

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL Select an Option

| | | |
|----|---|--------------------------|
| 1. | No valid planning application objection in the form of a petition of 20 or more signatures, has been received | <input type="checkbox"/> |
| 2. | Application complies with all relevant planning policies and is acceptable on planning grounds | <input type="checkbox"/> |
| 3. | There is no Committee resolution for the enforcement action | <input type="checkbox"/> |
| 4. | There is no effect on listed buildings or their settings | <input type="checkbox"/> |
| 5. | The site is not in the Green Belt (but see 11 below) | <input type="checkbox"/> |

REFUSAL RECOMMENDED: GENERAL

| | | |
|----|---|--------------------------|
| 6. | Application is contrary to relevant planning policies/standards | <input type="checkbox"/> |
| 7. | No petition of 20 or more signatures has been received | <input type="checkbox"/> |
| 8. | Application has not been supported independently by a person/s | <input type="checkbox"/> |
| 9. | The site is not in Green Belt (but see 11 below) | <input type="checkbox"/> |

RESIDENTIAL DEVELOPMENT

| | | |
|-----|--|--------------------------|
| 10. | Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | <input type="checkbox"/> |
| 11. | Householder application in the Green Belt | <input type="checkbox"/> |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

| | | |
|-----|---|--------------------------|
| 12. | Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses | <input type="checkbox"/> |
| 13. | Refusal of change of use from retail class A1 to any other use | <input type="checkbox"/> |
| 14. | Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | <input type="checkbox"/> |

CERTIFICATE OF LAWFULNESS

| | | |
|-----|---|--------------------------|
| 15. | Certificate of Lawfulness (for proposed use or Development) | <input type="checkbox"/> |
| 16. | Certificate of Lawfulness (for existing use or Development) | <input type="checkbox"/> |
| 17. | Certificate of Appropriate Alternative Development | <input type="checkbox"/> |

CERTIFICATE OF LAWFULNESS

| | | |
|-----|---|--------------------------|
| 18. | ADVERTISEMENT CONSENT (excluding Hoardings) | <input type="checkbox"/> |
| 19. | PRIOR APPROVAL APPLICATION | <input type="checkbox"/> |
| 20. | OUT-OF-BOROUGH OBSERVATIONS | <input type="checkbox"/> |
| 21. | CIRCULAR 18/84 APPLICATION | <input type="checkbox"/> |
| 22. | CORPSEWOOD COVENANT APPLICATION | <input type="checkbox"/> |
| 23. | APPROVAL OF DETAILS | <input type="checkbox"/> |
| 24. | ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval | <input type="checkbox"/> |
| 25. | WORKS TO TREES | <input type="checkbox"/> |
| 26. | OTHER (please specify) | <input type="checkbox"/> |

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

These include the delivery of new housing in a highly sustainable town centre location, remediation of a contaminated site, ecological enhancements and townscape improvements.

No objections have been raised by other statutory consultees, including highways, access, contaminated land or archaeology, subject to appropriate planning conditions. On balance and taking into account the public benefits of the scheme, the proposal is considered to accord with the development plan and national policy, and approval is therefore recommended subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

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 Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

MRH/EX/400 Rev A - Location Plan
MRH/PL/500 Rev A - Proposed Site Plan
MRH/PL/100 Rev B - Proposed Ground Floor Plan
MRH/PL/101 Rev E - Proposed First Floor Plan
MRH/PL/102 Rev E - Proposed Second Floor Plan
MRH/PL/103 Rev D - Proposed Third Floor Plan
MRH/PL/104 Rev D - Proposed Roof Plan
MRH/PL/200 Rev D - Proposed Front Elevation
MRH/SK/201 Rev A - Proposed SW Elevation
MRH/PL/202 Rev C - Proposed NE Elevation
MRH/SK/203 Rev A - Proposed Rear Elevation

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. NONSC Construction Management Plan

Prior to development commencing, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works.
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel

washing facilities).

(iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

(v) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vi) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To protect residential amenity and highway safety in accordance with Policies DMHB 11 and DMT 1 of the Hillingdon Local Plan Part 2 (2020) and Policy D13 of the London Plan (2021).

4. RES26 Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A further site investigation as recommend in the subsection 5.4 of the submitted Preliminary Risk Assessment Report with reference 18 - 4230 prepared by Syntegra Consulting Ltd dated May 2025, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical

contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan Part 2 (2020) Policies DMEI 11 and DMEI 12.

5. RES15 Sustainable Water Management

Prior to above ground works commencing the applicant must provide a Sustainable Water Management Strategy for the development which should include a Sustainable Drainage System (SuDS) Strategy and a Water Usage Report confirming the development will not utilise more than 105 litres of water per person per day. Thereafter, the development must be undertaken in accordance with the strategy for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies S12 and 13 of the London Plan (2021).

6. COM7 Materials

Notwithstanding the submitted details, no development above damp proof course shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure a satisfactory appearance that preserves the character and appearance of the Conservation Area, in accordance with Policies BE1 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7. RES9 Landscaping (car parking & refuse/cycle storage)

Notwithstanding the details already submitted, no development above damp proof course shall take place until a hard and soft landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of defensible boundary treatment and planting within the courtyard and the following : -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100)

1.b Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Means of enclosure/boundary treatments

2.b Hard surfacing materials

2.c External lighting (where applicable)

3. Living Roofs

3.a Details of the inclusion of green roofs including: waterproof membrane (root resistant), protection layer, drainage and filter layers, growing medium/substrate depth (minimum 80-150mm unless otherwise justified) and species mix.

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

5.a The approved scheme shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

8. TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. All planting, seeding, turfing and landscape operations shall be carried out in accordance with current British Standards and best practice, including BS 8545:2014 Trees: from nursery to independence in the landscape (or any successor document) and BS 3936 series (2017-2021) - Nursery stock (trees, shrubs, perennials). Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy DMHB 11 and DMHB 14 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC Parking Allocation Plan

Prior to the first occupation of the development hereby approved, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall clearly identify the allocation of the approved on-site parking spaces to individual dwellings, including the designated disabled parking space. The parking spaces shall thereafter be laid out prior to first occupation, allocated and retained in accordance with the approved details and shall not be used for any other purpose.

REASON

To ensure the satisfactory and efficient use of the approved parking provision, to prevent parking congestion and to safeguard highway safety, in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policy T6.1 of the London Plan (2021).

10. SUS8 Electric Charging Points

Prior to the first occupation of the development hereby approved, electric vehicle charging infrastructure shall be installed for the approved car parking spaces to provide a minimum of 20% active charging points, with the remaining 80% of spaces provided with passive provision, in accordance with the London Plan standards. For the avoidance of doubt, this shall comprise at least one active charging point, with all remaining parking spaces provided with passive charging infrastructure.

The electric vehicle charging facilities shall be retained and maintained for the lifetime of the development.

REASON

To promote sustainable transport and reduce emissions, in accordance with Policy T6.1 of the London Plan (2021) and Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020).

11. H15 Cycle Storage - In accordance with approved plans

Prior to the first occupation of the development hereby approved, secure and accessible cycle parking shall be provided in accordance with the approved plans and thereafter retained as such for the lifetime of the development.

REASON

To encourage sustainable travel in accordance with Policy T5 of the London Plan (2021).

12. NONSC Refuse and Recycling Facilities

Prior to the first occupation of the development hereby approved, the refuse and recycling storage facilities shown on the approved plans shall be provided and thereafter retained as such for the lifetime of the development.

REASON

To ensure adequate waste management provision in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2021).

13. HO6 Obscure Glazing

All windows annotated as "Obscured Window" on the approved first and second floor plans (drawing nos. MRH/PL/101 Rev E and MRH/PL/102 Rev E) shall be fitted with permanently obscured glazing to a minimum of Pilkington Level 4 or equivalent prior to the first occupation of

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

The windows shall be non-opening below 1.7 metres above finished floor level, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To prevent overlooking and safeguard the privacy and amenity of neighbouring residential occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and Policy D6 of the London Plan (2021).

14. HO6 Obscure Glazing (Dark Tinted Windows)

The lower portions of the first and second floor windows shown with dark-tinted glazing on drawing no. MRH/PA/202 Rev C shall be permanently fitted with dark-tinted opaque glazing prior to the first occupation of the development hereby approved and shall thereafter be retained as such for the lifetime of the development. The opaque glazing shall be non-opening unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the privacy and living conditions of future occupiers and neighbouring properties, while ensuring a consistent and high-quality appearance to the building, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) and Policy D6 of the London Plan (2021).

15. NONSC Step Free Access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

16. NONSC Accessible Dwellings

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with Policy D7 of the London Plan (2021).

17. NONSC Boundary Treatment

Boundary treatments adjacent to the site access shall not exceed 0.6 metres in height for a minimum distance of one metre either side of the access.

REASON

To maintain pedestrian and vehicular visibility in accordance with Policy DMT 1 of the Hillingdon Local Plan Part 2 (2020).

18. NONSC Fire Evacuation Lift

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, with all such provisions remaining in place for the life of the development.

REASON

To ensure the development can accommodate robust emergency evacuation procedures, including measures for those who require step-free egress, in accordance with Policies D5 and D12 of the London Plan (2021).

INFORMATIVES

1. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

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

3. 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).

4. I73 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@hillingsdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at:
www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within Ruislip Town Centre, Ruislip Village Conservation Area, and within an archaeological priority area. It is also adjacent to an Area of Special Local Character and located opposite a locally listed building at No. 63 High Street (formerly occupied by Natwest Bank).

There is a public park to the north of the site (Church Field Gardens public open space) and a cemetery to the northwest of the site. It is therefore a sensitive context in which to bring forward

redevelopment. The site currently comprises of a petrol filling station that is not currently operational and a car wash facility that does not benefit from planning permission as a planning unit operating in isolation.

The site fronts onto Midcroft, a residential street comprising good quality two storey suburban housing. It is positioned immediately to the rear of Jebson House (Nos. 53 - 61 High Street). This comprises a 1970s three storey building (including mansard roof) that has commercial/retail units at ground floor with office use above. This building has Prior Approval consent for a change of use to residential (22 x studio units) under application reference 38567/APP/2016/869.

Surface car parking lines the rear courtyard area of Jebson House, immediately abutting the site. To its east lies a pedestrian route, leading into the public open space of Church Field Gardens, with two storey family houses lining Midcroft to the east of the site. The nearest house, No. 4 Midcroft, abuts the pedestrian route and is a two storey single family dwelling with flank windows at ground and first floor level together with a large elongated rear garden, which are sensitive to issues of overlooking. To the more immediate north of the site lie a series of service yards associated with businesses at 43-51 High Street. These uses have considerable parking and servicing associated with them and which are accessed via the road/right of way that forms the site's eastern edge. On the south side of Midcroft the site faces onto the return two storey flank and service yard of the locally Listed Building at No. 63 High Street.

The site is on the border of PTAL score areas of 3 & 4 and within a developed area as designated by the policies contained within the Hillingdon Local Plan.

3.2 Proposed Scheme

The application seeks planning permission for the demolition of the existing former petrol filling station/car wash and the erection of a four-storey residential building to provide seven self-contained flats, together with associated landscaping, refuse and cycle storage, and on-site car parking.

The proposed accommodation would comprise two 1-bedroom flats, four 2-bedroom flats and one 3-bedroom flat, arranged over four floors and served by a central staircase and lift. Private amenity space would be provided for all units, including a private garden to the ground floor flat and inset balconies to upper floor units.

The building would be set back from Midcroft to allow for a landscaped frontage and pedestrian access. The design incorporates a mansard-style roof and materials would include red brickwork, natural slate roofing and dark-coloured window and door frames.

Vehicular access would be taken from the existing access, with six on-site parking spaces proposed, including one disabled space and provision for electric vehicle charging. Secure cycle storage and refuse facilities would be provided on site at ground floor level.

3.3 Relevant Planning History

4918/PRC/2024/55 2 MIDCROFT RUISLIP

Preapplication in connection to the erection of four storey residential building comprising 7 flats.

Decision: 29-11-2024 Pre-App Advice

Given

4918/APP/2021/1103 2 MIDCROFT RUISLIP

Erection of a part 3 storey, part 4 storey building to provide 1 x 1-bed, 3 x 2-bed and 5 x 3-bed self-contained flats with associated parking, amenity space, refuse and cycle storage following demolition of existing petrol filling station/car wash

Decision: 16-07-2021 Refusal **Appeal:** 01-03-22 Dismissed

4918/APP/2018/4227 2 MIDCROFT RUISLIP

Erection of four storey building with undercroft to create 2 x 1-bed, 3 x 2-bed, and 4 x 3-bed self contained flats with associated parking, amenity space, refuse and cycle storage

Decision: 29-03-2019 Refusal

4918/APP/2018/738 2 MIDCROFT RUISLIP

Demolition of existing petrol station plus removal of tanks and erection of a four storey building containing 9 residential units.

Decision: 08-06-2018 Withdrawn (P)

4918/PRC/2016/135 2 MIDCROFT RUISLIP

Demolition of existing petrol station with tanks and erection of a four storey building containing 16 residential units

Decision: 16-06-2017 Objection

ENF/364/16

PEO - Unaut Change of Prop or Land for Com/Busi Us

Decision: No Further
Action(P)

ENF/544/15/

Unathorsied car sales business

Decision: No Further
Action(P)

4918/APP/2014/1274 2 MIDCROFT RUISLIP

Demolition of existing petrol station with tanks and erection of a four storey building comprising 14 residential, an office unit at ground floor level plus associated access, underground car parking and cycle storage.

Decision: 20-11-2014 Refusal **Appeal:** 25-01-16 Withdrawn

ENF/287/13/

Unauthorised car sales business

Decision: No Further
Action(P)

ENF/388/10/

Alleged unauthorised car wash.

Decision: No Further
Action(P)

4918/APP/2008/805 JET PETROL STATION MIDCROFT RUISLIP

Erection of a 60-bedroom hotel (involving demolition of existing petrol station) (outline application).

Decision: 29-08-2008 Withdrawn (P)

4918/PRE/2006/36 JET PETROL STATION MIDCROFT RUISLIP

T P PRE - CORRES: RESIDENTIAL DEVELOPMENT

4918/APP/2001/482 MIDCROFT SELF SERVICE MIDCROFT RUISLIP

INSTALLATION OF A 10,000 LITRE ABOVE GROUND DIESEL TANK TO THE REAR OF THE SERVICE STATION

Decision: 17-07-2001 Approval

4918/AJ/0450/98

Enforcement Portable building

4918/AH/0044/98

Enforcement (Installation of above ground diesel fuel storage tank).

4918/AG/94/1574 MIDCROFT SELF-SERVE, MIDCROFT HIGH STREET RUISLIP

Installation of underground fuel storage tank and erection of jet wash facility

Decision: 29-03-1995 Approval

4918/AF/0164/94

Enforcement (Cars being sold from petrol station)

4918/AE/89/3615 R/O 53-61 FRONTING MIDCROFT HIGH STREET RUISLIP

Installation of an internally illuminated pole sign, shop fascia, wall mounted promotional sign and canopy sign

Decision: 27-02-1990 Approval

4918/AD/83/0633 JR INWARDS MIDCROFT RUISLIP

Alterations to elevations of sales building.

Comment on Planning History

The site has an extensive planning history for residential redevelopment. Most recently, planning permission was refused in July 2021 under application ref. 4918/APP/2021/1103 for the erection of a part three/part four-storey residential building comprising nine flats with associated access and basement parking. The reasons for refusal related to:

1. The size, scale, bulk and design of the development, which was found to cause harm to the character and appearance of the street scene, the Ruislip Village Conservation Area and the adjacent Area of Special Local Character
2. Concerns regarding highway and pedestrian safety arising from access and manoeuvring arrangements serving adjoining premises
3. The provision of substandard living conditions for future occupiers, in particular inadequate levels of natural light, outlook and privacy to ground floor habitable rooms.

An appeal against that decision was subsequently dismissed in March 2022 (Appeal Ref: APP/R5510/W/21/3282716).

In dismissing the appeal, the Inspector identified the main issues as the effect of the proposal on the character and appearance of the area and the Conservation Area, the living conditions of future occupiers, and highway safety. The Inspector concluded that the proposal would result in less than substantial harm to the Conservation Area which on balance was not outweighed by the public benefits, and that one of the proposed flats would fail to provide acceptable living conditions due to poor outlook and light. However, the Inspector found no harm to highway or pedestrian safety.

The current proposal has been revised in response to the previous refusal and appeal decision. The number of units has been reduced from nine to seven, the mix amended to 2 x 1-bedroom, 4 x 2-bedroom and 1 x 3-bedroom units, and the layout, design and internal arrangements have been amended. In particular, the revised scheme seeks to address previous concerns relating to bulk and appearance, internal light and outlook to habitable rooms, and overall residential quality.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **24th August 2022**

4.2 Site Notice Expiry Date: **1st September 2022**

5. Comments on Public Consult

EXTERNAL CONSULTEES

Initial Consultation:

31 neighbouring properties were consulted on 26-07-2022 (consultation period expired on 16-08-2022). In total, 6 responses were received (one in support, 3 in objection and 2 neutral). The main concerns raised relate to loss of privacy from rear balconies and side-facing windows, the scale, height and perceived overdominance of the building, and its impact on the character and

appearance of the Ruislip Village Conservation Area and the surrounding street scene. Additional concerns include whether the site can appropriately accommodate seven flats, the adequacy of on-site parking provision and electric vehicle charging, and whether the proposal sufficiently addresses the reasons for refusal of earlier applications.

An objection was received from Ruislip Residents Association with concerns relating to heritage impact, that it would not preserve or enhance the character or appearance of the Ruislip Village Conservation Area. Concerns relate to the scale and massing of the building, its visual prominence and impact on nearby heritage assets, and a design which is considered incongruous with the Arts and Crafts character of the area. It is argued that any benefits of redevelopment and housing delivery would be outweighed by the resulting harm to the Conservation Area.

Consultation on Amended Plans:

Following mid-application 'pre'-application discussions with the Council, amended plans were received on 04-06-2025 and re-consultation was carried out on 27-06-2025 (consultation period expired on 18-08-2025). Five responses were received (one in objection, 2 in support and 2 neutral).

The Ruislip Residents' Association no longer objects, noting that the revised scheme is a significant improvement on earlier proposals, however stress the importance of using sympathetic materials.

The Ruislip, Northwood & Eastcote Local History Society considers that the revised scheme addresses many concerns raised in previous iterations, including reduced bulk, an improved roofline more in keeping with neighbouring buildings, increased separation from 53-61 High Street, and additional soft landscaping.

One neighbour objection considers the amended design to be a downgrade from earlier iterations and insufficiently respectful of the character and appearance of the Ruislip Village Conservation Area. Concerns were raised regarding the continued availability of access to rear service roads and underground car parking.

Officer Response:

The issues raised regarding loss of privacy, scale and overdominance, and impacts on the character and appearance of the Ruislip Village Conservation Area are addressed within the Residential Amenity and Character and Appearance sections of this report. In summary, technical evidence (including Daylight & Sunlight Assessments for the existing and proposed units) demonstrates that the proposal would not result in an unacceptable loss of daylight, sunlight or privacy, with separation distances, inset balconies, obscured glazing and landscaping mitigating potential impacts.

In terms of heritage concerns, and whilst the Conservation Officer identifies less than substantial harm to the Conservation Area, officers consider that the proposal would significantly improve the site's appearance and provide an appropriate transition between the High Street and Midcroft. The identified harm is outweighed by the public benefits of the scheme, as set out elsewhere in this report.

Concerns relating to parking provision, electric vehicle charging and site capacity have been assessed and are considered acceptable having regard to the site's sustainable town centre location and design-led approach. Issues relating to access to rear service roads and potential

construction impacts can be appropriately managed through planning conditions. Furthermore, materials would be secured by condition and would be agreed in consultation with the Council's Conservation & Design Officer.

INTERNAL CONSULTTEES

LBH Conservation and Urban Design Specialist: The Conservation Officer raises no objection to the principle of residential redevelopment or to the demolition of the existing petrol filling station, which is not considered to make a positive contribution to the Ruislip Village Conservation Area. However, concerns are raised regarding the detailed design of the proposal. These relate to an unresolved layout (including the positioning of ground floor bedrooms, the location of the bin store, undercroft parking and visitor cycle parking), the complexity and form of the roof, and the overall elevational treatment, fenestration and detailing. Overall, the Conservation Officer concludes that the proposal would result in less than substantial harm to the significance of the Ruislip Village Conservation Area, engaging paragraph 215 of the NPPF. This is assessed in the 'Impact on Heritage Assets' section of this report.

LBH Highways: No objection. The site is in a highly accessible town centre location. Whilst the provision of six parking spaces is below Hillingdon's maximum standards, it nonetheless accords with London Plan standards for this location. The London Plan post-dates the Hillingdon Local Plan and therefore takes precedence with respect to parking standards. In this instance, given the site's town centre location, the level of parking is considered acceptable. Disabled parking and cycle parking provision are acceptable, with cycle parking exceeding adopted standards, which supports the objective of shifting to more sustainable modes of transport. An uplift in electric vehicle charging provision can be secured by condition. Vehicular access arrangements are acceptable in safety terms, trip generation would be low, and less than the former petrol station/car wash use, and no unacceptable impacts on highway safety or congestion are identified.

LBH Access Officer: No objection subject to conditions to secure: step free access; certification that the dwellings meet the M4(2) accessible and adaptable housing standards; and the installation of a fire evacuation lift.

LBH Contaminated Land Officer: No objection subject to a contaminated land condition.

GLAAS (Greater London Archaeological Advisory Service): No objection - "the proposal is unlikely to have a significant effect on heritage assets of archaeological interest, and no further archaeological assessment or planning conditions are required".

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

| | |
|---------|-----------------------------------|
| PT1.BE1 | (2012) Built Environment |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.HE1 | (2012) Heritage |

Part 2 Polices:

| | |
|----------|---|
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 11 | Protection of Ground Water Resources |
| DMEI 12 | Development of Land Affected by Contamination |
| DMEI 14 | Air Quality |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 9 | Management of Flood Risk |
| DMHB 1 | Heritage Assets |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| DMHB 16 | Housing Standards |
| DMHB 17 | Residential Density |
| DMHB 18 | Private Outdoor Amenity Space |
| DMHB 3 | Locally Listed Buildings |
| DMHB 4 | Conservation Areas |
| DMHB 5 | Areas of Special Local Character |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 6 | Vehicle Parking |
| EM6 | (2012) Flood Risk Management |
| LPP D12 | (2021) Fire safety |
| LPP D13 | (2021) Agent of change |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D6 | (2021) Housing quality and standards |
| LPP D7 | (2021) Accessible housing |
| LPP G5 | (2021) Urban greening |
| LPP GG6 | (2021) Increasing efficiency and resilience |
| LPP HC1 | (2021) Heritage conservation and growth |
| LPP SI1 | (2021) Improving air quality |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T5 | (2021) Cycling |

| | |
|------------|---|
| LPP T6 | (2021) Car parking |
| LPP T6.1 | (2021) Residential parking |
| NPPF11 -24 | NPPF11 2024 - Making effective use of land |
| NPPF12 -24 | NPPF12 2024 - Achieving well-designed places |
| NPPF14 -24 | NPPF14 2024 - Meeting the challenge of climate change, flood and coastal change |
| NPPF16 -24 | NPPF16 2024 - Conserving and enhancing the historic environment |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF5 -24 | NPPF5 2024 - Delivering a sufficient supply of homes |
| NPPF9 -24 | NPPF9 2024 - Promoting sustainable transport |

In addition: Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2024) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Paragraph 135 f) of the NPPF and Policies D3 and D6 of the London Plan seek to ensure that development secures good standards of amenity for existing and future occupiers. Policy DMHB 11 of the Hillingdon Local Plan Part 2 requires that new development does not result in a detrimental impact on the amenity of neighbouring properties in terms of outlook, privacy, noise and access to daylight and sunlight.

The impact on future occupiers is considered separately within the 'Quality of Residential Accommodation' section of this report. In respect of existing occupiers, the nearest residential properties comprise dwellings along Midcroft and residential units located above and to the rear of commercial premises along Ruislip High Street, including: Nos. 53-61 (Jebsen House), which was formerly offices and has been granted prior approval for conversion to residential; Nos. 47-49; 51 High Street; and Nos. 1 and 4 Midcroft.

In respect of privacy and overlooking, the proposed building has been designed with appropriate separation distances and inset balconies. Side-facing windows located close to site boundaries and

/ or sensitive receptors would be obscure glazed. At ground floor level defensive landscaping is proposed to mitigate undue overlooking. A landscaped buffer is also provided along the frontage and side boundaries, which would further mitigate potential impacts on neighbouring occupiers.

A Daylight and Sunlight Assessment has been submitted in accordance with BRE guidance (Site Layout Planning for Daylight and Sunlight). The assessment demonstrates that the proposed development would not result in any neighbouring residential windows experiencing a noticeable loss of daylight or sunlight. While two ground floor windows at Nos. 53-61 High Street would experience a minor reduction in Vertical Sky Component, the impact remains within BRE guidelines and subsequent No Sky Line analysis confirms that internal daylight distribution would not be materially affected. The assessment also confirms that there would be no unacceptable loss of sunlight to neighbouring windows and no adverse overshadowing of the garden at No. 4 Midcroft. Accordingly, the proposal would not result in an unacceptable impact on neighbouring residential amenity in daylight and sunlight terms.

In terms of its visual impact, although the proposed building would be larger in scale than the existing single-storey petrol filling station structures, it would not appear visually overbearing when viewed from surrounding properties. The proposed building would be set back from Midcroft with sufficient separation distances to neighbouring residential properties, allowing it to sit comfortably within the street scene. The articulated form and use of landscaping to the frontage and boundaries further assist in breaking up the mass of the building and softening its visual presence. As a result, the proposal would not give rise to an overbearing or oppressive form of development and would have an acceptable visual impact on neighbouring occupiers.

Overall, taking all of the above into account, it is considered that the proposed development will not result in an unacceptable impact on the residential amenity of neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 and relevant London Plan and national policy.

7.2 Impact on Street Scene

Paragraph 135 of the NPPF, Policy D4 of the London Plan and Policy BE1 of the Hillingdon Local Plan Part 1 require development proposals to be of high-quality design that respond positively to local character and distinctiveness. Policy D3 of the London Plan seeks to optimise site capacity through a design-led approach. Policy DMHB 11 of the Hillingdon Local Plan Part 2 requires new development to harmonise with its surroundings and respect adjoining properties in terms of scale, height, bulk, layout and materials.

The site lies within the Ruislip Village Conservation Area, immediately adjacent to the Midcroft Area of Special Local Character (ASLC) and there are locally-listed buildings in the vicinity of the site, the impact of which is collectively discussed in the 'Impact on Heritage Assets' section of this report.

The surrounding townscape is varied, reflecting the site's transitional position between the more intensive commercial development along Ruislip High Street and the lower-density residential character of Midcroft. The existing former petrol filling station and car wash are not considered to make a positive contribution to the character or appearance of the area, and there is no objection to their removal.

The proposed development comprises a four-storey residential building of seven self-contained flats, together with associated landscaping, refuse and cycle storage and on-site parking. The building would be set back from Midcroft to allow for a landscaped frontage and pedestrian access, with a simple overall form incorporating a mansard-style roof and inset balconies, set within projecting vertical bays. The development would utilise a palette of traditional materials, including

brickwork and natural slate roofing.

The proposed development would introduce a building of greater scale than the existing single-storey structures; however, given the separation distances from surrounding built form it is not considered that it would not appear visually overbearing or out of keeping within the street scene. The building's siting, set back from Midcroft with a landscaped frontage, would reduce its visual impact at street level and provide a more defined and legible building line. The articulation of the elevations, use of inset balconies and a mansard-style roof would help to break up the overall massing and reduce perceived bulk when viewed from the public realm.

The proposed materials palette, comprising brickwork and natural slate roofing, reflects the prevailing materials found within the surrounding area and would be an improvement to the wider appearance of the street scene. The introduction of soft landscaping to the frontage would further soften the visual impact of the development and improve the quality of the street scene when compared to the existing hardstanding-dominated site.

Overall, the proposal would result in a marked improvement to the appearance of the site and the immediate street scene, providing a coherent and visually acceptable form of development that responds appropriately to its town centre edge location. The development is therefore considered acceptable in street scene terms and compliant with the above mentioned policies in that regard.

7.3 Traffic Impact/Pedestrian Safety

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 and Policies T4 and T5 of the London Plan seek to ensure that development does not result in unacceptable impacts on highway safety, traffic flow or pedestrian safety.

The application has been reviewed by the Council's Highway Authority, who raise no objection to the proposal. The site is located within Ruislip town centre and benefits from a PTAL rating of 4, with comprehensive parking controls, and in close proximity to public transport, reducing reliance on private car travel. In comparison to the former petrol filling station and car wash use, which would have generated frequent vehicle movements throughout the day, the proposed residential development is expected to result in a significantly lower level of vehicular activity, with only a marginal increase of up to 2-3 vehicle movements during peak hours. This level of traffic generation is considered capable of being accommodated by the local highway network without material harm to capacity or safety.

Vehicular access arrangements are acceptable in operational and safety terms, with the site layout allowing vehicles to enter and exit in a forward gear in accordance with Manual for Streets guidance. Adequate inter-visibility is achievable at the site access, and pedestrian safety would be maintained, subject to a condition restricting boundary treatment height adjacent to the access to ensure clear sightlines. The continued use of the shared access serving rear parking associated with neighbouring commercial premises has been acknowledged, and no highway safety objection arises in this regard.

Overall, the Highway Authority is satisfied that the proposal would not result in unacceptable impacts on traffic conditions or pedestrian safety, and the development accords with the above referenced policies.

7.4 Carparking & Layout

Policy DMT 6 of the Hillingdon Local Plan Part 2 and Policy T6 of the London Plan set out the requirements for parking provision in new residential development, having regard to site accessibility and local context.

The proposal includes the provision of six on-site car parking spaces, including one disabled compliant space, to serve the seven proposed flats. While this level of provision falls below the maximum parking standards set out in the Hillingdon Local Plan, the site benefits from a highly accessible town centre location (PTAL 3 & 4), is within walking distance of Ruislip Underground Station, and is subject to comprehensive parking controls. In this context, the level of parking proposed is considered acceptable and consistent with the London Plan's objective of minimising reliance on private car use in accessible locations.

The internal parking layout has been assessed by the Highway Authority and is considered to accord with Manual for Streets guidance. The arrangement allows vehicles to enter and leave the site in a forward gear, ensuring safe and efficient operation and avoiding conflicts with pedestrians or vehicles on Midcroft. Adequate space is provided for vehicle manoeuvring without encroachment onto the public highway.

Provision is made for electric vehicle charging, with at least one active charging point proposed. Additional passive provision for the remaining spaces can be secured by condition to ensure compliance with London Plan requirements. In addition, cycle parking is provided in excess of the minimum standards, with secure and accessible spaces located within the building at ground floor level. In addition, visitor cycle parking would be provided to the sites frontage, which further supports sustainable travel objectives.

Overall, the proposed car parking provision and layout are considered acceptable and would not result in undue parking pressure or highway safety concerns. The development is therefore compliant with Policy DMT 6 of the Hillingdon Local Plan Part 2 and Policy T6 of the London Plan in that regard.

7.5 Urban Design, Access and Security Considerations

QUALITY OF RESIDENTIAL ACCOMMODATION

Regarding internal accommodation, Policy D6 of the London Plan sets out the requirements for the gross internal floor area of new dwellings at a defined level of occupancy. Table 3.1 of the London Plan reflects the standards contained within the Technical Housing Standards - Nationally Described Space Standard. This approach is mirrored in Policy DMHB 16 of the Hillingdon Local Plan Part 2.

The submitted plans demonstrate that all seven proposed flats meet or exceed the minimum gross internal floor area requirements for their respective size and occupancy. The internal layouts are functional and provide appropriately sized living, dining and sleeping areas, together with adequate storage provision, ensuring a satisfactory standard of accommodation for future occupiers.

In terms of natural light, an Internal Daylight and Sunlight Assessment has been submitted in support of the application. The assessment confirms that all habitable rooms achieve or exceed the recommended daylight targets set out in the BRE Guidelines. Daylight distribution across the assessed rooms is acceptable, and principal living spaces also achieve the recommended sunlight availability. As such, the proposed dwellings would benefit from good levels of natural light.

Overall, the proposal would deliver high-quality residential accommodation with acceptable internal space standards and adequate daylight and sunlight provision. The development is therefore considered compliant with Policy D6 of the London Plan and Policy DMHB 16 of the Hillingdon Local Plan Part 2.

EXTERNAL AMENITY SPACE PROVISION

Policy DMHB 18 of the Hillingdon Local Plan Part 2 states that all new residential development and conversions will be required to provide good quality and usable private outdoor amenity space. Table 5.3 of the Hillingdon Local Plan Part 2 states that 1 bedroom flats should have a minimum of 20sqm of private usable amenity space, 2 bedroom flats should have a minimum of 25sqm and 3+ bedroom flats should have a minimum of 30sqm of private usable amenity space. The submitted plans show that the proposed residential units would have the following amount of private amenity space:

Flat 1 (2-bedroom unit) = 28.94 sqm
Flat 2 (2-bedroom unit) = 10.46 sqm
Flat 3 (1-bedroom unit) = 5.04 sqm
Flat 4 (2-bedroom unit) = 10.14 sqm
Flat 5 (2 bedroom unit) = 10.46 sqm
Flat 6 (1-bedroom unit) = 5.04 sqm
Flat 7 (3-bedroom unit) = 33.28 sqm

The proposed plans indicate that some of the units would be provided with a shortfall of private external amenity space, in particular the 1-bedroom units. However, consideration is given to the fact that all of the private amenity spaces meet the minimum standards set out in Policy D6 of the London Plan. Moreover, the application site is within very close proximity to the adjacent Church Field Gardens public open space, which can be accessed within an approximate 1-2 minute walk from the site. Furthermore, the private terraces would be fully or partly recessed to provide a high-quality form of private external amenity space. Their inset design affords a greater level of shelter from the elements, improved privacy, and reduced noise compared with projecting balconies, thereby enabling use throughout much of the year. Overall, the level of private amenity space and the recessed-style balconies would provide meaningful and functional private amenity space for future occupiers and are considered acceptable in design and amenity terms. Taking the above into account, the technical shortfall in provision is not considered sufficiently detrimental to residential amenity as to warrant a reason for refusal of the application.

SECURE BY DESIGN

Policy DMHB 15 of the Hillingdon Local Plan Part 2 requires new development to create safe and attractive environments by incorporating Secured by Design principles, including well-located and visible entrances, natural surveillance, defensible space, clear delineation between public and private areas, and appropriate lighting.

The proposed development has been assessed against these principles and, subject to the imposition of a planning condition requiring the scheme to achieve Secured by Design accreditation, is capable of providing a safe and inclusive environment. The proposal would thus accord with Policy DMHB 15 of the Hillingdon Local Plan Part 2.

ACCESSIBILITY

Policy D5 of the London Plan requires development to achieve the highest standards of accessible and inclusive design, while Policy D7 requires residential schemes to provide accessible and adaptable accommodation in accordance with the Building Regulations.

The submitted plans indicate that the building would be served by a lift, enabling step-free access to all floors and ensuring inclusive access for wheelchair users and those with mobility impairments.

Planning conditions are recommended to ensure that the development provides certification confirming that all seven flats meet the standards of Building Regulation M4(2) (accessible and adaptable dwellings), and that the lift is installed and operational prior to occupation. Subject to the above conditions, the proposed development would comply with Policies D5 and D7 of the London Plan.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The application site is located within an established urban area in Ruislip Town Centre, wherein the principle of residential development is acceptable in accordance with Policy BE1 of the Hillingdon Local Plan Part 1. The application site relates to previously developed land, wherein substantial weight is given to the value of using suitable brownfield land within settlements for homes. The site comprises a car wash (formerly a petrol filling station), however there are no specific policies within the Hillingdon Local Plan or the London Plan that seek to safeguard or protect the existing petrol filling station or car wash use; accordingly, the principle of redeveloping the site for residential use is acceptable in policy terms, subject to detailed assessment of design, heritage, amenity, highway and environmental considerations.

IMPACT ON HERITAGE ASSETS

As outlined above, the site resides within the Ruislip Village Conservation Area, wherein Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that local authorities should have special regard to preserving or enhancing the character and appearance of Conservation Areas. The site also lies adjacent to the Midcroft Area of Special Local Character (ASLC) and there are a number of locally-listed buildings in the vicinity, including 63 High Street, which is located opposite the site on the corner of the High Street and Midcroft and which formerly comprised Natwest Bank.

Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 5 of the Local Plan Part 2 collectively seek to ensure that proposals avoid harm to the historic environment and that new development preserves or enhances the character and appearance of Conservation Areas, the setting of locally-listed buildings and the special qualities of the ASLC. Paragraph 212 of the NPPF states that great weight should be given to the conservation of heritage assets when considering the impact of a proposed development. In accordance with paragraph 215 of the NPPF, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

The Council's Conservation Officer has been consulted and has raised concerns regarding the detailed design of the proposed development, particularly in relation to the overall layout, roof form, and elevational treatment. Specific concerns relate to the positioning of ground floor bedrooms and potential overlooking, the use of an undercroft parking arrangement which is not characteristic of the area, the complexity of the roof form in combination with integrated balconies, and the proportion and articulation of fenestration. It is considered by the Conservation Officer that these elements result in a building that is not fully resolved in design terms and that the proposal would cause harm to the character and appearance of the Conservation Area and its relationship with the adjacent ASLC.

Notwithstanding the concerns of the Conservation Officer, officers consider that the scale and height of the development are acceptable in principle and that the proposal would represent a notable improvement over the existing use in visual and townscape terms. The building provides a transition in scale between the High Street and Midcroft, incorporates traditional materials reflective

of the local palette, and introduces landscaping to the frontage which would soften its presence within the street scene. Furthermore, in terms of potential overlooking into ground floor bedroom windows, the proposal includes a wide landscaped buffer to the frontage and additional defensive boundary treatment along the side elevation.

Nonetheless, as heritage harm has been identified, in accordance with paragraph 215 of the NPPF, this harm must be weighed against the public benefits of the proposal. In this instance, the scheme would deliver a number of public benefits. These include the provision of seven new residential units within a sustainable town centre location, contributing to the borough's housing supply and delivering social and economic benefits through additional population supporting local services and facilities. The proposed redevelopment would utilise a brownfield site, which represents a sustainable and efficient use of land. The redevelopment of the site would also facilitate the remediation of land contamination associated with the former petrol filling station use, resulting in environmental and public health benefits. In addition, the scheme proposes new landscaping, biodiversity enhancements and a green roof, delivering ecological improvements over the existing hardstanding-dominated site.

On balance, it is considered that the identified public benefits of the proposal would outweigh the less than substantial harm identified to the significance of the Ruislip Village Conservation Area. The development is therefore considered acceptable in heritage terms, subject to conditions securing detailed materials and landscaping, and would not warrant refusal on character and appearance grounds.

ARCHAEOLOGY

Policy HE1 of the Hillingdon Local Plan Part 1 requires development to conserve and enhance the borough's historic environment, including areas of archaeological significance.

The application has been reviewed by the Greater London Archaeological Advisory Service (GLAAS). While the site lies within the Ruislip Archaeological Priority Area, GLAAS advises that the submitted desk-based assessment demonstrates the site has low archaeological potential due to extensive previous ground disturbance associated with former petrol tanks. Having regard to the Greater London Historic Environment Record, GLAAS concludes that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Accordingly, no further archaeological assessment or planning conditions are required.

DENSITY

The density matrix contained within the former London Plan no longer forms part of the adopted London Plan. Instead, Policy D3 of the London Plan requires development to optimise site capacity through a design-led approach, taking account of site context, accessibility and design quality rather than numerical density targets alone. Policy DMHB 17 of the Hillingdon Local Plan Part 2 continues to reference a residential density matrix. For sites within a town centre location with a PTAL of 2-3, the policy identifies an indicative density range of 200-510 habitable rooms per hectare or 80-170 units per hectare.

The application site lies within Ruislip Town Centre and has a PTAL of 3 / 4. With a site area of approximately 0.099 hectares, the proposed development would result in a density of approximately 230.2 habitable rooms per hectare or 70.1 units per hectare. While the units per hectare figure sits marginally below the indicative range, the habitable rooms per hectare figure falls within the recommended range. Moreover, it is considered that the proposal reflects a design-led response to the site's constraints and context. Overall, the proposed density is considered appropriate for the

location and compliant with Policy DMHB 17 of the Hillingdon Local Plan Part 2 and Policy D3 of the London Plan.

FLOODING

Policies SI 12 and SI 13 of the London Plan require development to minimise flood risk and incorporate sustainable drainage systems (SuDS), supported by Policies EM6 of the Hillingdon Local Plan Part 1 and DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2. A site-specific Flood Risk Assessment (FRA) prepared by RAB Consultants has been submitted in support of the application. The FRA confirms that the site lies within Flood Zone 1, where there is a low probability of flooding, and is therefore appropriate for residential development. The site is also assessed as being at very low risk from fluvial and surface water flooding, with no recorded on-site flooding events. While the site lies within an area of less than 25% susceptibility to groundwater flooding and within a postcode where historic sewer flooding has occurred, the FRA concludes that these risks can be appropriately managed.

The FRA notes that the previously proposed basement is no longer part of the scheme and therefore does not raise groundwater flooding concerns. Safe access and egress would be achievable in all flood scenarios, and the development would not result in any loss of floodplain storage or increase flood risk elsewhere. In terms of surface water management, the FRA confirms that infiltration-based SuDS are not feasible due to underlying London Clay geology and site constraints. However, the incorporation of above-ground SuDS measures such as permeable paving and attenuation storage is considered feasible and would provide betterment over the existing 100% hardstanding site. A detailed surface water drainage strategy can be secured by condition to ensure run-off rates and volumes are appropriately controlled in accordance with the SuDS hierarchy.

Subject to conditions securing finished floor levels and the implementation of a site-specific SuDS strategy, the proposal is considered acceptable in flood risk and drainage terms and compliant with the relevant London Plan and Hillingdon Local Plan policies.

NOISE

The NPPF requires planning decisions to ensure that new development is appropriately integrated with existing uses and that existing businesses are not unreasonably constrained by later development. Paragraph 187 confirms that, where a proposed noise-sensitive use could be affected by existing noise sources, suitable mitigation should be secured in accordance with the agent of change principle. This approach is reflected in Policy D13 of the London Plan, which places responsibility on new noise-sensitive development to mitigate the effects of existing noise-generating activities.

The proposal comprises residential development within an area characterised by predominantly residential and town centre uses and is not expected to give rise to significant noise impacts during operation. However, to protect the amenity of neighbouring occupiers during the construction phase, it is recommended that a condition requiring the submission and implementation of a Construction Environmental Management Plan be imposed. Subject to this, the proposal is considered acceptable in noise terms.

AIR QUALITY

Policy EM8 of the Hillingdon Local Plan Part 1 and Policy SI 1 of the London Plan seek to safeguard and improve air quality and ensure that development does not result in deterioration or

harm to sensitive receptors. Policy DMEI 14 of the Hillingdon Local Plan Part 2 requires development to be at least air quality neutral and, where appropriate, to contribute towards improvements, particularly within Air Quality Focus Areas.

The site lies within the Ruislip Town Centre Air Quality Focus Area. Officers have had regard to a recent nearby appeal decision (PINs ref. APP/R5510/W/24/3356952 for 82-84 High Street, Ruislip), which confirmed that air quality considerations apply to developments of all scales and that opportunities to secure mitigation should be taken where available. In this instance, the proposed development is modest in scale and would replace a former petrol filling station and car wash, a use associated with higher levels of vehicular activity and emissions.

The Highway Officer has confirmed that, in comparison to the previous petrol station/car wash use, the proposal would reduce the overall level of vehicular activity to and from the site. Furthermore, the scheme proposes a parking provision of six spaces for seven flats (0.86 spaces per unit) in a highly accessible location (PTAL 4) and with adequate cycle parking provision, thereby limiting car dependency. Additional mitigation would be provided through on-site landscaping, a green roof and the incorporation of photovoltaic panels and energy-efficient design measures.

Having regard to the above, the proposal is considered to be air quality neutral at a minimum and would represent an improvement over the existing use. Subject to standard construction controls, the development is therefore acceptable in air quality terms and compliant with Policies EM8 and DMEI 14 of the Hillingdon Local Plan and Policy SI 1 of the London Plan.

CONTAMINATION

Policy EM8 of the Hillingdon Local Plan Part 1 and Policies DMEI 12 of the Hillingdon Local Plan Part 2 seek to ensure that development does not give rise to unacceptable risks from land contamination. Policy DMEI 12 specifically supports the redevelopment of contaminated land where contamination has been appropriately assessed and can be remediated to enable safe use.

The application has been reviewed by the Council's Contaminated Land Officer, who raises no objection to the proposed development. This conclusion is based on the submitted Phase I Geo-Environmental Report and the Preliminary Risk Assessment, which identify potential contamination associated with the former petrol filling station use but confirm that the risks can be adequately managed.

Given the site's history, the Contaminated Land Officer recommends the imposition of a land contamination condition requiring further site investigation where necessary, submission and approval of a remediation scheme (including measures to address any asbestos-contaminated soils), procedures for dealing with unexpected contamination, verification of remediation works prior to occupation, and controls on the importation of clean soils.

Subject to the imposition of the recommended condition, it is considered that contamination risks can be satisfactorily mitigated and the site made suitable for residential use. The proposal therefore accords with Policies EM8 and DMEI 12 of the Hillingdon Local Plan.

ENERGY

Policy DMEI 2 of the Hillingdon Local Plan Part 2 requires development to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets. An Energy and Sustainability Assessment has been submitted in support of the application, prepared in accordance with the London Plan energy hierarchy ('Be Lean, Be Clean, Be Green, Be Seen') and

using Building Regulations Part L 2021 as the baseline.

The assessment demonstrates that, through a fabric-first approach, enhanced insulation, efficient glazing, air source heat pumps and on-site photovoltaic panels, the proposed development would achieve an overall regulated carbon emission reduction of approximately 67% beyond the Part L 2021 baseline. The proposal would achieve an EPC rating of B on average, with low operational energy demand and reduced reliance on fossil fuels.

In terms of water efficiency, the assessment confirms that internal water consumption would not exceed 105 litres per person per day, in line with London Plan and local policy requirements. Overheating risk has been assessed using the GLA overheating tool and is considered acceptable, with mitigation achieved through orientation, glazing specification, insulation levels and natural ventilation.

Subject to conditions securing the implementation of the energy strategy, water efficiency measures and any required post-construction compliance, the proposal is considered to accord with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan Part 2 and Policies SI 2 and GG6 of the London Plan.

WASTE

Policy DMHB 11 of the Hillingdon Local Plan Part 2 requires development proposals to make adequate provision for the storage and collection of refuse and recycling, with bin stores appropriately designed, located and screened to avoid nuisance and adverse visual impact.

The proposal includes a dedicated internal refuse store located within the building and in close proximity to Midcroft, from where refuse collection would continue. The siting of the bin store is such that the distance from the collection point to the refuse vehicle would be within the Council's maximum collection distance of 10 metres, and the carrying distance from each flat would not exceed 30 metres. Accordingly, the proposed refuse storage and collection arrangements are considered acceptable and compliant with Policy DMHB 11 of the Hillingdon Local Plan Part 2.

COMMUNITY INFRASTRUCTURE LEVY

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 square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and would therefore be liable to pay CIL.

8. Reference Documents

National Planning Policy Framework (2024)

The London Plan (2021)

Hillingdon Local Plan: Part One - Strategic Policies (2012)

Hillingdon Local Plan: Part Two - Development Management Policies (2020)

Hillingdon Local Plan Accessible Hillingdon Supplementary Planning Document (2017)

Technical Housing Standards - Nationally Described Space Standard (2015)

Contact Officer:

Sally Robbins

Telephone No:

01895 250230