the flat interiors.

Transport and accessibility

35. The site is well served for public transport with a Public Transport Accessibility level [PTAL] of 4. On site cycle storage will be provided in accordance with the London Plan.

Cycle and recycling storage

36. 6 no. cycle spaces will be provided at ground floor level under the stairs at the rear building for all the flats, accessed from the rear service yard. Bin storage will be provided adjacent to this, under the new stairs.

Environmental sustainability

37. The new buildings will be constructed of lightweight timber frame or metal stud construction, which will provide high levels of thermal insulation and air tightness. Environmental systems will meet the requirements of the Building Regulations. The existing front brick wall at first floor level will be thermally lined.

Social Sustainability

38. The podium amenity space will encourage a sense of community. The organisation with the living rooms facing inwards means that residents will be aware of each other without disturbing privacy, also encouraging a sense of community.

[3] They are not exactly parallel.

The impact of the consented proposals

39. The principal impacts on the Conservation Area will be its effect on
- the High Street frontage,
- rear of the properties in Midcroft Road.

Impact on the High Street frontage

40. The consented building will extend the existing facade without disrupting the overall balance of the group of buildings forming the eastern side of the High Street. Although taller than its immediate neighbours, there is no strong formal relationship between these buildings. The extended building will sit comfortably within the scale of the wider surrounding area, which is predominantly 3 storeys high. The frontage as a whole would benefit from the sympathetic upward extension of the lower buildings. The development would therefore create good precedent.

41. The consented extension follows faithfully the language and materials of the existing building so does not fundamentally change its character. The building retains the original architectural features, complements them, and replicates the cornice detail which is a characteristic and attractive feature of the original building. There is therefore no harm to the aesthetic or historic significance of the High Street within the Conservation Area.

Impact on the properties on Midcroft Road

42. Daylight and sunlight. There will be no unacceptable loss of daylight and sunlight to the properties or their gardens at Midcroft Road, because the development is set back 4m from the boundary, is only 2 storeys high, and the boundary is already screened by existing mature planting. A daylight and sunlight report was carried out for a previous, larger scheme demonstrating this.

43. Privacy and overlooking. The gardens are separated from the rear of the new building by the service road, about 4m wide, a timber fence, and an evergreen hedge about 4m high. This will screen the consented development when viewed from the private gardens. The rear facing windows on the central bay will be obscured. The bay will have side windows looking north and south over the service road forming the principal windows to the new bedrooms. This will achieve a good quality of light and outlook for the flats whilst maintaining privacy to the residential gardens.



View of the proposals from the south sowing the scale of the development in relation to surrounding buildings

Impact on the rear of the parade and service road

44. The rear elevation will be stepped in plan, with a central bay and recessed sides. This breaks up the form and of the building to allow a more varied elevation, at two storeys, of appropriate scale in relation to the whole parade of shops when viewed form the east.

45. Surveillance of the service road will be dramatically increased by overlooking from the new flat, improving safety and perception of safety for users. The side windows in the central bay allow long views up and down, and the residential use means it will be overlooked at night.

Overall impact on the Conservation Area

46. The impact on the character and appearance of the Conservation Area will be neutral, since the new building will blend into the existing High Street frontage. The impact on the rear elevations of the shopping parade and the service road will be natural or positive, an improvement in what is currently a poor quality urban environment. The development is of a similar scale, mass and materiality to other existing buildings within the parade.

Conclusion

47. The consented proposal optimises the use of a brownfield site by replacing one poor quality flat with three high quality flats. They are ideally located in an area with easy access to local services, facilities and public infrastructure.
The development will be environmentally, socially and economically sustainable over the long term.
- The character of the conservation area will be preserved.
- Increased surveillance at the front and rear will materially improve safety.
- Impacts on adjoining properties will be acceptable and are mitigated by design.

48. The consented proposals accord with the Government's overarching planning policies: housing growth, the effective and efficient use of sustainably located land, and the re-use of brownfield land for housing. Furthermore, the Government acknowledges that building upwards to use the airspace above existing buildings can play an important role in delivering new homes both in town centres and elsewhere - Paragraph 120(e) of the NPPF 2021, for example, is clear that Councils should *support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.*

49. The revised proposals improve the quality of the rear flat. They provide a more efficient layout, enabling better bedroom layouts and an additional bathroom. These have been achieved without altering the impact of the development on the conservation areas or houses on Midcroft Road.

50. The revised rear and side elevations also represents an improvement, with render having been replaced by brick, which will better fit into the surrounding area. We therefore recommend these revisions for your approval.

Marcus Beale
MA Dip Arch (Cantab) RIBA ARB EASA FRSA
For MBA

Appendix A - Drawings

Dwg no.	Rev.	Title	Scale @A3
689/101	P1	Location Plan	1/1250
689/102	P3	Proposed Plans and Long Section	1/200
689/104	P1	High Street Elevation - Existing and Proposed	1/200
689/105	P3	Rear and Internal Elevations	1/200
689/106	P3	Side Elevations	1/200
689/107	P1	Existing Plans and Long Section	1/200

Appendix 14 – 178 High Street, Ruislip (LPA ref. 28388/APP/2017/1447) Delegated Officer Report

Residents Services

APP. REF. NO: 28388/APP/2017/1447

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 Option
1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3. There is no Committee resolution for the enforcement action	☐
4. There is no effect on listed buildings or their settings	☐
5. The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL	
6. Application is contrary to relevant planning policies/standards	☐
7. No petition of 20 or more signatures has been received	☐
8. Application has not been supported independently by a person/s	☐
9. The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT	
10. Single dwelling or less then 10 dewlling units and/or a site of less than 0.5 ha	☐
11. Householder application in the Green Belt	☐
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	☐
13. Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS	
15. Certificate of Lawfulness (for proposed use or Development)	☐
16. Certificate of Lawfulness (for existing use or Development)	☐
17. Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS	
18. ADVERTISMENT CONSENT (excluding Hoardings)	☐
19. PRIOR APPROVAL APPLICATION	☐
20. OUT-OF-BOROUGH OBSERVATIONS	☐
21. CIRCULAR 18/84 APPLICATION	☐
22. CORPSEWOOD COVENANT APPLICATION	☐
23. APPROVAL OF DETAILS	☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address 178 HIGH STREET RUISLIP

Development: First and second floor rear extension, extension and conversion of roofspace to habitable use to include 3 front dormers, 4 side dormers and change of use from retail (Use Class A1) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to form communal terrace and alteration to bin/cycle storage (Use Class C3)

LBH Ref Nos: **28388/APP/2017/1447**

Drawing Nos: 691/012 B
691/017
691/018
691/019
691/020
691/014
691/007 B
691/008 B
Design Statement
691/004
691/015
691/009
691/002
691/003
691/013
691/001
Daylight and Sunlight Report

Date Plans received : 27/04/2017 **Date(s) of Amendment(s):** 21/04/2017

Date Application Valid: 27/04/2017

1. SUMMARY

Policies BE4 and BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE19 states the LPA will seek to ensure that new development within residential areas complements or improves the amenity and the character of the area.

The scheme proposes to erect a first and second floor extension to the rear of the premises and convert the roofspace to habitable use with the inclusion of dormer windows. The proposal is considered to respect the character and appearance of the existing building and the wider Conservation Area. Furthermore, the accommodation proposed is considered to provide suitable residential accommodation. The amenities of surrounding residential occupiers would not be adversely affected by the proposal. Also, no objections are raised to a predominantly car free development within the Ruislip Town Centre, close to the underground station.

It is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 691/012 B; 691/014; 691/017; 691/018; 691/019 and 691/020, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2016).

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON
To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 NONSC Refuse Bin Storage

Prior to the occupation of the development a screened facility for the storage of refuse bins shall be provided in accordance with details that shall have previously been submitted to and approved in writing by the Local planning Authority. The screened facility for storage of refuse bins shall thereafter be permanently retained.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE4, BE13 and BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (March 2016).

5 RES17 Sound Insulation

The conversion and extension works permitted shall provide for sound proofing between each of the floors in accordance with a sound proofing scheme, the design and details of which shall be certified, or be produced to the certifiable standards, by the Association of Noise Consultants submitted to and approved in writing by the Local Planning Authority prior to its installation. Prior to the occupation of the development the sound proofing scheme shall have been provided in accordance with the approved details and shall thereafter be retained.

REASON
To ensure that the amenity of the occupiers of the proposed development is not adversely affected by adjoining occupiers in accordance with policy OE5 Hillingdon Local

Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

6 NONSC Revised Cycle Storage

Notwithstanding the detail shown on Drw. No. 691/014, prior to the commencement of works on site, details of the provision for the covered and secure storage of 16 bicycles shall be submitted to and approved in writing by the Local Planning Authority. The covered and secure cycle storage provision shall be provided on site prior to the occupation of the residential units and it shall thereafter be permanently retained for so long as the development remains in existence.

REASON
To ensure that the proposed development satisfies relevant cycle storage standards, in accordance with Policy 6.9 of the London Plan (March 2016) and the facility will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE4, BE13 and AM9 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Boundary Walls/ Treatment

A detailed scheme for boundary walls, fences or other means of enclosure shall be submitted to and approved by the Local Planning Authority before the development is commenced and the boundary walls, fences or other means of enclosure shall be erected before the development hereby permitted is occupied.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE4, BE13 and BE19 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Hard Surfacing Materials
2.b Any External Lighting

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
5.a Existing and proposed functional services above and below ground
5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with

the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

2 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H8	Change of use from non-residential to residential

OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
S6	Change of use of shops - safeguarding the amenities of shopping areas
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.17	(2016) Waste capacity
LPP 6.13	(2016) Parking
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

4 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

1) Carry out work to an existing party wall;
2) Build on the boundary with a neighbouring property;
3) In some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a corner plot that is located at the Southern end of the Western side of High Street, Ruislip, and on the junction intersection between High Street and Kingsend to the West. To the East and South of the intersection are Pembroke Road and West End Road.

The site is situated within the Ruislip Village Conservation Area and the Primary Shopping Area of the Ruislip Town Centre, as identified in the policies of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). The site comprises a part two/three storey end-of-terraced building, which is currently in use as a Class A1 retail unit. The building has a three-storey height (with pitch roof recessed and a parapet wall) that fronts onto the High Street. It then steps to a flat-roof two storey height along the Southern boundary adjacent the Kingsend highway, which is mainly a residential street. The existing two storey projection almost extends to the rear boundary adjacent to Princess Lane, and it is set in from the Northern side boundary with the adjoining property at No. 176 High Street (Wimpy) by 6.4 m. A flat-roof single storey rear addition, which is set forward of the rear building line of the two storey rear projection, in fills the area between the two storey projection and the Northern side boundary. An external staircase at the rear forms secondary access to the retail space on the upper floors of the property, and the adjoining footpath to the rear, which is within the curtilage of the site, forms part of an informal servicing yard and area for two off-street parking spaces.

The High Street is a London Distributor Road and the site has a high Public Transport Accessibility Level (PTAL) rating of 4. The immediate locality has restrictions in respect of

on-street parking at the junction intersections and 'Pay and Display' parking bays directly in front of the application property and on the High Street. The site is within approximately 130 m walking distance to the Ruislip Underground Station to the South East.

3.2 Proposed Scheme

This application seeks planning permission for the erection of a first and second floor rear extension, extension and conversion of the roofspace to habitable use to include 3 x front dormer windows, 4 x side dormer windows and a change of use from Use Class A1 (Retail) to Use Class C3 (Residential), creating 6 x 2-bed and 3 x 1-bed self contained flats, with a balustrade to rear to form a communal terrace and alteration to the bin/cycle storage.

3.3 Relevant Planning History

28388/APP/2012/3171 178-182 High Street Ruislip

Change of use of 1st & 2nd floors from A1 to C3. Extension to 1st, 2nd & 3rd floors (3rd floor formerly roof space) to provide C3 use. The provision of 9 no. two bed flats, 3 no.one bed flats, 3 no. additional parking spaces, ancillary cycle storage & bin store.

Decision: 20-03-2013 WD

28388/APP/2013/1487 178-182 High Street Ruislip

Change of use of first and second floors from Use Class A1 (Shops) to Use Class C3 (Dwelling Houses), rear extensions to first and second floor, conversion of roofspace to habitable use involving extension to third floor, part demolition of ground floor to allow for the provision of 9 x 2-bed self contained flats, with associated balconies, parking and installation of cycle and bin stores, and alterations to all elevations

Decision: 24-07-2013 WD

28388/APP/2015/3834 178 - 182 High Street Ruislip

Change of use of first and second floors from Use Class A1 (Retail) To Use Class C3 (Residential) to form 3 x 2-bedroom and 3 x 1-bedrom self contained flats involving first floor rear extension, glazed balustrades to form private/communal terraces to rear, external alterations and internal refuse bin and cycle storage (Resubmission)

Decision: 13-04-2016 Approved

28388/APP/2016/3332 178 - 182 High Street Ruislip

First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage.

Decision: 11-01-2017 Refused **Appeal:** 25-07-2017 Allowed

28388/APP/2017/849 178 - 182 High Street Ruislip

Single storey and first floor rear extension for use as an entrance lobby

Decision: 04-05-2017 Approved

Comment on Planning History

28388/APP/2017/849 - Single storey and first floor rear extension for use as an entrance lobby (approved)
28388/APP/2016/3332 - First and second floor rear extension, conversion of roofspace to habitable use to include 3 x front dormers, 4 x side dormers and change of use from Use Class A1 (Retail) to Use Class C3 (Residential) to create 6 x 2-bed and 3 x 1-bed self-

contained flats, balustrade to rear to from communal terrace and alteration to bin/cycle storage (refused, allowed at appeal)
28388/APP/2015/3834 - Change of use of first and second floors from Use Class A1 (Retail) To Use Class C3 (Residential) to form 3 x 2-bedroom and 3 x 1-bedrom self contained flats involving first floor rear extension, glazed balustrades to form private/communal terraces to rear, external alterations and internal refuse bin and cycle storage (Approved).

In consideration of the previous application for the first and second floor extension, it was refused on the basis of the bulk and design being out of keeping with the character of the Conservation Area and the failure to provide adequate outlook from all habitable rooms. However in consideration of this the Planning Inspector advised that the Conservation Area is predominantly two storey residential with two and three storey retail/commercial properties on High Street. Diametrically opposite is an eight storey apartment block, which although outside the Conservation Area, due to its height and massing is an extremely dominant presence in close proximity and sets part of the visual context for the consideration of the scheme.

In his assessment other than the dormers within the existing roof slope there was little noticeable change in views from High Street. The main visual impact is from Princess Lane and Kingsend and the current building already forms a step change between the commercial and retail uses on High Street and the residential on Kingsend. Although the current building is stepped in height it already appears relatively bulky in relation to the neighbouring buildings on Kingsend and currently appears unfinished in contrast to the front of the building. The proposed extension would harmonise with the key architectural features of the existing building and would appear more integrated in appearance.

In regard to the level of light and outlook to flats 1 and 4, the appellant provided a Daylight and Sunlight report, which the Inspector attached significant weight. This identified that 20 of the 24 proposed habitable rooms would meet the recommended Average Daylight Factor. Submitted changes including the removal of the balcony to serve flat 4 and increases in window sizes are in response to the findings of the Report. Although there is some reduction in outlook given the size of the windows and the availability of outlook to the West the Inspector did not consider that the development would result in an oppressive environment for future occupiers.

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

12 neighbours were consulted for a period of 21 days expiring on the 24 May 2017. There was 1 response raising the following issues:
- The building is in a prominent position and any changes should be sympathetic to the local surroundings and comply with the Garden suburb image.
- The application involves filling in the present roof line increasing it to 4 storeys, detrimentally affecting the street scene.
- The size of building will no longer form a good distinction between the commercial buildings n High Street and the residential buildings in Kingsend.
- Over dominant.
- Completely change the character of the Conservation Area.

- Ugly and over developed.
- No amenity space.
- No more parking and will adversely affect local roads.

Ruislip Residents' Association - The increase in roof height in the High Street will destroy the street scene on that important junction, and damage the Garden Suburb image. Hence the proposed plans will completely change the character of the Conservation Area. The large 4 storey building will dwarf No.4 Kingsend behind and will be generally over dominant in its surroundings. There is no proper outside amenity space for residents of the proposed flats. - The increase in the number of flats from the previous approved plan and the lack of additional parking spaces will cause adverse affects in local roads where there are already few parking spaces. There is nowhere for emergency, delivery or service vehicles to park on the busy corner of Kingsend and Princess Lane.

Ruislip Village Conservation Panel - The Panel have grave concerns about the effect upon the Conservation Area. The proposal would create a four storeyed building and an unattractive 3-4 storey extension along Kingsend, overwhelming the properties to the rear. The plans constitute an overdevelopment on a very busy corner, beside traffic lights, where the pavement is narrow for pedestrians and extra traffic engendered by so many flats would constitute an added danger. Inevitably the inhabitants of the new flats and their visitors including health workers, will have cars and no adequate parking spaces. We beg that this application be refused for all these reasons and especially because the enlarged building would permanents have an adverse effect upon the character of the Conservation Area.

Access Officer - No comments to make.

Conservation and Urban Design - As proposed, it is considered that this structure would have a negative impact on the character and appearance of the Ruislip Village Conservation Area. As such objections are raised to this proposal.

Officer response: Following the issuing of the Appeal decision the Conservation Officer has advised that this was a very unfortunate decision, which significantly impacts on the consideration of this current application. There is no objection to the changing of the window frames to grey aluminium. Any external vents visible from the street should be located behind terracotta air bricks, colour to match the brickwork of the facade, or dark painted cast metal vents - not plastic or flimsy aluminium modern grills. I note the applicants intention to the removal of the old canopies on the first and second floors, which will clean up the appearance of the facades. No further objections.

Highways - The number of units, car and cycle parking provision are the same as approved in the previous application. As such no objections.

6. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.HE1	(2012) Heritage

Part 2 Policies:

BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
S6	Change of use of shops - safeguarding the amenities of shopping areas
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 5.17	(2016) Waste capacity
LPP 6.13	(2016) Parking
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) indicates that uses that become detrimental to the amenity of the adjoining occupiers or area will not be approved. Policy BE20 states that buildings should be laid out to allow adequate daylight to penetrate and amenities of existing houses safeguarded. Policy BE24 states that the proposals should protect the privacy of the occupiers and their neighbours.

Paragraph 4.11 of the Council's adopted HDAS SPD: Residential Layouts (July 2006) gives advice that the 45 degree line of sight principle will be applied to new development, to ensure the amenity of adjoining occupiers and future occupiers are protected.

Paragraph 4.9 of the HDAS SPD specifies that a minimum acceptable distance to minimise the negative impact of overbearing and overshadowing is 15 m. Paragraph 4.12 of the HDAS SPD requires a minimum of 21 m distance between facing habitable room windows to prevent overlooking and loss of privacy.

The proposed first and second floor rear extension and addition to the roofspace would be largely screened off from views of the closest adjacent properties on the Northern side of the site by the existing two storey rear projection at the rear of No. 176 High Street. The proposed extensions although substantial would also be separated from the flank wall of the nearest property to the West, No. 4 Kingsend, by Princess Lane at a distance of 8.5 m. This property only contains non-habitable room windows in its side elevation. The nearest properties to the South are 5 Kingsend (currently boarded up as being re-developed) and Kings End Court situated on the opposite side of the road approximately 34 m away. Therefore, the proposed extensions are not considered to result in an unacceptable degree of over dominance, visual intrusion and over shadowing and would comply with Policy BE1 (Built Environment) of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE20 and BE21 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The proposed windows on the Northern elevation looking over the shared roof terrace and the roof line of the two storey projection at the rear of no. 176, all serve hallways or non habitable rooms. The existing and new first floor, second floor and dormer windows in the Southern side elevation of the property would serve habitable rooms in flats on those floors. The side windows would offer views out directly towards the front garden of the dwelling at No. 5 Kingsend and the apartment block at Nos. 1 to 6 Kingsend Court to the South. However, there would be a separation distance of 24 m between the side windows and the facing habitable front windows at those properties. Given that the separation distance exceeds the required minimum of 21 m, it is considered that there would be no detrimental impact on the neighbouring amenities of the properties on the Southern side of Kingsend in terms of loss of privacy.

To the rear (West) of the application site and the windows facing no. 4 Kingsend look towards the front garden and flank wall, as does the third floor balcony serving flat 9. To the side of the extension, the proposed communal terrace has a separation distance of approximately 11.3 m from the Eastern flank and the rear garden. It is noted that the Eastern flank elevation of No.4 features first floor non-habitable windows and there is a single storey rear extension at that dwelling. It is considered that the 1.5 m height of the obscure-glazed balustrade enclosing the communal terrace is such that any direct and/or oblique views out towards the flank elevation and rear garden of No.4 would be severely restricted. As such, it is considered that there would be no detrimental impact on the neighbouring amenities of No.4 in terms of loss of loss of privacy. This relationship has previously been approved (28388/APP/2016/3332 refers).

The adjoining property to the North at No. 176 High Street does not comprise any residential units or accommodation on any of its three floors. As such, there are no concerns to address in terms of impact on residential amenity at that adjoining property.

Given the above considerations, it is considered that the proposed development would not have an adverse impact on the residential amenities of adjacent neighbouring occupiers,

compliant with Policies BE20, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted HDAS SPD: Residential Layouts (July 2006).

7.2 Impact on Street Scene

Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) require all new development to maintain the quality of the built environment including providing high quality urban design and the preservation/enhancement of sites with heritage assets such as Conservation Areas.

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that new development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. As such, there will be a presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of a conservation area. This policy reflects the relevant legal duties.

Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements, improves and/or harmonises with the character and visual amenity of a street scene and surrounding residential area in which it is situated.

Paragraph 1.20 of the adopted HDAS SPD: Residential Extensions (December 2008) gives advice that proposals for sites within a Conservation Area will require: a higher standard of design, traditional materials and features that are complementary to the existing building.

In consideration of the previous scheme for the erection of the first and second floor extensions and conversion of the roofspace, the Planning Inspector considered that the proposed extension would harmonise with the key architectural features of the existing building and would result in a building that would be integrated in appearance, more balanced in scale and more complete in form and would further define its role as part of the step change between the residential and commercial parts of the Conservation Area. Moreover given the spacious nature of its corner position the scale and bulk of the existing building, an extension of the scale proposed is capable of being absorbed into its surroundings, without resulting in a bulky, dominant or incongruous appearance in the context of the street scene. This proposal is of a similar scale and bulk as previously considered, however the detailing has been refined, with the roof detail amended to form a mansard roof similar to that previously approved at Pembroke Lodge situated to the rear of Nos. 157 -161 High Street, opposite. This proposal also includes the removal of the existing canopies above the windows facing the High Street, reducing the cluttered appearance on this elevation. The proposed design changes are a significant improvement on the approved scheme and better respect the character and appearance of the surrounding Conservation Area.

It is therefore considered that the proposed development would respect the character and appearance of the existing building and the surrounding Conservation Area and as such the proposal would comply with the requirements of policies BE4, BE13 and BE19 of the UDP.

7.3 Traffic Impact/Pedestrian Safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by the proposed

development is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards. These require a provision of 1.5 spaces per dwelling.

The site has a PTAL value of 4 (good) which suggests that the site has good connectivity with public transport. The Highways Officer has advised that the proposal is similar to the previously approved scheme and therefore, there are no objections to this proposal of highway grounds.

There are 9 covered secure cycle parking spaces shown on the latest drawing. To accord with London plan guidance, a total of 16 spaces would be required. This has been controlled by condition. Also provision for storage of 1100l refuse bins is provided which is acceptable. Both of these facilities have direct access from Princess Lane. Therefore on this basis, no significant concerns are raised over the application.

As such, the proposed development is considered to comply with the principles of Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Hillingdon's Adopted Parking Standards and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

7.4 Carparking & Layout

As above.

7.5 Urban Design, Access and Security Considerations

Living conditions for future occupiers
On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015. The Mayor of London has adopted the new national technical standards through a minor alteration to The London Plan.

The Housing Standards (Minor Alterations to the London Plan) March 2016 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The standards require a 1 bed two person dwelling set over 1 floor should have a minimum internal floor area of 50 sq.m; a 2 bed three person dwelling set over 1 storey should have a minimum internal floor area of 61 sq.m and a 2 bed four person dwelling set over 1 storey should have a minimum internal floor area of 70 sq.m. The proposed floor plans indicate that the properties would be capable of providing floorspace in accordance with Policy 3.5 of the London Plan (March 2016), providing a number of the bedrooms where bedspaces are not specified are used as single bedrooms, but this can not conditioned.

Policy BE20 requires that buildings should be laid out so that adequate daylight and sunlight can penetrate and Policy BE21 states permission will not be granted for proposals which by reason of their siting, bulk and proximity would significantly impact on residential amenity. Section 4 of the Council's HDAS: Residential Layouts advises that all residential developments should receive adequate daylight and sunlight, careful design can minimise the negative impact of overbearing and overshadowing. Concern was raised in the previous submission over the limited level of outlook and light available to flats 1 and 4 (no. 4 is now identified as flat 5 in this submission). In consideration of this the Inspector advised that the presence of the side wall of the rear projection facing Princess

Lane would compromise oblique views to the South, these windows are quite sizeable and incorporate French Doors. View to the West would be uninterrupted. Although, there would be some reduction in outlook, given the size of the windows and availability of outlook to the West he did not consider that the development would result in an oppressive environment for future occupiers.

HDAS: Residential Layouts advises that two bedroom flats should provide at least 25 sq.m of amenity space and one bedroom flats 20sqm. As a result, the required minimum for the proposed 9 flats is 210 sq.m (6 x 25 and 2 x 20). However paragraph 4.19 states 'Exceptions to the garden area requirements will only apply in special circumstances such as the provision of non-family housing, predominantly made up of 1 bedroom units, in town centres or the provision of small non-family housing above shops'. The proposed private terraces and communal terrace would have a combined area of 59.85 sq.m, which is below the required 210 sq.m. In consideration of the previous proposal the case officer advised that the applicant had provided a schedule of 16 parks and sites with communal play grounds/fields in the surrounding area, which can provide amenity area to off set the significant shortfall of amenity provision on the site. The Inspector considered this issue and did not raise a concern. As such, the on-site provision and close proximity to sites with adequate public amenity areas would be adequate to provide satisfactory standards of amenity for the future occupiers of the proposed flats, thereby compliant with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the guidance contained in the HDAS SPD: Residential Layouts (July 2006).

7.6 Other Issues

The Principles of the development
The National Planning Policy Framework (NPPF) emphasises the role of the planning system in enabling the provision of homes and buildings which are consistent with the principles of sustainable development.

Policy 3.4 of The London Plan (2015) promotes the optimisation of housing output within different types of location. Policy 3.8 of The London Plan also encourages the Council to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Consideration will also be given to the accessibility of the site to services and amenities.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) also seeks to encourage additional housing in Town Centres. The supporting text states:
"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly of one or two-bedroom units".

Policy H8 of the Local Plan (Part Two) specifies that change of use from non residential to residential will be permitted if:
(i) a satisfactory residential environment can be achieved.
(ii) the existing use is unlikely to meet the demand for such accommodation, and
(iii) the proposal is consistent with other objectives of the Local Plan.
The site is located within the 'Developed Area' as defined in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Whilst general policies are supportive of residential development in principle, this is subject to compliance with a number of detailed criteria, including the consideration of the loss of any existing use of the site.

Policy S6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) specifies that changes of use applications will be granted where i) a frontage of design appropriate to the surrounding area is maintained or provided; ii) the use would be compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties; and iii) would have no harmful effect on road safety or worsen traffic congestion.

The dominant use in the Primary Shopping Area of the Ruislip Town Centre is Class A1 retail, and even though the proposed development would result in the loss of the existing retail space on the first and second floors of the application property, it would incorporate the retention of the larger retail space on the ground floor with associated shopfront and display window. The retained ground floor would have a trading floor area of 278 sq.m, which is considered adequate to maintain the viability, vibrancy and maintenance of the vitality of the Primary Shopping Area of the Town Centre. The siting of the proposed first and second floor rear extension is such that it would not displace the space in the servicing yard and off-street parking area to the rear.

The Ruislip Town Centre comprises terraced parades of buildings with mainly ground floor commercial uses and upper floor residential accommodation, so the proposed conversion of the upper floors to residential accommodation would not be a departure from the Local Plan policies. Given that adequate retail space would be retained in the ground floor of the property, and a substantial element of its services provided to visiting members of the public, it is considered that the proposed mixed use development would be appropriate to the retail function and the role of the Primary Shopping Area of the Town Centre. It would therefore be of economic benefit to the Town Centre and ensure its continued vitality and vibrancy. Even though the proposal would result in a partial loss of retail space, it is instructive to note that the Council's most recent Town Centre survey indicates that the predominant use in the shopping frontage of the Primary Shopping Area of the Ruislip Town Centre is still Use Class A1 retail.

Having regard to The London Plan and the Council's policies and guidelines, it is considered that in general, there is no objection to the principle of the proposed mixed use development on the site incorporating retail and residential uses. It is considered that the proposal would provide an increase in smaller to medium housing stock within the Borough and is acceptable in principle, as it would provide additional housing within an area of very high public transport accessibility.

The principle of the development is therefore considered acceptable, as it would accord with the objectives of Policies 3.3, 3.4, 3.5 and 3.8 of The London Plan (2015) and Policies H4, H8 and S6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The development would be CIL liable. presently calculated the amounts would be as follows;

LBH CIL £75,730.63

London Mayoral CIL £29,652.38

Total CIL £105,383.01

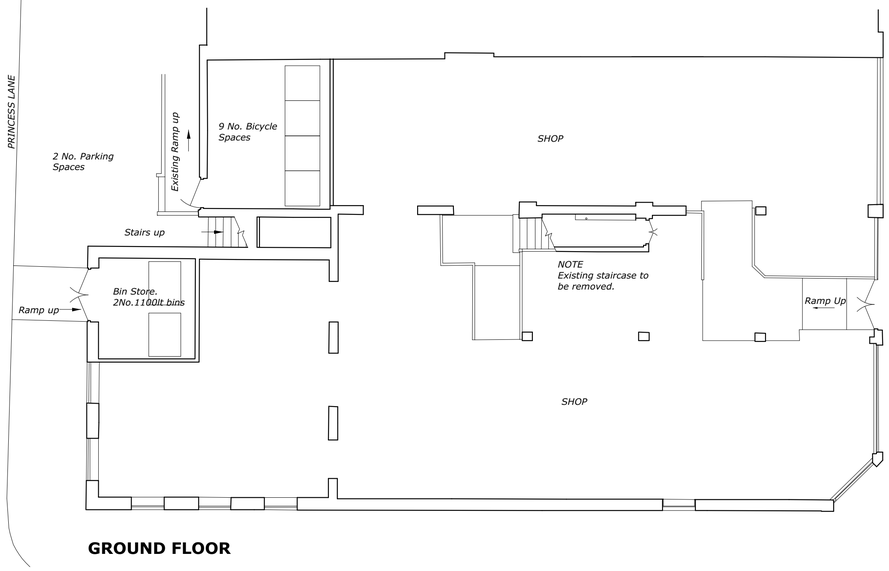
8. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012).
Hillingdon Local Plan Part 2.

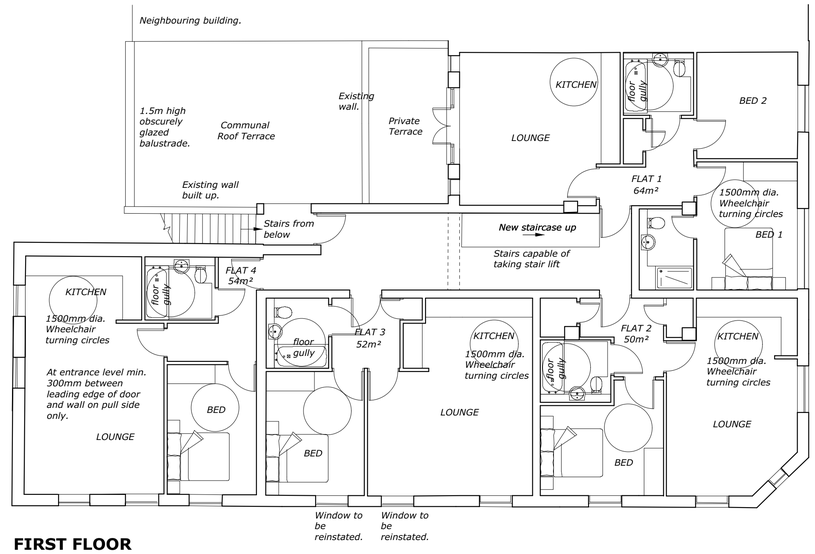
The London Plan (2016).
Supplementary Planning Document 'Accessible Hillingdon'.
National Planning Policy Framework.

Contact Officer: Liz Arnold **Telephone No:** 01895 250230

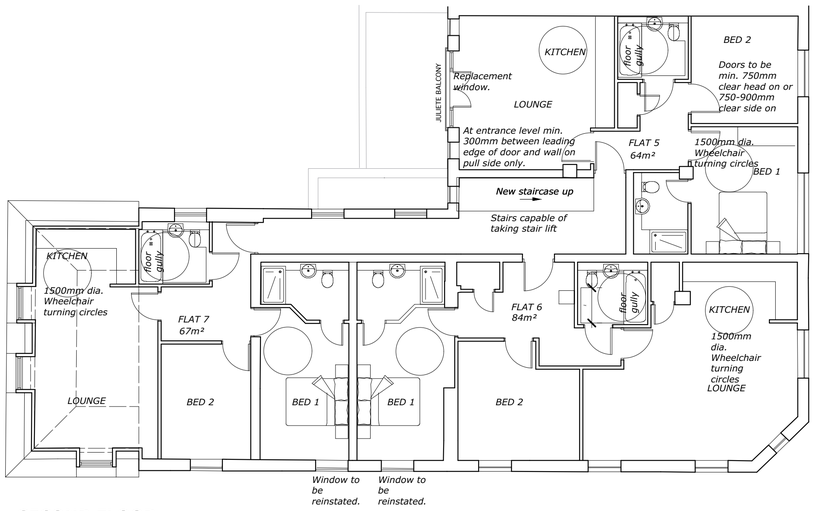
Appendix 15 – 178 High Street, Ruislip (LPA ref. 28388/APP/2017/1447) Proposed Floor Plans



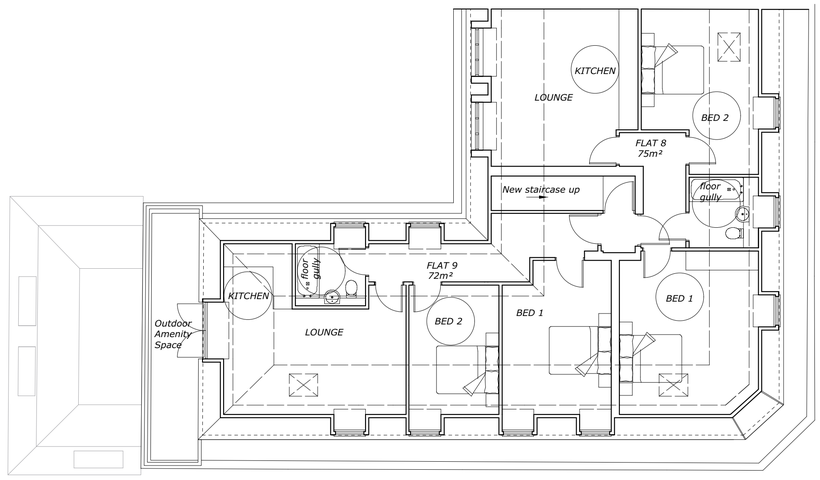
GROUND FLOOR



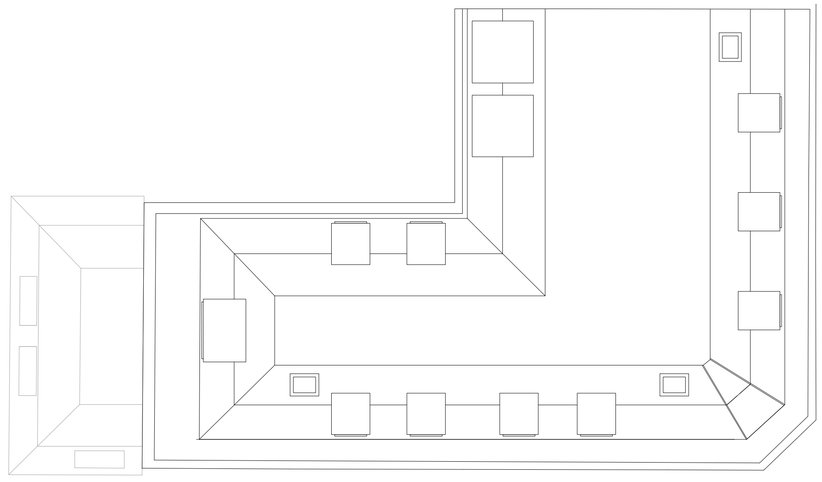
FIRST FLOOR



SECOND FLOOR



THIRD FLOOR



ROOF PLAN

0 5m 10m

MBA, 1 Compton Road
Wimbledon, London SW19 7QA

Phone +44 (0) 20 8946 4141
Fax +44 (0) 20 8946 2299
Email mba@marcus-beale.co.uk

www.marcus-beale.co.uk

MARCUS BEALE ARCHITECTS

Revisions

178-182 HIGH STREET, RUILSIP

FLOOR PLANS

PROPOSED

Scale	Drawn	
1:100@A1	CP	691 /014
Date 20/04/17	Check MB	

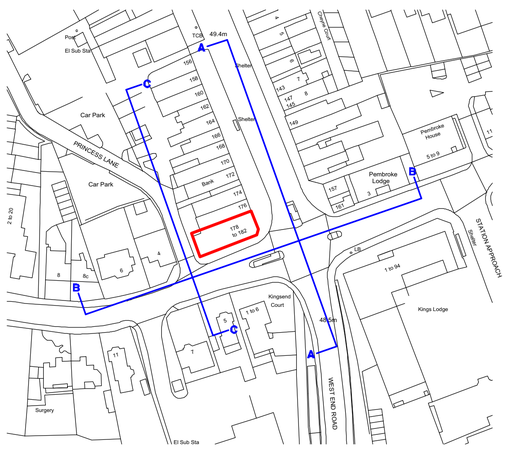
Appendix 16 – 178 High Street, Ruislip (LPA ref. 28388/APP/2017/1447) Proposed Street Elevations



ELEVATION A
HIGH STREET LOOKING WEST

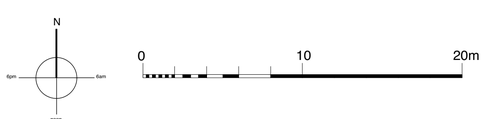


ELEVATION B
PEMBROKE ROAD & KINGSEND LOOKING NORTH





ELEVATION C
REAR OF HIGH STREET LOOKING EAST



REVISED SCHEME

Revisions		
B	28/7/17	Aluminium windows and vent locations added
A	7/4/17	Rear Roof Amended

MBA, 1 Compton Road
Wimbledon, London SW19 7QA

Phone +44 (0) 20 8946 4141
Fax +44 (0) 20 8946 2299
Email mba@marcus-beale.co.uk

www.marcus-beale.co.uk

MARCUS BEALE ARCHITECTS

178-182 HIGH STREET, RUILSIP

STREET ELEVATIONS

PROPOSED

Scale	Drawn	
1:200@A1	CP	691 /012 B
Date	Check	
17/03/17	MB	

Appendix 17 - 178 High Street, Ruislip (LPA ref. 28388/APP/2017/1447) Previous and New Views

Google Maps 161 High St

Previous View



Image capture: Sept 2015 © 2025 Google

Google Maps 157 High St **New** View



Image capture: Jun 2024 © 2025 Google

Google Maps 2 Kingsend **Previous** View



Image capture: Aug 2015 © 2025 Google

Google Maps 2 Kingsend **New** View

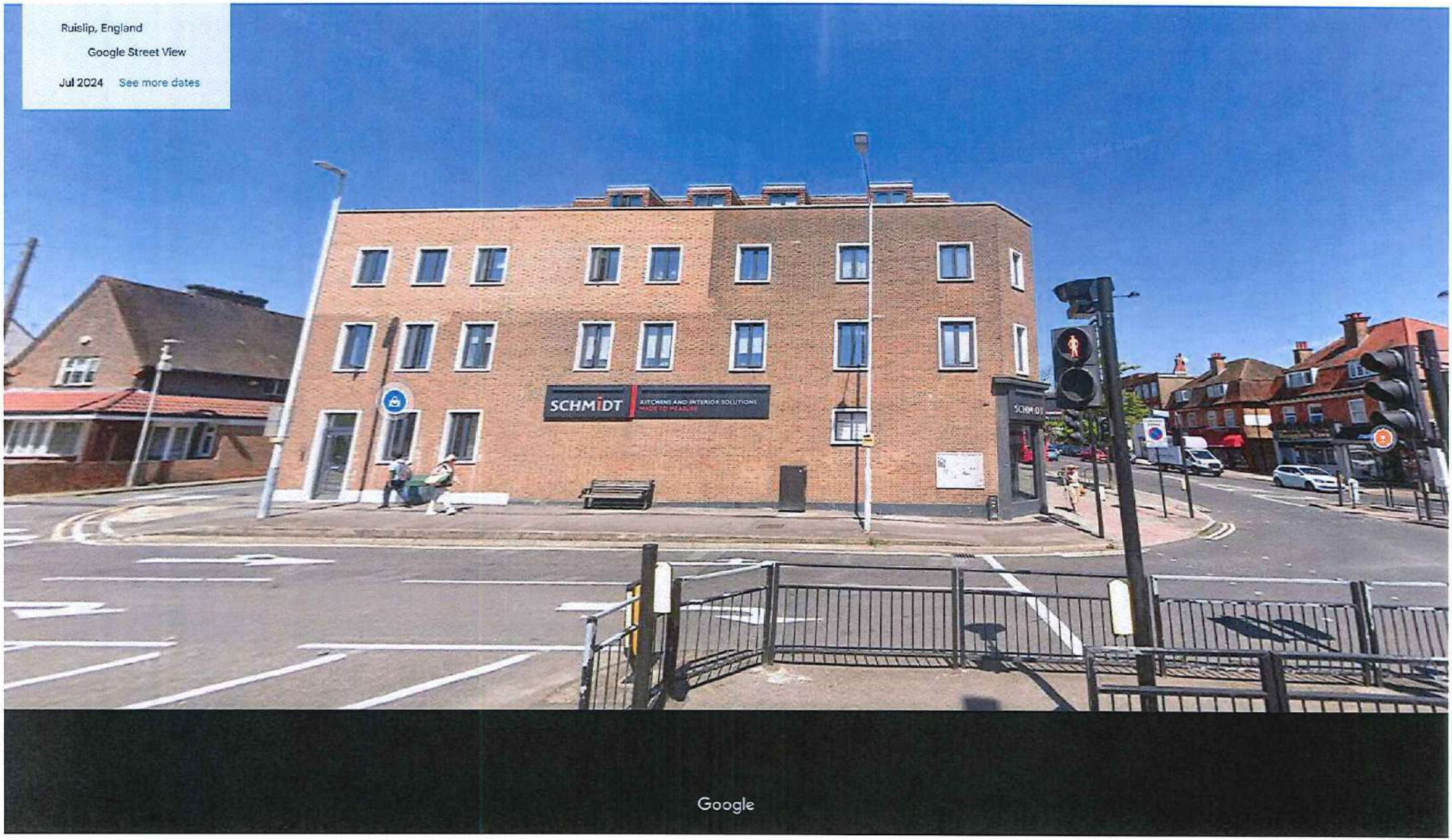


Image capture: Jul 2024 © 2025 Google

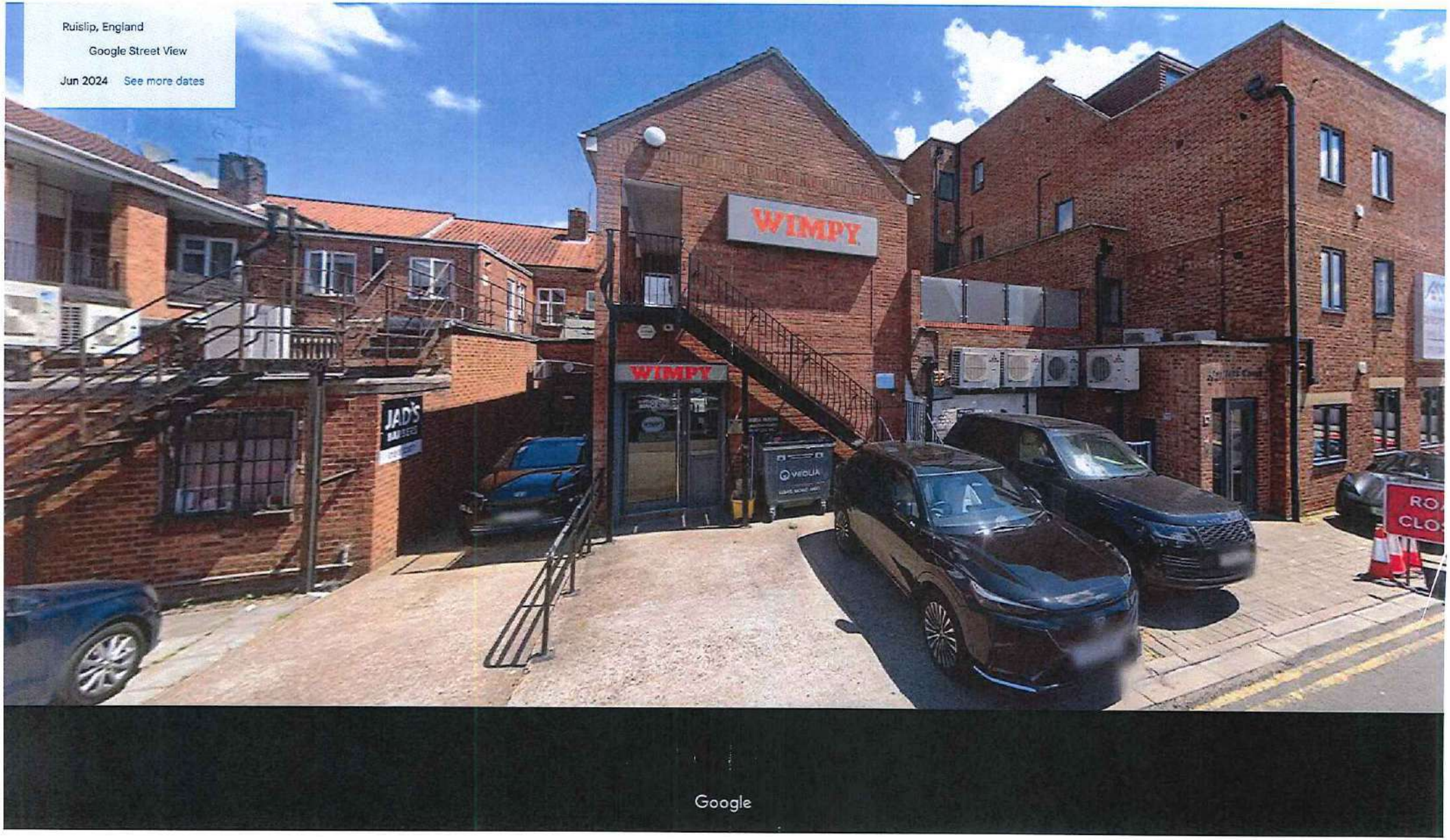
Google Maps 1 Princess Ln

Previous View



Image capture: Aug 2012 © 2025 Google

Google Maps 1 Princess Ln **New** View



Nexus Planning
Holmes House
4 Pear Place
London SE1 8BT

nexusplanning.co.uk

Appendix 6 – 122-124 High Street, Ruislip - LPA ref. 11894/APP/2024/1734 (Appeal ref. APP/R5510/W/25/3362220) - LPA Appeal Statement

HILLINGDON
LONDON

Town and Country Planning Act 1990
Section 78 Planning Appeal

London Borough of Hillingdon Appeal Statement

Appeal By:
Gold Leisure Ltd

Proposal:
Change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works.

Appeal Site:
Upper Floors and Rear of 122-124 High Street, Ruislip

Our Ref: **11894/APP/2024/1734**
Your Ref: **APP/R5510/W/25/3362220**

1. Introduction

1.1 This appeal statement is submitted by the London Borough of Hillingdon, as the Local Planning Authority (LPA), in respect of the appeal against its refusal to grant planning application reference 11894/APP/2024/1734, for change of use of part of the rear of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works.

1.2 The LPA refused planning permission on 13-09-24 for the following reasons (as stated on the decision notice):

1.2.1 The proposed development, by reason of its bulk, scale, massing and overall design would result in an incongruous visually prominent form of development that would fail to harmonise with the character and architectural composition of the surrounding properties, resulting in a visually dominant building which would be detrimental to the character, appearance and visual amenity of the street scene and the setting of Ruislip Village Conservation Area. The proposal therefore conflicts with Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policies DMHB 1, DMHB 4, DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policies HC1, D1, D3 and D4 of the London Plan (2021) and the NPPF (2023).

1.2.2 Due to its scale, bulk and overall design, the proposed development would have an overbearing impact on the adjoining residents leading to a harmful sense of enclosure and loss of privacy to the residents of Nos 8, 10, 12 and 14 Poplars Close. The proposal would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2023).

1.2.3 The private amenity space provide is not adequate in terms of quantity and quality and would be overlooked. In addition, due to the use of boundary treatment to demarcate private amenity occupiers of Flat 2 and Flat 3 would experience a loss of outlook given the proximity to the proposed 1.8m high patio fence. Further, Flat 1, bedroom 2 and Flat 4, bedroom 1 and 2 would not benefit from adequate outlook. Therefore, the development would fail to provide a high quality internal amenity space and external usable amenity space resulting in harm to residential amenity and unsatisfactory living conditions for the occupiers. The development therefore conflicts with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy D3 of the London Plan (2021).

1.2.4 Insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

1.2.5 The proposal fails to demonstrate through a comprehensive fire statement how the development would achieve the highest standards of fire safety in regard to its design in incorporating appropriate features which reduce the risk to life in the event of a fire, its construction methods, means of escape, strategy of evacuation and providing suitable access and equipment for firefighting appropriate for the size and residential nature of the development. The proposal would therefore be contrary to Policies D5 and D12 of the London Plan (2021) and the National Planning Policy Framework (2023).

1.2.6 The applicant has failed to secure Section 106 planning obligations required to mitigate the harm and demands created by the proposed development (in respect of air quality). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 55-58 of the National Planning Policy Framework (2023).

1.3 The LPA's case is set out in the Planning Officer's delegated report, which should be read in conjunction with this statement. Appendix 1 contains a list of recommended conditions, should the inspector be minded to allow this appeal.

1.4 This statement will not repeat the delegated report and will focus on addressing matters raised in the Appellant's statement of case.

2. LPA Comments on Appellant's Statement of Case

2.1 Within their statement of case the appellant has raised the following summarised points:

- The development would revitalise a currently vacant site, bringing new life to the area with nine residential units, contributing to housing targets and improving local vitality.

- The design of the development aligns with relevant planning policies, providing adequate internal and external amenity space.

- The development's impact on heritage assets and the surrounding area is deemed minimal, with no significant detriment to local character or neighbours' amenity.

- The proposed development meets the necessary fire safety standards, with the submission of a fire safety statement as part of the appeal.

- The proposed development meets the necessary fire safety standards, with the submission of a fire safety statement as part of the appeal.

Taking into consideration these points the appellant believes the proposed scheme to be acceptable. The LPA's responses are set out below.

Character and Appearance

2.2 The LPA disagrees with the appellant's claim that the proposal respects local character. The massing, scale, and design are out of keeping with the surrounding built form, particularly given the site's location within the Ruislip Conservation Area, where high-quality, contextually sensitive design is essential. The existing building is a distinctive example of early to mid-20th century architecture with a flat roof design. The introduction of a traditional crown roof is incompatible with the building's original industrial character and results in a bland and incongruous residential appearance. The roof design detracts from both the building's integrity and the surrounding historic context, including traditional pitched-roof dwellings to the rear.

2.3 The proposed extensions, which would be visible from both public and private viewpoints, would harm the character and appearance of the Conservation Area. This harm is not outweighed by any public benefits

2.4 The existing building height is already over and above the surrounding built form. From various vantage points including Poplar Close, its red brick façade and flat roof design enable it to integrate reasonably well within the existing urban grain. However, the proposed roof element would introduce substantial massing to the rear of the building, clearly visible from public views, thereby undermining the character of the area. The resultant height would exceed that of the adjoining properties at Nos. 12–14 Poplar Close by two storeys, further emphasising its excessive scale and visual dominance. Buildings located to the rear of the High Street, particularly in this context, are typically of a more modest and recessive form, helping to define a clear transition from commercial to residential character.

2.5 Paragraphs 5.19 to 5.24 of the Appellant's statement seek to downplay the impact of the proposed roof extension, including its scale, design, and visual clutter. However, the Local Planning Authority maintains that the existing building is already at the upper threshold of acceptable height for this setting. The proposed roof addition would be visible from numerous public and private viewpoints, including Poplar Close, Princess Lane, and Sovereign Close. While it is noted that the proposed mansard roof may align in height with the existing lift overrun, this does not provide sufficient justification for introducing a continuous and bulky upper floor. The lift overrun, by contrast, is limited in scale and does not add significant bulk.

2.6 The current roofline, sitting just below the lift overrun, contributes positively to the openness and skyline of the wider area, helping to preserve the character and appearance of the Conservation Area. The infilling of this space would result in the loss of this visual relief and introduce an overly dominant and incongruous form that is at odds with the finer grain of development that defines the area. The proposal would therefore result in a discordant and intrusive addition, to the detriment of the character of the surrounding townscape

2.7 The appellant's reference to a development at 178 High Street is not directly comparable. That scheme is outside the immediate context of the appeal site, features a less prominent roof form, and was approved under an earlier policy framework, predating the current Local Plan (2020), London Plan (2021), and NPPF (2025).

Neighbouring Impacts

2.5 While the appellant asserts that the proposal minimises overbearing impacts, the LPA maintains that the development's scale and massing would result in a harmful sense of enclosure and loss of privacy for nearby residents—particularly those at Nos. 8, 10, 12, and 14 Poplars Close.

2.6 Although some design measures have been introduced to reduce neighbouring impacts, these have led to compromised internal amenity within the proposed development, further reinforcing the LPA's concerns.

2.7 The appellant refers to permitted development rights and potential to use the property as an Office. The LPA would assess the application in its own merits and the protection of residential amenity is fundamental. The argument that the office use would potentially cause more loss of amenity is hypothetical and disputed by the LPA.

Internal and External Amenity

2.8 The appellant argues that each flat has access to private or communal amenity space, but the LPA maintains that the quantity and quality of external amenity space provided is insufficient. Given the dense urban context of the site, it is essential that adequate and high-quality external amenity space is provided for future residents. This shortfall is compounded by internal amenity issues within the scheme.

2.10 The appellant references an appeal at 69 High Street, Ruislip (APP/R5510/W/23/3314927), but that scheme achieved significantly greater separation distances - approximately 6.6m compared to just 2m at the appeal site. As such, the LPA's concerns about amenity and privacy remain.

2.11 The appellant asserts that the use of obscure glazing will not result in a poor outlook from Flats 1 and 4. However, they suggest removing the obscured glazing by condition for Flat 1 (Bedroom2) and Flat 4 (Bedrooms 1 and 2), which not only would give rise to further privacy concerns for neighbouring dwellings. The LPA objects to the appellant's attempt to remove the obscured glazing by condition, on the grounds that this constitutes a fundamental change to the appeal scheme. The appeal process is not the appropriate mechanism for introducing such a significant amendment. In line with paragraph 16.3 of the Planning Appeals Procedure Guide and the *Holborn Studios* judgment, the proposed change raises both substantive and procedural. Given the potential impacts on neighbouring amenity, the LPA considers that such a change would require full re-consultation and cannot be appropriately addressed through this appeal.

2.11 The LPA maintains that the use of obscure glazing itself results in poor internal living conditions due to restricted outlook and reduced natural light. This issue cannot be resolved without creating unacceptable amenity impacts on neighbouring dwellings.

Refuse Collection

2.14 The appellant has acknowledged a lack of information regarding refuse and recycling collection, which is a fundamental concern given the constrained nature of the site and the need for clear servicing arrangements.

Fire Safety

2.17 The LPA had not received sufficient information to demonstrate that the proposed development achieves the highest standards of fire safety, particularly with regard to evacuation routes, fire-resistant materials, and the overall safety of the building's design.

2.18 The subsequent Fire Statement was submitted to support application ref. 11894/APP/2024/3030, following the refusal. LPA considers that further clarification is required, especially given the specific requirements of the London Plan Policy D12. The lack of detailed fire safety provisions raises significant concerns regarding the safety of future residents, and this must be addressed.

Planning Benefits

2.20 While the applicant emphasises the provision of housing as a key benefit, this must be weighed against the negative impacts identified, particularly the harm to the Conservation Area, and the amenity of both existing and future residents.

2.21 Officers note that the Council can demonstrate a robust five-year supply of deliverable housing sites across the borough. Hillingdon’s most recent 'Five-Year Housing Land Supply Statement' confirms a 6.5-year supply (rounded), significantly exceeding the requirements set out in the National Planning Policy Framework (NPPF, 2025).

2.22 The proposed development fails to meet several local and national policy objectives, particularly those related to heritage conservation, residential and neighbouring amenity.

3. Other Matters

3.1 The officers delegated report and copies of the relevant planning policies (referenced in the delegated report) have been sent separately.

4. Conclusion

4.1 For the reasons set out in the Officers Delegated report and this statement the Inspector is respectfully requested to dismiss the appeal.

4.2 In the event that the Inspector considers the appeal should be allowed, and without prejudice to the Council's case, a list of recommended planning conditions is included at Appendix 1.

Appendices

Appendix 1 – The LPA's Recommended Conditions

Appendix 1 - Recommended Conditions

For the reasons set out in this appeal statement, the decision notice and the Officers delegated report, the Inspector is respectfully requested to dismiss the appeal.

In the event that the Inspector is minded to allow the appeal, the Council ask that the following conditions be considered for inclusion on any permission:

1. The development hereby permitted shall begin before the expiration of three years from the date of the permission.

   REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted drawings:

   PA – 01 P3

   PA – 02 P8

   PA – 03 P6

   PA – 04 P6

   PA – 07

   PA – 100 P1

   PA – 101 P1

   PA – 102 P1
   PA – 103 P1

   PA – 104 P

   REASON: To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), and the London Plan (2021).

3. Prior to the commencement of the development hereby approved, all materials and external surfaces for the proposed development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4. Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:
(i) The phasing of development works
(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

   The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

   REASON
   To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

   1. Details of Soft Landscaping
   1.a Planting plans (at not less than a scale of 1:100)
   1.b Written specification of planting and cultivation works to be undertaken

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage (including the submission of an updated Outline Delivery and Servicing Plan. Details should also include location, dimensions and material finishes for stores)
2.b Cycle Storage (full details of the design and dimensions of the proposed storage of 16 'long-stay' spaces coupled with 2 'short-stay)
2.c Means of enclosure/boundary treatments
2.d Hard Surfacing Materials
2.e External Lighting
2.f Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years
3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020), as well as policies D3 and T6 of the London Plan (2021).

6. Notwithstanding the approved drawings, prior to the occupation of the hereby approved dwellings, details of the siting, design and materials of a privacy screen and fencing to be installed on the communal roof amenity space shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the screen(s) shall be installed as per the consented details prior to the first occupation of the development and the privacy screens shall be retained on site for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties and to protect the privacy of occupiers of the flats in accordance with policies DMHB 11 of the Hillingdon

Local Plan Part 2 (2020).

7. No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

   REASON
   Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

8. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm

   Unless it complies with the standards set out in the GLA site, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/." Please note that from January 2025 the emission limits will be tightened and need to be complied with.

   REASON
   Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

9. A) Prior to any above ground works for the development hereby approved (excluding demolition), a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

   (i) the building's construction: methods, products and materials used, including manufacturers' details

   (ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach

   (iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

(iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these

(v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building

(vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

10. Prior to the commencement of the development hereby approved, a sustainability and energy statement shall be submitted to and approved in writing by the Local Planning Authority. The sustainability and energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

REASON
To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

Appendix 7 – 69 High Street, Ruislip - LPA ref. 1983/APP/2022/2930 (Appeal ref. APP/R5510/W/23/3314927) - Appeal Decision

The Planning Inspectorate

Appeal Decision

Site visit made on 5 July 2023

by C Billings BA (Hons), DipTP, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 01 August 2023

Appeal Ref: APP/R5510/W/23/3314927
69 High Street, Ruislip, Hillingdon, HA4 8JB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Richard Hennessy of Blubuild.com Limited against the decision of the London Borough of Hillingdon.
- The application Ref 1983/APP/2022/2930, dated 22 September 2022, was refused by notice dated 17 November 2022.
- The development proposed is for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

Decision

1. The appeal is allowed and planning permission is granted for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store at 69 High Street, Ruislip, Hillingdon, HA4 8JB, in accordance with the terms of the application, Ref 1983/APP/2022/2930, dated 22 September 2022, and the plans submitted with it, subject to the conditions set out below.

Preliminary Matters

2. In the evidence provided, I note that planning permission has previously been granted for a similar development at the site. I have not been provided with copies of the previously approved plans and therefore have not been able to compare them with the proposed plans. It is however noted by both parties that the variance between the previously approved scheme and proposed plans relates principally to the set-back distance from the side site boundaries of the window section of the 2 bedrooms of flat No 3, to increase the floor area of the flat. Also, the external materials are proposed to be changed from render to brick on 3 elevations of flat No 3. I have had regard to such in making my decision.

3. The list of plans provided by the appellant is different to the plan numbers on the plans provided and referred to on the decision notice. I have referred to the plans provided in making my decision.

4. The Council has referred to a previous appeal decision on this site. I have not been provided with a copy of this or any details of the development proposal to which it relates and therefore, I have not been able to take this into account in making my decision.

Main Issue

5. The main issue is whether the proposed development would provide adequate living conditions for the future occupiers of flat No 3 of the development, in respect of outlook and light for bedrooms 1 and 2 of the flat.

Reasons

6. The appeal site comprises a commercial unit fronting High Street with one flat above. There is a parking and loading area at the rear, accessed via a service road leading from Midcroft. The appeal building is within a mixed-use area, in a row of commercial properties along High Street, with some flats above and to the rear of the commercial units. Beyond the service road to the rear of the appeal site, is a residential area. The site lies within the Ruislip Village Conservation Area.

7. The proposed flat No 3 would be located above the service yard area and comprise a 2-bedroom flat.

Outlook

8. The appeal proposal is a resubmission of a previously approved scheme, to include some proposed alterations.

9. The alteration which is of concern is the reduced set-back distance between the side windows of the bedrooms of flat No 3 to the side boundaries of the site. The reduction, results in a set-back from the side boundaries of approximately 1 metre, as opposed to the previously approved set-back distance of approximately 2 metres.

10. Whilst the set-back from the boundary would be reduced to approximately 1 metre, I have observed that there are no immediate buildings or solid structures on the side boundaries of the site or within the immediate neighbouring sites at the same height or above that of the proposed side elevation bedroom windows.

11. In terms of outlook from the side window of bedroom 2, the nearest solid structure would be the side elevation of the projecting rear 2-storey element of Nos 75-79 High Street, which is set a two-plot width (some 15 metres) distance away from the appeal boundary.

12. In terms of outlook from the side window of bedroom 1, there is a metal external staircase leading to the single storey flat roof area at the rear of No 67 High Street. However, this staircase would not be directly in front of the proposed side window of bedroom 1.

13. As such, there are no existing buildings or other structures that would block or negatively impact on the outlook from the two proposed bedroom side windows of flat No 3.

14. Therefore, in having regard to the site context and relationship to its surroundings, the separation to the side boundaries would be sufficient, and accordingly the proposal would not create an unacceptable level of outlook from the side facing bedroom windows of flat No 3.

15. Whilst the previously approved application included a greater set-back separation distance between the two side facing bedroom windows and the site

boundaries, this still would have had to have borrowed space from the neighbouring sites to ensure appropriate outlook, as there remains the same existing neighbouring context. The reduced set-back from the boundaries of only 1 metre to either side boundary, would not therefore discernibly change the relationship in terms of outlook.

16. Therefore, in having regard to the existing site context and its surroundings, the outlook of the proposed flat No 3 side elevation bedroom windows would be acceptable, and development plan policy would be met in this regard.

Light

17. In respect of daylight analysis, the report provided by the appellant shows that the rear bedrooms will achieve 100 lux for 50% of the available daylight hours to 100% and 97% respectively of the total room floor area, which is above the 50% recommended guideline standard of the BRE guidelines for daylight. The report also notes that the glass transmission value has taken account of the obscured glass proposed and concludes the bedrooms will be adequately day lit.

18. In respect of sunlight, the appellant notes that the BRE guidelines set out that it is viewed as less important in bedrooms to have sunlight and so in their opinion the bedrooms will be adequately lit. The analysis undertaken and figures provided show that one of the 2 bedrooms (bedroom No 2) will receive sunlight exposure for a limited part of the day (for less than 4 hours).

19. The Council state that no assessment has been provided of the acceptability of sunlight to the proposed dwelling. But I have no evidence to the contrary from the Council in this regard. The appellants submitted sunlight and daylight report clearly concludes that acceptable daylight standards would be provided in line with the BRE guidelines and furthermore that sunlight provision is less important for bedrooms. I have no evidence to dispute such. I have also had regard to the fact that the difference between the separation distance to each of the side site boundaries would only 1 metre different in comparison to that of the scheme previously approved, which is not a discernible difference.

20. The appeal proposal would therefore provide adequate levels of daylight and sunlight to the future occupiers of the development.

21. The Council has raised concern about the outlook from and level of daylight received by the flat's bedroom windows if future development were to take place on the adjoining sites. However, no evidence has been provided to demonstrate that there is likely to be future potential redevelopment of the adjacent sites, nor that it would be negatively affected by the proposed development. Therefore, this does not weigh against the proposal.

22. The proposals would not materially dimmish the quality of the previously approved scheme, as acceptable living standards would be provided for the future occupiers and the proposals are acceptable in all other regards. The proposal does not therefore conflict with the Framework in such regard.

23. In view of the above, the proposed development would provide adequate living conditions for the future occupiers of flat No 3, as such, the proposal would not conflict with Policies D3 and D6 of the London Plan (2021) and Policies DMHB 11 and DMHB 16 of the LBHLP (2020), which seek amongst other things to

ensure development proposals should deliver appropriate outlook, privacy, and amenity.

Other Matters

24. It is appreciated that the Council undertook extensive negotiation and provided guidance to the appellant on the previously approved scheme to ensure a greater set-back to the side boundaries. However, as I have found that the development would provide adequate living conditions for the future occupiers of flat No 3, this does not weigh against the proposal in the planning balance.

25. The appeal site lies within the Ruislip Village Conservation Area. It therefore rests with me as the decision maker to apply the intended protection for heritage assets as specified in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act). The design, siting and scale of the proposal would be broadly in keeping with the surrounding area and the external materials could be reasonably controlled by way of condition. Consequently, the proposal would preserve the character and appearance, and therefore the significance, of the Ruislip Village Conservation Area.

Conditions

26. The conditions suggested by the Council have been considered in light of the advice contained within the national Planning Practice Guidance and the National Planning Policy Framework. In addition to the standard implementation condition, it is necessary for the avoidance of doubt and in the interests of certainty to define the plans with which the scheme should accord.

27. A condition is necessary to ensure acceptable external materials are used within the development, in order to protect the character and appearance of the surrounding area, including the Ruislip Village Conservation Area.

28. Cycle storage and bin store conditions are necessary to ensure such provision is maintained for the lifetime of the development for the benefit of the occupiers of the units. The cycle storage would support sustainable transport and the bin store will protect the general amenities of the surrounding area.

29. A condition to obscure the windows of the rear elevation of the bedrooms of flat 3 is necessary, to protect the living conditions of occupiers of nearby residential properties from overlooking.

30. Also, a condition is necessary for a Construction Management Plan. This would ensure the demolition and construction phases of the development do not have a negative effect on the amenity of the surrounding area. Also, this would protect the residential amenity of occupiers of nearby properties and the safe operation of the local highway.

Conclusion

31. For the reasons given above, I conclude that the appeal should succeed, and I grant planning permission for the development.

C Billings

INSPECTOR

Schedule of Conditions

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

2) The development shall be carried out in accordance with the submitted plan Nos 746/101-P1, 746/102- P3, 746/104-P1, 746/105-P3, 746/106-P3, 746/107-P1

3) No external elevation works shall take place until details of all external materials to be used in the development have been submitted to and agreed in writing by the Local Planning Authority. This shall include details of the elevation materials, windows and boundary treatment or enclosures to be used. The development shall thereafter be carried out in accordance with the approved details.

4) Prior to the commencement of development or any demolition and site preparation works, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include:

(i) The phasing of development works.
(ii) The hours during which development works will occur.
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

The approved details contained within the CMP shall be implemented and adhered to throughout the duration of the demolition and construction works.

5) The first floor windows in the rear elevation of flat No 3 shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level.

6) The cycle storage shall be provided, in accordance with details shown on the approved plans, prior to the occupation of any part of the development

hereby approved. Thereafter, the cycle storage shall be retained and be kept available for the use of cyclists for the lifetime of the development.

7) The refuse and recycling storage area shall be provided, in accordance with details shown on the approved plans, prior to first occupation of the dwellings hereby approved and thereafter retained for the lifetime of the development.

Appendix 8 – 69 High Street, Ruislip - LPA ref. 1983/APP/2022/2930 (Appeal ref. APP/R5510/W/23/3314927) - Delegated Officer Report

Development Mangement

APP. REF. NO: 1983/APP/2022/2930

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 Option
1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3. There is no Committee resolution for the enforcement action	☐
4. There is no effect on listed buildings or their settings	☐
5. The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL	
6. Application is contrary to relevant planning policies/standards	☐
7. No petition of 20 or more signatures has been received	☐
8. Application has not been supported independently by a person/s	☐
9. The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT	
10. Single dwelling or less then 10 dewlling units and/or a site of less than 0.5 ha	☐
11. Householder application in the Green Belt	☐
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	☐
13. Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS	
15. Certificate of Lawfulness (for proposed use or Development)	☐
16. Certificate of Lawfulness (for existing use or Development)	☐
17. Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS	
18. ADVERTISMENT CONSENT (excluding Hoardings)	☐
19. PRIOR APPROVAL APPLICATION	☐
20. OUT-OF-BOROUGH OBSERVATIONS	☐
21. CIRCULAR 18/84 APPLICATION	☐
22. CORPSEWOOD COVENANT APPLICATION	☐
23. APPROVAL OF DETAILS	☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. 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 informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Interim Director of Planning, Regeneration & Public Realm**

Address 69 HIGH STREET RUISLIP

Development: Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

LBH Ref Nos: **1983/APP/2022/2930**

Drawing Nos: 746/101-P1
746/102-P3
746/104-P1
746/105-P3
746/106-P3
Design and access statement, 746/MB, 20 September 2022
746/107-P1

Date Plans received : 22/09/2022 **Date(s) of Amendment(s):**

Date Application Valid: 22/09/2022

1. SUMMARY

The application is a resubmission of planning permission ref: 1983/APP/2022/1008. There are no changes proposed to the amenity areas or the second floor development at the front of the building. The changes relate to the new building at the rear of the site.

The new building at the rear is proposed to have a brick facing exterior as opposed to render. Provided the brick is matching the existing building, the change in exterior materials of the new rear building would not harm the character and appearance of the building or wider conservation area.

In addition, the width of the bedrooms are proposed to be widened by reducing the set-ins from the side boundaries. Whilst this would increase the floor area for the new flat, due to the proximity of the primary windows to the side boundaries, there would be insufficient separation distance to provide suitable outlook and daylight.

Furthermore, by positioning the primary windows in close proximity to the side boundaries, the development proposal would impact on the ability of similar future developments to be carried out on the adjacent sites, which would likely be sought, now that the principle of development has been established.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The development proposal, by virtue of the proximity to the side boundaries, would not maintain an adequate outlook and source of natural light for bedrooms 1 and 2 of Flat 3, resulting in substandard living accommodation for future occupiers and thereby diminishing the quality of the approved development. The development proposal therefore conflicts with the Housing quality and standards of Policies D3 and D6 of

London Plan (2021), Policies DMHB 11 and DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Paragraph 135 of the NPPF.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3 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.

In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north east side of the High Street close to its junction with Midcroft and Ickenham Road. The site benefits from an access to the rear in South Drive.

The building forms part of a 1930s shopping parade with commercial units at ground floor and residential above. It is a two storey building characterised by its simple features and low pitch roof form. As existing, the rear aspect is predominantly used as a servicing area to the commercial units facing onto the High Street at ground level and some access stairs to the first floor accommodations.

The street scene is commercial in character and appearance comprising shopping parades with residential above. The site lies within the Ruislip Village Conservation Area.

3.2 Proposed Scheme

The current proposal seeks planning permission for an extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1

x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

3.3 Relevant Planning History

1983/APP/2020/2657 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 self contained flat above (use class C3) at second floor level, and erection of a new three storey building at the rear of the property to provide 2 x self contained flats (use class C3) above an open loading bay and associated bin and cycle store

Decision: 06-11-2020 Refused

1983/APP/2021/550 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new three storey building at the rear of the property to provide 2 x self-contained flats (Use Class C3) above an open loading bay with associated bin and cycle store

Decision: 15-04-2021 Refused **Appeal:** 28-01-2022 Dismissed

1983/APP/2022/1008 69 High Street Ruislip

Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store.

Decision: 29-07-2022 Approved

Comment on Planning History

The majority of the previous planning applications have been in relation to new shop fronts and adverts which are not relevant to the current application apart from the following:

1983/R/89/1606 - Erection of a first floor rear extension to form storage area and change of use of flat to offices - refused 18/07/1990

1983/APP/2020/2657 - Extension at the front of the property above the shopfront to provide 1 self contained flat above (use class C3) at second floor level, and erection of a new three storey building at the rear of the property to provide 2 x self contained flats (use class C3) above an open loading bay and associated bin and cycle store - Refused 6/11/2020

1983/APP/2021/550 - Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new three storey building at the rear of the property to provide 2 x self-contained flats (Use Class C3) above an open loading bay with associated bin and cycle store. Refused/Dismissed 28-01-22

1983/APP/2022/1008 - Extension at the front of the property above the shopfront to provide 1 x self-contained flat (Use Class C3) at second floor level and erection of a new two storey building at the rear of the property to provide 1 x self-contained flat (Use Class C3) above an open loading bay with associated bin and cycle store. Approved 29-07-22

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- 2nd November 2022

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

15 neighbouring properties, the local residents associations and the Ruislip Conservation Panel were consulted by letter dated 04-10-22. The consultation period expired on 28-10-22. No comments received.

Highways (summarised):
The comments made for the previously approved application (1983/APP/2022/1008) can be reprised for this application.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

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.HE1	(2012) Heritage

Part 2 Policies:

DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
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 D7	(2021) Accessible housing
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

LPP SI2	(2021) Minimising greenhouse gas emissions
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

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) (2021) 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

The main planning issues are the effect of the development on the character and appearance of the original building, the street scene and the level of impact on the residential amenity and light levels of the adjoining neighbours, and provision of off-street parking provision.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that: B) Development proposals should not adversely impact on the amenity of adjacent properties and open space. Section 5.38 states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The proposed units, both those on the front and the rear of the site, would be dual aspect and habitable room windows of both elements would face towards each other at first floor floor level at a distance of 19.78 m, according to the submitted plans. This would be a slight shortfall of the required 21 m but given the nature of the proposal as flats within a town centre location, this is on balance acceptable. Also, in this case the amenity areas would be screened with 1.8metre high fencing resulting in no intervisibility between the

first floor units (Flat 1 and Flat 3).

The central windows in the rear elevation of Flat 3 that serve 'Bedrooms 1 and 2' are proposed to be obscure glazed in order to prevent the overlooking of the rear gardens of Nos 1 and 3 Midcroft, which can be subject to a suitable condition. These bedrooms would also be served by primary inset side elevation windows which would not adversely affect neighbouring amenity. The scale of the building to the rear being two storeys would also ensure a suitable outlook from the gardens of 1 and 3 Midcroft.

The development proposal would not impact on neighbour amenity in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.2 Impact on Street Scene

The NPPF notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy D3 of the London Plan (2021) requires that development proposals should: Form and enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D4 of the London Plan (2021) states 'Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establish an enhanced character for the future function of the area.'

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where: i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation; ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF; iii) it makes a positive contribution to the local character and distinctiveness of the area; iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset; the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials; vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Policy DMHB 4: Conservation Areas Hillingdon Local Plan: Part Two - Development Management Policies (2020) advises that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will: A) Require proposals for new

development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

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. It should also not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space.

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

With the exception of the changes sought under this application, the principle for a second floor extension to the main building and a new two storey rear building have been established by planning permission ref: 1983/APP/2022/1008.

This resubmission scheme proposes changes to the exterior finish of the new rear building to brick facing exterior from render. It is noted that these materials were sought by the conservation officer during the course of previous applications. There is no objection to this change in exterior wall materials and would be considered a positive, provided the brick is matching the existing building. A suitable condition could be attached in the event of an approval and the change in materials of the new rear building would not harm the character and appearance of the building or wider conservation area.

This resubmission scheme is considered to preserve the appearance and character of the conservation area and would not harm the character of the building and wider street scene. The development proposal is therefore considered to be in accordance with Policies DMHB 1, DMHB 4, DMHB 11 and DMHD 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020).

7.3 Traffic Impact/Pedestrian Safety

Highways & Transportation commented as follows: -

Site Characteristics
The application site is located on the north east side of the High Street in Ruislip. The site location exhibits extensive parking controls and a public transport accessibility level (PTAL) of 4 which is considered as good thereby dependency on the ownership and usage of the private motor car is discouraged.

This is a 'car-free' proposal which would supply two new residential flats (2x2 bedrooms) with 1 flat within a second-floor extension to the existing build which consists of a retail component (Vodafone) at ground level with an existing flatted provision on the first floor and a new 2 storey build to the rear of the site located adjacent to the rear service road which would contain the remaining flat.

A previous application for a comparable scheme (1983/APP/2020/2657) was refused for a number of reasons in late 2020 but not on highway related grounds. A more recent application (1983/APP/2021/550) albeit for 3 flats was refused in 2021 but, again, not on highway related grounds. Henceforth, the previously supplied comments are reprised below.

Parking Provision
Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

It is proposed to provide 2 new residential units with zero on-plot parking provision. The standard requires a maximum of 2-3 on-plot spaces. By contrast for a PTAL rating of 4, the London Plan (2021) parking standard demands up to 0.5-0.75 spaces per unit which equates to a lesser 1-2 spaces.

However, it is noted that in recent years a number of comparable residential planning permissions in the vicinity, which were subject to appeal processes, have incorporated 'car-free' status. This has been mainly due to the sustainable nature of the location together with extensive parking controls in the immediate and wider area which inherently deter private car ownership and usage. It is therefore acknowledged that the Planning Inspectorate has trended toward this line of approach on a number of other appealed sites with similar 'car-free' and demographic scenarios.

Hence for the reasons outlined above, it is not anticipated that any measurable undue parking displacement would result due to the absence of parking provision. The 'car-free' proposal is therefore considered acceptable as presented.

Cycle Parking
In terms of cycle parking there is a requirement to provide 1 secure and accessible space for each residential unit in order to accord with the council's standard. 6 spaces are provided to the rear of the site within the loading under-croft area. Although this level may be considered excessive, it is considered acceptable given the associated benefits with encouraging this mode of sustainable travel. A condition has been included to secure provision.

Operational Servicing/Refuse Requirements
Refuse collection would continue in conjunction with collections undertaken from the existing first floor flat. However, a new bin store is to be provided within the ground floor rear under-croft servicing area which would cater for the proposal. It should be ensured that waste collection distances to a maximum of 10m from the collection point to the service road are achieved and applied by the new occupiers. The Highways Officer has reviewed the arrangement and advised that it satisfies the above parameters. It is also noted that the previous appealed scheme did not raise any concerns with this arrangement which remains the same.

Construction Logistics Plan (CLP)
A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimise potential detriment to the public realm. A condition has been included to secure these details.

Conclusion
The proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.4 Carparking & Layout

As discussed above.

7.5 Urban Design, Access and Security Considerations

Access:
It is noted the access officer commented on the previous application and did not raise an objection, and neither was this raised as a concern in the appealed scheme. Consequently this application for one less residential unit is also considered acceptable regarding accessibility. Comments were previously provided as follows:

This proposal has been reviewed against the requirements of the London Plan policy D7 which should not be applied to the extension and conversion of this existing development.

Conclusion: no objections raised from an accessibility perspective.

7.6 Other Issues

Quality of Living Accommodation:

Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Policy D3 of the London Plan (2021) seeks, inter alia, that developments deliver appropriate outlook, privacy and amenity and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

Policy DMHB 11 requires 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.

In accordance with Policy D6 of The London Plan (2021) a two bedroom (3 person) flat is required to provide an internal floor area of 61m2 and a two bedroom (4 person) flat is required to provide an internal floor area of 70m2. Both proposed units are in excess of this minimum requirement.

In the previous appeal decision (ref: APP/R5510/W/21/376477) the inspector considered the flats would have suitable levels of daylight...there would be no increased reliance on artificial lighting (Paragraph 18). Side windows are proposed to give access to light and some sense of outlook to these bedrooms, albeit with quite a poor quality outlook as these would overlook the service yard.

Similarly, the previous scheme under ref: 1983/APP/2022/1008 had shown Bedroom 1 of Flat served by side windows and as the inspectorate had previously concluded that the proposal would provide satisfactory levels of daylight. With reference to the appeal scheme, it is noted that the side windows serving bedrooms 1 and 2 of Flat 3 were set 2.9metres away from the side boundaries. The previously approved scheme under ref: 1983/APP/2022/1008 provided a 2metre gap between these primary side windows and the side boundaries. Whilst the gap was reduced, this was considered to be acceptable on balance having regard to the appeal decision.

In this instance, the width of the bedrooms are proposed to be widened by reducing the set-ins from the side boundaries to just 1metre. Whilst this would increase the floor area for the new flat, the resulting flat in the new rear building would still be a 2bed 4person flat as per the previous approval. Due to the close proximity of the primary windows to the side boundaries, and the overreliance of borrowed light from and outlook over the neighbouring property, there would be insufficient separation distance to provide and maintain a suitable outlook and adequate daylight. This arrangement is considered unacceptable.

Paragraph 135 of the National Planning Policy Framework states - Local planning authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme.

The resubmission proposal would provide substandard living conditions and is therefore considered to diminish the quality of the approved development contrary to Paragraph 135 of the NPPF.

Having regard to the relevant appeal decision, it is considered that bedrooms 1 and 2 of Flat 3 would not maintain an adequate outlook and source of natural light, resulting in substandard living accommodation for future occupiers. The development proposal therefore conflicts with the Housing quality and standards of Policy D6 of London Plan (2021) and Policies DMHB 11 and DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Private amenity spaces:
Policy DMHB 18 of the Hillingdon Local Plan: Development Management Policies (January 2020) recognises that new residential buildings should 'provide external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings'. Table 5.3 states that for a two bedroom flat a minimum amenity space of 25m2 should be provided per unit.

In the previous appeal decision (ref: APP/R5510/W/21/376477) the inspector noted that private amenity space should be usable and have a balance of openness and protection, appropriate for its outlook. (Paragraph 20). The submitted plans indicates the provision of private amenity spaces in excess of this minimum requirement for the existing and new flats to comply with Policy DMHB 18. The provision of amenity space for all three flats would be sufficient in accordance with Policy DMHB 18 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

Future neighbouring development:
By positioning the primary windows in such close proximity to the side boundaries, the development proposal would impact on the ability of similar future developments to be carried out on the adjacent sites, which would be likely be sought, now that the principle of development has been established.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2021)
National Planning Policy Framework (2021)

Contact Officer: Christos Chrysanthou **Telephone No:** 01895 250230

Appendix 9 – 69 High Street, Ruislip - LPA ref. 1983/APP/2022/2930 (Appeal ref. APP/R5510/W/23/3314927) - Proposed Floor Plans

Flat roof over Flat 2
Grey single ply membrane

ROOF

C
Bed 1
Kitchen/ Living
K
Shower / Utility
Bed 2
Canopy

New Flat 2
67 m2

SECOND FLOOR

Roof of Flat 3

1 MIDCROFT

clear

Scale 10.00m

C
Bed 1
Kitchen/ Living
K
Shower / Utility
Bed 2
C
Canopy

Terrace for flat 1
Terrace for flat 2
Terrace for flat 3

L/K/D
27.1m2
cupd.
Bed 1
15.5m2
clear
obscured to 1.7m AFFL
Bed 2
13.2m2
obsc. to 1.7m
Canopy
Stairs up
cupd.
Sh, WC
cupd.
clear
1.925
Service road below

Existing Flat 1
64 m2

New Flat 3
77.6 m2

FIRST FLOOR

20.00

Profile of existing roof to be removed

8.27
20.00
9.71

Principal bedroom windows face sideways, overlooking the service road

New Flat 2
Existing Flat 1
1.8m Fence
Podium amenity space for flats
New timber screen and canopy
New Flat 3
Existing shop
Bins/ bikes
New metal door and grille
Meeting Room

HIGH STREET

Section A-A

Private gardens to houses on Midcroft Road

4.18
Service Road

New flat above existing shop service yard

39.37 Site (varies)

LONG SECTION LOOKING NORTH

Scale 10.00m

HIGH STREET

Existing shop - no alteration
Servicing for shop
Bike storage, 6 cycles
Bin storage
RWP and gully

GROUND FLOOR

0
10m

MARCUS BEALE ARCHITECTS

69 HIGH STREET, RUISLIP
PROPOSED PLANS AND LONG SECTION

746/ 102 - P3

June 2022

Rev P2 4 /7/22
Rev P3 12/8/22

Appendix 10 – 69 High Street, Ruislip - LPA ref. 1983/APP/2022/2930 (Appeal ref. APP/R5510/W/23/3314927) - Design and Access Statement

746/MB
20 September 2022

MARCUS BEALE ARCHITECTS

69 High Street, Ruislip, HA4 8JB
Design Statement



View of the proposed front elevation from the south

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MBA, The Old Post Office
1 Compton Road, Wimbledon
London SW19 7QA

Phone +44 (0)208 946 4141
Email mba@marcus-beale.co.uk

Marcus Beale Architects Ltd Registered Address:
87 Graham Road, London SW19 3SP
Registered in England & Wales number 3577512

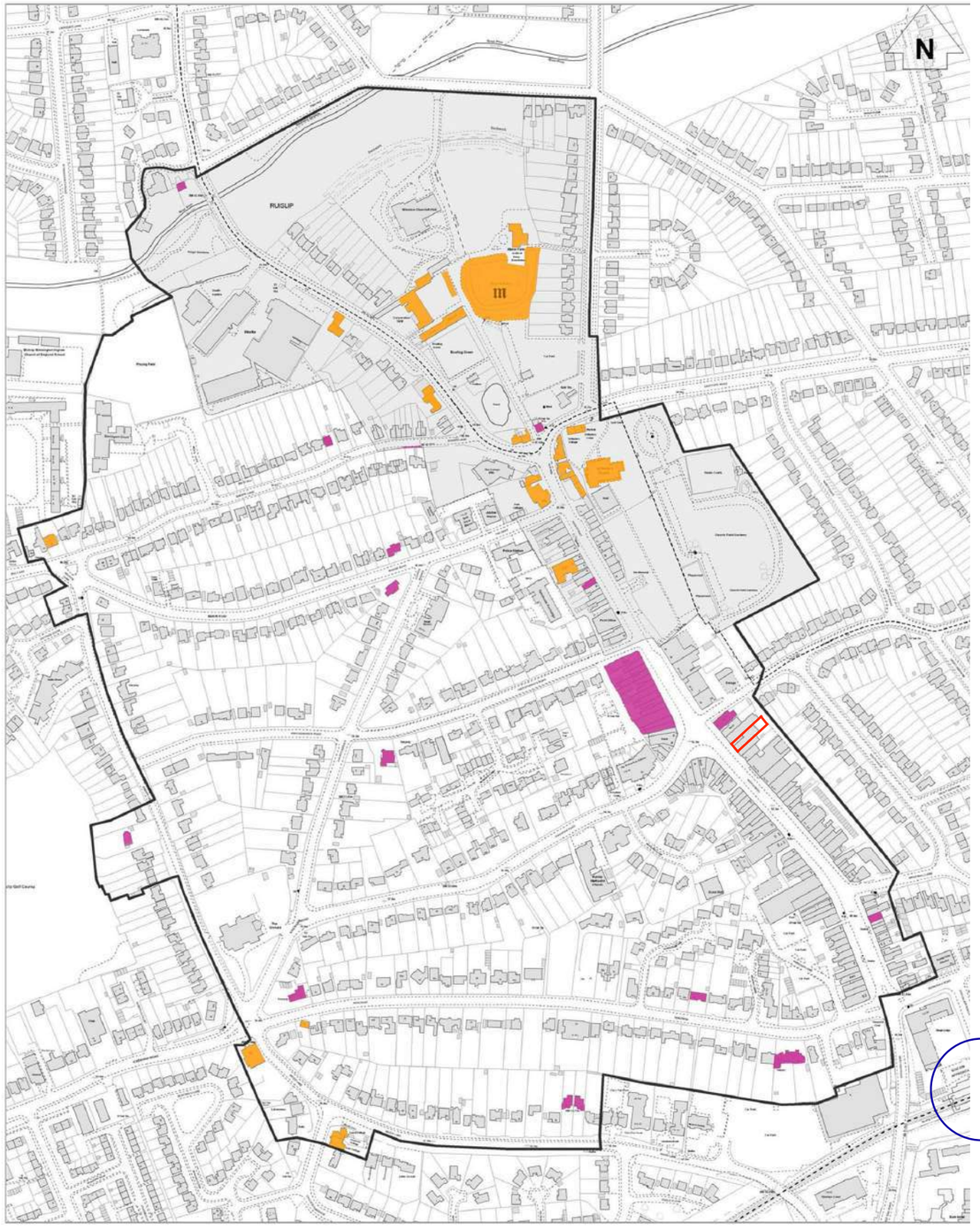
Introduction and summary

1. This report describes the proposals to extend no. 69 High Street, Ruislip to provide two new flats. The site is in the Ruislip Village Conservation Area.

2. The building is part of a parade of shops on the east side of Ruislip High Street with a service road running along the eastern boundary to the rear. There is currently one flat above the shopfront at the High Street. The proposal is to extend the High Street frontage up to three storeys to provide another flat, and to build a new structure at the rear containing a new two bedroom flat at first floor level overlooking the service road. The existing roof podium above the shop unit will be used as a terrace providing amenity space and dual aspects for the flats.

3. These proposals are a revised version of the scheme which was granted planning permission on 24 March 2022 with ref 1983/APP/2022/1008.

4. This report begins by summarising the changes between consented and proposed scheme. It then references the consented application in describing the site, including the character of the Conservation Area, the proposals and the impact of the proposals. Please read the report in conjunction with the drawings at appendix A.



Ruislip Village Conservation Area map 2010 [LB Hillingdon] The site is outlined in red, the underground station circled in blue.

Changes to consented scheme

5. The proposed design differs slightly from the consented scheme in that:

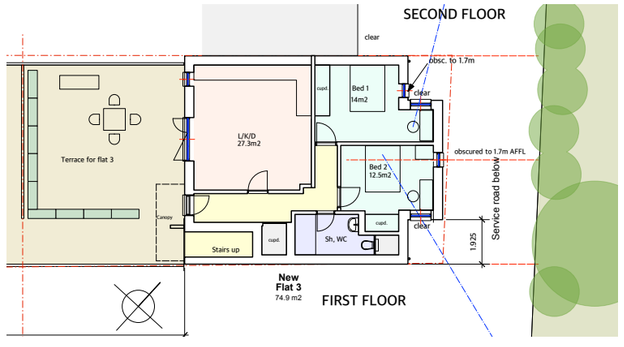
- *The bay to the rear elevation has been widened.*
- *The render finish has been changed to brick at the rear and side elevations.*
- *The new flat to the rear is 7sqm larger than the consented scheme with an improved layout which now includes two bathrooms.*

Impact of changes to consented scheme

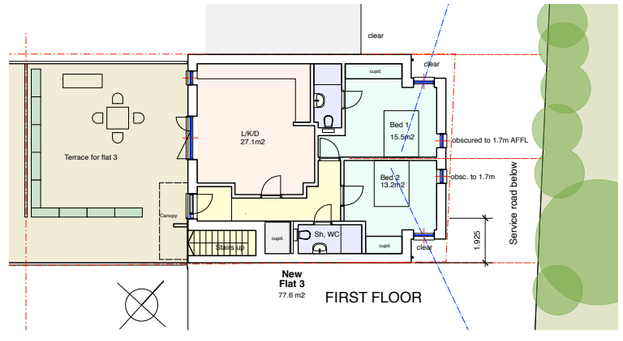
6. Layout - The proposed changes do not harm the neighbours, as there is no material change in overlooking and overshadowing compared to the consented scheme.

7. Living conditions - Future occupants of the rear flat will benefit from the improved internal flat layout, with better quality accommodation.

8. Materiality - Brick to the rear and side elevations will blend better with the surrounding buildings.



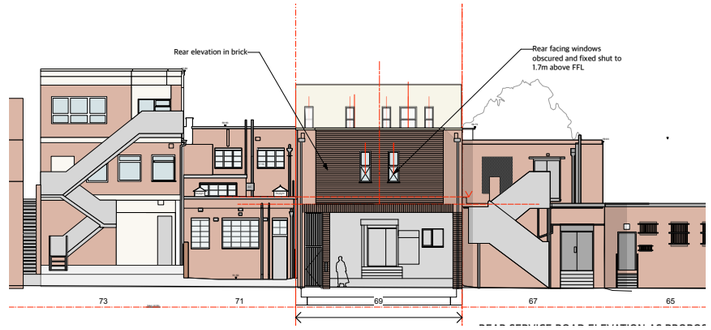
Consented flat layout 24/03/22



Proposed improved flat layout



Consented rear elevation 24/03/22



Proposed rear elevation in brick

The site

9. The application site is part of a shopping parade built in the 1930s on the east side of Ruislip High Street, near to its junction with Ickenham Road.

10. The building's original and current use is as a shop at ground floor with a single flat above the High Street frontage. The shop is serviced from a loading bay at the rear, accessed via a service road parallel to the High Street. Residential access is also from the rear, up external steps and across the flat roof of the shop. To the east of the site, separated by a timber fence, are gardens to semidetached houses on Midcroft Road.

11. The site is in the Ruislip Village Conservation Area and within the 'Developed Area' identified in the local plan.

12. The existing first floor accommodation is of a basic standard with low levels of thermal insulation. The rear part of the site is open and undeveloped. The site is capable of providing much needed housing close to the High Street, an area well served by shops, services, and public transport. The site has a Public Transport Access Level [PTAL] of 4.

13. Planning policies require applicants to optimise the potential for sustainable new residential development and the site offers an opportunity to do this.



Site location plan showing the junction of the High Street and Ickenham Road



View looking north towards the application site [centre left]

The Ruislip Village Conservation Area

14. Conservation areas are defined as “areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”. A conservation area is a designated heritage asset. The National Planning Policy Framework 2021 states at para.199 that:

> *When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.’*

15. Development within conservation areas should therefore either preserve or enhance an area’s character or appearance, that is: have a neutral or positive effect.

16. LB Hillingdon’s Conservation Area Appraisal for Ruislip Village Conservation [2010] states:

> *The Ruislip Village Conservation Area …designated in 1969 … originally included only the medieval village centre. In 2009, the conservation area was extended to include all of the High Street and the later residential suburbs to the west.*[1]
>
> *The High Street lies to the immediate west and southwest of the Church and forms the commercial centre of the area. In appearance it is very much a busy and traditional high street. It mainly comprises parades of early 20th century shops of a variety of styles characteristic of the period, with interesting architectural detailing and decoration.*
>
> *Beyond the High Street and the buildings of the original village centre, are residential areas. These mainly date from the 1920s and 30s and have a spacious and leafy character. They include good quality houses of varied size and design, many set on tree lined roads.*



View of the application site [red fascia, right] looking north



View of the application site [red fascia, left] looking south

[1] LB Hillingdon Ruislip Village Conservation Area Appraisal July 2010

17. The application site is in the middle of the High Street on its eastern side, within character area 2 as described in the CA Appraisal of 2010.

> *The buildings are predominantly two and three storey, purpose built commercial parades interspersed with some good quality individual buildings and some more recent infill of varied quality. Whilst the shop fronts are generally unremarkable, the decorative detailing at first floor and above is of considerable visual interest, exhibiting a variety of lively decorative detailing, most of which is characteristic of the architecture of the 1920s and 1930s.*
>
> *The whole of the High Street is well preserved at the upper levels, with the roofscape being a particularly strong and interesting feature.* [2]

18. Characteristic materials of the High Street include render, half timbering and clay tile hanging reminiscent of the Arts and Crafts and garden suburb movement. Developments of the 1920s and 1930s incorporate art deco and early modern influences, as well as more traditional classical forms, as in this case. Behind the 'architectural' frontages the buildings are simpler and more utilitarian.

19. Heights are varied, from 2 to 3 storeys, sometimes with dormer attic storeys above. The ground also slopes gently upward from south to north, giving further variety to the roof line.

26. To the north of the site on the corner of Midcroft Road is a bank building [no. 65], locally listed, with a blind-arcaded ground floor and deeply overhanging bracketed eaves, of two storeys with dormered rooms in the roof. Beyond this is a development from approximately the 1980s of two full storeys plus rooms in the roof, no. 61. At the junction of Ickenham Road opposite the site, nos. 82 and 84 High Street are three storeys with a parapet, and of a similar style to the application site. The buildings running north from this are three storey. No. 74 is of three full storeys plus an attic floor with rooms in the roof.

20. South of the application site, from no. 75 southwards, the buildings are of three full storeys, some with fins extending upwards from this. At the southern end of the High Street, nos. 178-182, a recent development comprises three storeys plus mansard.



View of the corner, diagonally opposite the site, of Ruislip High Street and Ickenham Road. Note the three full storeys in the contemporaneous 1930s building at 82-84 High Street, which sets a precedent for how to extend upwards harmoniously.



The application site viewed from the west. Each unit is treated differently and the units either side of no 69 are lower than their surroundings at only 2 storeys.

[2] Ruislip CA Appraisal page 31

21. It will be seen that the High Street frontage is varied and many buildings are three storeys, some with additional rooms in the roof. The council and the inspector have approved the upwards extension of the High Street frontage to 3 storeys.

22. East of the site is the service road serving the back entrances and loading bays for the whole parade of shops. Although part of the Conservation Area, it is not at present welcoming, safe or an attractive area. The roadway itself is under-maintained. There is little passive surveillance from adjoining buildings, although the side windows at no. 75 give some overlooking. A metal-clad staircase gives the impression that the area is not secure.
The back of the parade has less aesthetic significance than the High Street frontage. Cheaper materials were used, Fletton bricks rather than red facing bricks, and there are no architectural 'features', rather the buildings are strictly utilitarian, with metal windows and concrete cills. There is a contrast between the 'architectural' front elevation and the purely functional areas to the rear.

23. East of the service road, behind a timber fence and a screen of evergreen trees, are private gardens of the houses at Midcroft Road and South Drive, 1930s semidetached houses with long rear gardens, outside the Conservation Area. The houses and layout are characteristic of suburban development of the inter-war years influenced by the Garden Suburb movement of the early 20th century.

View looking west towards Ickenham Road from Midcroft Road opposite the service road, showing the rendered elevation of the bank.



View looking north west showing the group of buildings diagonally opposite the application site, illustrating the varying size and styles. The predominate height is three storeys, with modern buildings taller still.



The consented proposals

24. The proposal which has planning consent is to:
- extend the High Street frontage vertically upwards to form a three storey elevation, and
- construct a new residential building at the rear.

Extension to the front elevation

25. Much of the charm in Ruislip High Street derives from the variety of styles represented in the 1930s elevations, a reminder that whilst architects were experimenting with art deco and modern styles, they had a strong grounding in classical architecture.

26. The front elevation is composed in a classical idiom, its central window with an architectural stone surround and a curved pediment supported on scroll brackets. Above the wide single span of the shopfront, the materials are a red brown brick, with red brick flat arched window openings, each with a stone keystone.

27. The consented scheme extends upwards in brickwork to match closely the language of the existing elevation, without upstaging it. The upper storey will have five windows matching the width of the existing openings at first floor level, but with less ornamentation, as befits an attic storey. The red brick flat arches will be replicated in the new windows. The existing parapet - a stone cornice above a soldier course - will be carefully removed and the detail replicated at a higher level. In this way the extension will be visually unobtrusive, subordinate, blend in with surroundings, and maintain the significance of the architectural features of the original building.

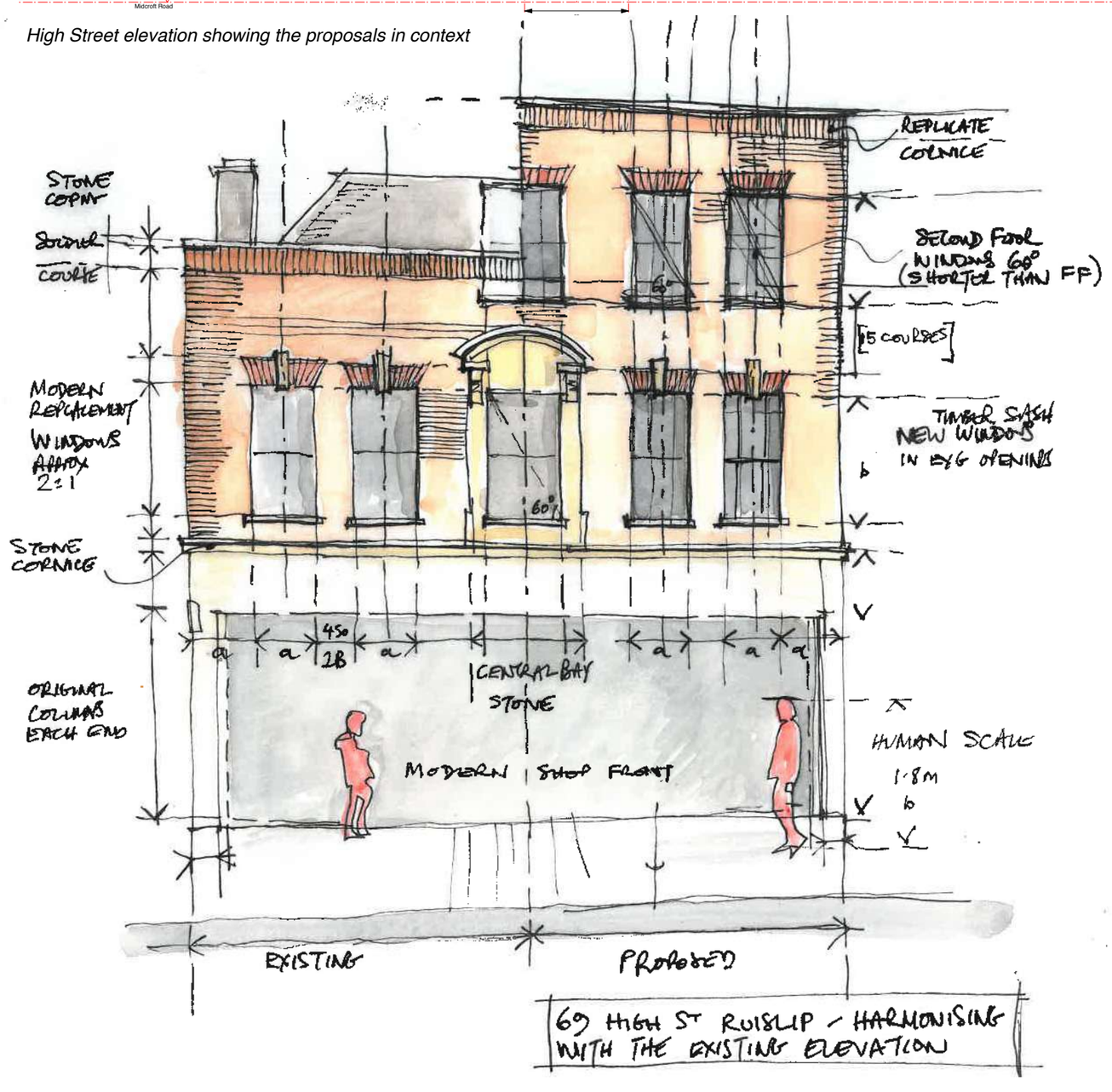
28. The extended building will be taller than its immediate neighbours, but lower than the parade from no. 75 southwards. Many of the buildings in the area are three storeys high.

Amenity space

29. Behind the extended front elevation, the flat roof of the shop will be used to access the residential accommodation above and as amenity space for the flats. Private amenity space will be provided for the first floor flats, with amenity for the second floor flat in the central area. A timber screen will be provided along the sides of the podium to give privacy. The first floor flats have 7m depth between their rear windows and the fence line which gives adequate outlook and privacy.



High Street elevation showing the proposals in context



Rear building

30. At the back, a two storey building has been consented, the ground floor left open to allow service access to the shops. Above this will be a new first floor of residential accommodation. The rear building will be lower than the front giving an appropriate, subordinate relationship between front to back.

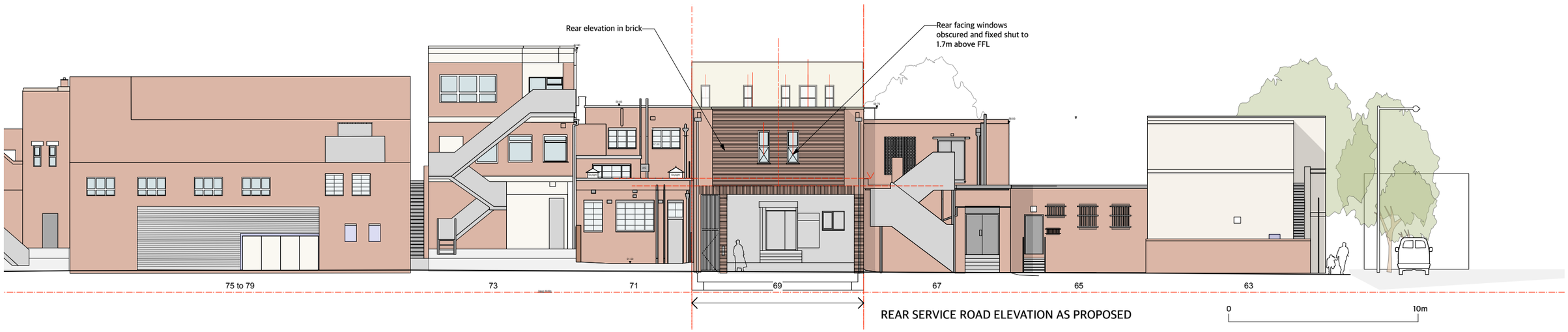
31. The rear elevation will be stepped in plan, with the sides set back from the site boundary to break up the rear facade into smaller vertical units, to give depth and shadow to the elevation, and to allow the bedroom windows to open sideways, overlooking the service road without overlooking the rear gardens of nos 1 and 3 Midcroft.



View south east along the service road from Midcroft Road. The application site is immediately behind the metal-clad staircase.

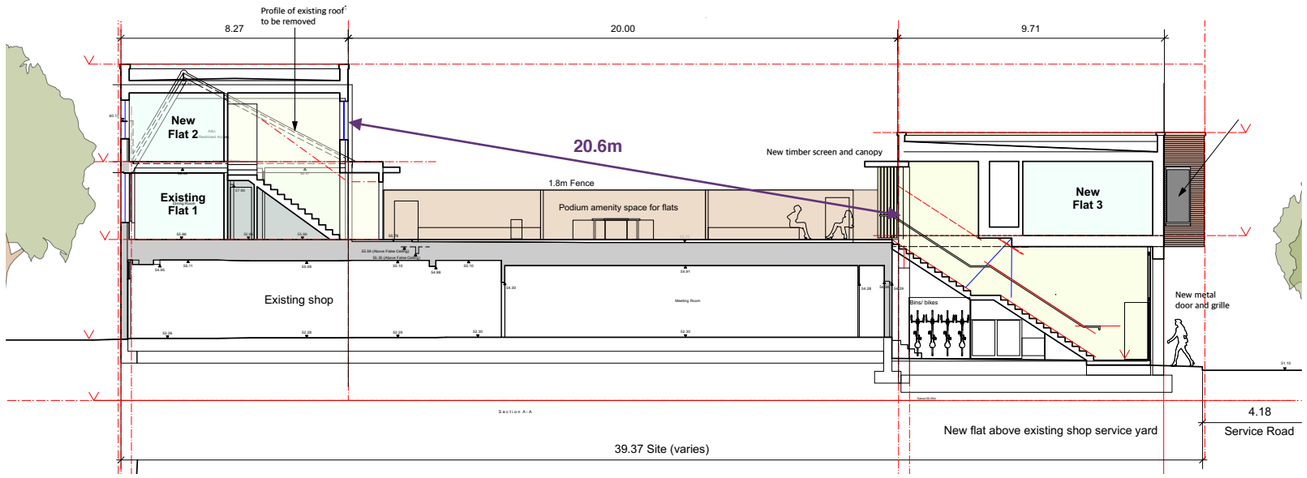


View north east from the first floor of the application site, towards the private gardens on Midcroft Road. The boundary between the service road and the gardens is a timber fence about 2m high, protected by a crash rail. The gardens have mature planting including an evergreen screen about 4m high.



Rear, east elevation. Note this view will be screened by vegetation in the gardens of Midcroft Road

32. The distance between the rear of the front building and the new flats is about 20m[3]. Kitchens and living rooms overlook the central podium, from which the flats are entered. The more private bedrooms face outwards. The distance, at 20m, is slightly less than the council's preferred window to window distance in housing Supplementary Planning Guidance which recommends 21m. We suggest that in this case, given the existing depth of the building and its modest scale, the distance of 20m should be acceptable. The actual distance from the second-floor window to the first-floor window is 20.6 metres and looking down from the second floor window down onto the first floor window will limit direct views.



Amount of consented accommodation

33. The development will involve reconstructing the existing flat behind the original facade retained at first floor level and providing two new self contained flats, as follows:
1 x 2 bed 3 person flat of 64m2 [Flat 1]
1 x 2 bed 3 person flat of 67m2 [Flat 2]
1 x 2 bed 4 person flat of 78m2 [Flat 1]

These will meet the London Plan and national space requirements for 3 person and 4 person flats, respectively.

Materials

34. Materials will be brick for the front and rear external elevation and render for the internal elevations. The reason for proposing render for the internal elevations is because the walls will be lightweight, and brick would not 'honestly' express the construction. Render is a characteristic material within the Conservation Area. On the High Street frontage, timber sash windows will be provided in the extension. In the rear flat and inner courtyard the windows will be composite, with PPC aluminium exterior, relating the the existing metal windows nearby and timber internally to give a domestic feel to the flat interiors.

Transport and accessibility

35. The site is well served for public transport with a Public Transport Accessibility level [PTAL] of 4. On site cycle storage will be provided in accordance with the London Plan.

Cycle and recycling storage

36. 6 no. cycle spaces will be provided at ground floor level under the stairs at the rear building for all the flats, accessed from the rear service yard. Bin storage will be provided adjacent to this, under the new stairs.

Environmental sustainability

37. The new buildings will be constructed of lightweight timber frame or metal stud construction, which will provide high levels of thermal insulation and air tightness. Environmental systems will meet the requirements of the Building Regulations. The existing front brick wall at first floor level will be thermally lined.

Social Sustainability

38. The podium amenity space will encourage a sense of community. The organisation with the living rooms facing inwards means that residents will be aware of each other without disturbing privacy, also encouraging a sense of community.

[3] They are not exactly parallel.

The impact of the consented proposals

39. The principal impacts on the Conservation Area will be its effect on
- the High Street frontage,
- rear of the properties in Midcroft Road.

Impact on the High Street frontage

40. The consented building will extend the existing facade without disrupting the overall balance of the group of buildings forming the eastern side of the High Street. Although taller than its immediate neighbours, there is no strong formal relationship between these buildings. The extended building will sit comfortably within the scale of the wider surrounding area, which is predominantly 3 storeys high. The frontage as a whole would benefit from the sympathetic upward extension of the lower buildings. The development would therefore create good precedent.

41. The consented extension follows faithfully the language and materials of the existing building so does not fundamentally change its character. The building retains the original architectural features, complements them, and replicates the cornice detail which is a characteristic and attractive feature of the original building. There is therefore no harm to the aesthetic or historic significance of the High Street within the Conservation Area.

Impact on the properties on Midcroft Road

42. Daylight and sunlight. There will be no unacceptable loss of daylight and sunlight to the properties or their gardens at Midcroft Road, because the development is set back 4m from the boundary, is only 2 storeys high, and the boundary is already screened by existing mature planting. A daylight and sunlight report was carried out for a previous, larger scheme demonstrating this.

43. Privacy and overlooking. The gardens are separated from the rear of the new building by the service road, about 4m wide, a timber fence, and an evergreen hedge about 4m high. This will screen the consented development when viewed from the private gardens. The rear facing windows on the central bay will be obscured. The bay will have side windows looking north and south over the service road forming the principal windows to the new bedrooms. This will achieve a good quality of light and outlook for the flats whilst maintaining privacy to the residential gardens.



View of the proposals from the south sowing the scale of the development in relation to surrounding buildings

Impact on the rear of the parade and service road

44. The rear elevation will be stepped in plan, with a central bay and recessed sides. This breaks up the form and of the building to allow a more varied elevation, at two storeys, of appropriate scale in relation to the whole parade of shops when viewed form the east.

45. Surveillance of the service road will be dramatically increased by overlooking from the new flat, improving safety and perception of safety for users. The side windows in the central bay allow long views up and down, and the residential use means it will be overlooked at night.

Overall impact on the Conservation Area

46. The impact on the character and appearance of the Conservation Area will be neutral, since the new building will blend into the existing High Street frontage. The impact on the rear elevations of the shopping parade and the service road will be natural or positive, an improvement in what is currently a poor quality urban environment. The development is of a similar scale, mass and materiality to other existing buildings within the parade.

Conclusion

47. The consented proposal optimises the use of a brownfield site by replacing one poor quality flat with three high quality flats. They are ideally located in an area with easy access to local services, facilities and public infrastructure.
The development will be environmentally, socially and economically sustainable over the long term.
- The character of the conservation area will be preserved.
- Increased surveillance at the front and rear will materially improve safety.
- Impacts on adjoining properties will be acceptable and are mitigated by design.

48. The consented proposals accord with the Government's overarching planning policies: housing growth, the effective and efficient use of sustainably located land, and the re-use of brownfield land for housing. Furthermore, the Government acknowledges that building upwards to use the airspace above existing buildings can play an important role in delivering new homes both in town centres and elsewhere - Paragraph 120(e) of the NPPF 2021, for example, is clear that Councils should *support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.*

49. The revised proposals improve the quality of the rear flat. They provide a more efficient layout, enabling better bedroom layouts and an additional bathroom. These have been achieved without altering the impact of the development on the conservation areas or houses on Midcroft Road.

50. The revised rear and side elevations also represents an improvement, with render having been replaced by brick, which will better fit into the surrounding area. We therefore recommend these revisions for your approval.

Marcus Beale
MA Dip Arch (Cantab) RIBA ARB EASA FRSA
For MBA

Appendix A - Drawings

Dwg no.	Rev.	Title	Scale @A3
689/101	P1	Location Plan	1/1250
689/102	P3	Proposed Plans and Long Section	1/200
689/104	P1	High Street Elevation - Existing and Proposed	1/200
689/105	P3	Rear and Internal Elevations	1/200
689/106	P3	Side Elevations	1/200
689/107	P1	Existing Plans and Long Section	1/200

Appendix 11 – Ruislip Village Conservation Area Appraisal 2010

Ruislip Village
Conservation Area Appraisal

(Draft for consultation)

January 2010

HILLINGDON
LONDON

CHAPTER 1: INTRODUCTION

Introduction

1.1 The Ruislip Village Conservation Area was designated in 1969. It was one of the first such areas to be agreed within the London Borough of Hillingdon. It is located in the north of the Borough, to the north-east of Uxbridge town centre and to the south of Northwood.

1.2 On **14th January 2009**, the Conservation Area, which originally included only the medieval village centre, was extended to include the later residential suburbs to the west and south, and all of the High Street.

Planning Policy Context

1.3 This appraisal has been developed within the context of the conservation policies contained within London Borough of Hillingdon Unitary Development Plan Saved Policies document, the emerging Local Development Framework, The London Plan, the guidance contained within Planning Policy Guidance 15 and the relevant Planning Acts.

1.4 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local authorities to designate Conservation Areas. These are defined as *"areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance".* Local authorities are also required to keep this process under review.

1.5 Section 71 of the Act requires local authorities to formulate and publish proposals for Conservation Areas and to consult with the wider community as part of this process.

1.6 As of 1st April 2006 the Government set a Best Value Performance Indicator (BVPI 219b) requiring local planning authorities to complete Conservation Area appraisals and reviews.

1.7 Planning Policy Guidance 15 sets out further advice on the appraisal of Conservation Areas. In part 1, section 4.4, the guidance states.

1.8 *"The definition of an area's special interest should derive from an assessment of the elements that contribute to (and detract from) it".*

1.9 More recently, English Heritage has provided additional guidance on the appraisal and management of conservation areas. These documents have informed the drafting of this document.

Conservation Area Designation and the need for an Appraisal

1.10 Conservation Area designation focuses on the overall quality and interest of an area and depends on much more than the quality of individual buildings. Features such as building layout, open spaces, boundaries, thoroughfares, the mix of uses, the use of materials and street furniture, all contribute to the

character of the area. It is also common for a Conservation Area to include a number of designated historic buildings.

1.11 The aim of a Conservation Area appraisal is to assess these elements, to define the special architectural and/or historic character of the area and to highlight areas requiring enhancement.

1.12 Conservation Area character appraisals are important planning policy tools. They inform the development control decision making process and provide a framework for enhancement proposals. All of these contribute towards the successful management of Conservation Areas and work best when there is a clear understanding of the area's "special interest".

1.13 The purpose of the Ruislip Village Conservation Area Appraisal is, therefore, to improve our understanding of the built heritage of the area. The document will enable the Council to develop its conservation policies and maximise opportunities for improving the environment within the area.

1.14 It will support the effective determination of planning and other applications, and form robust supporting evidence at planning appeals. It will also provide local owners and residents with clear advice on those forms of development considered appropriate and so likely to be supported by the Council. The appraisal will be a material consideration in determining planning applications within the Conservation Area.

CHAPTER 2: SUMMARY OF SPECIAL INTEREST

Location and Setting

2.1 The Ruislip Village Conservation Area has a green and open setting on its northern and western boundaries. To the north are the Ruislip Common National Nature Reserve (also known as Park Wood) and the former reservoir and leisure facilities of Ruislip Lido. The Green Belt is located to the west of the area. The River Pinn and its water meadows fall within the northernmost part of the Conservation Area, and provide an attractive green corridor along this boundary.

2.2 To the south-west, south and east, the Conservation Area is surrounded by residential development, mainly ranging in date from the1930's to the 1970's. These areas comprise mostly detached and semi-detached houses and more recent small blocks of flatted development.

General Character

2.3 The medieval village forms the core of the Conservation Area. This includes (Ruislip) Manor Farm, St. Martin's Church and the buildings immediately surrounding them. This area contains a number of early timber framed listed buildings and Locally Listed buildings. Many un-listed buildings within the area also make a positive contribution to its appearance.

2.4 The High Street lies to the immediate west and southwest of the Church and forms the commercial hub of the area. In appearance it is very much a busy and traditional high street. It mainly comprises parades of early 20th century shops of a variety of styles characteristic of the period, with interesting architectural detailing and decoration.

2.5 Beyond the High Street and the early village core, are residential areas. These mainly date from the 1920s and 30s and have a spacious and leafy character. They include good quality houses of varied size and design, many set on tree lined roads.

History

2.6 The original village and surrounding hamlets remained largely unaltered until the arrival of the railway in the early 20th century. The areas to the west and south west of the village centre then grew and were developed very much in the "Garden Suburb" tradition. These are high quality residential areas, which include a number of large detached dwellings set in mature gardens.

2.7 Today, Ruislip has a distinct identity, which reflects its historical development, but which also retains a strong village character.

Recent Changes

2.8 Some of the residential streets within the Conservation Area have

recently been the subject of development proposals for blocks of flats. Such developments have been focussed for the most part on Kingsend and Wood Lane. Where built, these have significantly altered the character and appearance of these areas, with the loss of established development patterns and a general erosion of the quality of the streetscape.

Boundary

2.9 The Conservation Area is bounded by Pinn Way to the north. It includes the Manor Farm site, and the residential properties on the western side of St. Martins Approach. To the east, the boundary continues around St. Martin's Church and Church Field, and then runs to the rear of the commercial properties on the High Street.

2.10 To the south, the boundary runs to the rear of the properties on Kingsend, and then continues along Wood Lane. It excludes the later housing estate to the south of Wood Lane. This is circa 1960 and is of a different character to the Edwardian, and interwar housing areas, which have been included within the Conservation Area.

2.11 From Wood Lane, the western boundary continues along historic Sharps Lane, and includes all the properties to the east and those of a similar date and quality on the western side of the road.

2.12 Continuing north, the boundary runs along the public footpath opposite the junction of Sharps Lane, Hill Lane and Manor Road. It then follows the boundary of Barringers Court and the Youth Centre playing field, continues to the north to include the Mill House and the Vicarage before returning to Bury Street.

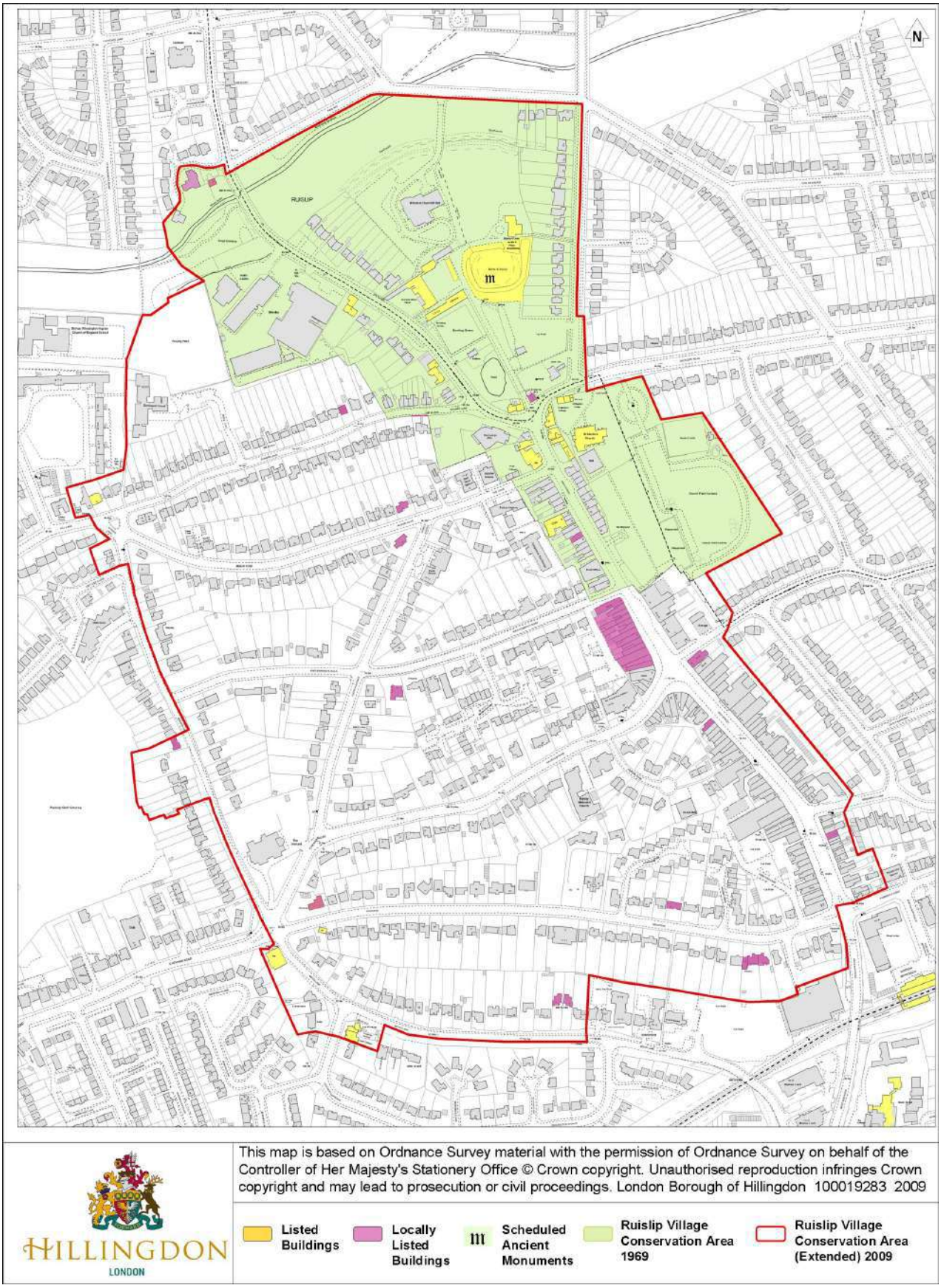
Other Designations within the Conservation Area

2.13 The area is rich in historic buildings and features. Within the Conservation Area there are 23 statutorily Listed Buildings, 18 Locally Listed buildings and 1 Scheduled Ancient Monument. Their locations are illustrated on the following map and Appendix 1 contains further details of these features.



Fig 2.1 Manor Farm

MAP 1: RUISLIP VILLAGE CONSERVATION AREA BOUNDARY



HILLINGDON
LONDON

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Listed Buildings | Locally Listed Buildings | Scheduled Ancient Monuments | Ruislip Village Conservation Area 1969 | Ruislip Village Conservation Area (Extended) 2009

CHAPTER 3: ORIGINS AND HISTORICAL DEVELOPMENT

Introduction

3.1 Ruislip's origins go back at least two thousand years and possibly much earlier. Its name is said to be derived from "rushy leap", suggesting a settlement that had grown up around a ford over the River Pinn. Ruislip was the second largest parish in Middlesex in the later Middle Ages, and it included Eastcote to the east and Northwood to the north-east.

3.2 During the early 19th century almost half of the total population of Ruislip was employed in agriculture. During the late 19th and 20th centuries, however, the development of the railway stimulated residential development and the character of the area changed from largely rural, to suburban.

3.3 Ruislip formed part of Uxbridge Rural District until 1904 when Ruislip-Northwood Urban District was constituted. In 1965 Ruislip-Northwood Urban District merged with the municipal borough of Uxbridge to form the new London Borough of Hillingdon (Baker *et al*. 1971)[1]

Archaeology

3.4 The area is rich in archaeology and investigation has produced evidence of a Norman motte and bailey castle and a 13th century priory at the Manor Farm site. In addition, traces of a Roman building and pottery from the same period have also been found at the site.

3.5 North of Manor Farm, the excavation of a large mound on a bend of the River Pinn has revealed Roman and Medieval pottery and possible Mesolithic flint implements (Pastscape, 2007)[2].

[1] Baker, T. F. T., Cockburn, J.S. and Pugh, R.B. (eds) (1971), "Ruislip" in *Ruislip: Introduction, A History of the County of Middlesex: Volume 4*, Victoria County History, pp 127-134

[2] Pastscape (2007) "Ruislip, Gr London", http://pastscape.english-heritage.org.uk/hob.aspx?hob_id=394913 [Accessed 15th August 2008]

Historic Layout and Development

3.6 The village of Ruislip has been occupied since medieval times, remaining a small rural settlement until the twentieth century when a succession of planned residential developments took place.

3.7 By 1565 the boundaries of the settlement had been established and remained so up until the 19th century when the first detailed maps of the parish were made. At the centre of the village was the church, which was in existence by the end of the 12th century.

3.8 The Manor Farm house is early 16th century in date and was built as a Court House by the Lords of the Manor. It occupied the site of an earlier house associated with the priory.

3.9 A network of minor roads and tracks to the south linked the farms and cottages that comprised the

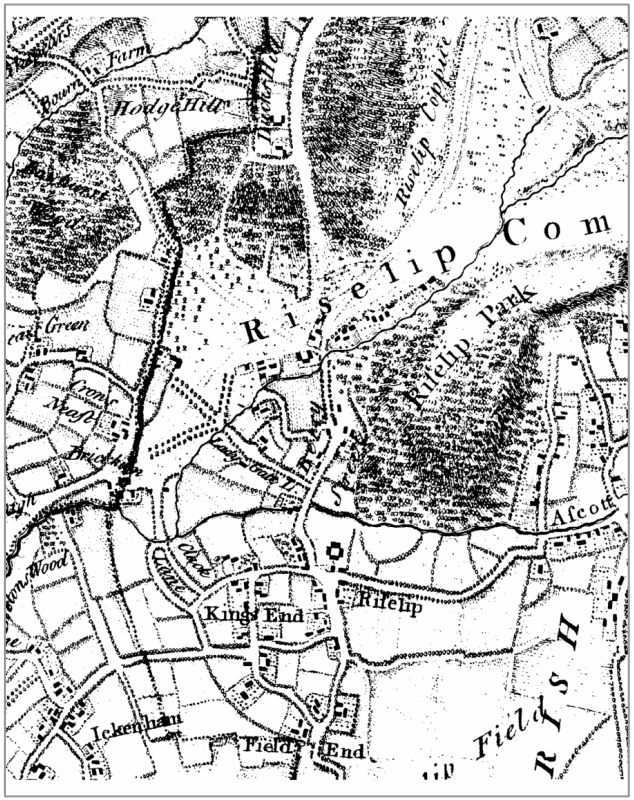
settlements of Field End and Kings End to Ruislip.

located to the west of the High Street.

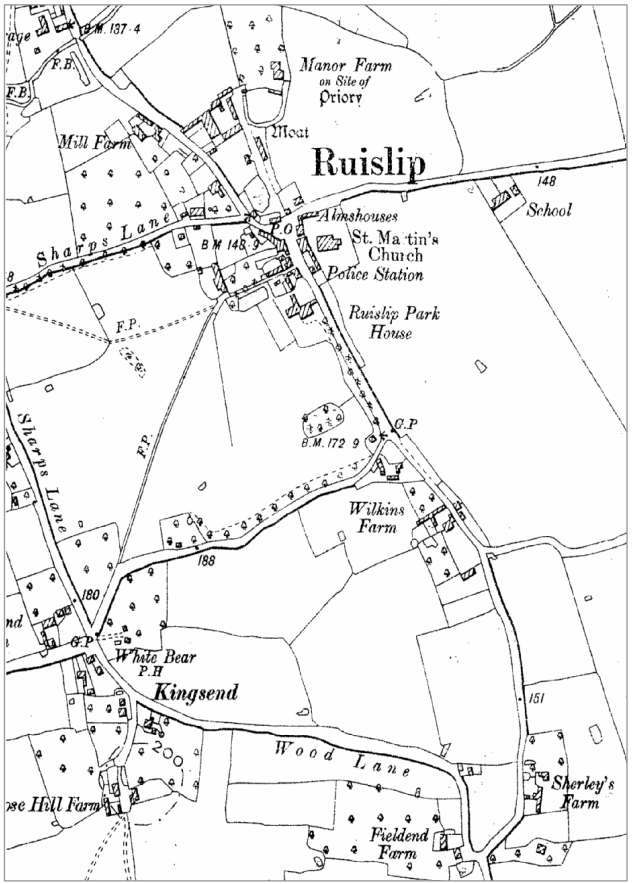
Historic Map Assessment

3.10 Rocque's Map of 1752 shows the village of Kings End, a settlement equally as large as Ruislip, and further south, the hamlet of Field End. The early road layout included the High Street (running into Bury Street), Sharps Lane running west and south, Ickenham Road and Wood Lane.

3.11 The 1897 OS map shows little change. Farming was still the main economic concern, with the main farms denoted as Mill Farm, Wilkins Farm, Sherley's Farm, Primrose Hill Farm and Fieldend Farm. The map shows the development of Ruislip as the main village, with St Martin's Church at its centre. There was also a police station, together with a school, almshouses and the White Bear Public House at Kingsend. The map also shows Ruislip Park House



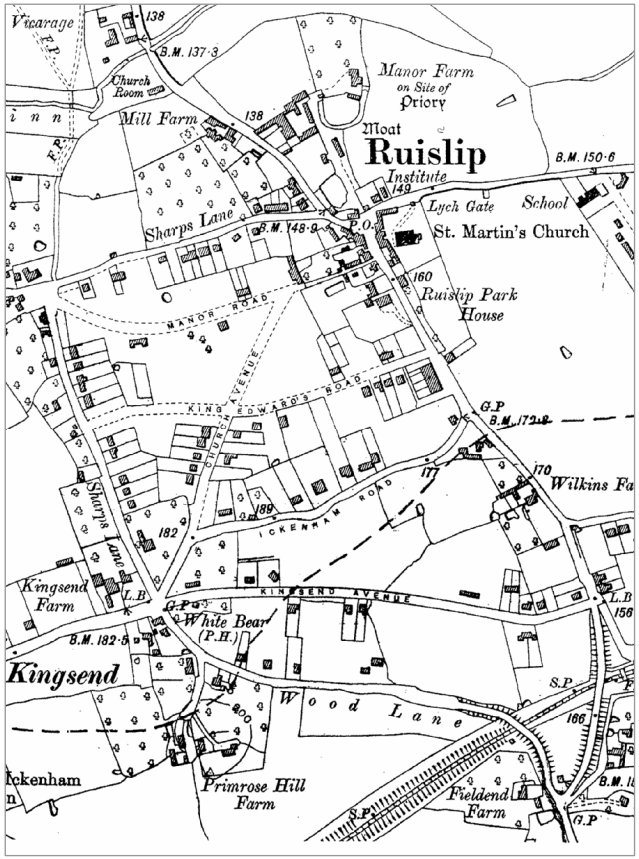
Map 3.1 Rocques' Map, 1752



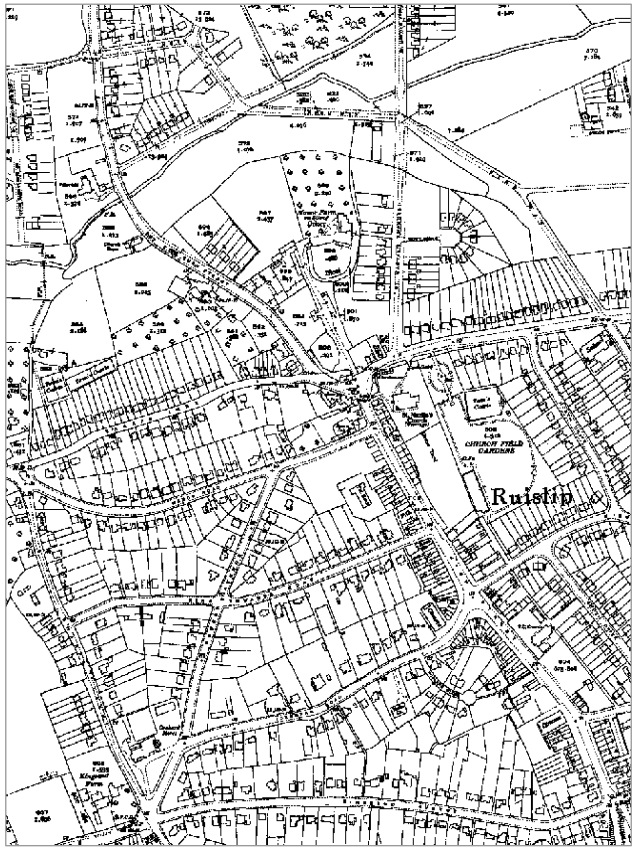
Map 3.2 OS Map of 1897

3.12 The 1916 map illustrates that much of the road pattern that exists today had already been established. The High Street, Sharps Lane, Ickenham Road and Wood Lane (the old medieval lanes) remained the same. Kingsend Avenue and King Edward's Road had been created, whilst Church Avenue and Manor Road, both former footpaths, had been widened to form roads. Also shown on the map was the railway station, which was constructed in 1904 as part of the Metropolitan line. In this map, the very early stages of the development of Ruislip as a suburb can be seen.

3.13 By 1912 there were shops on the High Street that had developed in a linear fashion from the station to the church. Ruislip also had two cinemas, four banks, a police station, post office, two public houses, (the George Inn and the Swan Inn), tennis courts, a bowling green and an hotel. It also had a Roman Catholic Church and formal pleasure gardens.



Map 3.3 OS Map of 1916



Map 3.4 OS Map of 1938

3.14 By the late 1930s much of Ruislip looked as it does today. During the mid twentieth century, particularly the 1960s and 1970s, most new development took the form of infill development within the grounds of, or replacing, the large earlier houses.



Fig 3.1 Ruislip High Street, 1932
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.

The Planned 'Garden Suburb'

3.15 At the start of the twentieth century Kings College, Cambridge owned much of the land within the area and had been Lords of the Manor of Ruislip since 1451. With the development of the railways, they sought to maximise the potential value of their manorial estates. Between 1901 and 1905, they consolidated their land by a series of purchases and the taking up of leases. By 1907, a new road had been constructed from Kings End eastwards to the High Street joining at a point near the railway station (Tottman, 1983)[3]. Fredrick Gerbert Mansford FRIBA (1897-1946) built the first two houses, nos 15 and 17 Kingsend, in 1907. To meet the College's requirement for good quality building, in contrast to the more speculative development encouraged by the development of the railway, the new houses were carefully designed. Nos 15 and 17 were designed to look like an imposing single dwelling, with wings to enhance their appearance.

3.16 In 1908, Kings College held a competition to develop a plan for a Garden Suburb. This was won by Messrs A and J Soutar. The plan covered a long narrow area of land, pointing roughly in a north-northwest direction. It encompassed parts of Northwood, including what is now the Copsewood Estate, the area immediately to the east of Ruislip High Street and as far south as South Ruislip Station.

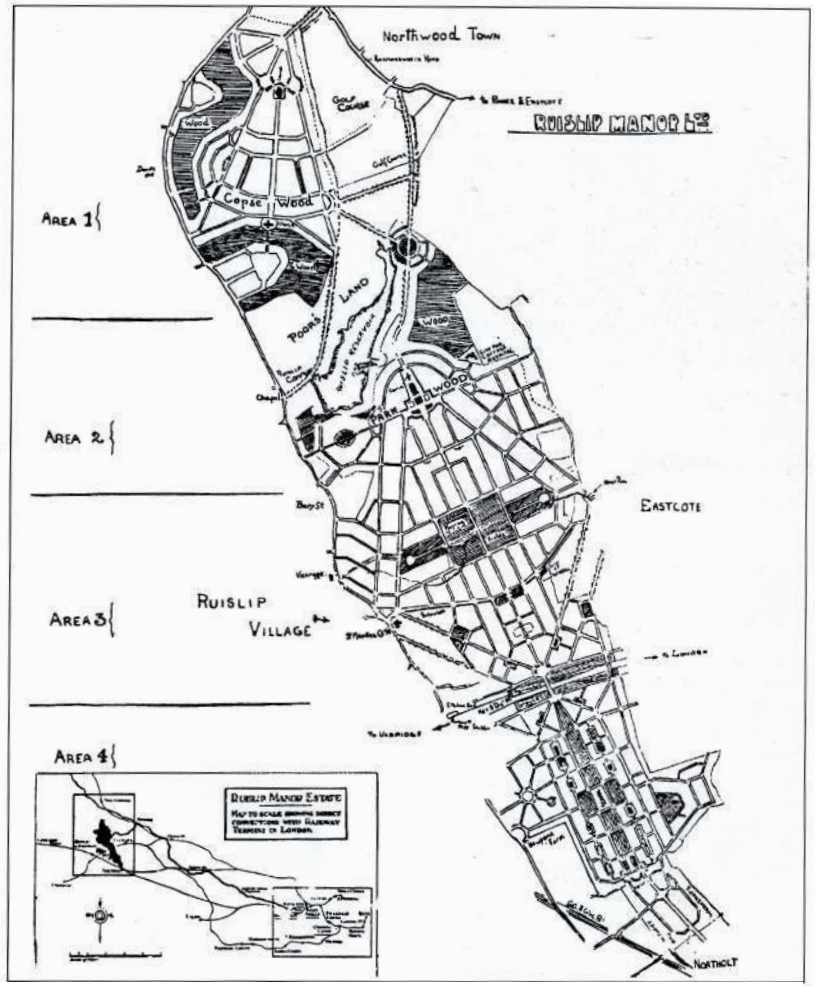
3.17 The Soutar plan included a system of axial roads aligned in a north-south direction. There were areas allocated for factories, workshops, market places, churches and schools. Socially, the estate was graded from north to south with large houses at low density in the north. The map on the following page shows the 4 zones of densities. Ruislip was envisaged as medium density (8 houses to the acre) under area 3.

3.18 Following the Town Planning Act of 1909, the Soutar plan was incorporated into a much larger scheme, covering some 5,992 acres, developed by the Ruislip-

[3] Tottman D (1983), '*Ruislip-Northwood: An early example of town planning and its consequences*, Ruislip Northwood and Eastcote Local history Society, Ruislip.

Northwood Urban District Council in 1910. Almost all the principles of the King's College scheme were extended to cover the area of the joint plan. This scheme was approved in September 1914.

3.19 An area to the east of the village was developed for workers' housing, in the Hampstead Garden Suburb tradition, by the Ruislip Manor Cottage Society Ltd. These were for sale, or let to the working classes. The work started before the commencement of the First World War, with many of the houses being designed by architects working in the Hampstead Garden Suburb. This area now forms the Manor Way Conservation Area, which was designated in 1989.



Map 3.5 Soutar and Messrs town planning scheme for the King's College demesne land

3.20 To the north of the village, towards Park Wood, the density according to the Soutar plan was envisaged to be only 3 houses to an acre. These, however, were never built.

3.21 The advent of the First World War delayed the development of the area and the implementation of the plan. Most building took place during the 1930s and this was mainly in the area south of the Metropolitan line, between Eastcote and Ruislip. This area, later developed as the Manor Homes Estate, was designated for the highest density of housing in the joint scheme.

3.22 Although, the Garden Suburb Plan was not implemented comprehensively, the plan remains one of the earliest town planning schemes in the country. Whilst most of the development associated with it was undertaken outside Ruislip Conservation Area, development within the area

was much influenced by the principles of the plan.

3.23 The plan had a beneficial effect on the development of the district as a whole during the 1930s. Its legacy today can be seen in the attractive well laid out houses, many set in large gardens and the general green and spacious character of the Conservation Area.

CHAPTER 4: Uses, Transport and Current Issues

Uses within the Conservation Area

4.1 The area is predominantly residential in terms of use and the housing stock comprises mostly privately owned, single family dwellings. There are, however, a number of purpose built blocks of flats, the most recent of which are on Kingsend. There are also modern flats on Regency Drive and purpose built apartments over many of the shops on the High Street.

4.2 The High Street is the retail and commercial core of the Conservation Area. The northern section is the oldest part and contains a number of Listed Buildings. For example, the former Swan Public House, which has a 17th century core and is currently in use as a restaurant. This part of the street also includes estate agents, solicitors' offices and small specialist shops.

4.3 The southern section of the High Street contains more modern purpose built units, arranged in two and three storey shopping parades. The uses are varied, consisting of small independent department stores, specialist shops, banks, a post office and some high street chain stores selling groceries, clothes and household items.

4.4 The Manor Farm site contains the library and community space. There is a Police Station on Oak Road and The British Legion Club has a branch on the High Street.

Access and Transportation

4.5 The Conservation Area is readily accessible by both private and public transport. The station is located to the south of the High Street and there are a number of bus routes into the area. The principal roads are West End Road, Bury Street, Ickenham Road, Eastcote Road and Pembroke Road. There is a mini roundabout to the north of the High Street and the junction at the southern approach is controlled by traffic lights.

4.6 A number of the east-west streets, such as Church Avenue, are used as short cuts by drivers. These, and the streets closest to the High Street, are often also used for parking by shoppers and commuters, and as such, they can become quite congested. A number of traffic calming measures have been recently introduced into the High Street, such as pavement build outs, parking restrictions and pedestrian crossings. These have been carefully designed, and have been successful in reducing traffic speed and improving flow.

Recent Developments and Development Opportunities

4.7 There have been recent changes within the residential areas and also to the commercial centre of the village.

4.8 Within the residential areas, new development has taken the form of infill development within large gardens, and the replacement of one or more of the early houses, such as at Kingsend, with numbers of smaller houses and flatted blocks. There have also been a number of small scale changes, such as the hard surfacing of front gardens for car parking and the loss of original windows. Despite these changes, the character of the Conservation Area remains that of an affluent residential suburb.

4.9 On the High Street, a number of the shops have poorly designed modern shopfronts and inappropriate signage. These detract from the appearance of the individual buildings and also their wider setting. Many of the shops also have unsightly air extraction units, large flues and fire escapes to the rear, together with ad hoc storage structures and car parking within their service yards.



Fig 4.2 Poor shop signage on Ruislip High Street



Fig 4.1: Electron Technologies, Bury Street

4.10 Electron Technologies at Bury Street was the only large industrial use within the Conservation Area. The business has recently relocated and the site is vacant. It is the only sizable potential development site within the Conservation Area.

Character Areas

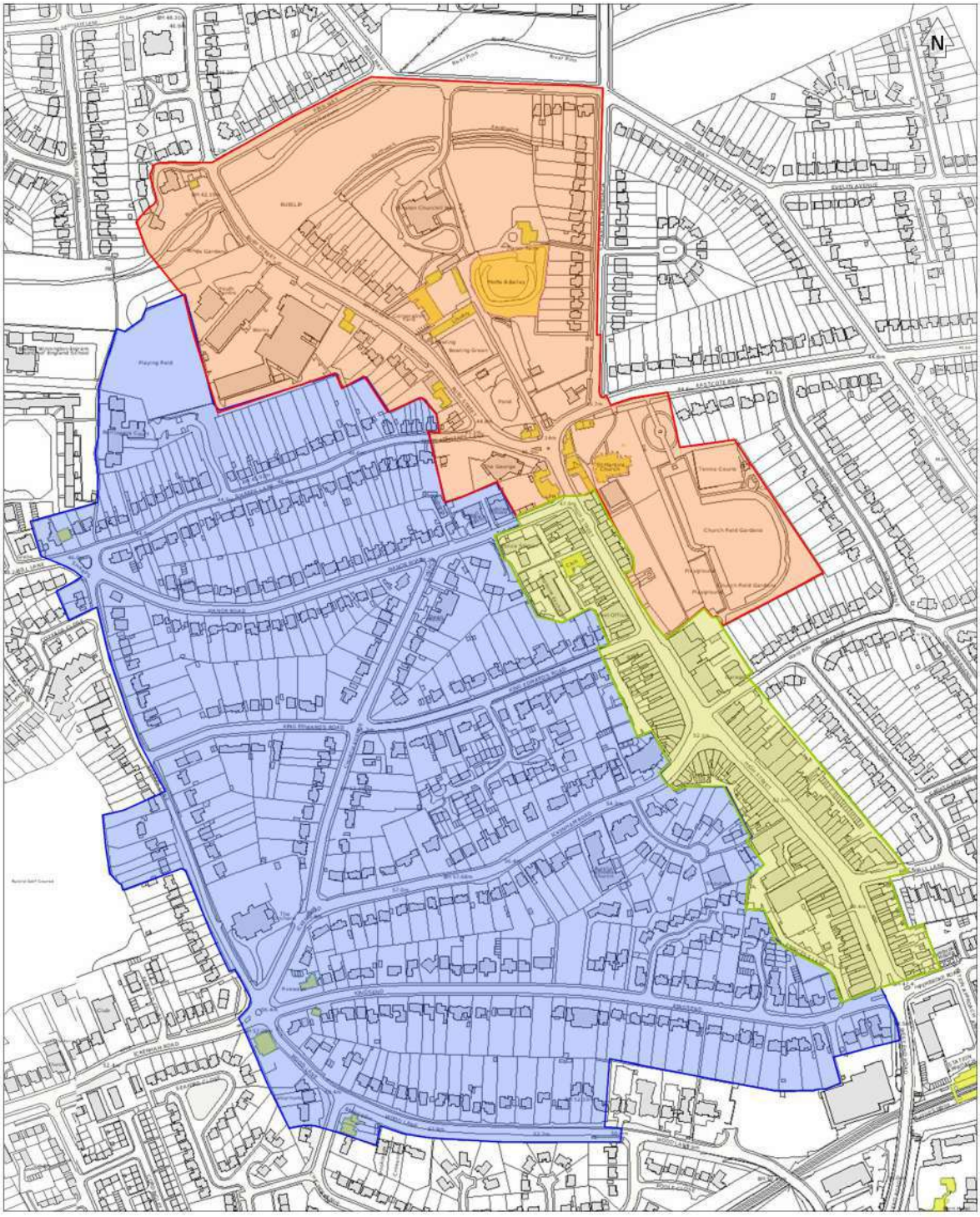
4.11 In terms of the built form and general layout of the area, the Ruislip Village Conservation Area falls into 3 distinct Character Areas. These are the early village core, the High Street and the western residential area. These areas also reflect the phases of the historical development of Ruislip.

4.12 **Area 1:** The village centre, containing the oldest and most historically significant buildings and spaces.

4.13 **Area 2:** The High Street, a densely developed street running north-south from the old village to the station. It grew following the opening of the station and the development of the Metropolitan line. It contains the commercial centre of the area.

4.14 **Area 3**: The residential areas to the west of the High Street. These were originally developed in the “Garden Suburb” tradition and contain buildings of generally good architectural quality, set in large, mature gardens.

MAP 2: CHARACTER AREAS



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Character Area 1

Character Area 2

Character Area 3

Listed Buildings

CHAPTER 5: Character Area 1- Ruislip Village Centre

Background

5.1 This is the earliest part of Ruislip and contains the core of the original village. Centred at the meeting of ancient routes, the area includes some of the most historically important buildings and spaces within the Borough.

5.2 The area still appears very much as a village with a distinct rural character. This is derived from the type and scale of the buildings and the quality of the open spaces associated with them.



Fig 5.1: Ruislip Village c1907
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.

Character Analysis

5.3 The character of the area is derived from key buildings and groups of buildings. These are the Manor Farm complex, St Martins Church and the adjacent, smaller scale buildings forming distinctive groups to the north of the High Street.



Fig 5.2: Ruislip village centre

Manor Farm complex

5.4 The Manor Farm site is Council owned and includes a number of important historic buildings. It was a gift to the people of Ruislip, when King's College sold Park Wood to the Ruislip Northwood Urban District Council in 1932 and remained as a working farm until 1933. The principal buildings have recently undergone an award winning scheme of refurbishment and are in a variety of community based uses.



Fig 5.3 Little Barn and Cow Byre, Manor Farm c1932, Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical



Fig 5.4: The Little Barn, converted to a Public Library in 1937

5.5 The buildings and structures on the site include the 13th century oak framed Great Barn, the part 16th century Manor Farm House, a Norman motte and bailey, the 16th century Small Barn (restored and converted to a public library in 1937) and a number of 19th century outbuildings, including two cowsheds. All of the buildings are statutorily Listed, and the Great Barn is considered to be an outstanding example of an early aisled barn and is probably one of the earliest surviving timber framed buildings in the Greater London area.



Fig 5.5: The Great Barn (Grade II*)



Fig 5.6: Manor Farm House (Grade II)

5.6 The public toilet fronting Eastcote Road has an unusual and prominent chimney stack. It was originally a lodge used by the farm bailiffs and is considered as curtilage to the Manor Farm and hence Listed. The Winston Churchill Hall, built in 1965, is a large modern brick built building located to the north-west of the site. It is used for conferences, theatrical performances and other events.



Fig 5.7: Winston Churchill Hall

5.7 The motte and bailey that lie to the south of the house remained in their original form until 1865, when the northern section of the moat was infilled. This striking feature of the site is a Scheduled Ancient Monument.

5.8 The bowling green, on the site of the original Rick Yard and the Horse Pond are also historically significant features, which make an important contribution to the setting of the farm buildings and that of the wider Conservation Area.

5.9 There are also early earthworks to the north of the site, which are thought to date from the 9th century

and probably originally encircled the village

St Martins Church and Church Yard

5.10 The parish church is an important local landmark and was dedicated to St Martin before 1250. The present building (listed Grade B), located at the corner of Eastcote Road and Ruislip High Street, dates in part from the 13th century, with 15th and 16th century additions. It is built of flint rubble with stone dressings, and consists of chancel, nave, north and south aisles, south chapel, west porch, and a south vestry added in 1954. The tower, which contains 6 bells, was built in the 15th century and stands at the south-west corner of the church.

5.11 The exterior of the building was restored in 1869-70, and the west porch, originally built in 1875, was replaced in 1896. After bomb damage during the Second World War, further restoration work was carried out in 1954. The interior of the church contains traces of early wall paintings, historic joinery including some pews and a number of good monuments.



Fig 5.8: St Martin's Church (Grade B)

5.12 The grounds of the church front Eastcote Road where there is a lych gate at the main entrance. There is a further entrance from the High Street, again marked with a modern, lych gate with a hipped tiled roof. The burial ground is situated to the south of the church and runs parallel with the High Street. Within this area is a World War I memorial in the form of a large stone cross and a rather discrete monument to Annie and Benjamin Hall by Eric Gill. This a Portland stone chest tomb, with arcaded sides, the recessed panels of which are separated by squat colonnettes. It is Grade II Listed.

Eastcote Road and the North Eastern Side of the High Street

5.13 Close to St Martin's Church, and bounding the churchyard to the north and west, are ranges of two storey traditional brick and rendered buildings of varied and picturesque appearance.

5.14 Nos 1-7 High Street are Grade II and Nos 9-15 are Grade II* Listed. They are timber framed and date from the 16th and 17th centuries. The frontages of these buildings are now

mainly smooth rendered and some have later shop front additions. The true quality of these buildings is, however, evident in their rear elevations, which retain original exposed timber framing, moulded beams and jettied upper floors. Nos 5 and 7 were acquired in 1931 by the newly formed Ruislip Village Trust. In 1964 a thorough restoration was carried out by the Trust, the street front being reconstructed and the interior adapted for use as offices.



Fig. 5.10 : The village centre, c1915
Photograph Ref: Bowlt, E., 1994, *Ruislip Past: A visual History of Ruislip, Eastcote and Northwood.* London: Historical Publications.



Fig 5.9: 1-3 High Street (Grade II)

5.15 The former almshouses on Eastcote Road also date from the 16th century. This building has exposed square timber framing at first floor, infilled with brick noggin. The south side of the building appears to have an under built first floor jetty.



Fig 5.11 Nos 9-15 High Street facing onto St Martin's Church Yard, Grade II*

5.16 Opposite the church on the northern side of Eastcote Road is a distinctive stone war memorial commemorating those killed in both World Wars. It comprises an octagonal base with two steps and is surmounted by a large stone cross with attached metal sword.



Fig 5.12: War Memorial, Eastcote Road

High Street and Bury Street

5.17 The northern part of the High Street includes a number of historic buildings. At the junction of Bury Street and the High Street, is the former Village Sweet Shop and Hailey's Shop (Listed Grade II). Originally a pair of l7th century timber framed farm cottages; the building was faced with brick in the early 19th century. It is currently in use as a restaurant.

5.18 The Swan Inn Public House (now Café Rouge), located on the High Street, is an important local landmark and is listed at Grade II. The building originally dates from the 16th century, but has been changed and extended over the years. The left hand wing is the oldest part of the building and there are also later 17th century additions. The right hand section is comparatively modern.

5.19 Directly to the west of the Manor Farm complex on Bury Street are two early houses, which, although much altered, retain their rural character. The Old House (Nos 7-9) is listed Grade II. It is timber framed and dates from the 16th century with a later 17th century brick re-fronting. It has a distinctive coved eaves cornice and striking pedimented door-case.



Fig 5.13: Café Rouge (Former Swan Inn)



Fig 5.14: 9-15 High Street

5.20 The Mill House (No 25, Bury Street), a former farm house, is also timber framed and listed at Grade II. The part of the building closest to the road was once a barn and is partially weather-boarded.



Fig 5.15: The Mill House, Bury Street (Grade II)

5.21 Located at the northern entrance to the Conservation Area, no 9 Deborah Crescent was originally the vicarage. It dates from the late 19th century and is included in the Local List. The building, which is quite large and prominently located, is constructed of red brick with a clay tiled roof. It has a three storey gable to the front, half dormers and distinctive chimneys. The house was converted into flats in 1985. The original coach house, a rendered two storey building, lies close by and has been converted to a house.



Fig 5.16: Former Vicarage, Deborah Crescent

5.22 Rosebank Villas, nos 1-3 Bury Street, were constructed circa 1896, although they do not appear on the1897 OS sheet. They were part of the first wave of suburban development within what was the rural hamlet of Ruislip. The houses are constructed of yellow stock brick, with red brick banding and slate roofs. The buildings have typical Victorian detailing, with canted bays at ground floor and red brick arches to the windows.



Fig 5.17: Nos 1-3 Bury Street

5.23 The remainder of Bury Street comprises a variety of residential buildings, mostly dating from the 1920s onwards. Whilst these are fairly standard in their design and materials, they are nevertheless, of good quality and contribute to the genteel character of the area.

Scale

5.24 The church and Great Barn complex are the largest and most prominently located buildings within the area. Most of the other buildings are of a more domestic scale and are mainly of two storeys in height. In general,

the older buildings tend to be of a more modest size and more tightly developed, often directly abutting the road. The later houses vary from quite large detached properties, to more modest, standard sized 1930s semi - detached houses. Most have front gardens and good sized rear gardens. These houses tend to be either infill development within the gardens of the older houses, or are part of the later planned suburban development of the area.

5.25 The relatively modern industrial buildings on the Electron Technologies Ltd site, in contrast to most of this area, have a large footprint and include a three storey purpose- built office building. These buildings are well screened from the road.

Local Details

Building Details

5.26 The detailing of the buildings within the area is very varied and mostly of a high quality. As such, it plays an important part in contributing to the character of the Conservation Area. The early buildings, often former high status farm houses and barns, are usually timber framed. Many have been rendered at a later date, such as The Old House and nos 9-15 High Street.

5.27 There are some weather boarded properties, and this is a feature that tends to be specific to this Character Area. A number of the buildings have had their timber frames infilled with brick and tile noggin. Some of the more modern buildings have applied mock timber framing such as The George Public House and the houses on St Martin's approach.



Fig 5.18: Old Mill House- timber framed barn with stained weather boarding



Fig 5.19: Brick noggin- Manor Farm

5.28 The houses on Bury Street are of varied style and age, including some bungalows. These are nevertheless quite traditional in appearance and tend to have distinctive pitched roofs, overhanging eaves and brick built chimney stacks. Many include single and two storey bay windows, and decorative tile hanging. There are also some quirky design details, such as at No 23 Bury Street, which has an attractive 'eye-brow' dormer to the front roof slope.



Fig 5.20: No 23 Bury Street, with eye brow dormer

Materials

5.29 The predominant building materials found within this part of the Conservation Area are red and yellow stock brick, together with painted pebbledash and render. As noted, stained weatherboarding is also found on some of the older buildings.

5.30 Roofs are predominantly of plain clay tiles, although some of the Victorian buildings and also the refurbished workshops at the Manor Farm have grey slate roofs.



Fig 5.21: Semi-detached houses on Bury Street in stock brick with red brick detailing



Fig 5.22: Clay tiled roof (the Great Barn)

Public Realm and Streetscape

5.31 The streetscape within this part of the Conservation Area is very mixed. Where houses exist, they have moderate to small front gardens, defined by low boundary walls and hedges.



Fig 5.23: Dwarf boundary walls along St Martin's approach

5.32 In general, the footpaths on the northern parts of Bury Street and Eastcote Road are paved with a mixture of worn concrete paving and asphalt. The other areas towards the High Street have recently been repaved with concrete slabs. The pathways within the Manor Farm Complex have been resurfaced with a rustic bound gravel finish.



Fig 5.24: Pedestrian guard rails near Bury Street and High Street junction.



Fig 5.25: Bollards on Bury Street

5.33 Street furniture, such as street lamps, is generally of simple standard design. On the High Street this is new and of good quality. In some areas, however, the streets appear cluttered by inappropriately positioned and poorly designed service cabinets and extensive traffic signage. The concrete bollards in front of The George public house also detract from the street scene. Within the Manor Farm Complex the street furniture, including new interpretation boards, have been purpose made and carefully designed to enhance the appearance of the historic site.



Fig 5.26: Street furniture within Manor Farm complex

5.34 The listed K6 telephone box on the busy junction of Eastcote Road and Bury Street, adds to the traditional character of the streetscape. Another attractive feature is the pump, originally erected on the island in front of Blubeckers Restaurant in

1864; it was later relocated to its current position on the forecourt of nos 11-15 High Street.



Fig 5.27 Original position of the pump
Photograph courtesy of, London Borough of Hillingdon, Local History Records



Fig 5.28: The pump in its current location outside Nos 11-15 High Street

Green Spaces and Landscape

5.35 The grounds of Manor Farm, Church Field, the churchyard, cemetery and the water meadows along the River Pinn form the main green spaces within the area. These spaces are quite diverse in character. The water meadows have a natural, lush appearance in striking contrast to the more municipal landscape of Church Field and the burial ground, and the shaded, sylvan seclusion of the churchyard.



Fig 5.29: Buffer along River Pinn



Fig 5.30: St Martins' Churchyard

5.36 Within the Manor Farm complex, there are maintained green spaces as well more natural open areas. The slightly unkempt appearance of the Horse Pond contrasts with the manicured lawns of the bowling green, but both add to the picturesque village character of the area.



Fig 5.31: The Horse Pond



Fig 5.32: The Bowling Green on the former Rick Yard

New Development

5.37 Within the Character Area, the Electron Technologies Ltd site and the Ruislip Young People Centre are the only examples of new, or major development. Both are well screened from the road. The car park off St Martin's approach and associated structures are also more recent additions to the area. These developments neither add to the quality of the area, nor significantly detract from it, and are considered to be neutral.



Fig 5.33: Ruislip Young People Centre

Negative Factors

5.38 The building on St Martin's Approach, which is used as a Citizen Advice Bureau, is the only structure within this part of the Conservation Area considered to have a negative impact on its appearance. Although small, the building is of poor quality design and prominently located, and as such, it detracts from the appearance of the area.



Fig 5.34: Citizen's Advice Bureau, St Martin's Approach

CHAPTER 6: Character Area 2 - The High Street

Background

6.1 Ruislip High Street is a busy shopping street. It rises from Ruislip Station in the south, and runs north- west towards the Manor Farm complex.

6.2 The buildings are predominantly two and three storey, purpose built commercial parades interspersed with some good quality individual buildings and some more recent infill of varied quality. Whilst the shop fronts are generally unremarkable, the decorative detailing at first floor and above is of considerable visual interest, exhibiting a variety of lively decorative detailing, most of which is characteristic of the architecture of the 1920s and 1930s.

Character Analysis

6.3 The earliest shops within this part of the High Street date from 1912 (Nos 56-72) and their appearance was very much influenced by the Arts and Crafts " cottage" tradition with rendering, half timbering and plain tiled roofs.



Fig 6.1: Early 20th century shops on the High Street (Nos 56-62)

6.4 This architectural style greatly influenced the subsequent development of much of the High Street, being used in a variety of ways and including projecting front gables, balconies and oriel windows.



Fig 6.2: Nos 92-96 High Street- decorative timber framing, bold gables and distinctive tall chimney stacks



Fig 6.3: Nos 110-114 High Street- mock timber framing with oriel windows

6.5 Most of the buildings on the High Street have brick facades (mainly red brick). The later 1930s developments include more delicate Georgian style detailing and also robust streamlined Art-Deco forms.

6.6 The whole of the High Street is well preserved at the upper levels, with the roofscape being a particularly strong and interesting feature. The buildings include stepped parapets, gables, mansards and dormer windows of different designs.

Scale

6.7 The street frontage varies from two to three storeys in height and is densely developed. This provides a good sense of enclosure, whilst the relatively broad road and wide pavements lend a spacious feel at street level. The north-south alignment, combined with the change in gradient help to provide long views along the road, although this is closed from some view points by the gentle curve in the road.

Listed Buildings

6.8 The British Legion Hall, formerly Ruislip Park House, is the only listed building (Grade II) within this area. This is an elegant, stuccoed mid Georgian house, possibly with an earlier core. It is a hidden gem, being almost entirely screened by the commercial frontages on the High Street.



Fig 6.4: British Legion Hall

Key unlisted buildings

6.9 The most prominent buildings in the High Street are the banks. No 63, the NatWest Bank, is a distinctive 1930s rendered two and half storey building. It has tall dormers and attractive projecting eaves with bracketed detail. The building has stilted arches over the doors and windows at ground floor level and retains multi-paned sash windows at first floor.

6.10 Barclays Bank on the corner with King Edward's Road is a two storey, brick built structure. It has a balconied first floor enclosed with a decorative metal balustrade to the street elevation and a side entrance, with a projecting bracketed canopy over. The building has sprocketed eaves which overhang a decorative dentil cornice. It retains its original timber windows and doors.



Fig 6.5: No 63 High Street, NatWest Bank



Fig 6.6: Barclays Bank, on the corner with King Edward's Road

6.11 The Lloyds Bank group on the corner with Ickenham Road, forms a prominent classically inspired composition. The bank is 5 windows wide, the 3 central bays are slightly recessed and framed with prominent down pipes with decorative hoppers. There are two similarly detailed asymmetrical wings on ether side. The bank has robust vertical decorative brick detailing, Juliet balconies and a prominent stone fascia/band between the ground and first floors. The post office is of similar design, although slightly less decorative. The ground floor of the building, however, has modern cladding.



Fig 6.7: Lloyds Bank on the corner with Ickenham Road.

6.12 There are a number of good terraces on the High Street. Nos 12-22 are a particularly striking example. The terrace comprises three storeys and is constructed of dark red brick with stone and lighter decorative brick detailing. Symmetrical in design, the building appears Victorian in style. It is divided into five parts, which emphasises its verticality. The central and end bays are finished with Dutch gables.

6.13 The Tesco Metro building, nos 122-124 High Street, is interesting as the first floor is just a thin façade, with no structure behind.



Fig 6.8: Nos 12-22, High Street

Local details

6.14 Many of the buildings are well detailed and have quite distinctive decoration, which adds to the quality and interest of the streetscape within this area.

Shopfronts

6.15 The majority of the shops have lost their original shop fronts, although many still retain the original pilasters,

brackets and in some cases the cornices that formed part of the original shop fronts. Three shopfronts of note remain. These include: no 135 High Street, CS Bedford, a jewellers which has a 1930s metal framed shopfront with original glass painted signage, retractable blind and recessed black and white tiled entrance, and F Hinds jewellers. The latter appears later in date, but also has a recessed entrance and distinctive mirrored banding to the shopfront and signage. Village Fruiterers, no 38 High Street, has a circa late 1940s- 50s simple plate glass and chunky polished metal shop front, which is quite unusual and of interest.

Materials and Decoration

6.16 The materials found within this area are fairly standard: redbrick and clay tiles, smooth render, stone decoration and applied mock timbering. Many of the buildings also have decorative iron work, mainly railings to balconettes, and some retain their original 1930s Crittal type metal windows, which enhance their appearance and are increasingly rare survivals.



Fig 6.9: No 135, High Street, Ruislip

Public Realm

6.17 The quality of the public realm is generally good, with the pavements having been recently repaved, new street furniture, street trees and lighting. There is some clutter particularly as regards traffic signage and cable cabinets. The busy road does mean the traffic movement and noise can be intrusive.

6.18 A number of shops and restaurants utilise the pavement outside their premises to display goods, sandwich boards or to providing seating for customers. Whilst these add clutter to the street scene, they also provide a welcome level of visual interest and activity.



Fig 6.10: Outside seating

New Development

6.19 There has been some new development in recent years, with a small number of buildings being replaced with new terraces and individual buildings. On the whole, this has not been extensive and has not detracted from the appearance of the Conservation Area. There are currently no vacant sites for

development within the High Street, although it is possible that individual properties, particularly those that are unoccupied and or in disrepair, might be considered for redevelopment in the future.

6.20 There is a presumption against demolition in Conservation Areas (PPG15), and any new development will be considered against the relevant Council policies and design guidance, and will be required to preserve and enhance the appearance of the Conservation Area. The Council's policies regarding these matters are included in Appendix 2.

Negative Factors

6.21 The main negative change in recent years has been the introduction of modern shopfronts and signage. Many of these are inappropriate in terms of their size, position, design, materials, colour and degree of illumination. The introduction of fixed plastic blinds to some buildings has also detracted from their appearance.

6.22 The areas to the rear of the shops are also of concern, as these include ad hoc storage structures and informal parking/ servicing arrangements. The rear elevations often have large unattractive flues, vents, services and other additions, such as aerials, satellite dishes, air conditioning units and escape stairs.

CHAPTER 7: Character Area 3 - The residential area to the west of the High Street

Background

7.1 This area lies to the west of the High Street and it comprises mainly 20th century houses developed as a result of the opening of the Metropolitan Line in 1904. It also includes some earlier buildings, such as the White Bear public house, many of which are listed and which originally formed part of the hamlet of Kings End, or were located on the outer fringes of the old village centre.

7.2 Sharps Lane, Wood Lane, Ickenham Road, Manor Road and Church Avenue were originally medieval lanes and footpaths that were developed as the area grew into one of London's better quality "Metroland" suburbs.

Character Analysis

7.3 The area has a spacious, green and leafy appearance. This is very much as a result of the influence of the Garden Suburb tradition on the development plans of the original owners, Kings College. The college commissioned the Soutar Plan of 1908, and this formed the basis of the later development plan of 1914, which was formulated by Ruislip-Northwood Urban District Council. All of these plans significantly influenced the appearance of the area.

Sharps Lane (running west)

7.4 This road curves gently and rises to the High Street at its eastern end. The buildings in Sharps Lane include some late Victorian workers cottages and also some of the earliest that survive from the first part of the 20th century. These are mainly moderately sized houses, which are well designed and include some unusually detailed properties. Many are "cottage style" with distinct hipped roofs. The houses are predominantly rendered, both rough cast and smooth, with red clay plain roof tiles.

7.5 No 9 is bounded to the front by a tall, 18th century stock brick garden wall. On the opposite side of the road adjacent to no 14, a tall red brick wall of similar age, bounds the property and lies at right angles to the road.



Fig 7.1: Walls fronting No 9 Sharps Lane

7.6 No 22 is a charming example of a 1920s detached property with tall chimneys, distinctive dark blue glazed roof tiles and semi- circular headed wooden front doors. No 74 is listed at Grade II and dates from the 17th century. It has extensive timber framing, although this is not visible externally.



Fig 7.2: No 22 Sharps Lane



Fig 7.3: No 74 Sharps Lane, Listed Grade II

7.7 There are a number of other good quality buildings with interesting detailing from the 1920s and 30s, the majority of which are well preserved. There are also some later infill developments, mostly toward the eastern end of the road. These are, however, fairly discrete and do not detract from the overall quality of the townscape of the road. The established gardens bounded by mature hedges, low walls and in some cases picket fences, contribute to the Garden Suburb character of the Conservation Area.

Sharps Lane (running north)

7.8 This road has an almost country lane like character when approached from the south, and it is bounded at this end by mature hedges and trees. It has a footpath on its eastern side only. The houses, many of which are large and detached, appear to date mainly from the period 1910 to the late1950s. Most of the houses on this road are rendered, or of red brick, with steep clay tiled roofs. Their architectural detailing varies: many have decorative brick and timber features and some retain original Crittal type and wooden sash windows.

7.9 The Orchard public house, was built originally as a large roadhouse hotel, and is still in use today. It once had a famous restaurant and has a long history within the area.



Fig 7.4: Orchard PH, Sharps Lane

7.10 No 112 Sharps Lane is an unusual angular property, possibly hiding an earlier core. No 120 is set well back from the road and appears to be an early cottage, possibly dating from the 18th century.



Fig 7.5: 118 Sharps Lane

Manor Road / The Oaks

7.11 The Oaks developed from one of the earlier routes within the area. It includes Park Cottages, which date from the 18th century and are located near to the junction with the High Street. Close by are two modern 3 storey blocks, containing offices and flats and opposite are the late1950s Police Station and Police houses.



Fig 7.6: Police Station, The Oaks

7.12 Manor Road includes some large detached properties, many with half timbered and rendered elevations in varying styles. Most buildings have strong gable features, which characterise this particular street. Lindisfarne, is a particularly fine example, almost medieval in appearance, with gables and a canopied entrance, it is screened from the road by a tall topiary hedge.

7.13 There are good groups of houses of similar design, such as Nos 21-27, within the street and there are also a few chalet-type houses as well as some more traditional bungalows.



Fig 7.7: Lindisfarne, Manor Road

7.14 The street trees in this location are small and there is a mixture of boundary treatments that include hedges and low walls. Many of the front gardens have been hard surfaced for car parking. To the east there is a good view of St Martin's Church tower.



Fig 7.8: Streetscape, Manor Road



Fig 7.9: View of the Church Tower from Manor Road

Church Avenue

7.15 This road contains some of the best quality and larger 1920-30s houses within the area. Many of the properties are well detailed and retain a wealth of original features. The Gables, a "Tudorbethan" landmark building at the corner of Manor Road, is a particularly fine example. It is constructed of warm red bricks, with decorative dark stained timber framing to the high level gables, interspersed with white rendered panels. The wooden framed windows house traditional leaded lights and the front door is set within a Tudor style stone arch.



Fig 7.10: The Gables, Church Avenue

7.16 Nos 4 and 6 are substantial properties with tall chimneys and half timbering. Many of the other properties in this road also have timber clad gables, distinctive overhanging eaves and include decorative tile hanging. The buildings are generally well preserved and the later infill properties are also of a good quality. Whilst there are gardens that have been lost to off street parking, in general, the front gardens and boundary treatment, particularly the tall mainly evergreen hedges and other mature planting, contribute to the Garden Suburb character of the Conservation Area.



Fig 7.11: Boundary treatment along Church Avenue

Wood Lane

7.17 This is a gently sloping, tree lined road with distant views eastward towards Harrow. It developed from one of the early medieval lanes that linked the small villages within the area.

7.18 At its western end there is a small group of timber framed houses, which includes Laurel Cottage, Primrose Cottage and Tudor Cottage. These buildings have white painted facades with some exposed timber framing and date from the 17th and 18th centuries. Together with the White Bear public house, which also dates from the 18th century and is located at the junction with Ickenham Road, these are all statutorily listed at Grade II. They are all that remains of the old village of Kingsend.



Fig 7.11: Laurel Cottage, Primose Cottage and Tudor Cottage, Wood Lane



Fig 7.12: White Bear PH, listed Grade II

7.19 The later properties on this road are quite mixed in terms of their size and style. There are few bungalows, but most are detached two storey houses, which date from the 1920s and 30s. There is some later infill development most of which appears to date from the 1950s to the 1970s. The majority the houses are brick built, using both yellow stock and red bricks, although there are some with painted roughcast elevations. Common features are tall chimneys, steeply pitched tiled roofs, half hipped and prominent gables often tile hung, or with dark stained waney edged timber boarding.



Fig 7.13: Typical house on Wood Lane

7.20 There are grass verges to both sides of the road and the south side is bounded in part by a grassed bank. This is planted with trees. In some places, the garden trees are very mature and obscure the houses from the road. This lends an almost rural quality to what is a busy through route.



Fig 7.14: Grass verges along Wood Lane

Kingsend

7.21 Kingsend was one of the first roads to be developed by Kings College. It has a pronounced slope, rising to the west and then dropping again where it meets Ickenham Road. There are long views eastwards, towards the High Street and beyond, and the road sides are defined by a number of good garden trees and hedges.

7.22 Kingsend includes a mixture of house designs and sizes, although most are medium to large detached houses. The south side of the road retains more original properties, whilst the northern side includes some small scale infill developments from the 1960s through to the very recent flatted developments.

7.23 Overall, the original properties to the east tend to be of simple, classically inspired designs, whilst to north and west the houses are mainly Arts and Crafts in appearance, interspersed with Moderne and Art Deco designs. Features include pronounced gables, bay windows, red plain tiled roofs and the use of dark red brick. A small number of the buildings are rendered and many have brick and tile detailing.

7.24 1 Kingsend is an original and discrete two-storey block of flats; however, there are two larger more recent blocks at the mid point of the road. Nelson Court and Elthorne Court, located on the south and north sides of the road respectively, are conspicuous because of their uncharacteristically wide frontages and over large slate coloured roofs.

7.25 At the eastern end of the road two original houses have been boarded up awaiting redevelopment. Nos 28 and 45 have been demolished, the sites cleared and left vacant.

7.26 Nos 13 and 15 are a distinctive semi-detached pair designed by Mansford. They are some of the earliest houses developed under the Kings College Plan and include unusual brick and render detailing.



Fig 7.15: Nos 13-15 Kingsend

7.27 Nos 16 and 18 are a particularly attractive linked pair of houses in the Queen Anne style. They are quite similar in appearance to the houses of the Hampstead Garden Suburb and have been subject to a number of recent development proposals.



Fig 7.16: Nos 16-18 Kingsend

7.28 No 42 is an unusual Dutch barn style house with pronounced black and while mock timber framing to its gable ends.



Fig 7.17: No 42 Kingsend

7.29 No 53 is an attractive Arts and Crafts style house with original metal framed leaded light windows and an asymmetrical double height canted bay that breaks through the eaves line. It also has attractive diaper patterned brickwork to the street elevation.



Fig 7.18: No 53 Kingsend

7.30 Orchard Cottage, 65 Kingsend, is a petite late 17th century weather boarded cottage which is Grade II listed.



Fig 7.19: No 65 Kingsend

7.31 The Ickenham Road junction is defined by a substantial Georgian style dwelling, “Fiveways”, now converted to flats. It has tall chimneystacks, a plain tiled roof and red/brown brick facades with finely detailed red brick arches over the windows.

Ickenham Road

7.32 This road includes a mix of properties, mostly dating from the 1920s and later, although No 28 is probably earlier. This is a very substantial detached house with a distinctive brick boundary wall that also enclosures No 30, a later 1930s house.

7.33 The southern side of the road includes medium to large sized houses, many with rendered, or black and white elevations and prominent chimney stacks- such as Nos 31, 33 and 39. These also have slightly rustic detailing, such as half hipped gables with open eaves and exposed rafter ends.



Fig 7.20: No 28 Ickenham Road

7.34 On the north eastern section of the road, numbers 20 and 22 are large 1930s houses with individually designed decorative timber detailing. To the west of these, the houses are mostly later infill of varied quality. No 36 is a distinctive 1970s chalet style house and Nos 26 and 26A are modern, but of carefully considered design. Low walls and garden planting define the residential frontages of this road.

7.35 The over sized gable of the modern Ruislip Methodist Church makes a striking contrast to the houses. At the eastern end of the road is “The Thomas Moore Building”. A 5-6 storey block, this whilst not unattractive in design, is considered to be over dominant in the street-scene and appears as an incongruous element in local townscape.



Fig 7.21: Ruislip Methodist Church, Ickenham Road



Fig 7.22: The Thomas Moore building, Ickenham Road

King Edward's Road

7.36 To the west, this is a private road lined with deep grass verges. The front boundaries of the houses are defined with walls and railings, although some are more open. There are also some mature garden trees, which add to the green character of the road. As such it has a slightly different and more spacious character to the rest of the Conservation Area.



Fig 7.23: King Edward's Road

7.37 The properties, which are mainly detached, vary in size and style. Nos 25-27 are noticeable as they are an asymmetrical pair of detached 1930s houses with exceptionally wide frontages. A number of properties are chalet style bungalows of individual design, although some are heavily altered.



Fig 7.24: No 25-27 King Edward's Road

7.38 No 4, a Locally Listed building, terminates the north western end of the road. It is flat fronted and of a symmetrical classically inspired design. It includes a tall parapet with recessed panels and has a sundial centrally placed on the street elevation. It is set in a large garden that runs to Sharps Lane, and is an important element in terms of the character of the road.



Fig 7.25: No 4 King Edward's Road

7.39 From the junction with Church Lane to the High Street the road gently curves and is defined by narrow grass verges, mature garden trees and well-established hedges. The houses appear more tightly developed, although the road includes a number of substantial detached, 1920s and 30s properties of individual design.

7.40 There are also some earlier properties, probably dating from just after the turn of the 20th century. Two of these, College House and No 21 are located on the southern part of the road and include corner bays with steeply pitched roofs forming turret like features. A few of the houses in this stretch of the road have been converted for commercial, or other uses and a number of the front gardens have been hard surfaced for car parking.



Fig 7.26: King Edward's Road (east)



Fig 7.27: No 21 King Edwards Road

Sovereign Close

7.41 This lies off Kingsend and was developed during the1970s. The houses are mainly detached and of typical "executive" style. They have an informal lay out, with open frontages that are generally well landscaped, providing the buildings with an attractive setting.



Fig 7.28: Sovereign Close

Poplars Close

7.42 This lies to the south of Ickenham Road and was developed during the 1930s. The entrance is marked by a pair of painted brick buildings. These have unusual angled facades,

projecting brick decoration and pantiled roofs. The left hand house is largely unaltered and retains its Crittal type windows. The houses within the close are mainly of a similar age and character, although No 6 has a distinctive green pantiled roof. Woodford Hall, used by the Scouts, is located at the end of the cul- de- sac.



Fig 7.29: No 15 Ickenham Road- at the entrance of Poplars Close

Monarch's Way

7.43 Monarch's Way is a typical 1970s back land development of polite yet undistinguished Georgian style design. The light yellow bricks of the houses appear slightly incongruous; however, the dark red bricks of the two frontage properties appear to sit comfortably within the established street scene.



Fig 7.30: Monarch's Way

Regency Drive

7.44 This is a modern close, circa 1980s, comprising quite tightly developed two, to two and a half and three storey red brick blocks. It includes houses and flats, some with balconies, with little space for landscaping. Whilst not unattractive, it has a dense urban character, different to the more spacious suburban character of the surrounding area.

Scale

7.45 The houses within this area are predominantly two storeys in height and have traditional pitched roofs. There are some taller buildings; however, and these tend to be modern flats or public buildings. The taller flats are not characteristic of the area and, in some cases, detract from its appearance.

7.46 The properties within the area are predominantly detached or semi-detached houses, and are generally well spaced with good sized gardens to the front and rear. Larger properties tend to mark corners, whilst gap views between the properties are important in terms of retaining the spacious character of the area.

Local Details

Building Details

7.47 The architecture of this area very much reflects the main period of its development. There is a very strong Arts and Crafts influence to the design of the houses and also a good number of styles more typical of the later 1930s. Perhaps one of the most important characteristics of the area is the decorative detailing of the buildings. This is of a good standard, in many cases highly imaginative and incorporating the use of traditional materials and finishes.

Materials

7.48 In general, the houses are brick built, mainly of red brick or render, with red plain tiled roofs and traditional chimney stacks.

Public Realm and Streetscape

7.49 Pavements and street furniture tend to be low key and in some places rather ad hoc in appearance and of varied condition. Some early concrete lampposts remain, and traditional red post boxes are located on Church Avenue and Sharps Lane.

Green Spaces and Landscape

7.50 Whilst there are no public green spaces within this Character Area, street and garden trees, mature hedges and grass verges are important elements, which together with the planting in front gardens, give the area a green and sylvan appearance.

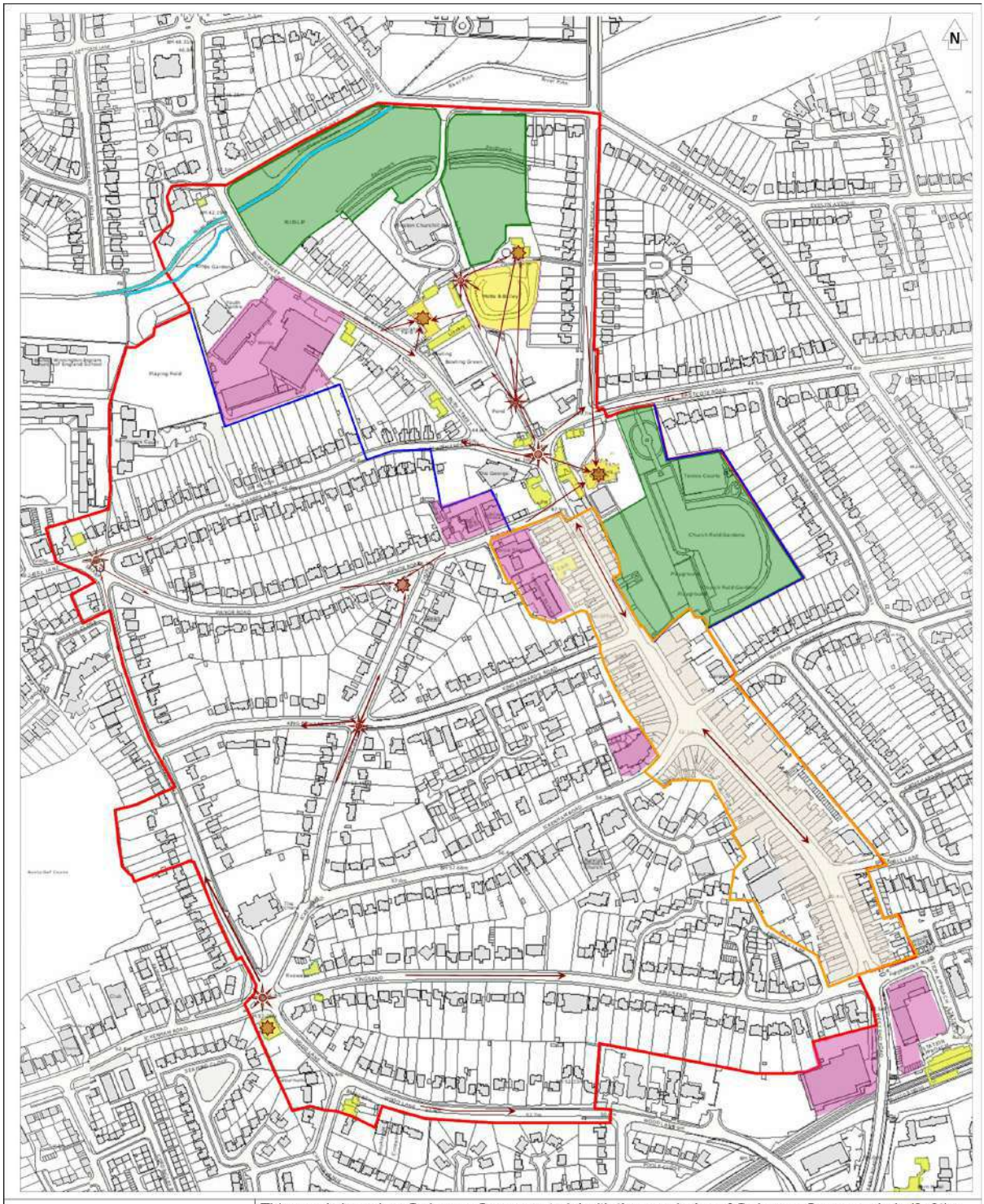
New Development

7.51 Over the years there has been infill and some back land development for housing. These for the most part have not detracted from the established character of the area. More recent developments have, however, had a marked impact on the appearance of some of the residential streets, in particular, within Kingsend. Here, new flatted blocks, with wide frontages and large footprints, have started to erode the distinctive character of the area. A recent proposal for a large residential block within the back gardens of properties on Sharps Lane, was resisted by the Council, and was upheld at appeal.

Negative Factors

7.52 There are few negative factors, other than the issues posed by inappropriate new development, the loss of some gardens to hard surfacing and additional street parking associated with the High Street commercial uses.

MAP 3: OVERALL TOWNSCAPE EVALUATION



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HILLINGDON
LONDON

- Local Landmarks
- Key Local Views
- Focal Points
- Listed Buildings
- Large Scale buildings
- Plots fronting Ruislip High Street, providing visual interest
- Green Spaces fronting main roads

APPENDIX 1: DESIGNATED HERITAGE ASSETS

Scheduled Ancient Monument

Name	Address	Town	Grade	Date of listing
Ruislip Motte & Bailey	St Martin's Approach	Ruislip	Ancient Monument	31.12.1953

Listed Buildings

S.NO	Name	No	Address	Town	Grade	Date of listing
1	The Village Sweet Shop & Haileys Shop		Bury Street	Ruislip	II	10.07.1972
2	Great Barn to west of Manor Farm Yard		Bury Street	Ruislip	II*	06.09.1974
3	Cowshed & Sties to north-west of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
4	Cowshed to east of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
5	Small Barn to south of Manor Farm Yard		Bury Street	Ruislip	II	06.09.1974
6	The Plough Inn	154	Bury Street	Ruislip	II	06.09.1974
7	Woodman's Farmhouse	150	Bury Street	Ruislip	II	06.09.1974
8	Cannon's Bridge Farmhouse		Bury Street	Ruislip	II	06.09.1974
9	The Old House,	7-9	Bury Street	Ruislip	II	24.01.1950
10	Mill House	25	Bury Street	Ruislip	II	06.09.1974
11	K6 Telephone Kiosk opposite north end High Street		Eastcote Road	Ruislip	II	18.06.1987
12	Ruislip Almshouses		Eastcote Road	Ruislip	II	24.01.1950
13		1, 1A & 1B	High Street	Ruislip	II	06.09.1974
14		3, 5 & 7	High Street	Ruislip	II	06.09.1974
15		9-15	High Street	Ruislip	II*	24.01.1950
16	St. Martin's Church		High Street	Ruislip	B	24.01.1950

17		6	High Street	Ruislip	II	06.09.1974
18	The Swan P.H.		High Street	Ruislip	II	06.09.1974
19	The British Legion Hall	32	High Street	Ruislip	II	06.09.1974
20	Monument to Annie Hall (approx. position)	St Martin's Churchyard	High Street	Ruislip	II	03.04.1988
21	Orchard Cottage	65	Kingsend	Ruislip	II	06.09.1974
22	Manor Farmhouse		Bury Street	Ruislip	II	24.01.1950
23	Laurel Cottage, Tudor Cottage and Primrose Cottage		Wood Lane	Ruislip	II	19.07.1973

Locally Listed Buildings

S.NO	Building Name/No	Road name	Post code	Ward	Date Proposed
1	No 51	Bury Street	HA4 7SX	West Ruislip	1973
2	Manor Farm Lodge	Bury Street	HA4 7AR	West Ruislip	2009
3	War Memorial and Horse Trough	Bury Street	HA4 7AR	West Ruislip	2009
4	Hand pump	Bury Street	HA4 7AR	West Ruislip	2009
5	The Gables, No 27	Church Avenue, Ruislip	HA4 7HU	West Ruislip	2009
6	The Vicarage, No 9	Deborah Crescent	HA4 7SX	West Ruislip	2009
7	No 38	High Street	HA4 7AN	West Ruislip	2009
8	NatWest Bank, No 63	High Street, Ruislip	HA4 8JB	West Ruislip	2009

9	Barclays Bank, No 54	High Street, Ruislip	HA4 7AT	West Ruislip	2009
10	Nos 56-78	High Street, Ruislip	HA4 7AA	West Ruislip	2009
11	No 104	High Street, Ruislip	HA4 8LS	West Ruislip	2009
12	No 135	High Street, Ruislip	HA4 8JY	West Ruislip	2009
13	Fiveways	Ickenham Road	HA4 7BZ	West Ruislip	1973
14	Dunholme Lodge, No 21	King Edwards Road	HA4 7AE	West Ruislip	2009
15	13-15	Kingsend, Ruislip	HA4 7DD	West Ruislip	2009
16	16-18	Kingsend, Ruislip	HA4 7DA	West Ruislip	2009
17	8	Manor Road	HA4 7LB	West Ruislip	2009
18	Wall outside of No 9, Sharps Lane	Sharps Lane, Ruislip	HA4 7JG	West Ruislip	2009
19	No 22	Sharps Lane, Ruislip	HA4 7JQ	West Ruislip	2009
20	No 120	Sharps Lane, Ruislip	HA4 7JB	West Ruislip	2009
21	14-16	Wood Lane, Ruislip	HA4 6EX	West Ruislip	2009

APPENDIX 2: POLICY CONSIDERATIONS

Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 *(as amended)*

Planning Policy Guidance Note 15: Planning and Historic Environment 1994

Planning Policy Guidance Note 16: Archaeology and Planning 1990

The London Plan: Spatial Development Strategy for Greater London 2004

Hillingdon Unitary Development Plan Saved Policies 2007

BE2: Scheduled Ancient Monuments and their setting will be preserved.

BE3: The local planning authority will ensure whenever practicable that sites of archaeological interest are investigated and recorded either before any new buildings, redevelopment, site works, golf course or gravel extraction are started, or during excavation and construction. Development which would destroy important archaeological remains will not be permitted.

BE4: New development within or on the fringes of conservation areas will be expected to preserve or enhance those features which contribute to their special architectural and visual qualities; development should avoid the demolition or loss of such features. There will be a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. Applications for planning permission should contain full details, including siting and design, or replacement buildings.

BE8: Applications for planning permission to alter or extend statutory listed buildings or buildings on the local list will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

BE10: Planning permission or listed building consent will not normally be granted for proposals which are considered detrimental to the setting of a listed building.

Appendix 12 – Example of Dormer Windows along High Street, Ruislip

Examples of Dormer Windows along High Street, Ruislip *(source: Google Street View, June 2024)*

156 High Street, looking northwest towards 148 High Street



127 High Street – looking north



73 High Street



61 High Street



74 High Street



3a Pembroke Road, Ruislip (the corner of High Street)



178 High Street



Appendix 13 – Location of parks and communal spaces within a 20-minute walk of the Appeal Site


Appeal Site - 122-124 High Street, Ruislip
1 - Church Field Gardens Playground
2 - Church Field Gardens and Tennis Courts
3 - Ruislip Bowls Club
4 - Celandine Rout along the River Pinn
5 - Pinn Meadows / Kings College Athletics Track and Playing Fields
6 - Eastcote Hockey Club
7 - Park Wood and Ruislip Lido
8 - Hill Lane Playground
9 - Blenheim Crescent Children's Playground
10 - Ruislip Rugby Football Club
11 - Wealdstone Football Club
12 - New Pond Playing Fields
13 - Shenley Park
14 - Pembroke Gardens
15 - Park Way Park
16 - Warrender Park and Highgrove Woods
200m
400m
800m
1600m
0 250 500 m

Appendix 14 – Chelmsine Court, Bury Street, Ruislip (LPA ref. 890/APP/2020/763) Delegated Officer Report

Residents Services

APP. REF. NO: 890/APP/2020/763

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 Option
1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2. Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3. There is no Committee resolution for the enforcement action	☐
4. There is no effect on listed buildings or their settings	☐
5. The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL	
6. Application is contrary to relevant planning policies/standards	☐
7. No petition of 20 or more signatures has been received	☐
8. Application has not been supported independently by a person/s	☐
9. The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT	
10. Single dwelling or less then 10 dewlling units and/or a site of less than 0.5 ha	☐
11. Householder application in the Green Belt	☐
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	☐
13. Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS	
15. Certificate of Lawfulness (for proposed use or Development)	☐
16. Certificate of Lawfulness (for existing use or Development)	☐
17. Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS	
18. ADVERTISMENT CONSENT (excluding Hoardings)	☐
19. PRIOR APPROVAL APPLICATION	☐
20. OUT-OF-BOROUGH OBSERVATIONS	☐
21. CIRCULAR 18/84 APPLICATION	☐
22. CORPSEWOOD COVENANT APPLICATION	☐
23. APPROVAL OF DETAILS	☐
24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval	☐
25. WORKS TO TREES	☐
26. OTHER (please specify)	☐

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives 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 DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Transportation and Regeneration**

Address CHELMSINE COURT BURY STREET RUISLIP

Development: Erection of a four storey detached building to create 6 x 2-bed and 2 x 1-bed self contained flats with associated parking involving demolition of existing building

LBH Ref Nos: **890/APP/2020/763**

Drawing Nos: 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3
1232PL-RDT-ZZ-ZZ-DR-A-3000 Rev. PL2
1232PL-RDT-ZZ-OO-DR-A-2100 Rev. PL2
1232PL-RDT-ZZ-01-DR-A-2200 Rev. PL2
1232PL-RDT-ZZ-02-DR-A-2300 Rev. PL2
1232PL-RDT-ZZ-03-DR-A-2400 Rev. PL2
1232PL-RDT-ZZ-XX-DR-A-0001 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0005 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0110 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0800 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0500 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0501 Rev. PL1
1232PL-RDT-ZZ-XX-DR-A-0300 Rev. PL1
1232PL-RDT-ZZ-04-DR-A-2500 Rev. PL1
TS19-273-1
TS19-273-2
Design and Access Statement
Transport Statement
Drainage Strategy and Flood Risk Assessment
Construction Method Statement
Air Quality Assessment
Planning Statement

Date Plans received : 03/03/2020 **Date(s) of Amendment(s):**

Date Application Valid: 03/03/2020

1. SUMMARY

The property is located within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012). This proposal considers the demolition of the existing building and erection of a new 4 storey building to create 8 self contained flats.

The proposal is considered to respect the visual amenity of the site and the surrounding area. It would not have a significant detrimental impact on the amenity of the neighbouring properties and would also provide a satisfactory level of residential amenity to future occupiers. It is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3, 1232PL-RDT-ZZ-OO-DR-A-2100 Rev. PL2, 1232PL-RDT-ZZ-01-DR-A-2200 Rev. PL2, 1232PL-RDT-ZZ-02-DR-A-2300 Rev. PL2, 1232PL-RDT-ZZ-03-DR-A-2400 Rev. PL2, 1232PL-RDT-ZZ-04-DR-A-2500 Rev. PL1 and 1232PL-RDT-ZZ-ZZ-DR-A-3000 Rev. PL2 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2016).

3 RES7 Materials (Submission)

No superstructure works shall take place until details of all materials and external surfaces, including details of balconies and side privacy screens of a minimum height of 1.8m, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON
To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

4 RES9 Landscaping (car parking & refuse/cycle storage)

No superstructure works shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
2.e Hard Surfacing Materials
2.f External Lighting
2.g Other structures (including fencing/railing detail providing the defensible space in front of the rear habitable windows of the ground floor flats)

3. Details of Landscape Maintenance
3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy 5.17 (refuse storage) of the London Plan (2015).

5 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England)Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON
To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6 RES13 Obscure Glazing

The window(s) facing Cardinal House and 2 Reservoir Road shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON
To prevent overlooking to adjoining properties in accordance with policies DMHB 11 and DMHD 1-2 of the Hillingdon Local Plan Part 2 (2020).

7 RES22 Parking Allocation

The parking allocation scheme as shown on Drawing No. 1232PL-RDT-ZZ-XX-DR-A-1110 Rev. PL3 shall be implemented and the parking spaces shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON
To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Chapter 6 of the London Plan (July 2011).

8 NONSC Non Standard Condition

Prior to works commencing, details of step free access via the principal private entrance shall be submitted to, and approved in writing, by the Local Planning Authority. Such details as are approved shall be implemented and the provision shall remain in place for the life of the building.

REASON
To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

9 NONSC Non Standard Condition

The dwellings hereby approved shall be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON
To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8(c), is achieved and maintained.

10 NONSC Non Standard Condition

No development shall take place until a full and detailed Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP will be a requirement given the constraints and sensitivities of the local residential road network in order to minimise/avoid potential detriment to the public realm.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMT 1 and DMT 2 of the Local Plan Part 2 Development Plan Policies (2020) and the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMH 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking

LPP 5.17	(2016) Waste capacity
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5 I5 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
carry out work to an existing party wall;
build on the boundary with a neighbouring property;
in some circumstances, carry out groundworks within 6 metres of an adjoining building.
Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7 I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

8 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is on the eastern side of Bury Street, Ruislip and is a two storey building. The site is located within a mixed use area on the Northern edge of Ruislip just South of the junction of Bury Street with Reservoir Road. The immediate vicinity of the site contains various office and business development type uses including the applicant Auden McKenzie's own headquarters at McKenzie House and the VGC Group offices in Cardinal House and Bellway House.

The existing building is a mixed use of office and residential uses. There is a gap in the middle of the building at ground-floor level, providing access to a parking area in the small yard to the rear. It forms part of the neighbourhood centre and the street scene is residential and commercial in character and appearance. The application site lies within Developed Area, as identified in the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal is for the demolition of the existing premises and the erection of a four storey detached building to create 6 x 2-bed and 2 x 1-bed self contained flats, with associated parking and amenity space.

3.3 Relevant Planning History

890/APP/2008/2683 Chelmsine Bury Street Ruislip

Change of use of ground floor offices (Class B1) to residential use (Class C3) to provide 2 two-bedroom flats on the ground floor together with associated parking and amenity space.

Decision: 05-11-2008 Approved

890/APP/2008/706 Chelmsine Bury Street Ruislip

CHANGE OF USE OF GROUND FLOOR OFFICES (CLASS B1) TO RESIDENTIAL USE (CLASS C3) AND ERECTION OF A SECOND FLOOR TO CREATE A THREE STOREY BUILDING COMPRISING 2 TWO-BEDROOM FLATS ON THE GROUND AND FIRST FLOORS AND 1 THREE- BEDROOM FLAT ON THE SECOND FLOOR TOGETHER WITH PARKING AND AMENITY SPACE.

Decision: 08-05-2008 Refused

890/APP/2011/2795 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Three storey detached building, ground and first floor for use as Pharmaceutical Laboratory and second floor for use as 2 x 2 bed flats, involving demolition of existing building.

Decision: 02-02-2012 Approved

890/APP/2012/1029 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Demolition of existing building and erection of three storey detached building involving basement, ground and first floor for use as Pharmaceutical Laboratory and second floor for use as 2 x 2 bed flats

Decision: 27-06-2012 Approved

890/APP/2015/1907 Auden House (Previously Chelmsine Court) Bury Street Ruislip

Erection of a three storey building to include 6 x 2 bed self contained flats with associated parking, cycle store, bin store and amenity space involving demolition of existing two storey building

Decision: 23-12-2015 Approved

890/APP/2016/2866 Auden House Bury Street Ruislip

Erection of a three storey building to contain offices (Use Class B1) at ground and first floor level and 2 x 2-bed self-contained flats at second floor level with associated parking, involving demolition of existing building.

Decision: 30-09-2016 Approved

890/PRC/2019/201 Chelmsine Court Bury Street Ruislip

Demolition of existing building and construction of new 4-storey apartment building consisting of 8 no. apartments.

Decision: 03-12-2019 NO

Comment on Planning History

Permission was granted in 2016 for a three storey building, with offices at ground and first floor and 2 self contained flats at second floor level.

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

13 neighbours, the Ruislip Residents Association were consulted for a period of 21 days expiring on the 30 March 2020. Site Notice Expiry Date - 8/4/20. 4 responses were received raising the following issues:

- Loss of light
- Loss of privacy
- Impact on building operations on our daily business operations
- Loss of view
- 4 storeys is out of keeping with the area
- Insufficient parking provision

Officer response: Disruption due to construction is transitory in nature and not sufficient reason for refusal in its own right. Within planning there is no right to a view.

Access Officer - No objections subject to conditions for accessibility.

Highways - The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with Local Plan Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies 6.3, 6.9, and 6.13 of the London Plan (2016).

Trees/Landscape Officer - A previous application ref. 2016/2866 was approved. There are no trees or soft landscape on the site and no local TPO's or Conservation Area designations which might affect the site. The proposal includes a bin store which is integral to the building and a bike store which is securely sited to one side behind a a gated access. The scale of the development requires 7 parking bays in the front 'garden'. The two residual spaces for soft landscape on the front boundary fail to meet the Council's 25% space standard for living landscape. The wedge shape area to the north of the entrance is too narrow to support planting, leaving only the southern planted bed. Similarly, the rear garden provides very limited external amenity space for use by future residents.

Recommendation: Objection. The proposal fails to comply with policies DMHB 11 and DMHB 14.

Officer response: Amended plans have been submitted and the Landscape Officer has advises that it is a tight site, however the amended plans provide a little more space to establish a hedge or other planting along the front boundary. This is an improvement, subject to details which can be conditioned.

Flood and Water Management - No objections

Conservation and Urban Design - No objections

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 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 6.13	(2016) Parking
LPP 5.17	(2016) Waste capacity
LPP 7.4	(2016) Local character
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy DMHB 11 of the 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 also not adversary impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private opens spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

The principle impacts on the occupiers of neighbouring properties, which are all in commercial uses, are considered to be those relating to privacy and security, with general outlook and light unlikely to be critical to how these businesses operate. To the rear Bellway House would be separated from the proposed development by approximately 30m. To the south the adjacent three storey office building, Cardinal House, occupied by VGC Group contains staff and office rooms that could be observed during normal daytime hours. The proposal does not include any side windows but does include rear balconies at first and second floor. However privacy screens could be included to ensure no direct overlooking.

As such it is considered the proposal complies with the requirements of Local Plan Policy DMHB 11.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the 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 DMHB 12 advises that development should be well integrated with the surrounding area. It should ensure public realm design takes account of the established townscape character and quality of the surrounding area.

The street scene is comprised of a variety of properties ranging from single storey garage site adjacent to the north and the three storey office blocks to the south and east. Opposite is a three storey flatted development and a pair of two storey semi detached dwellings. The plot measures approximately 15.4m in width and 34.7m in depth. The existing building spans the entire width of the plot at a depth of 13.1m and is two storey at a height of 6.45m.

The proposed building would comprise a 4 storey apartment block at a height of approximately 12.15m. It has a maximum width of 12.85m and depth of 14.6m and maintains a minimum set back of 1m from the side boundaries. The building would maintain the existing front building line and not exceed the height of the adjacent building Cardinal House, it is considered that the proposal would not be of a scale or design that is out of keeping with the character of the street scene or the wider area.

The proposal would be in accordance with policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

7.3 Traffic Impact/Pedestrian Safety

Local Plan Part 2 Policies DMT 1 and DMT 2 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.

Clearly the proposal would raise the level of vehicular activity to and from the site given its dormant status. Nevertheless the anticipated uplift in trip generation related to the 8 new dwelling units does not raise any immediate highway concerns with a predicted 3-4 two way vehicular movements during the morning and afternoon peak traffic periods. This level of generation is considered marginal in highway impact terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

7.4 Carparking & Layout

permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The Council's maximum standard requires between 1-1.5 spaces to be provided on-site for each of the flatted units. In total seven spaces (including a disabled compliant bay) are proposed on the frontage area which is marginally under the above range of parking requirement. However, determination of the acceptability of a marginally lower on-plot

parking provision is reliant on a number of extraneous factors to the site itself. The local characteristics of the surrounding network is one of the main factors that needs to be taken into consideration as this can significantly influence the need (or otherwise) for new residential occupiers owning private motor transport.

The Highway Officer has advised that with this particular site, it is apparent that the vast majority of the surrounding road network acts as a natural deterrent to an alternative parking facility for 'would be residents' of the development. This deterrent is realised by virtue of the extensive local parking restrictions that surround the location which inherently assist in discouraging the likelihood of untoward parking displacement onto the public domain by a new development.

This relative lack of on-street parking availability therefore acts as a deterrent to multiple or even single car ownership by a prospective occupier of a new residential unit within the proposal site. This is especially true when potential occupier's first view a property prior to purchase or rental and observe non-existent on-site parking provisions and relatively non-existent on-street parking availability in proximity of the address. This is a factor that is very likely to be high on the list of considerations prior to occupation which allows for an informed decision to be made on whether the address suits the life demands of the potential occupier. Some occupiers may decide to proceed with property acquisition on a potentially 'car free' basis which would then help to conform to the sustainable travel agenda by way of eliminating new parking demand.

Therefore it is considered that the extensive parking controls within the surrounding area (which inherently act a deterrent to potential displacement impacts resulting from car ownership/use) mitigate against any marginally lower on-plot parking provision. On that premise, the proposal as presented is considered acceptable in principle.

Parking spaces 1-7 for the corresponding 8 flats are depicted on plan hence this is considered as the official parking allocation regime which thereby negates the imposition of a subsequent planning condition.

There should be a provision of at least 1 secure and accessible space for each of the flatted units (totalling 8 spaces) in order to conform to the adopted minimum borough cycle parking standard. This level of provision has been indicated with the addition of 2 visitor spaces which is welcomed.

7.5 Urban Design, Access and Security Considerations

Residential Amenity of future occupiers

London Plan Policy 3.5 seeks to ensure that all housing developments are of the highest quality, both internally and externally and in relation to their context and the wider environment.

Policy DMHB 16 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants. The standards require a two person 1 bed flat should have a minimum internal floor area of 50sqm and a three person 2 bed flat should have a minimum floor area of 61sqm.

The internal floor areas for the proposed flats have a minimum of 53.55sqm and 64.5sqm for the 1 bed and 2 bed units respectively.

As such, it is considered the proposal would provide a satisfactory living environment for the future occupants in accordance with Policy DMHB 16.

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light, therefore complying with Policy 3.5 of the London Plan (2016).

Policy DMHB 18 advises that all new residential development will be required to provide good quality and useable private outdoor amenity space. In assessing the quality of all amenity space in development proposals, consideration will be given to the shape and position and whether the layout has regard to matters such as daylight and sunlight. Table 5.3 identifies a requirement of 20sqm for a 1 bed unit and 25sqm for each 2 bed property, giving a total requirement of 190sqm. The property would only provide 105sqm of amenity space with 4 additional balconies of 16.4sqm, which would be less than the standard requires. However it is noted that there is an area of public open space 115m to the south, with easy access to Park Wood (225m to the south) Ruislip Lido (190m to the east), Mad Bess Wood (118m to the north) and Ruislip Wood (386m to the north). It maybe therefore unreasonable to refuse the proposal on this basis.

It is noted that Policy DMHB 16 also requires that any ground floor flat should have a defensible space of not less than 3m in depth in front of any habitable window. This is not shown on the site plan but is achievable and can be conditioned if all other aspects of the proposal are acceptable.

7.6 Other Issues

Operational Refuse Requirements
Refuse collection will continue via the public highway.
A specific bin storage area to the rear of the dwellings has been indicated. In order to conform to the Council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste bin storage is positioned at a collection point within this set distance. Also the maximum carrying distance from each flat should not exceed 30m.

A bin store is to be provided within the new build hence the 10m distance parameter from the highway is exceeded. However it is highly likely that an informal on-plot management regime will be established to ensure that any refuse is positioned within this distance parameter on collection days. It is considered that for this scale of development it is in the best interest of the occupier to place their refuse within the proposed refuse storage location if they wish for their refuse to be collected. The informal arrangement is therefore considered as sufficient in this case.

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 sq metre.

8. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
The London Plan (2016)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Technical Housing Standards - Nationally Described Space Standard
Hillingdon Design and Accessibility Statement: Accessible Hillingdon

National Planning Policy Framework

Contact Officer: Liz Arnold **Telephone No:** 01895 250230

Appendix 15 – 63 High Street, Ruislip (LPA ref. 3317/APP/2024/2048) Delegated Officer Report

Development Management

APP REF No. 3317/APP/2024/2048

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	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
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	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
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.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

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

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	63 HIGH STREET RUISLIP
Development:	Change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3) (revised description 14.08.24)
LBH Ref Nos:	**3317/APP/2024/2048**
Drawing Nos:	63highstreet/2024/01A 63highstreet/2024/04B 63highstreet/2024/05B 63highstreet/2024/06A 63highstreet/2024/07A 63highstreet/2024/01 63highstreet/2024/02 63highstreet/2024/03

Date Plans received:	30-07-24	**Date(s) of Amendments(s):**	16-10-24
Date Application valid	30-07-24		06-08-24 06-08-24

1. SUMMARY

Planning permission is sought for the change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3).

The proposal is considered to be acceptable regarding character and appearance, neighbouring amenity impacts, living conditions and highway safety and parking.

The application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990

2. RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

63highstreet/2024/04B
63highstreet/2024/05B
63highstreet/2024/06A
63highstreet/2024/07A

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. OM19 Construction Management Plan

The development hereby permitted shall not be carried out except in complete accordance with the submitted Construction Management Plan (CMP) dated 3rd of October 2024.

REASON
To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

3. I73 Community Infrastructure Levy

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community

Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located along Ruislip High Street which occupies mostly commercial units at ground level levels with residential above. The site is within Ruislip's secondary shopping area and within Ruislip Village Conservation Area and is Locally Listed.

3.2 Proposed Scheme

The application proposes the change of use of from Office/Storage (Class E) and internal alterations to provide 1 x studio, 1 x 1 bed and 1 x 2 bed residential units (Class C3)

3.3 Relevant Planning History

3317/APP/2024/1945 63 HIGH STREET RUISLIP

Change of Use from financial services/bank to open Use Class E (Commercial, Business & Services).

Decision: 05-09-2024 Approval

Comment on Planning History

The relevant planning history is listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **12th September 2024**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTATION

20 neighbours were consulted by letter dated 12-08-24. Two representations was received as summarised below:

- Concerns regarding building works including noise, traffic and litter
- Neighbouring dwelling omitted from floor plans
- Concerns regarding internal noise on adjoining walls
- Loss of privacy (due to access walk way)

Planning Officer comments:
Given the given the constraints and sensitivities of the local road network and to avoid/minimise potential detriment to the public realm, a Construction Management Plan (CMP) has been reviewed by Highways and approved, compliance would be secured by condition.

Revised plans were provided demonstrating No.63A to ensure the assessment was thorough. The concerns are discussed in the neighbouring amenity section below.

INTERNAL CONSULTATION

Highways, Access and Conservation were consulted.

Access:
This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the Change of Use of this existing office building, involving internal alterations, to provide 3 residential units (Class C3). The above policy applies only to new housing developments. Conclusion: no objections raised from an accessibility perspective.

Conservation:
This is an imposing building which makes a positive contribution to the character of the area. We would support the principle of the proposals as it would be beneficial for the building to have a long term use. The only change we would recommend would be that the stairs at first floor level move to the other side of the solid wall. This would reduce the amount of corridor space within the building and allow the principle front space to be retained and appreciated. It would also allow the kitchen to move and then the fireplace could be reopened as a feature. At second floor the stair would appear within the bathroom but this could relocate to the position of the current stair or elsewhere. No objection however we would recommend that the above points be reconsidered to allow a more successful conversion.

Planning Officer comment:
It is considered it would be unreasonable to request the relocation of the existing stairs.

Highways:
Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development

should not exceed the maximum parking standards as set out in table 10.3.
The overriding regional parking standard demands up to a maximum of 1-2 spaces in total for the proposal. Although the 'car-free' option for the residential component technically falls within this spectrum, it is noted that the regional standard recommends 'car-free' development where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station which suggests a potential anomaly/under-estimation in the PTAL calculation (4) indicating a higher 'real-world' rating.
Therefore, in this case, any apparent 'shortfall' in parking is not considered potentially problematic and it is anticipated that if a refusal reason based on insufficient on-plot parking were to be applied and thereafter appealed, it is highly unlikely to be supported by the Planning Inspectorate given the relatively high PTAL in the first instance and the physical limitations of convenient alternative availability of 'free of charge' parking areas in the vicinity that could otherwise serve as an alternative provision. The Highway Authority therefore advises that no objection is raised to the absence of on-plot parking.

Cycle Parking
In terms of cycle parking there would be a requirement to provide a total of 3 secure and accessible spaces for the 3 units. No detail is presented, however it is recommended that a suitable space saving cycle wall rack located internally within the flat itself is installed thereby allowing choice and flexibility in the type of cycle owned. This aspect should be secured via condition.

Vehicular Trip Generation
Local Plan: Part 2 Policies - DMT 1 and DMT 2 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.
Given the 'car-free' status and physical parking constraints on the local highway network, the proposal does not give rise for concern, as it would be anticipated that any traffic imposition can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Servicing Arrangements
Residential- Waste Collection
In the case of waste management, collection distances between a designated bin store and a refuse vehicle should not exceed 10m in order to accord with the council's waste collection standard with carrying distances from each residential unit not exceeding a distance of 30m to the store.
The council's waste collection service may wish to comment further on this point.

Construction Management Plan (CMP)
The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm. It will need to be secured by-way of planning condition.

Conclusion
The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

Planning Officer comments:

It is noted that a CMP was submitted and reviewed by Highways whom stated 'the submitted CMP is acceptable hence the suggested condition can be avoided'. A compliance condition will be added in the event of an approval.

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

Part 2 Polices:

DMEI 7	Biodiversity Protection and Enhancement
DMH 2	Housing Mix
DME 3	Office Development
DMTC 1	Town Centre Development
DMTC 2	Primary and Secondary Shopping Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
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 D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H10	(2021) Housing size mix
LPP SD6	(2021) Town centres and high streets
LPP SI12	(2021) Flood risk management
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

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) (2023) 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

NEIGHBOURING RESIDENTIAL AMENITY

Policy D3 of the London Plan (2021) states Part D7) that development proposals should deliver appropriate outlook, privacy and amenity.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that development proposals do not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The supporting text for this policy states that the Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

PRIVACY, LIGHT AND OUTLOOK:

It is noted that there is a cafe to the ground floor unit Number 63 and also a residential unit to the rear of the first floor number 63A. Number 65A High Street is located to the south east of the site. Numbers 57-59 and 61 are directly adjacent to the north, separated by a road.

The proposed development includes no change to the bulk, size, design or location of the existing building and therefore there proposal is unlikely to result in in any additional loss of light or loss of outlook to neighbouring dwellings, nor is likely to have any additional overbearing impact.

The new flats would provide similar views to the existing as such there would be no significant increase in overlooking.

Concerns were raised given the entry to the three additional units would be via the existing entrance, which serves Number 63A and No.65A also has windows facing the access. It is noted that the access is communal and has been historically used by both the Bank at ground floor (serving access to their staff areas/office and storage) and the residential occupants.

The windows along the communal accessway serve the bathroom, kitchen and a secondary lounge window to Number 63A. Given the size of the bathroom and kitchen, these are not considered habitable rooms. In addition, the lounge is served by two other primary side windows facing Midhurst which are unobscured. Officers also note that the additional comings and goings to the new units would be limited and would not cause significant harm to both these neighbouring properties to warrant a refusal.

NOISE, ACTIVITY AND DISTURBANCE:

The development site is located within a dense commercial and residential area. The additional homes would not lead to any increase in people movements that would be out of character or harmful to residents enough to warrant refusal of the application. If the application is approved, a condition has been recommended to ensure that the construction process is managed in a manner which limits the developments impact on neighbours.

Further to this, concerns were raised regarding the noise and disturbance from the proposed studio flat which would be sited next to the bedroom of No.63A. It is noted that soundproofing would be subject to building control regulations.

Therefore, given the existing site situation and building regs, the introduction of 3 flats (replacing the existing storage/offices) within the walls of an existing building, in a busy town centre location is not considered to lead to any significant increases in noise or disturbance.

7.2 Impact on Street Scene

CHARACTER AND APPEARANCE

Policy D3 of the London Plan (2021) states that: Development proposals should: D1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

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 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

The application site is located within Ruislip Village Conservation Area and is locally listed.

The proposal includes no alterations to the front elevation of the building and therefore it would cause no harm to the character and appearance of the area.

Residential uses at first floor are common within the area and the existing site and therefore the proposal would be in keeping with the areas character. The flat would be accessed via existing accesses.

Overall the proposal is considered to preserve the character and appearance of the area and to cause no visual harm to the street scene.

7.3 Traffic Impact/Pedestrian Safety

PARKING AND HIGHWAY SAFETY

The application site is a commercially dominant building incorporating a bank on the ground floor with associated office/storage on the 1st & 2nd floors. The address forms part of a 1930's district shopping centre on the High Street (designated as 'classified' in the council's highway network hierarchy) in Ruislip. It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exampled by the plethora of bus service availability and the positioning of the LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours).

It is now proposed to retain the ground floor bank with the conversion of the 1st & 2nd floors to residential units (1x studio, 1x1 &1x2 bedrooms units) on a 'car-free' basis. It would appear the commercial unit is to retain on-plot parking provision accessed via the adjacent side road - 'Midcroft'.

Parking Provision
Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.
London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The overriding regional parking standard demands up to a maximum of 1-2 spaces in total for the proposal. Although the 'car-free' option for the residential component technically falls within this spectrum, it is noted that the regional standard recommends 'car-free' development where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station which suggests a potential anomaly/under-estimation in the PTAL calculation (4) indicating a higher 'real-world' rating.

Therefore, in this case, any apparent 'shortfall' in parking is not considered potentially problematic and it is anticipated that if a refusal reason based on insufficient on-plot parking were to be applied

and thereafter appealed, it is highly unlikely to be supported by the Planning Inspectorate given the relatively high PTAL in the first instance and the physical limitations of convenient alternative availability of 'free of charge' parking areas in the vicinity that could otherwise serve as an alternative provision. The Highway Authority therefore advises that no objection is raised to the absence of on-plot parking.

Cycle Parking
In terms of cycle parking there would be a requirement to provide a total of 3 secure and accessible spaces for the 3 units. tI is recommended that a suitable space saving cycle wall rack located internally within the flat itself is installed thereby allowing choice and flexibility in the type of cycle owned. The plans have been revised to show this detail.

Vehicular Trip Generation
Local Plan: Part 2 Policies - DMT 1 and DMT 2 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.

Given the 'car-free' status and physical parking constraints on the local highway network, the proposal does not give rise for concern, as it would be anticipated that any traffic imposition can be absorbed within the local road network without notable detriment to traffic congestion and road safety.

Servicing Arrangements
Residential- Waste Collection
In the case of waste management, collection distances between a designated bin store and a refuse vehicle should not exceed 10m in order to accord with the council's waste collection standard with carrying distances from each residential unit not exceeding a distance of 30m to the store.

The plan has been revised to show this detail.

Construction Management Plan (CMP)
Highways have reviewed the proposed CMP given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm, which would be secured by-way of a compliance planning condition.

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4 and T6 of the London Plan (2021).

7.4 Carparking & Layout

See' Traffic Impact/Pedestrian Safety' section.

7.5 Urban Design, Access and Security Considerations

ACCESS

Policy D5 of the London Plan (2021) sets out that proposals should achieve the highest standards of accessible and inclusive design.

Policy D7 of the London Plan (2021) states - To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, all residential development should include at least 10 per cent of dwellings (which are created via

works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The Council's access officer has reviewed and provides the following comments:

This application has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the the proposed change of use of the upper floors. Conclusion: no objections raised from an accessibility perspective.

LIVING CONDITIONS

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

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.

Within Table 3.1 of London Plan (2021) Policy D6 requires the following:
- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey one bed two person person unit should provide a minimum of 50 square metres GIA 1.5 square metres of storage;
- One storey two bed three person person unit should provide a minimum of 61 square metres GIA 2 square metres of storage;

The application site provides 1 x studio for one person providing 40sqm with built in storage. The 1 x 1 bed for two persons provides 51sqm and storage. The 1 x 2 bed for three persons provides 71sqm and storage.

Regards adequate daylight provision and outlook, all primary/habitable rooms would be served by front, rear or side facing aspects. The side facing windows which serve habitable rooms are unobscured glazing as existing.

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for residential development should provide adequate levels of private, well designed and located amenity space. The policy advises that 1-bedroom and 2-bedroom flats should be provided with 20sqm and 25sqm of private amenity space respectively.

There is no external amenity space provided. The absence of any external amenity space, would however be offset by the sustainable site location and proximity to local services and amenities including recreational facilities. Furthermore it should be noted that the majority of the units along this parade benefit from residential accommodation above which do not have access to private amenity space therefore a refusal on this basis would be difficult to defend at appeal.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

Paragraph 119 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Paragraph 120 of the NPPF (2023) states that substantial weight should be given to the value of using suitable brownfield land within settlements for homes and other identified needs in addition to promoting and supporting the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Policy GG2 of the London Plan (2021) states to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must: enable the development of brownfield land, prioritise sites which are well-connected by existing or planned public transport and proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well connected to jobs, services, infrastructure and amenities.

Policy SD6 of the London Plan (2021) states - C) The potential for new housing within and on the edges of town centres should be realised through mixed-use or residential development that makes best use of land, capitalising on the availability of services within walking and cycling distance, and their current and future accessibility by public transport.

Policy SD7 of the London Plan (2021) states - Development plans should 6) identify sites suitable for higher density mixed-use residential intensification capitalising on the availability of services within walking and cycling distance and current and future public transport provision including, for example: d) delivering residential above existing commercial, social infrastructure and transport infrastructure uses or re-providing these uses as part of a mixed-use development.

Policy DME 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - D) Proposals involving the loss of office floorspace within designated town centres should be supported by evidence of continuous vacancy and marketing over a 12 month period.

Policy DMTC 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states -A) The Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre.

The site is within a designated town centre, and secondary shopping area. The building was used as a Bank with the upper floors being associated office/storage space. It is noted that recently the building gained planning permission for a for a change of use to open Class E for completeness (ref: 3317/APP/2024/1945). The ground floor of the building is currently 'Gails' cafe (Class E).

It is also a sustainable location with a public transport accessibility level (PTAL) of 4. Whilst there is no objection in principle to the proposed residential development, the ground floor must remain in Use Class E to comply with strategic policies that seek to protect the function of main town centres, secured by condition. The submitted drawings demonstrate that this will be the case. Accordingly, the principle of residential development is acceptable, subject to compliance with wider planning policies.

The ground floor unit would be retained and the loss of the storage/office space in the upper floors

is not considered to impact on the vitality and viability of the town centre.

HOUSING MIX

The proposed homes are 1 No. x 1B1P, 1 No. x 1B2P and 1 No. x 2B3P. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3 bed family home, given the town centre location, it is on-balance acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

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 sq metre. The proposal would result in the creation of three residential units and is considered to be CIL liable.

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.

There are exemptions and the BNG planning condition does not apply to planning permission for development that is below a de minimis threshold, i.e.:

-does not impact an onsite priority habitat; and
-the development impacts less than 25sqm of onsite habitat that has biodiversity value greater than zero; and
-the development impacts less than 5m in length of onsite linear habitat
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 being a change of use would be occurring within an existing building and no trees or hedgerows would be affected. Therefore the development would not exceed the de minimis threshold and is considered to be BNG exempt.

8. Reference Documents

illingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (2020)
London Plan (2021)
National Planning Policy Framework (2023)
Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021)

Contact Officer: Emilie Bateman **Telephone No:** 01895 250230