

Report of the Head of Development Management and Building Control Committee Report

Case Officer: **Christopher Lamb**

14226/APP/2025/3062

Date Application Valid:	23.12.25	Statutory / Agreed Determination Deadline:	08.06.26
Application Type:	Full	Ward:	Ruislip

Applicant: **C/O Agent**

Site Address: **54 High Street
Ruislip
HA4 7AT**

Proposal: **Change of use of part ground and the first floor from a Financial and Professional Services (Use Class E (c)) to Residential. Erection of rear dormers, raising of the roof ridge on the rear section of the building and installation of 7no. roof lights and associated fenestration changes, private balconies together with bike and bin storage to provide an to provide an additional floor of residential (Total 5 flats Use Class C3)**

Summary of Recommendation: **GRANT planning permission subject to conditions**

Reason Reported to Committee: **Required under Part 3 of the Planning Scheme of Delegation (Petition received)**



Summary of Recommendation:

GRANT planning permission subject to the conditions set out in Appendix 1.

1 Executive Summary

- 1.1 This application at no. 54 High Street, Ruislip, seeks full planning permission for the change of use of part of the ground floor and all of the first floor from its existing Financial and Professional Services (Use Class E (c)) use to Residential (Use Class C3), in addition to alterations to the fenestration, and the roof including expansion and raising of the rear roof slope, erection of rear dormers, and installation of 7no. roof lights to the front roof slope, so as to provide an additional floor of residential use at second floor level, together with associated balconies, bin and cycle storage.
- 1.2 In total, the application would retain 184 sqm of Class E commercial space to the ground floor and provide 5 x residential units (2 x one-bedroom, 3 x two-bedroom).
- 1.3 A signed petition has been received from the public with a total of 35 valid signatures, and as such this application has been called to Committee for determination. Concerns raised include, *inter alia*, the impact of the proposal on the character and appearance of the building and Conservation Area, neighbour amenity, and lack of parking. These matters have been considered within the assessment section of the report below.
- 1.4 In this instance, in consideration of a recent appeal within the vicinity and the submitted marketing evidence, the principle of the part-conversion of the building to residential use, and the modest loss of ground floor commercial space within a Primary Shopping Area, is considered to be justified. The alterations required to the building, which are predominantly to the less-visible rear, are considered to be acceptable from a character, appearance and heritage perspective, in which the character of the Ruislip Village Conservation Area would be preserved.
- 1.5 Following amendments made to the application, namely the reduction in size of the balcony to Flat 5 (and therefore the alteration to its outlook), it is considered that the proposal would not give rise to undue overlooking or loss of privacy to existing adjacent residential occupiers, whilst no further amenity concerns are raised.
- 1.6 The Highways Officer has raised no objections to the proposal. Given the 'car-free' status of the development and physical parking constraints on the local highway network surrounding the site, it is considered that the proposal would

not discernibly exacerbate congestion or parking stress and would not raise any measurable highway or pedestrian safety concerns.

- 1.7 Taking all relevant matters into account and giving due regard to local residents' objections (including the petition against the application), it is concluded that the proposal complies with the overarching aims of the Development Plan and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval subject to the conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The site comprises no. 54 High Street in Ruislip, a two-storey building which is centrally located along Ruislip High Street and was previously occupied by Barclays Bank for several years.
- 2.2 The site lies on the corner of the High Street and King Edward's Road, within the Ruislip Town Centre designation. The building itself is rectangular in nature, with the longest of its elevations facing onto King Edward's Road. It has a prominent front entrance on the street corner with the High Street, with a noteworthy first-floor balcony located above. The building is constructed in red brick and has a clay tiled pitched roof. Joinery across the building is consistent in design.
- 2.3 The building is locally listed and is within the Ruislip Village Conservation Area. It is of an attractive design and finish, contributing positively to the character and appearance of the Conservation Area. The site also lies within a Primary Shopping Area, and the Ruislip Motte and Bailey Archaeological Priority Area. The site and surrounding High Street is also subject to an Article 4 direction that removes permitted development rights for the conversion of Use Class E to residential use, hence planning permission is required for such a conversion.
- 2.4 The surrounding area comprises a mix of commercial and residential uses. The adjoining property to the south and opposing properties across the High Street and King Edward's Road consist of various commercial uses on the ground floor, as do other nearby properties along the High Street. The upper floors of the High Street consist of multiple uses, including residential and offices. The adjoining no. 56 to the south has a residential flat above its ground floor commercial use (no. 56a).
- 2.5 To the west of the site, the surrounding area along King Edward's Road is predominantly residential in nature, featuring a mix of detached and semi-detached dwellings of varying styles and design. The neighbouring property to the west, no. 1 King Edward's Road, is a residential dwellinghouse. It is separated from the application site by a service road running between the two sites, which provides parking and access to the rears of properties facing onto the High Street.

2.6 Directly to the north-east of the site is Church Field Gardens Park.

Figure 1: Location Plan (application site edged red)

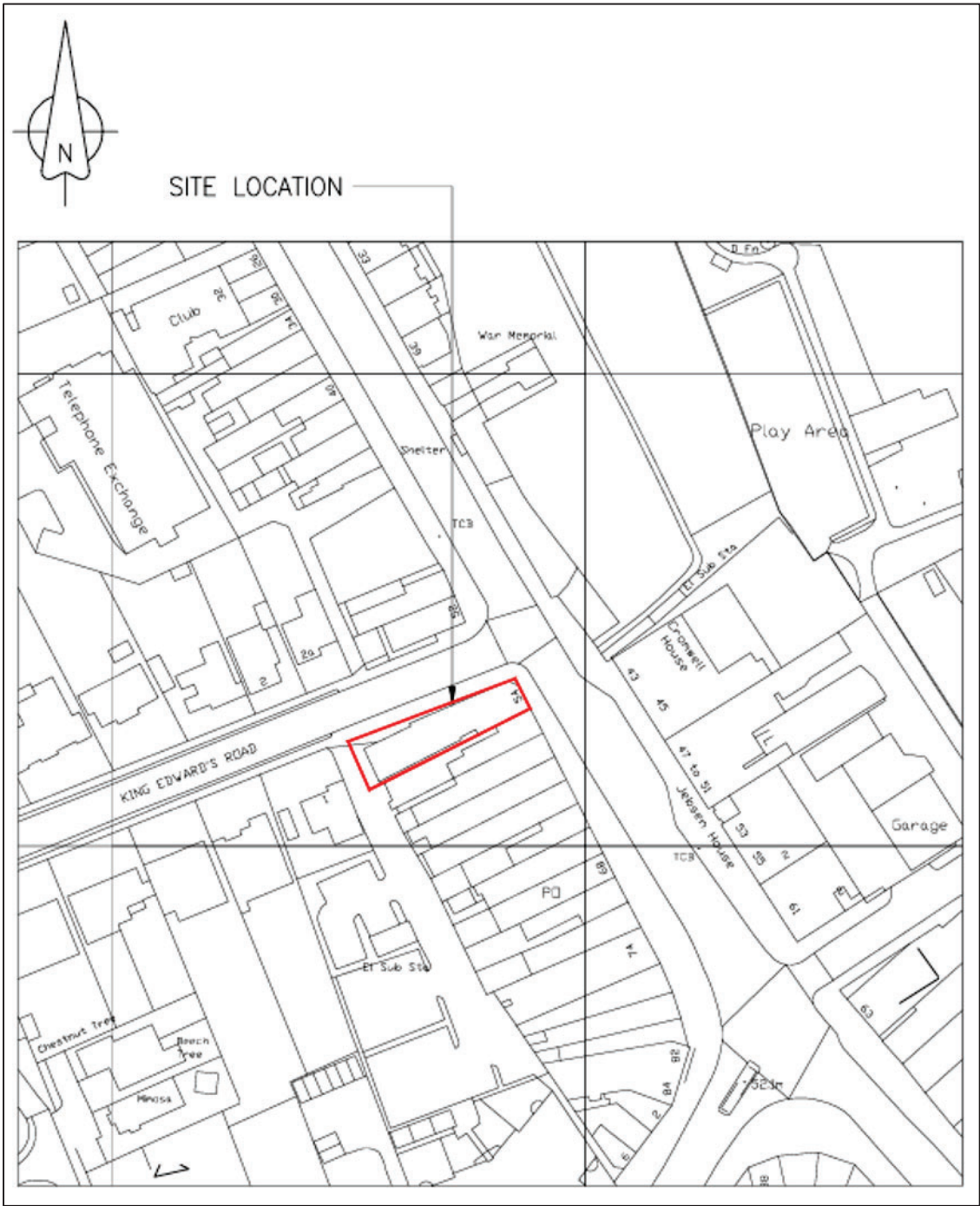


Figure 2: Application Property as Viewed from the High Street



Figure 3: Application Property as Viewed from King Edward's Road



Figure 4: Application Property as Viewed from King Edward's Road



Figure 5: Rear of Application Property as Viewed From Access Road



Figure 6: Rear of Application Property as Viewed From Access Road



Figure 7: Rear of Application Property as Viewed From Entrance to No. 56a



3 Proposal

- 3.1 This application seeks full planning permission for the change of use of part of the ground floor and all of the first floor of the property from its existing Financial and Professional Services (Use Class E (c)) use to Residential (Use Class C3), in addition to alterations to the roof including expansion and raising of the rear roof slope, erection of rear dormers, balconies, and installation of 7no. roof lights to the front roof slope, so as to provide an additional floor of residential use at second floor level.
- 3.2 Overall, the redevelopment would retain 184 sqm of Class E commercial space to the ground floor, accessed from the existing commercial entrance, and provide 5 x residential units (2 x one-bedroom, 3 x two-bedroom), with details as below:
- **Flat 1** – Two bedroom, three person. 77 sqm. Duplex over ground and first floor.
 - **Flat 2** – One bedroom, two person. 59 sqm. Duplex over first and second floors.
 - **Flat 3** – Two bedroom, four person. 84 sqm. Duplex over first and second floors.
 - **Flat 4** – One bedroom, two person. 51 sqm. First floor flat.
 - **Flat 5** – Two bedroom, four person. 82 sqm. Duplex over first and second floors.
- 3.3 Flats 2, 3 and 5 would benefit from external amenity space in the form of balconies, on the second floor. No. 5 would also have an additional balcony on the first floor facing the High Street, an existing feature of the building.
- 3.4 All of the flats would be accessible via a new ground floor entrance door facing onto King Edward's Road (north-facing elevation), which would lead into a communal lobby entranceway and staircase. Flat 1 would be accessed from the ground floor, and Flats 2 to 5 from an internal communal corridor on the first floor. An existing external staircase to the rear of the building (south elevation) would provide a secondary access point for the flats, leading to the communal first floor corridor. As part of the proposal, a new secondary access door for the commercial unit would also be installed, adjacent to the primary residential access facing onto King Edward's Road.
- 3.5 The proposal would introduce additional fenestration to the ground floor of the north-facing elevation (facing onto King Edward's Road), first floor of the west-facing side elevation, and second floor of the south-facing rear elevation. The ground and first floor windows of the south elevation would remain as existing. The High Street facing east elevation would be unchanged by the proposal. Bin and cycle storage would be located on the west-facing side elevation, adjacent to the access road.

- 3.6 The proposal has been amended during the course of the application to reduce the size of the second-floor balcony ('Balcony 2') to Flat 5. This was altered at the request of the Case Officer so as to reduce its level of outlook and resolve privacy/overlooking concerns which were raised. This is discussed in further detail within the assessment section.

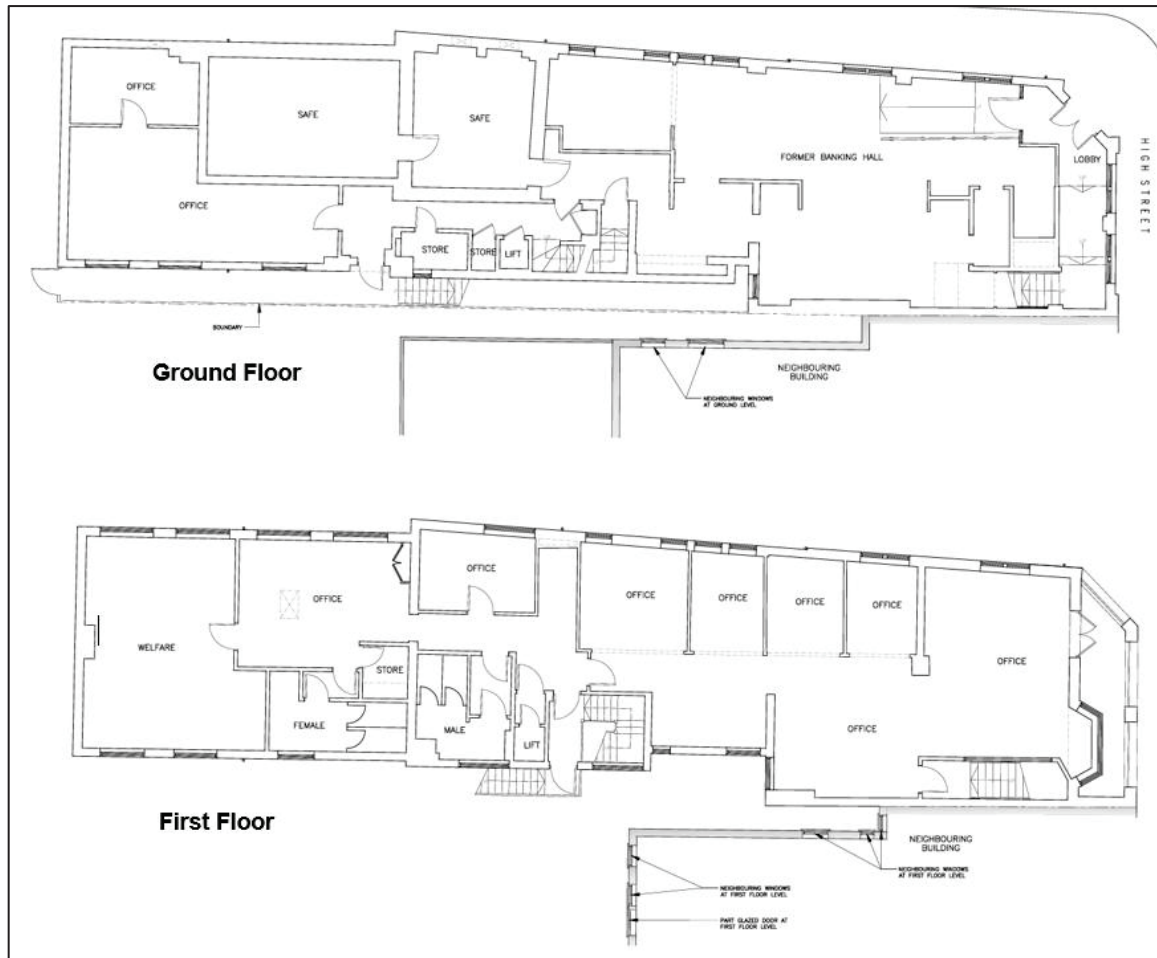
Figure 8: Existing Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)



Figure 9: Proposed Elevations (please note – a larger version of plan can be found in the Committee Plan Pack)

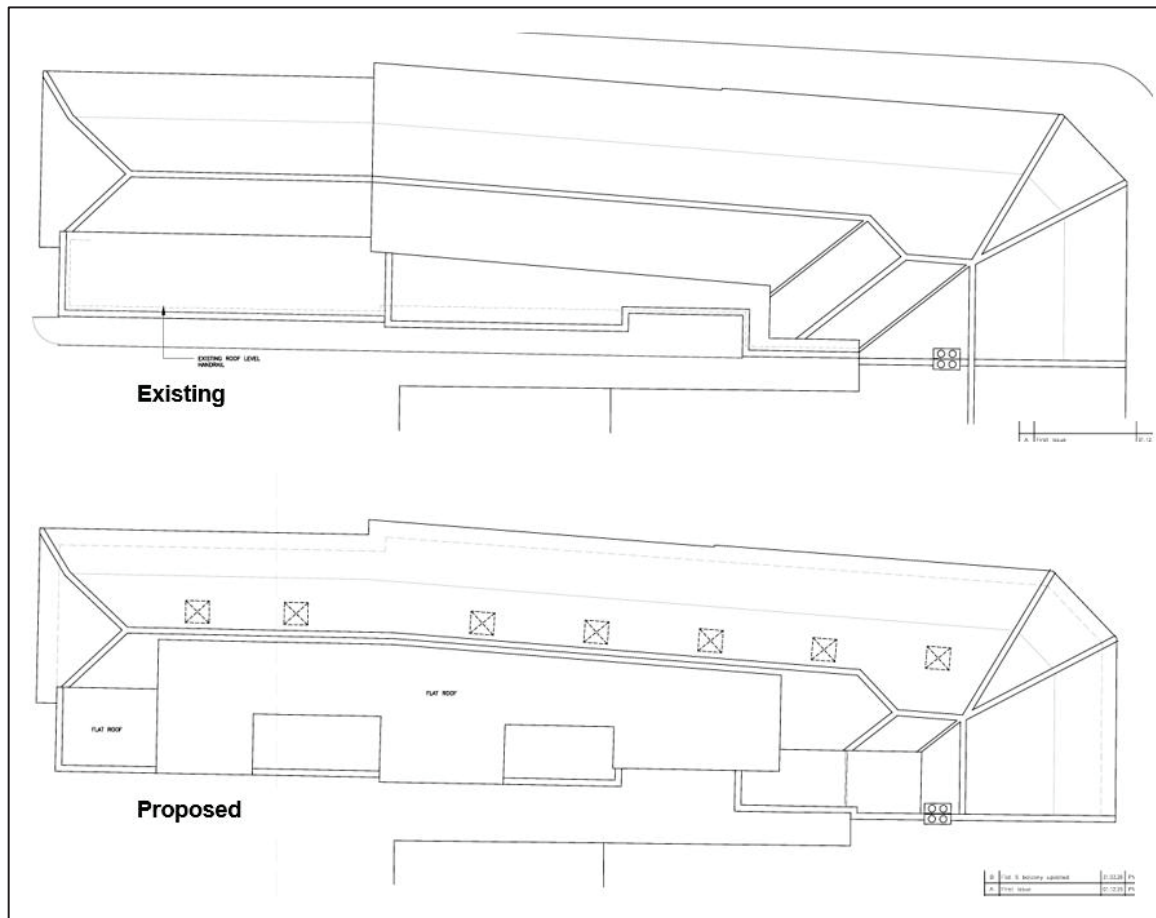


Figure 10: Existing Floor Plans (please note – a larger version of plan can be found in the Committee Plan Pack)



[illegible]

Figure 12: Existing and Proposed Roof Plans (please note – a larger version of plan can be found in the Committee Plan Pack)



4 Relevant Planning History

- 4.1 A full list of the planning history relating to the property can be found in Appendix 2.
- 4.2 The application site has an extensive planning history, however this largely relates to its former use as a bank. None would be directly relevant to this application.

5 Planning Policy

- 5.1 A list of planning policies relevant to the consideration of the application can be found in Appendix 3.

6 Consultations and Representations

Hillingdon Planning Committee – 14th July 2026

PART 1 – Members, Public & Press

- 6.1 35 neighbouring properties, as well as the Ruislip Residents Association, were originally consulted on the application on 09.01.26, with the consultation period expiring on 30.01.2026. A site notice was also displayed at the site and an advertisement published in the local paper. These consultation periods expired on 10.02.2026 and 11.02.2026 respectively.
- 6.2 Altogether:
- A petition with a total of 35 valid signatures was received in objection to the proposal.
 - 4 representations, from one individual, were received, in objection to the proposal.
 - 2 representations from the Ruislip Residents Association were received.
 - Representation from a Local Ward Councillor objecting to the proposal.
- 6.3 Representations received in response to public consultation are summarised in Table 1 (below).

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
Petition of 35 total valid signatures have been received against the application	I. Impact on the character of the area/Conservation Area; too big.	Discussed within paragraphs 7.29 - 7.49 of this report
	II. Impact on neighbour amenity (loss of privacy, noise).	Discussed within paragraphs 7.50 - 7.68 of this report.
	III. No parking	Discussed within paragraphs 7.80 - 7.103 of this report.
4 individual letters of objection have been received	I. Concerns over principle of development (loss of office space)	Discussed within paragraphs 7.1 - 7.28 of this report.
	II. Harm to character and appearance of the site / Conservation area; out of scale with surrounding development	Discussed within paragraphs 7.29 - 7.49 of this report

	III. Impacts on neighbour amenity; loss of privacy / overlooking; noise (increased from previous use)	Discussed within paragraphs 7.50 - 7.68 of this report.
	IV. Highway and parking concerns; development has no parking; impact on existing parking; limited space for satisfactory bin storage/uncertainty over land ownership	Discussed within paragraphs 7.80 - 7.103 of this report. The bin and cycle store is sited within the site red edge, indicating that it is within the ownership of the applicant. The application is therefore assessed as such.
	V. Request for Case Officer to visit the site	The site was visited by the Case Officer on 24.03.2026. This included visiting the neighbouring residential flat no. 56a, internally and externally.
	VI. Reference to previous dismissed appeal at no. 58	The dismissed appeal at the site of no. 58, referenced within a neighbour representation, has been reviewed however is not considered to be materially relevant to the proposal given the significant difference between the two schemes.
2 letters of objection from the Ruislip Residents Association	I. Impacts on neighbour amenity; loss of privacy / overlooking; noise (increased from previous use)	Discussed within paragraphs 7.50 - 7.68 of this report.
	II. Harm to character and appearance of the site / Conservation area	Discussed within paragraphs 7.29 - 7.49 of this report.

	III. Uncertainty Over Land Ownership	The bin and cycle store is sited within the site red edge, indicating that it is within the ownership of the applicant. The application is therefore assessed as such.
	IV. Inaccuracies in submitted plans	The submitted plans have been reviewed and are accurate in so far as their relationship with no. 56. The matter of concern – the cross-sectional drawing of no. 56 in the south elevation – is simply taken from where the application site adjoins this property – the point where the depth of no. 56 is at its narrowest. A separate sectional drawing, showing the south elevation of the application property in relation to the wider (total) depth of no. 56, was requested however by the Case Officer to better illustrate the relationship between the two properties. This is included within Figure 17 of this report.
	V. Request for Case Officer to visit the site	The site was visited by the Case Officer on 24.03.2026. This included visiting the neighbouring residential flat no. 56a, internally and externally.
Local Ward Councillor	Concerns raised regarding the number of flats without parking. The area already suffers considerable parking stress.Limited	Concerns regarding parking and refuse storage are discussed within

	provision of bin storage space Concerns raised regarding the impact on the amenity of existing residents which would be overlooked with balconies close to their bedrooms and living space. The level of development is on balance unacceptable.	paragraphs 7.80 - 7.103 of this report. Impact on neighbour amenity is discussed within paragraphs 7.50 - 7.68 of this report. The principle of the development is discussed in detail in paragraphs 7.1-7.28. This section also deals with the level of housing proposed.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Conservation and Design: No Objections, subject to conditions. <i>This is a pleasant metroland bank building located on Ruislip high street with a return to King Edwards Road. It is of two storeys with a clay tiled roof and the detailing and finishes result in a positive contribution to the character of the conservation area. There has been ongoing discussions in relation to the proposals. We believe that the design solution now arrived at addresses our concerns. There will be a positive street presence to King Edwards Road and when approaching from the west the impact of the rear dormer elements has been reduced. In addition the gable elevation now provides a positive response which reflects the character of the area. The design preserves the character of the building and the wider conservation area. As such we would support and recommend approval. External materials and finishes subject to approval. Joinery details and finishes subject to approval. Rooflight details subject to approval. Landscaping details and finishes subject to approval.</i>	Comments noted. It is agreed that the suggested conditions are imposed.

Highways Officer: No Objections, subject to conditions. <i>The overriding regional parking standard demands up to a maximum of 3-4 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 with generous bus services which suggests a potential anomaly/under-estimation in the PTAL calculation (3) 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 good 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.</i> <i>It should be noted that, as a safeguarding measure (as acknowledged by the applicant) it would normally be recommended that the site address be made 'Resident Permit Restricted' via legal agreement to prevent future occupiers from obtaining on-street parking permits. However, as the address is encompassed within a 'Pay & Display' CPZ <u>without</u> formal residential parking provisions, this mechanism cannot be enacted in this case.</i> <i>Cycle Parking</i> <i>In line with the regional plan, the applicant is to provide the required 9 'long stay' & 2 'short stay' spaces incorporating a staking system within a bike store, detail of which would be secured by way of planning condition.</i> <i>Vehicular Trip Generation</i>	Comments noted. It is agreed that the suggested conditions are imposed.
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<i>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.</i> <i>Servicing Arrangements – Waste Collection</i> <i>Residential</i> <i>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. Bin storage accessed via neighbouring King Edward's Road is proposed located at the rear of the build which broadly conforms to the above parameters.</i> <i>Commercial</i> <i>As there is an existing commercial use, refuse arrangements are to continue in a similar manner but may require a separate 'update' conversation with the appropriate private waste collection service. There are no further observations.</i> <i>Construction Management Plan (CMP)</i> <i>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. The submitted CMP is considered broadly fit for purpose for the type and scale of development.</i> <i>Conclusion</i> <i>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, T5 and T6 of the London Plan (2021).</i>	
Access Officer: No Objections. <i>This proposal has been reviewed against the requirements of the 2021 London Plan policy D7 which should not be applied to the proposed Change</i>	Comments noted.

<i>of Use of this existing Class-E development to residential (C3) dwelling. Conclusion: no objections raised from an accessibility perspective.</i>	
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7 Planning Assessment

Principle of Development

- 7.1 The application site is the former Barclay's Bank which, since its closure in February 2024, has been vacant. The site is therefore considered to fall under the definition of brownfield land.
- 7.2 Paragraph 124 of the NPPF (2024) states that decisions should promote the 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.
- 7.3 Paragraph 125c of the NPPF (2024) states that substantial weight should be attributed to the value of using suitable brownfield land within settlements for homes and other identified needs, and that proposals for which should be approved unless substantial harm would be caused.
- 7.4 Paragraph 125d of the NPPF (2024) 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.
- 7.5 Paragraph 128 of the NPPF (2024) states that Local Planning Authorities should adopt a positive approach towards applications that repurpose retail and employment land for residential use in areas with high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres.
- 7.6 Policy H1 of the London Plan encourages the optimisation of housing delivery on appropriate sites, particularly in accessible town centre locations. The site is located within Ruislip town centre and is within walking distance of a full range of services, employment opportunities and public transport. Residential accommodation on upper floors in town centres is well-established and supported in principle, reflecting the efficient use of existing buildings and sustainable locations.
- 7.7 Policy SD6 of the London Plan seeks to promote the vitality and viability of Town Centres by focusing commercial activity and identifying locations for mixed-use or housing-led intensification to optimise sustainable residential growth potential.

Hillingdon Planning Committee – 14th July 2026

PART 1 – Members, Public & Press

Loss of Ground Floor Class E Space

- 7.8 Policy DMTC 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states the Council will support 'main town centre uses' where the development proposal is consistent with the scale and function of the centre and that residential use of ground floor premises in Primary and Secondary Shopping Areas and in designated parades will not be supported.
- 7.9 The site lies within a Primary Shopping Area and proposes to repurpose a small section of the ground floor into residential use. This would notably conflict with the above policy, however the overall intention of this policy is to maintain the marketability of ground floor retail units for commercial use, preserving the wider function and vitality of commercial centres.
- 7.10 As above, this is consistent with the NPPF (2024), which is supportive of the repurposing of retail land for residential use in areas with high housing demand, provided this would not undermine key economic sectors or sites, or the vitality and viability of town centres.
- 7.11 In this instance, the large proportion of the ground floor would remain in Class E Use, which given its High Street location would be appropriate. The proposed ground floor residential element would be limited to a small area at the rear of the existing floorplate, fronting King Edward's Road, where the adjacent context is primarily residential and where this aspect of the existing building presents a blank ground floor elevation. To this extent, it is accepted that this part of the floorplate does not currently function as shopping frontage (Figure 13), despite its designation, and therefore does not effectively contribute to the vitality or functioning of the shopping area or town centre more generally.

Figure 13: Ground Floor Area to be Converted to Residential Use



- 7.12 In a recent appeal at 82-84 High Street, for a comparable commercial to residential conversion which required the loss of a small section of ground floor Primary Shopping Area (Appeal Ref: APP/R5510/W/24/3356952), the Inspector similarly concluded that the conversion of commercial ground floor to residential use would be acceptable, provided that such a conversion would not undermine the attractiveness and marketability of the commercial unit.
- 7.13 In this instance, it is recognised that the commercial space as existing has a considerably deep floorplate. The rear section proposed for residential use has no direct customer access and provides limited commercial value. Given this, as well as the limited extent of the ground floor to be converted, it is considered that the proposal would not harm the marketability of the ground floor as a commercial unit, and so would not harm the function and vitality of the Ruislip Town Centre.
- 7.14 Furthermore, the proposal would also include an additional window that would serve the retail space, and a new entrance door, increasing its functionality. The residential element includes a shared entrance door, two new windows and landscaping within the street. These alterations would improve the existing street scape and the interaction of the application site with the public realm.
- 7.15 Whilst the conflict with Policy DMTC 1 is therefore noted, in consideration of the recent appeal for a comparable proposal, and that the proposed conversion would similarly not undermine the marketability of the commercial unit, it is considered as above that the loss of this small section of ground floor commercial space would be justified, in this instance.
- 7.16 Indeed, it is considered that this aspect would be compliant with the overarching aims of the NPPF, which supports the repurposing of retail land for residential use in areas of high housing demand, given that in this instance the scope of the conversion would not undermine the delivery of the ground floor as a Class E site, with this aspect being viewed as commercially redundant and, in and of itself, not functioning as shopping frontage, or contributing to the vitality and viability of the town centre. In the same respects, is it considered that the proposal would accord with London Plan Policy SD6, which seeks to promote town centres for commercial activities whilst encouraging residential intensification.
- 7.17 For the above reasons, it is considered therefore that the conversion of the ground floor Class E use to residential, as proposed, would be acceptable in principle.

Loss of First Floor Class E (Office) Space

- 7.18 The former use of the site was as a bank (professional and financial services), with the first floor offices/storage ancillary to this function. Accordingly, Policy DME 3, which seeks to protect office floorspace within designated town centres,

would not be applicable as the primary use of the site was not as an office in and of itself.

- 7.19 The loss of the ancillary storage/office space on the upper floors, to be replaced by residential flats, would not unduly harm the vitality and viability of the town centre given the upper floor siting. Local Policy would be generally supportive of this change of use, such as Policy SD6 of the London Plan, as would the NPPF (2024).
- 7.20 In any case, a Marketing Letter, Report, and Supporting Evidence, prepared by HRH Retail has been submitted in support of this application. Since the start of the vacancy in early 2024, the submitted evidence demonstrates that the property has been subject to an extensive marketing campaign for re-letting under Class E Use. Marketing commenced on 27 February 2024 and has continued for over 12 months.
- 7.21 Review of the supporting documentation demonstrates that the marketing campaign included the erection of a letting board on-site, online advertising through PIP and EACH platforms, HRH Retail's website, and circulation to their mailing lists. Detailed letting particulars were also prepared and made available online.
- 7.22 The Planning Statement accompanying the application states that "despite this comprehensive approach, the outcome has been limited. The vast majority of interest has come from residential developers and investors seeking to purchase the freehold for conversion. There has been minimal interest from occupiers for Class E uses, and notably no interest from office users. This lack of demand is attributed to several factors: the hard 'bank' frontage, the secondary location within the High Street, the size and layout of the property, and the significant cost of fitting out the space. The absence of car parking and local parking restrictions further reduce its attractiveness for office use."
- 7.23 The conclusions from the marketing evidence have been reviewed and it is concurred that over the 12-month period there has been no realistic prospect of re-letting the property, and specifically the first floor, for Class E Use.
- 7.24 The proposal would bring the first floor back into a viable and appropriate use, which would weigh in its favour particularly given the conclusions of the marketing report and the fact the existing use served ancillary storage and offices to the previous function as a bank. In this instance, it is not considered that the conversion of the first floor to residential use would result in conflict with the Development Plan, given that it would allow for appropriate housing-led intensification.

Housing Mix and Number of Units

- 7.25 Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of

housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council's current information on housing needs indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. Notwithstanding, the delivery of any additional housing units, regardless of bedroom numbers, would weigh in favour of the proposal given that the Council cannot currently demonstrate a five-year supply of deliverable housing sites.

- 7.26 In this instance, the proposal would provide 2 x one-bedroom and 3 x two-bedroom units. While the lack of provision of a larger family-sized flat is generally not in compliance with Policy DMH 2, in applying the tilted balance and given the proposed high street location, low number of proposed units, and lack of car parking (which would not tend itself to a family dwelling), the lack of family-sized housing would be acceptable in this instance. Indeed, it is recognised that the housing tenure proposed is generally more appropriate for the town centre, upper floor location. Overall, the benefits of additional housing in general would outweigh the lack of family units.
- 7.27 In terms of number of units, the NPPF (2024) is generally supportive of gentle densification, and the efficient use of land. It is considered that the provision of five units in this instance would be proportionate and suitable for the size of the site and scale of the development. Each of the units would provide a suitable overall standard of accommodation meeting the minimum standards set out in the London Plan. This would also support the view that the proposal would not lead to an over intensification of the site. The physical changes required to create the residential units would also be largely situated within the existing envelope of the building with modest extensions to the roof, fenestration, balconies and associated storage facilities.

Conclusion

- 7.28 Overall, the provision of additional housing would weigh in favour of the proposal. Additionally, the proposal would conform to the overarching aims of the NPPF, with regard to making efficient use of land and repurposing of brownfield land, bringing it back into appropriate use. Whilst there would be minor conflicts with local policy with regard to the conversion of the ground floor to residential use, and lack of family housing, deviation from these policies is considered to be justified when considering the site context, and previous appeal decision. Overall, the benefits of additional housing units in this location would outweigh any harm resulting from these conflicts. The principle of the proposed change of use would therefore be acceptable.

Character and Appearance

- 7.29 The application property is a Locally Listed Building, situated within the Ruislip Village Conservation Area.

- 7.30 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) details the obligations of Local Planning Authorities to pay special attention to preserving or enhancing the character or appearance of Conservation Areas in exercising planning functions.
- 7.31 Paragraphs 212 and 213 of the NPPF (2024) state that great weight should be given to the conservation of a designated heritage asset and that any harm to the significance of such an asset (from its alteration or from development within its setting) should require clear and convincing justification.
- 7.32 Policy HC1 of The London Plan (2021) states development proposals affecting heritage assets and their settings should conserve their significance by being sympathetic to the assets' significance and appreciation within their surroundings. Councils should actively manage the cumulative impacts of incremental change from development on heritage assets and their settings.
- 7.33 Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will expect all development proposals to avoid harm to the historic environment. Along with Policy DMHB 3, it is expected that buildings and structures within the curtilage of a locally listed building do not compromise its setting.
- 7.34 Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that new development within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. Development should sustain and enhance its significance and make a positive contribution to local character and distinctiveness.
- 7.35 In general design terms:
- Policy D3 of The London Plan (2021) states that developments should enhance the local context, be of high quality, and respond to a place's existing character. They should also respect, enhance, and utilise architectural features that contribute to the local character.
- 7.36 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.
- 7.37 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.

Site Context and Proposal

- 7.38 The site lies within a high street location, in which there is a mixture of commercial and residential uses in the surrounding area. The building itself is an important locally listed building and one of the earliest structures on the High Street (in its Metroland phase), constructed in 1919.
- 7.39 The building has been previously extended to the west, evident from the slight set back in the elevation along King Edward's Road and lower ridge height. To the south-facing rear, the existing building has a section of flat roof running behind the pitched element.
- 7.40 The proposal would consolidate the roof form, raising the ridge of the newer extension aspect approximately 0.4m, so that it matches the height of the main ridge. The rear dormer alterations would project from the south facing roof, building atop the existing flat roof and integrating into the pitched rear roof slope. This aspect would be set down from the main roof ridge. As part of the proposal, new openings would also be added to the north-facing and west-facing elevations of the existing new extension aspect, as well as seven rooflights spanning the north elevation.
- 7.41 Facing onto King Edward's Road, the proposed roof alterations would appear visually modest. The slight raising of the roof of the newer extension element would better consolidate the roof appearance of the building, whilst the retention of the step-ins along the elevation would continue to break up the overall massing. Overall, the roof alteration would be visually very minor, with the existing characteristic hipped roof form replicated, ensuring that there would be no visual harm arising from this aspect.
- 7.42 The proposed roof lights would be appropriate in size and scale, set well within the confines of the roof slope. They would appear as proportionate additions and would not overwhelm the visual appearance of the roof. It is considered that the roof lights would be acceptable subject to the submission of detailed drawings and being conservation-style, both to be secured by condition.
- 7.43 The additional fenestration to the north and west elevations of the newer extension element would be a positive addition, given that the ground floor of the north elevation is currently blank, whilst the entirety of the existing west elevation is also blank. The additional openings and glazing would break up the existing large expanse of brickwork, which currently limits the visual interaction with the street and presents a harsh appearance, and would also provide for more natural surveillance along the streetscape. The glazing and doors would be in keeping with the existing given their size, design and siting, and coupled with the additional planting to the front of Flat 1, would improve the quality of the

streetscape, to the benefit of the character and appearance of the Conservation Area.

- 7.44 To the south-facing rear, the proposed dormer structure would, though large, be set down from the main roof ridge and set well in from the sides, whereby it would not be readily visible or prominent when viewed from King Edward's Road approaching the High Street. In effect, the dormer would only be visible from the service road, which is of a varied character containing numerous flat roofed and angular structures. Furthermore, the service road is of limited visual merit given its purpose and is seldom used by the public given its no-through nature. As such, the proposed dormer structure would not be viewed as out of context given its position on the rear roof slope and would in any case be of a size and scale which is considered proportionate to the existing building.
- 7.45 The proposed balconies would be set back, integrated into the dormer structure. As such, they would appear within the confines of the roof rather than outwardly projecting. This would reduce their prominence, as well as assist in breaking up the overall bulk and massing of the dormer. Overall, it is considered that the roof structure proposed would integrate successfully with the rear of the building.
- 7.46 Cycle and bin stores are proposed adjacent to the west-facing side elevation, next to the access road. Limited details have been submitted with regard to these aspects, however the plans indicate these features would be of a subservient and proportionate scale, and finished to match the colour of the existing brickwork, reducing their prominence. The cycle and bin stores, given their location, would be set back from King Edward's Road, whereby they would not appear as visually obtrusive in the street scene. Overall, it is therefore considered that these aspects are acceptable in principle, however a condition is recommended to ensure further details are provided to ensure a satisfactory appearance upon installation.
- 7.47 In consideration of all the above, subject to the conditions above, use of appropriate (matching) materials and the submission of joinery details and finishes, to be secured by condition, the proposal is considered to accordingly preserve the character and appearance of the building as viewed from the public domain, whilst the fenestration additions to the north elevation would constitute an enhancement. To the rear, the appearance of the dormer would be acceptable given its siting and that it is set within the confines of the roof. Furthermore, it would largely replace an existing flat roofed element of the existing building, which is of limited architectural or historical merit.
- 7.48 Overall, the proposed alterations would be considered acceptable in terms of their impact to the setting and appearance of the existing building and Conservation Area more generally. This is concurred by the Council's Conservation Officer, who has raised no objections to the scheme subject to the conditions as specified above. The proposal would have a neutral impact on the Ruislip Village Conservation Area, and therefore accordingly preserves the character and appearance of the historic environment as required.

- 7.49 The proposal is considered to accord with the policies of the Development Plan in character/appearance terms, as well as the National Planning Policy Framework (2024), and is therefore acceptable in this regard.

Neighbouring Residential Amenity

- 7.50 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.
- 7.51 The application site adjoins no. 56 High Street to the south. This property is a commercial unit at ground floor level, with a residential flat (no. 56a) above. To the north, on the opposite side of King Edward's Road, is a commercial premises with residential flat above. To the west is no. 1 King Edward's Road, a two storey detached residential dwelling. This property is separated from the application site by a service road which runs behind the High Street properties.
- 7.52 The proposed roof alterations, given the location of the application site, siting of surrounding neighbours, and that these alterations would be contained within the existing footprint of the property and not exceed the existing height of the building, would not be considered to result in any significant impact to neighbour amenity in terms of loss of light/overshadowing or loss of outlook/overbearingness. The submitted daylight and sunlight report confirms this with regard to light levels, whilst the northerly siting of the application site in relation to the adjoining no. 56a would further reduce any light impact given the pathway of the sun.
- 7.53 In terms of privacy, to the north elevation the proposal would introduce new ground floor openings to the newer rear extension aspect and roof lights. These openings would face onto King Edward's Road and the elevations of the buildings opposite which face the road, for which there can therefore be no expectation of privacy. As such, no concerns are raised with regard to these additions. The openings on the first floor would remain as existing.
- 7.54 To the west elevation, the proposal would introduce two first floor windows. These windows would face onto the frontage of no. 1 King Edward's Road – at a 90-degree angle – where again there can be no reasonable expectation of privacy given that this frontage is viewable to the public, as well as the front of the side elevation which, directly opposite the proposed window, is blank. Whilst this neighbour's flank elevation has a small ground floor window and two high-level windows at first floor level, these are located further to the rear of the property, are obscurely glazed and serve non-habitable rooms/spaces. For the above reasons it is not considered that the proposed openings to this elevation would result in a significant loss of privacy for the adjacent neighbour above and beyond the existing arrangement.

- 7.55 To the east elevation, this would remain unchanged from the existing. The existing balcony faces onto the High Street and would not afford direct views of any adjacent neighbours.
- 7.56 To the south elevation, the proposal would introduce new openings and balconies at second floor level. It should be noted that the openings to the ground and first floor of this elevation are all pre-existing, and no additional openings at these floors is proposed.
- 7.57 At present the south elevation faces onto the rear of properties facing the High Street. As per the images below, the rears of these properties are generally non-residential, with the ground floor elements relating to commercial properties and associated garaging. Closest to the application site however is no. 56a, and its associated garden, and no. 58a adjacent to this neighbour. The existing ground and first floor openings face onto the garden of no. 56a, however the flat itself (as well as no. 58a) is orientated at 90-degrees in relation to the south elevation of the application property, hence there is currently no direct overlooking between the windows of these neighbours and the application property.

Figure 14: Rears of High Street Properties as Viewed from the Access Road



Figure 15: Rears of High Street Properties as Viewed from stairs to no. 56a

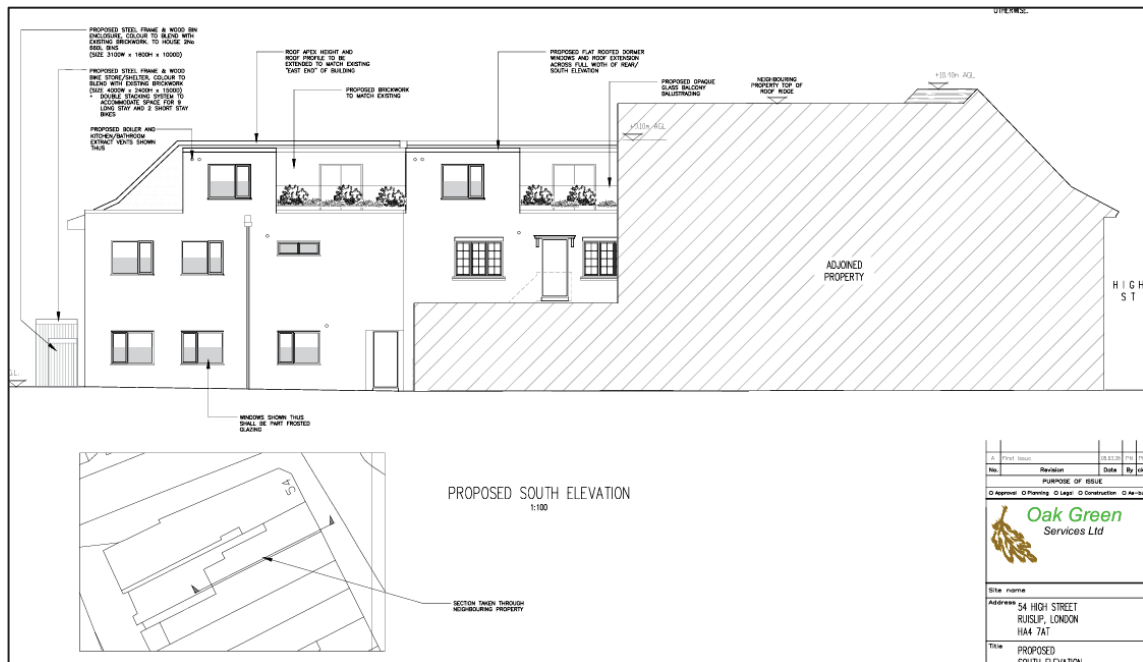


Figure 16: Application property and nos. 56a (left half of gable) and 58a (right half of gable)



- 7.58 Noting the position of the garden of no. 56a, as above this aspect of the neighbouring site is already considerably overlooked by the application property, given the existing ground and first floor openings. Given these windows are pre-existing, it is not considered that these openings would result in any greater loss of privacy for the neighbouring occupier, given that they represent no change from the existing arrangement. Furthermore, it is noted on the plans that all windows on this elevation serving the flats are also proposed to be obscurely glazed to at least half their height – again mitigating privacy concerns – whilst the closer of the first floor windows to the neighbouring properties would serve the internal communal corridor, rather than a residential unit, hence there would be no direct unit-to-unit overlooking resulting from these openings.
- 7.59 Provided a condition is added to ensure the south-elevation windows of the flats are retained as indicated on the plans, it is not considered that these openings, despite the change of use, would result in any significant level of overlooking over and above what is already present at the site.
- 7.60 Beyond impact to the garden of no. 56a, internally, in terms of nos. 56a and 58a, it is noted that the rear elevation of these first floor flats is orientated at a 90-degree angle away from the southern elevation of the application property. Accordingly, the southern openings to the application property would not afford any direct overlooking of the rear openings of these properties. Whilst no. 56a has flank windows facing the application property, these look onto a blank part of the southern elevation of the application property, which would be unchanged by the proposal.
- 7.61 In terms of the additions at second floor level, to Flats 2 and 3 the outlook from the windows would be similar to that of the existing openings at first floor level, hence would not introduce any greater level of overlooking beyond what already exists, particularly given their proposed obscure glazing to half-height, to be retained by condition. Again, the outlook from these windows would be at 90-degrees to the rears of nos. 56a and 58a, hence would not afford any direct overlooking of these properties.
- 7.62 The outlook from the second floor openings of Flat 5 (and the dining room window of Flat 4) would not result in any loss of privacy given that they would face onto the roof slope of no. 56. This is best visualised by the section drawing below which shows that these openings would be located behind the existing roof slope of no. 56.

Figure 17: Proposed South Elevation Section



- 7.63 In terms of the balconies of Flats 2 and 3, these would be set within the proposed dormers, and therefore enclosed to the sides, so as to provide privacy for users and protect the privacy of nos. 56a and 58a from oblique overlooking. The balconies are also proposed to include opaque glass balustrades and planters on the edges to further enclose their outlook. It is recommended that details are submitted with regards to these aspects, however in principle this would be an acceptable arrangement. Overall, given the siting of these balconies, design and mitigation measures to be imposed, it is not considered that these additions would result in any undue overlooking for neighbours beyond the existing arrangement.
- 7.64 The second floor balcony to Flat 5 has been reduced as part of the proposal, to prevent overlooking towards the flank bedroom window of no. 56a on the floor below, which may have occurred given the siting of this window and the original size of the balcony (see Figure 18). The outlook of this balcony would now be restricted on the southern side to the roof slope of no. 56, and westwards whereby it would be at a right-angle to other openings within the development, with the other balconies set into the roof slope. Furthermore, its outlook would again be reduced by the presence of an opaque glass balustrade and planting. Provided these additions are implemented, it is not considered that this balcony, following the amendments made, would result in undue overlooking or loss of privacy for adjacent neighbours.

Figure 18: View Upwards from Inside no. 56a (Following amendments, the second floor balcony to Flat 5 would no longer be directly above this window)



- 7.65 Overall, with consideration given to the existing relationship of the application property to neighbouring properties to the south, positioning of openings and the amendments made, it is not considered that the proposal would have a significantly greater impact on the privacy of neighbours beyond the existing arrangement. With no concerns raised with regard to the other elevations and no detrimental impact envisaged with regard to overshadowing or loss of outlook, overall the proposal is considered to have an acceptable impact on the amenity of the existing adjacent neighbours.

Noise Activity and Disturbance

- 7.66 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 to such an extent that would warrant a refusal of the application, particularly given the existing bank / office use (and lawful Class E Use more generally) which could support multiple employees (generating a similar number of people movements). If the application is approved, an informative has been recommended to ensure that

the construction process is managed in a manner which limits the developments impact on neighbours.

- 7.67 Further to this, concerns were raised regarding the noise and disturbance from proposed Flat 5, which shares a party wall with no. 56a. It is not considered that noise generated from this flat would be notably dissimilar to any other residential flat that shares a party wall. Furthermore, it is noted that any soundproofing, if so required, would be subject to building control regulations and hence would be implemented under this remit. The general noise of future occupants, if generating harm or causing a statutory nuisance, would be a matter for the Council's Environmental Health team to investigate and resolve, if such an incident were to occur.
- 7.68 Overall, given the existing site context and building regulations, it is not considered that the introduction of five flats (replacing the existing first floor offices) within the walls of an existing building, in a busy town centre location, would result in any significant increase in noise or disturbance for neighbouring residents, beyond the existing relationship.

Amenity of Future Occupiers

- 7.69 The submitted floor plans indicate that all five residential units would comply with the respective minimum internal space standards relative to their number of floors/bedrooms/persons, in accordance with Policy D6 of The London Plan and Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).
- 7.70 Flats 1, 2, 3 and 5 would all be duplexes and at least dual aspect. It is considered that these flats would have good access to sunlight, outlook and ventilation. This is supported by the submission of a daylight and sunlight report (eb7, 05.11.2025) and overheating report (zed, 07.11.2025), which together confirm that these flats would be served by sufficient daylight and sunlight which meets or exceed BRE guidelines, whilst they also demonstrate compliance with the relevant overheating parameters.
- 7.71 Flat 4 would be the only single storey unit. It is noted that this flat would be single aspect with its openings facing northwest. As per Paragraph 9.4.3 of The London Plan (2021) single-aspect dwellings are more difficult to ventilate naturally and are more likely to overheat and should normally be avoided in line with Policy D6 (Housing quality and standards).
- 7.72 It is noted within the submitted daylight and sunlight report that this flat would not meet the BRE target for hours of direct sunlight. This would however be expected given its orientation, and notwithstanding this the report nevertheless demonstrates that all habitable rooms within the flat would meet the BRE guidelines with respect to daylight illuminance. As such, it is considered that this flat would be served by adequate internal daylight, despite its orientation.

Furthermore, the submitted overheating report also demonstrates that this flat would comply with all relevant technical parameters in this regard.

- 7.73 Overall, given the conclusions of these documents, it is considered that the proposed flats would be served by adequate daylight and, provided the development is carried out in accordance with the recommendations of the overheating report, avoid overheating as required.
- 7.74 In terms of privacy, Flat 1 would be served by ground floor openings to the front (facing King Edward's Road) and rear. The front openings, given the siting of the building, would be set back from the public highway, whilst the submitted plans show that a raised planter and soft landscaping in front of these windows would be implemented. This would provide a planted buffer between these openings and the street, improving the quality of the streetscape and also adequately addressing privacy concerns. Conditions are recommended to ensure this planted buffer is retained for the lifetime of the development, and replacement planting is secured for a reasonable period.
- 7.75 To the rear, the ground floor openings of Flat 1 would face onto the rear accessway, which provides a rear entrance to the first floor of the building. As this is a secondary access point, it would not cause significant harm to the residents of this ground floor flat or the existing residents. The plans also indicate that these windows are to be obscurely glazed. To this extent, it is not considered that this arrangement would result in a loss of privacy for this occupier, whilst the internal environment would remain acceptable. Furthermore, this flat is also proposed to be set over two storeys with bedrooms at the upper floor level with windows on three elevations, which afford an adequate level of privacy. Overall, it is therefore considered that the privacy and outlook to Flat 1 would be acceptable.
- 7.76 Flats 2 to 5 would be above ground floor level. No concerns regarding privacy or outlook are raised with regard to these flats given their orientation and placement of openings. The closest first floor windows to no. 56a would be used for the internal communal corridor, hence would not give rise to privacy concerns for the future occupiers.
- 7.77 In terms of external amenity, Flats 2, 3, and 5 would be provided with balconies ranging from 6 sqm to 12 sqm. These balconies would be broadly compliant with the size standards of Policy D6 of the London Plan (2021), but fail to meet the amenity space standards of the Hillingdon Local Plan Policy DMHB 18. Flats 1 and 4 would not be provided with any outdoor living space. Notwithstanding this, it is accepted that there are constraints to the site which would limit the ability to provide outdoor private amenity space, most notably the locally listed status of the building and the constrained Town Centre location of the site.
- 7.78 It is also noted that the site lies in close proximity to a large area of public open space (Churchfield Gardens), that could be utilised by future occupants. On balance, the proposed amenity space provision would therefore be deemed

acceptable, accounting for the location of the site and the number of units proposed.

- 7.79 Overall, it is considered that the proposed units would provide a satisfactory standard of amenity for future occupiers in terms of their internal and external living environment. Where shortfalls in external amenity space have been identified, these would be mitigated by the location of the site and existing public spaces in close proximity, whilst the confictions with local policy in this regard would be outweighed by the provision of additional housing, which weighs heavily in favour of the proposal.

Parking and Highways Matters

- 7.80 Paragraph 116 of the NPPF (2024) states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.”
- 7.81 The application site forms part of a 1930's district shopping centre on the Ruislip High Street. It is situated in relative proximity of Ruislip London Underground (LU) station (approximately 8-minute walk) and local bus routes (the closest bus stop being approximately 1-minute walk).
- 7.82 The site exhibits a public transport accessibility level (PTAL) rating of 3 which is described as ‘moderate’ but is considered to not be fully reflective of the ‘real world’ exemplary public transport provision in this location, which is exemplified by the plethora of bus service availability and the positioning of the LU station, as above.
- 7.83 In terms of vehicular traffic, the locality is extensively covered by all-day parking controls including ‘Pay & Display’ provisions located within the High Street. There are four existing on-street disabled parking spaces along King Edward’s Road (two on each side) adjacent to the application site; these would be unaffected by the proposal.
- 7.84 It is proposed for the scheme to be ‘car free’, hence no formal parking arrangement is proposed for the new dwellings.

Residential Parking

- 7.85 Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states 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.
- 7.86 The overriding 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 of the document. As proposed, in this location, this would equate to a maximum of 3-4 spaces in total for the proposal.

- 7.87 Though the proposed residential component technically falls within this spectrum, it is noted that the London Plan states within Policy T6 part B that “car-free development should be the starting point for all development proposals in places that are well-connected by public transport”.
- 7.88 Although it is recognised that in policy terms the London Plan only requires ‘car-free’ development where a site registers a PTAL level of 5 or higher, which is not the case for this particular address, it is nevertheless acknowledged that the site is located in a High Street location that is well connected by public transport.
- 7.89 Indeed, given the relative proximity to Ruislip LU station and with generous bus services close by, it is contended by the Highway Authority that the site exhibits a potential under-estimation in the PTAL calculation, whereby its real-world’ rating should be higher.
- 7.90 Based on the above and the central, High Street location of the development, it is considered that as a car-free development in this locality the proposal would be generally consistent with the aims of the London Plan. To this extent, any apparent ‘shortfall’ in parking is not considered by the Council’s Highway Authority to be problematic. Indeed, 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 good PTAL, High Street location, 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.
- 7.91 Indeed, given the Town Centre location, housing type and proposed housing tenure, it is considered that the proposed residences would likely generally appeal to future occupiers who prefer to live in a town certain with sustainable travel access nearby and who do not need a car, rather than those who may be car-dependent.
- 7.92 To this extent, considering all the above the Council’s Highway Authority have raised no objections to the absence of on plot parking. As above, given the physical limitations of convenient alternative availability of ‘free of charge’, unrestricted parking areas in the vicinity (and that the residences would therefore not likely appeal to car-dependent occupiers) it is also not considered that the proposal would exacerbate parking stress, given that on-street parking in this location is already tightly regulated. Overall, no parking concerns are therefore raised.
- 7.93 It should be noted that, as a safeguarding measure (as acknowledged by the applicant) it would typically be recommended that the site address be made ‘Resident Permit Restricted’ via legal agreement to prevent future occupiers from obtaining on-street parking permits. However, in this instance as the address is

encompassed within a 'Pay & Display' Controlled Parking Zone, which is already without formal residential parking provisions, this mechanism cannot be enacted in this case.

Cycle Parking

- 7.94 In compliance with the requirements of the London Plan (2021) Table 10.2, the proposal indicates that it would provide the required 9 'long stay' & 2 'short stay' cycle spaces, utilising a staking system within a bike store, proposed adjacent to the west elevation.
- 7.95 This arrangement would be acceptable in principle; however precise details of the cycle store have not been provided. It is recommended therefore that said details are therefore secured by way of planning condition.

Retail Parking

- 7.96 Owing to the relatively moderate scale of the commercial aspect of the proposal (a reduction of floorspace compared to the existing use), it would be anticipated that any travel-related demand resulting from this use can be catered to by public transport or the established on-street parking provisions. On that basis, and given that the scheme would reduce the floorspace of the existing lawful commercial use, it is not considered that this aspect of the proposal would result in any increase in parking stress, certainly to no greater extent than the existing lawful arrangement.

Vehicular Trip Generation

- 7.97 Policies DMT 1 and DMT 2 of the Local Plan Part 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.
- 7.98 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.

Refuse (Residential)

- 7.99 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. Bin storage accessed via neighbouring King Edward's Road is proposed, located adjacent to the west elevation of the building. This would comply with the above parameters and therefore no concerns are raised in this regard.

Refuse (Commercial)

- 7.100 As there is an existing commercial use, refuse arrangements are likely to continue in a similar manner and in any case would be provided by a private waste collection service. Future tenants of the commercial space would be aware of waste collection arrangements (and any limitations) prior to leasing the unit. No concerns are raised in this regard.

Construction Management Plan

- 7.101 Owing to the scale of the development and location along the Ruislip High Street, a busy thoroughfare, and in order to avoid/minimise potential detriment to the public realm, it would be necessary for a Construction Management Plan to be submitted and assessed.
- 7.102 Accordingly, a Construction Phase Plan (CSK Buildingworks) has been submitted with the application, detailing matters relating to, *inter alia*, site management, monitoring arrangements, and traffic management. This document has been reviewed by the Council's Highway Authority as part of their consultation, who are satisfied of its acceptability for the type and scale of development proposed. Provided the development is carried out in accordance with the details of this document, it is considered that the construction process itself would be adequately managed in terms of congestion and highway safety.

Conclusion

- 7.103 In terms of highways matters, it is considered that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns. This is concurred by the Council's Highway Authority, who have raised no objections to the proposal. Overall, it is considered that the proposal would be in accordance with the relevant policies of the Development Plan, and as per Paragraph 116 of the NPPF (2024), there would be no identifiable unacceptable or severe impact on the Highway so as to warrant a refusal of the application.

Noise

- 7.104 Policy D14 of the London Plan (2021) requires development to minimise noise impacts and protect the health and quality of life of occupants. The NPPF (2024) also requires that developments provide a high standard of amenity for existing and future users.
- 7.105 The site lies within a busy town centre context where a degree of activity, pedestrian movement, and servicing is already established. The proposed use of the upper floors as five residential units would not result in levels of operational noise that would be out of keeping with the High Street environment.

- 7.106 The scheme would retain a commercial use on the ground floor. The proposed use class is Class E, as existing, however the exact use has not been specified. Notwithstanding, the proposal does not seek to introduce any external plant or equipment as part of this application. Any plant equipment would be subject to separate assessment were this to be required for the intended use.
- 7.107 The site previously operated as a commercial bank, which typically functioned during normal daytime business hours. Whilst the existing Class E use is not subject to any restriction on opening hours, officers consider it both reasonable and necessary to impose conditions controlling the hours of operation and servicing in this instance. This reflects the proposed change to a more intensive mixed-use development incorporating residential accommodation, where unrestricted opening and servicing hours could give rise to unacceptable noise and disturbance for future occupiers of the development and existing neighbouring residents. Accordingly, conditions restricting opening and servicing hours are considered necessary to safeguard residential amenity and are consistent with the relevant planning policies.

Trees and Landscaping

- 7.108 The site consists of a built-up High Street plot with no on-site trees or landscape features of significance. The building itself comprises a large proportion of the site. The proposal would not impact on any trees, whilst the site itself would not be able to accommodate any landscaping features, beyond the planters to each balcony/to the front of Flat 1. The retention and maintenance of these planters is covered under a separate condition, and therefore no further landscaping conditions would be necessary.

Biodiversity Net Gain and Ecology

- 7.109 In England, Biodiversity Net Gain (“BNG”) is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).
- 7.110 Under the statutory framework for BNG, subject to some exemptions, every grant of planning permission is required to meet the BNG objective of 10% increase in biodiversity value, relative to the pre-development biodiversity value of the onsite habitat.
- 7.111 One exemption is development below a *de minimis* threshold. This exemption applies to development that impacts less than 25 sqm of non-priority onsite habitat. In this instance, the entirety of the site is either developed or laid to hardstanding, whilst the development itself is primarily for a change of use and alterations to the roof of the property.
- 7.112 Accordingly, the development would not exceed the *de minimis* threshold, and hence would not be required to meet the statutory 10% increase in site

biodiversity value. Furthermore, it is not considered that the development would be prejudicial to site biodiversity more generally, given the above context.

- 7.113 In terms of protected species, the property lies in an urban, high street location where there is existing light and noise pollution. Furthermore, the roof of the building appears to be in reasonably good condition. Given the site context, the roof space is likely unsuitable for bats and as such it would not be considered proportionate to request a Preliminary Roost Assessment for bats, in this instance.
- 7.114 Given the above, no measurable biodiversity or ecology concerns are therefore raised.

Archaeology

- 7.115 The application site is located within the Ruislip Motte and Bailey Archaeological Priority Area. Notwithstanding, the proposal relates primarily to a change of use and roof space alterations to the existing property, with works therefore confined to the existing structure in which no significant ground disturbance would be required. Accordingly, the proposal has no reasonable likelihood of impacting archaeological remains, and is therefore considered acceptable with regard to its potential archaeological impact. No concerns are raised in this regard.

Air Quality

- 7.116 No significant issues in this regard are envisaged given the nature of the proposed development, and that the residential units would be car-free. The commercial unit would not be considered to generate significant trips to/from the site to any greater extent beyond the existing commercial use.

Flooding and Drainage

- 7.117 The site lies within Flood Zone 1 and outside of any Critical Drainage Area. The application site is already entirely developed or laid to hardstanding, with no increase in footprint to the existing building proposed. Overall, given this context it is not considered that the proposal would result in any increase in flood risk on or off the site compared to the existing arrangement.

Accessibility

- 7.118 Policy D7 (Accessible Housing) of The London Plan (2021) is clear that the policy should not be applied to proposed changes of use. This is confirmed by the Council's Accessibility Officer, who has raised no objections to the proposal.

Sustainability

- 7.119 Given the nature of the proposal, and that the building is locally listed, there are inherent limitations in applying the full energy hierarchy requirements typically associated with new-build development. However, the re-use of the existing structure represents a sustainable approach that reduces embodied carbon compared with demolition and rebuild. In this context, the most appropriate and proportionate sustainability requirement relates to water efficiency.
- 7.120 The London Plan (2021) Policy SI 5 and Policy DMEI 2 of the Local Plan Part 2 (2020) require new dwellings to minimise water consumption and to be designed to meet the optional Building Regulations target. A condition is recommended to be imposed requiring each unit to achieve a maximum indoor water consumption of 105 litres per person per day, which is considered both achievable and proportionate for a conversion of this scale.
- 7.121 Beyond this, general energy efficiency measures and carbon performance improvements will be secured through the Building Regulations process, which is the appropriate mechanism for smaller conversion schemes where large-scale building fabric interventions are not feasible.
- 7.122 Subject to the above condition, the proposal is considered compliant with Policies SI 5 and SI 2 of the London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

Fire Safety

- 7.123 Policy D12 of the London Plan (2021) requires all major and non-major residential developments involving the creation of one or more dwellings to demonstrate that fire safety has been considered from the earliest stages of design. A Fire Statement, prepared by a suitably competent assessor, is required to show compliance with the criteria in Policy D12, including means of escape, evacuation strategy, access for firefighting, and suitable fire safety measures for both new and existing building elements.
- 7.124 No Fire Statement has been submitted with this application. Given the proposed creation of five self-contained flats, and the mixed-use nature of the building (commercial at ground floor with residential above), a Fire Statement is required to ensure safe means of escape and appropriate fire-fighting access. A condition is therefore recommended to be imposed to this effect, which is considered sufficient to address the matters raised by Policy D12.

8 Other Matters

Human Rights

- 8.1 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Equality

- 8.2 Due consideration has been given to Section 149 of the Equality Act with regard to the Public Sector Equality Duty in the assessment of this planning application. No adverse equality impacts are considered to arise from the proposal.

Local Finance Considerations and CIL

- 8.3 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 five residential units and is considered to be CIL liable.

9 Conclusion / Planning Balance

- 9.1 It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 9.2 The application is considered to broadly comply with the Development Plan in this case. Where (minor) conflicts have been identified, these would not outweigh the benefits of the provision of additional housing. Specifically, when considered against the policies of the NPPF (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision,

positive weight is afforded to the modest contribution that the proposal makes towards the Borough's housing supply.

- 9.3 Accordingly, the application is recommended for approval subject to the conditions set out in Appendix 1.

10 Background Papers

- 10.1 Relevant published policies and documents taken into account in respect of this application are set out in the report. Documents associated with the application (except exempt or confidential information) are available on the [Council's website here](#), by entering the planning application number at the top of this report and using the search facility. Planning applications are also available to inspect electronically at the Civic Centre, High Street, Uxbridge, UB8 1UW upon appointment, by contacting Planning Services at planning@hillington.gov.uk.

APPENDICES

Planning Application

14226/APP/2025/3062

Appendix 1: Recommended Conditions and Informatives

Conditions

1. HO1 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. HO2 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details contained in the planning application hereby approved and plan numbers:

OGS/24101/201 Rev A
OGS/24101/205 Rev A
OGS/24101/206 Rev A
OGS/24101/207 Rev B
OGS/24101/208 Rev B
OGS/24101/210 Rev A
OGS/24101/212 Rev C
OGS/24101/214 Rev A
OGS/24101/216 Rev A
OGS/24101/217 Rev A
OGS/24101/218 Rev A
OGS/24101/219 Rev C
OGS/24101/220 Rev A
OGS/24101/224 Rev A

unless the Local Planning Authority otherwise first agrees in writing.

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. COM5 General compliance with supporting documentation

The development shall be carried out in full accordance with the details, methodologies, specifications and recommendations contained within the following supporting documents:

Construction Phase Plan (CSK Buildingworks, dated 21.07.2025)
CIBSE TM59/Part O Overheating Report (zed, dated 07.11.2025) - Remediation measures only

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. RES7 Materials (Submission)

Notwithstanding any information submitted as part of this application, prior to any works to the external material finish of the building, details of the external materials and surfaces, including walls, roofs, doors, balcony balustrading (including height and opacity) and planters (including schedule of plans to be used, sizing and placement), 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.

REASON

To ensure that the proposed development would not have an adverse effect upon the appearance and setting of the existing building or historic environment, in accordance with Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. B2 Planters

The planters as shown on the plans to the front of Flat 1, on the balcony perimeters, and as detailed in Condition 4, shall not be damaged or removed without the prior written consent of the Local Planning Authority (LPA).

Any plant or shrub forming part of the planters that is severely damaged during construction, seriously diseased or dying shall be replaced by one of the same size and species. The planters shall be installed prior to the first occupation of the residential units and shall thereafter be retained in situ.

REASON

In the interests of the amenity of the occupiers of the proposed development and neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. CAC15 External Joinery

Prior to their first installation, details of all joinery works, including the use of timber windows, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved details only, unless otherwise specified in writing by the Local Planning Authority.

REASON

To ensure that the proposed development would not have an adverse effect upon the appearance and setting of the existing building or historic environment, in accordance with Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. LB11 Further Details (Roof Lights)

Notwithstanding any information submitted as part of this application, details of the proposed rooflights, including drawings at no greater than 1:20 scale and including the proposed material type and finish, shall be submitted to and approved in writing by the Local Planning Authority prior to their first installation. Furthermore, the roof lights shall be conservation style rooflights, set as flush as practicable within the roof slope.

The development shall be implemented in accordance with the approved details and retained for the lifetime of the development.

REASON

To ensure that the proposed development would not have an adverse effect upon the appearance and setting of the existing building or historic environment, in accordance with Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

8. H16 Cycle and Bin Storage (Details to be Submitted)

Prior to the first occupation of the residential units hereby permitted, scaled drawings of the bin store and cycle store, including materials and finish, shall be submitted to and approved in writing by the Local Planning Authority. The cycle store shall demonstrate storage for at least 9 'long stay' and 2 'short stay' cycle spaces, and the stacking system therein. The bin and cycle storage facilities shall be provided in accordance with the approved details and thereafter permanently retained.

REASON

To ensure the provision and retention of facilities for the occupants of the development and hence the availability of sustainable forms of transport to the site, in accordance with Policy DMT 5 and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC Overheating and Ventilation Mitigation Strategy

Prior to the first occupation of the residential units, an Overheating and Ventilation Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall demonstrate compliance with Part C of Policy D6 of the London Plan (2021) and shall include:

- a) Details of glazing specifications designed to limit solar gain;
- b) Confirmation of openable window arrangements to enable passive ventilation;

- c) Mechanical ventilation to kitchens and bathrooms, with extract rates meeting current Building Regulations;
- d) Any additional design or fabric measures necessary to prevent overheating and ensure acceptable internal temperatures under the CIBSE TM59 methodology (or updated equivalent).

The approved mitigation measures shall be implemented prior to first occupation of the relevant units and retained for the lifetime of the development.

REASON

To ensure the single-aspect units achieve satisfactory internal living conditions with respect to ventilation and overheating, in accordance with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan Part 2 (2020).

10. RES17 **Sound Insulation**

Prior to building operations on the residential units commencing, a detailed written scheme for protecting the proposed residential units from commercial and transportation noise from the High Street and King Edward's Road shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise of such measures as are necessary to ensure compliance in general terms with internal noise levels should adhere to the levels as stated in BS8233:2014, including the use of acoustic glazing to all habitable rooms fronting, or that have direct exposure to the neighbouring commercial properties, associated plant noise, and transport noise.

Thereafter, the development shall be carried out in strict accordance with the approved scheme which shall be completed before any part of the residential accommodation hereby approved is occupied, unless the Local Planning Authority otherwise agrees in writing.

Testing shall be carried out after completion but prior to occupation of the residential units to demonstrate that suitable sound insulation has been achieved. The test results shall be submitted to and approved in writing by the Local Planning Authority, prior to occupation.

The approved scheme shall thereafter be maintained..

REASON

To ensure that the amenity of the occupiers of the proposed development are not adversely affected by road traffic and commercial-related noise in accordance with Policy EM8 of the Local Plan Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2021) Policy D14.

11. HO6 **Obscure Glazing**

The windows on the south-facing elevation facing shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale in accordance with the arrangement shown on plan numbers OGS/24101/212 Rev C and OGS/24101/219 Rev C,

and shall thereafter be retained as such for the lifetime of the development.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

12. RES15 Water Consumption

All dwellings shall be designed and constructed to achieve a maximum water consumption of 105 litres per person per day, in accordance with the optional technical standard set out in the Building Regulations (Part G).

Evidence of compliance shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.

REASON

To ensure water efficiency in accordance with Policy SI 5 of the London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

13. NONSC Fire Statement

Prior to the commencement of above-ground works, a Fire Statement, produced by a suitably qualified third-party assessor, shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall demonstrate compliance with Policy D12 of the London Plan (2021) and shall include:

- a) means of escape and evacuation strategy;
- b) fire detection and alarm systems;
- c) external fire spread and materials;
- d) access for firefighting and equipment; and
- e) how the design accounts for the mixed-use nature of the building and the communal terrace.

The development shall be carried out in accordance with the approved Fire Statement and retained thereafter.

REASON

To ensure the development achieves the highest standards of fire safety in accordance with Policy D12 of the London Plan (2021).

14. NONSC Class C3 Use

The residential units hereby approved shall be used only as dwellings within Use Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose within the Schedule to that Order or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

REASON

To ensure the development is used for residential purposes only and to allow the Local Planning Authority to retain control over any future change of use in the interests of residential amenity, in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020).

15. NONSC Commercial Use (Class E) Operating Hours

The ground floor commercial use (Class E) shall not be open for customers outside the following hours:

7:00AM to 10:00PM on Mondays to Saturdays

9:00AM to 9:00PM on Sundays and Bank Holidays

REASON To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

16. NONSC Commercial Use (Class E) Servicing and Delivery Hours

The ground floor commercial use (Class E) shall not be used for deliveries and collections, including waste collections other than between the hours of 8.00am and 6pm, Mondays to Fridays, 8am to 1pm Saturdays and not at all on Sundays and Bank and Public Holidays.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policies DMTC 1 and DMTC 4 of the Hillingdon Local Plan Part 2 (November 2012) and Policy D13 of the London Plan (2021).

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. I70 LBH worked applicant in a positive & proactive (Granting)

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 Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering the opportunity to revise the scheme during the course

of the application, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. 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.

4. I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

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. 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

7.

For the avoidance of doubt, in accordance with Schedule 14 of The Environment Act 2021, paragraph 13 (General Condition of Planning Permission) of the Act requires a condition securing the submission of a biodiversity net gain plan to be approved by the local planning authority on the grant of every planning permission. However, paragraph 17 (Exceptions) of this Act states paragraph 13 (General Condition of Planning Permission) does not apply in relation to development for which planning permission is granted by a development order; under section 293A (urgent Crown development); or development of such other description as the Secretary of State may by regulations specify. Consequently, under current exemptions this proposal is exempt from the mandatory minimum 10% Biodiversity Net Gain requirement which was introduced by The Environment Act 2021.

8. 173 Community Infrastructure Levy (CIL) (Granting Consent)

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

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 (2021) and NPPF (2024).

DME 3	Office Development
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 16	Housing Standards
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
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 GG2	(2021) Making the best use of land
LPP HC1	(2021) Heritage conservation and growth
LPP SI12	(2021) Flood risk management
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment

Appendix 2: Relevant Planning History

14226/ADV/2000/71 Barclays Bank, 54 High Street Ruislip
INSTALLATION OF NON-ILLUMINATED REPLACEMENT SIGNAGE

Decision: 14-11-2000 Approved

14226/ADV/2007/150 Barclays Bank, 54 High Street Ruislip
INSTALLATION OF 2 INTERNALLY ILLUMINATED ATM HEADER SIGNS.

Decision: 07-02-2008 Approved

14226/ADV/2007/83 Barclays Bank, 54 High Street Ruislip
INSTALLATION (REPLACEMENT) OF 2 INTERNALLY ILLUMINATED FASCIA SIGNS
AND 1 INTERNALLY ILLUMINATED BOX FASCIA PROJECTING SIGN

Decision: 03-09-2007 Approved

14226/ADV/2008/91 Barclays Bank, 54 High Street Ruislip
Replacement of internally illuminated signage comprising 2 fascia signs and 1 projecting sign.

Decision: 24-09-2008 Approved

14226/APP/2000/2306 Barclays Bank, 54 High Street Ruislip
INSTALLATION OF A RAMP FOR DISABLED ACCESS

Decision: 02-02-2001 Approved

14226/APP/2005/108 54 High Street Ruislip
INSTALLATION OF 10 AIR CONDITIONING UNITS AND REMOVAL OF 5 EXISTING AIR
CONDITIONING UNITS (RETROSPECTIVE APPLICATION)

Decision: 01-03-2005 Refused

14226/APP/2005/2114 Barclays Bank, 54 High Street Ruislip
INSTALLATION OF 2 AIR CONDENSOR UNITS ON TOP OF FLAT ROOF AREA, AND
RETENTION OF 2 EXISTING EXTERNAL AIR CONDENSOR UNITS ON SIDE
ELEVATION, INCLUDING ENCLOSURE OF THESE UNITS

Decision: 17-02-2012 No Further
Action(P)

14226/APP/2007/3462 Barclays Bank, 54 High Street Ruislip
INSTALLATION OF 2 REPLACEMENT ATM'S.

Decision: 07-02-2008 Approved

14226/APP/2008/925 Barclays Bank, 54 High Street Ruislip
CONSTRUCTION OF A BIN STORE TO THE NORTH SIDE OF THE BRANCH.

Decision: 06-05-2008 Refused

14226/APP/2017/4042 Barclays Bank, 54 High Street Ruislip
Installation of 1 condenser unit to roof

Decision: 31-01-2018 Approved

14226/APP/2024/181 Barclays Bank, 54 High Street Ruislip
Removal of existing external signage and branding, projecting sign, fascia signage and branch nameplate. Removal of CCTV camera and car park signage. Removal of ATM/ ATM light, existing night safes metal plate. The existing aperture to be infilled with brickwork to match the existing. Existing letter box to be sealed internally and removal internal counters, furniture and modern glazing walls and glazing door.

Decision: 20-05-2024 Approved

14226/B/80/0496 Barclays Bank, 54 High Street Ruislip
Extension/Alterations to Office premises (P) of 160 sq.m.

Decision: 07-07-1980 Approved

14226/G/87/3097 Barclays Bank, 54 High Street Ruislip
Inst of a proj box sign

Decision: 28-10-1987 Approved

14226/H/87/1606 Barclays Bank, 54 High Street Ruislip
Erect of awning over part fascia & alt to entrance door to provide half glazing

Decision: 29-10-1987 Approved

14226/J/88/1048 Barclays Bank, 54 High Street Ruislip
Inst of second cash dispenser & relocation of nightsafe in elev facing King Edward Road

Decision: 19-08-1988 Approved

14226/K/88/3069 Barclays Bank, 54 High Street Ruislip
Illumination of keyboard & fascia sign at top of cash dispenser
Decision: 05-09-1988 Approved

14226/L/89/3562 Barclays Bank, 54 High Street Ruislip
Installation of internally illuminated projecting box sign.
Decision: 09-02-1990 Approved

14226/P/99/3017 Barclays Bank, 54 High Street Ruislip
Installation of replacement internally illuminated ATM cash dispenser fascia display
Decision: 30-03-1999 Approved

14226/S/99/0964 Barclays Bank, 54 High Street Ruislip
Installation of two ATM cash dispensers
Decision: 08-06-1999 Approved

Appendix 3: List of Relevant Planning Policies

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:

DMEI 7	Biodiversity Protection and Enhancement
DME 3	Office Development
DMEI 9	Management of Flood Risk
DMHB 1	Heritage Assets
DMH 2	Housing Mix
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 16	Housing Standards
DMT 1	Managing Transport Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP HC1	(2021) Heritage conservation and growth

LPP D6	(2021) Housing quality and standards
LPP GG2	(2021) Making the best use of land
LPP SI12	(2021) Flood risk management
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment