

**77-79 High Street,
Ruislip**
Car Parking Appraisal Note

77-79 High Street, Ruislip

Car Parking Appraisal Note

29th September 2023
DN/SC/25293-01 Car Parking Appraisal Note

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 DTA Transportation have been commissioned by Mr David Fynn c/o Lytton and Co London Ltd to provide highways and transport advice in relation to the proposed construction of four residential dwellings at 77-79 High Street, Ruislip.

1.2 Pre Application Engagement

- 1.2.1 Pre-application discussions have taken place with Hillingdon Council (HC), with a consultation response (contained within **Appendix A**) received in September 2022. The highways officer credits the sites' sustainable credentials, however, has requested that a car parking appraisal is prepared to allow transport matters in connection with the scheme to move forward.

1.3 Report Purpose and Structure

- 1.3.1 This report presents the results of car parking analysis that has been undertaken, which is based on a parking survey undertaken on Wednesday 20th and Thursday 21st September 2023. The survey was carried out following the methodology of the London Borough of Lambeth Parking Guidance.
- 1.3.2 Overall, this report concludes that there is adequate on-street parking to accommodate demand.
- 1.3.3 Following this introduction, the note continues as follows:

Chapter 2 details of the existing conditions;

Chapter 3 outlines the development proposals and summarises the car parking review results;

Chapter 4 concludes the note.



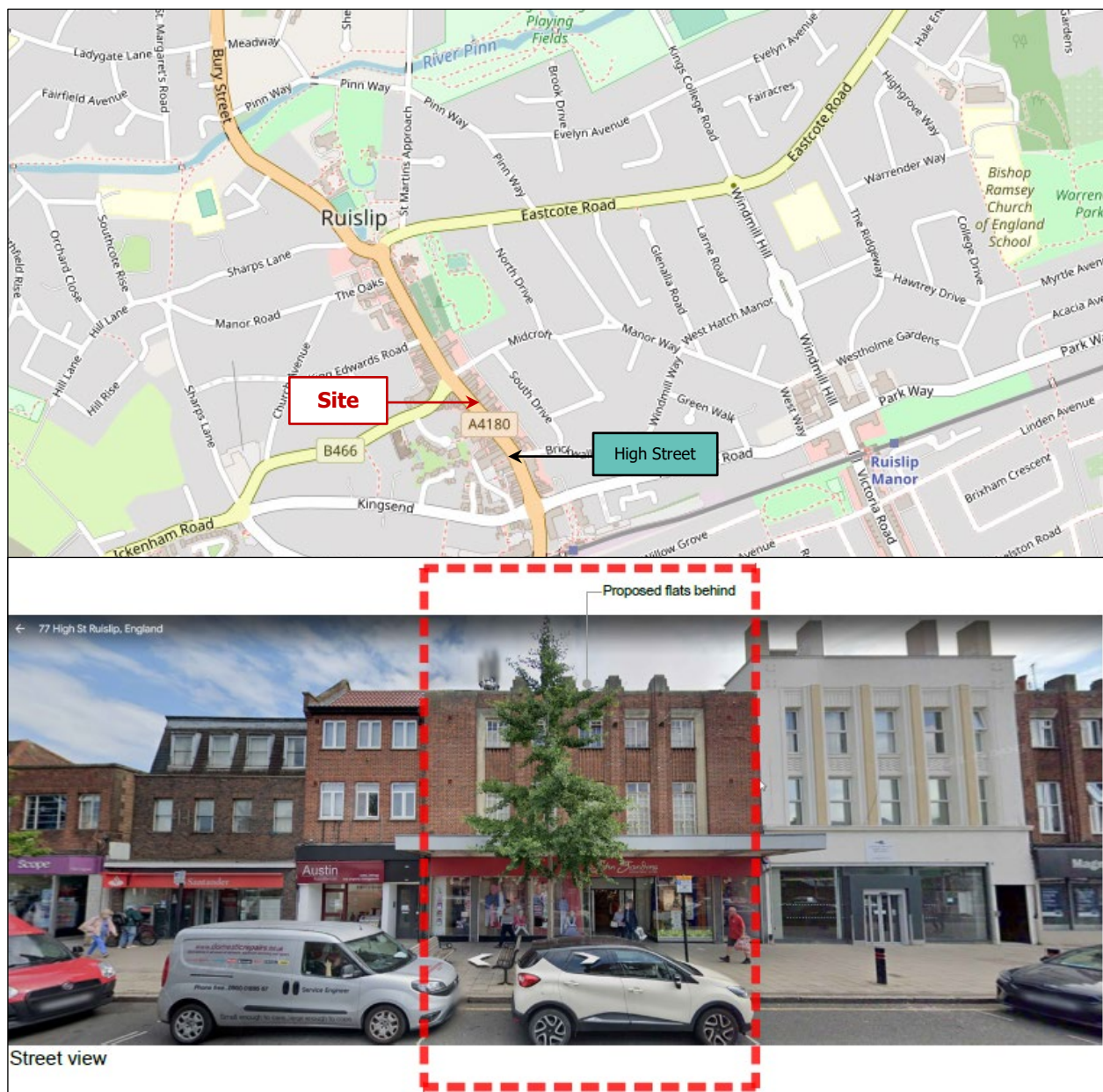
2.0 EXISTING TRANSPORT CONDITIONS

2.1 Site Location & Description

2.1.1 The application site is located on the north-east side of the High Street within Ruislip Town Centre. It comprises a double fronted shop unit (occupied by John Sanders Department Store) which is configured over ground, first and second floors, with a mainly two storey element at the rear which is accessed from a rear service road.

2.1.2 **Figure 1** indicates the location of the site.

Figure 1: Site Location





2.2 Sustainable Transport Accessibility

- 2.2.1 The site is located within an established urban area and consequently served by a good quality pedestrian and cycle network. High Street is flanked by footways on both sides of road, providing a safe route for people to walk from the site. The carriageway is also well-lit and observed to be in good condition.
- 2.2.2 The footways are supplemented with pedestrian crossing infrastructure which further supports safe and convenient pedestrian passage in the area. The local junctions benefit from dropped kerbs, with most comprising tactile paving to facilitate pedestrian movement. Furthermore, formal crossings are located approximately 50m north and south of the site, which provides a safe environment for pedestrians. There is already a high pedestrian footfall in the area due to its central location.
- 2.2.3 For cyclists, London Cycle Network Route 89 passes north of the site from the A4180/B466 mini roundabout junction some 350m north of the site, providing access to Uxbridge and West Drayton.
- 2.2.4 The proximity of the site in relation to the local public transport links presents an excellent opportunity to promote sustainable travel from the site.
- 2.2.5 The closest set of bus stops are situated in front of the site. Regular services are available into Uxbridge, West Drayton, Heathrow Airport, and Ealing Broadway via services 331, U1, 278 and E7 respectively.
- 2.2.6 Ruislip Underground Station is situated 350m south of the site. The station is on the Metropolitan line and Piccadilly line, providing regular trains towards Aldgate, Uxbridge and Cockfosters.
- 2.2.7 The site exhibits a PTAL rating of 4; which is considered good but is not fully reflective of the 'real world' exemplary public transport provision which is exemplified by the plethora of bus service availability and the positioning of the nearby underground station.



3.0 DEVELOPMENT PROPOSALS

3.1 Description of Development

3.1.1 The proposal seeks to create and part convert the second floor shop storage into four residential dwellings. This will comprise of:

- 2 x 3 bedroom units; and
- 2 x 2 bedroom units

3.1.2 A plan illustrating the site layout of the site is contained within **Appendix B**.

3.2 Pedestrian/ Cycle Access

3.2.1 As shown on the site layout plan, pedestrian and cycle access into the building will be taken from the rear service access road via a new entrance. This arrangement provides a functional link to the walking and cycling routes that pass nearby the site.

3.3 Servicing and Delivery Arrangements

3.3.1 Refuse collections would be in keeping with the existing operation. At present, refuse/ recycling collections for the department store as well as neighbouring units are undertaken via the rear service road, with a Hillingdon Council refuse vehicle reversing into the service road and collecting from existing bins located at the rear of the buildings.

3.3.2 As part of the proposals, refuse/ recycle collection for the proposed development would be consolidated with the existing arrangement. As shown on the layout plan, the bin stores will be located at ground floor level adjacent to the main entrance of the building, within an acceptable distance of 30m from each flat and 10m from the point of collection by refuse vehicles.

3.3.3 Equally, vehicles making deliveries or collections will be accommodated from the service road. These are typically undertaken in smaller sprinter vans.



3.4 Car Parking

Car Parking Standards

- 3.4.1 Car parking standards are set out in Appendix A Table 1 of the Hillingdon Local Plan: Part 2; which sets out a parking standard of 1-1.5 spaces per unit for flats comprising 1-2 bedrooms and 2 spaces per unit for flats comprising 3 or more bedrooms. Based on five units being provided as part of the development scheme, this corresponds to 5-7 spaces.
- 3.4.2 The London Plan (2021) Policy T6.1 demands up to 0.5 to 0.75 spaces per unit which equates to a maximum of 2-3 spaces.

Proposed Car Parking Provision

- 3.4.3 The site is promoted as a car free development, a strategy which reflects the sites highly accessible location.
- 3.4.4 The appropriateness of this level of car parking is considered entirely appropriate, given combined effects of the following factors:
- the site represents a highly accessible location in terms of access to a range of everyday shops;
 - The site offers excellent links to public transport, with bus stops located in front of the site providing access to a number frequent bus service;
 - Aligns with current car ownership levels in the area. For example, during the 2011 Census those living within a 1-3 (shared/ rented/ rent free) bedroom, flat, maisonette or apartment within the E36007372 West Ruislip merged ward were recorded as having the following levels of car ownership:
 - No cars or vans in household: 51%
 - 1 car or van in household: 42%; and
 - 2 or more cars/vans in household: 8%.
- 3.4.5 Notwithstanding the fact the site is located within a highly sustainable location, whereby residents would have ample opportunities to use the existing walking/ cycling provision and public transport services, it is acknowledged that there could be an element of parking demand by visitors for example.



3.4.6 Any parking would be required to use the on/ off- street provision in the vicinity of the site. It is considered that the demand from the site can be accommodated within the above without giving rise to inappropriate parking or highway safety concerns.

Off-Site Car Parking Capacity

3.4.7 Given the departure from the car parking requirements, an independent parking beat survey was undertaken by a specialist traffic survey company within the vicinity of the site over two consecutive days commencing on Wednesday 20th September 2023 at 01:50 and 01:00 respectively, in order to assess on street car parking availability.

3.4.8 The survey has been carried out using the Lambeth methodology, which stipulates that one survey between the hours of 12.30am-05.30am must be undertaken on two separate weekday nights. The reason for selecting these times is to capture the maximum demand for residential parking, i.e., when most residents will be at home. The survey should cover a two-minute walk-time from the application site, covering all roads within 200 metres of the site. This is based on consideration of how far a resident would reasonably leave their vehicle from their home.

3.4.9 Surveys were undertaken within a 200m walking distance of the site on the surrounding road network. The extent of the survey and full survey results are contained within **Appendix B** of this note. An overview of the parking capacity is presented in **Table 1**. It should be noted that the capacity of disabled bays (10 bays across the study area) has been omitted from the assessment given that these are restricted 24/7.

Table 1: Parking Capacity

Road	Map ID	Overnight Parking Capacity
High St	1,7,10,11,17,20	84
Midcroft	2,3,6,	0
South Drive	4,5	2
Brickwall Lane	8,9	0
Ickenham Road	12,15,16	6
Poplars Close	13,14	0
Kind Edwards Road	18,19	0
Total		96



3.4.10 The table above shows that there is significant on street provision in the vicinity of the site, with a total of 96 spaces available for overnight parking in the surveyed area. Those other areas that would be inappropriate for parking are already adequately protected by double yellow lines.

3.4.11 **Table 2** below provides a summary of the parking stress levels recorded across the survey area as a whole on the surveyed days. Parking stress is defined as the number of vehicles parked on a street or in an area in relation to the amount of parking that is available expressed as a percentage. For example, 50% parking stress means that half of all available parking spaces are occupied and thus 50% of spaces are available.

Table 2: Observed Parking Occupancy

Survey Date	Observed Occupancy
20 th September 2023	17 (18%)
21 st September 2023	12 (13%)

3.4.12 **Table 2** shows that up to 17 car parking bays were occupied on the surveyed days. Based on the above analysis and survey data, it is clear that there is adequate on-street car parking capacity in the vicinity of the site to accommodate demand generated by the development proposals without giving rise to inappropriate parking or highway safety concerns.

3.5 Cycle Parking

3.5.1 A total of 10 cycle spaces (five Sheffield stands) will be provided on site, as shown on the site layout plan. Such parking levels represents a supply of two spaces per bedroom, exceeding HC's cycle parking standard of 1 space per unit. These will be installed in an enclosed area located near the entrance of the building.



4.0 CONCLUSION

- 4.1 The application proposes the construction of four residential dwellings at second floor level at 77-79 High Street, Ruislip.
- 4.2 The site is in a highly sustainable location given its central location and close proximity public transport links.
- 4.3 The site is promoted as a car free development, a strategy which reflects the sites highly accessible location. The applicant does, however, recognise that that there could be an element of visitor parking demand.
- 4.4 An on-street parking survey was therefore undertaken to assess the on street parking availability in the locality of the site. The car parking survey has indicated low levels of on street parking demand, with the spaces available more than capable of meeting the demand that could arise due to the proposed development.
- 4.5 Therefore, it is clear that the development would not have an unacceptable impact on the amenity of the local area, parking provision and highway safety.

Appendix A



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Date: 23rd September 2022
Our Ref: 52931/PRC/2022/155

Dear lapd architects ltd

RE: Construction of 5 residential dwellings and remodelling of retail unit
SITE: 77-79 High Street Ruislip

I refer to your request for pre-application planning advice dated 12.07.22 and our subsequent meeting on 15.09.22 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers:

C246.01 (Proposed Plans / Location Plan / Street View / Proposed 3D View) - received 13 Jul 2022
Design Statement - received 13 Jul 2022
Supplementary Information - received 04 Aug 2022

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The site is located on the north-east side of the High Street within Ruislip Town Centre. It comprises a double-fronted shop unit which is configured over ground, first and second floors, with a mainly two-storey element at the rear which is accessed from a rear service road.

The site lies in the Secondary Shopping Area of Ruislip District Town Centre, the Ruislip Village

Conservation Area, the Ruislip Town Centre Air Quality Focus Area and is in Flood Zone 1 with the southern, approximately 30% of the site being within a Critical Drainage Area. It has a Public Transport Accessibility Level (PTAL) of 4.

The Proposal

It is proposed to construct 5 residential dwellings at second floor level and remodel the retail unit.

Planning Policy

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

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

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

The proposed development has been assessed against the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), including Supplementary Planning Guidance, and all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.H1 (2012) Housing Growth
- PT1.HE1 (2012) Heritage

Other Policies:

- DMH 2 Housing Mix
- DMHB 1 Heritage Assets
- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 16 Housing Standards
- DMHB 18 Private Outdoor Amenity Space
- DMHB 4 Conservation Areas
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking

LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes

Main Planning Issues

1. Principle of development

The application site is located in the developed area of the borough, where new development is acceptable in principle subject to compliance with relevant development plan policies.

Policy E5 of the Local Plan: Part 1 - Strategic Policies (2012) encourages retail growth in town centres.

Housing Mix

With regard to the housing mix, it was confirmed at the meeting that the application is proposing 3 x two-bedroom flats and 2 x one-bedroom flats. The London Plan (2021) outlines in Policy H10 (Housing size mix) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires 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 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

Family housing is defined within the glossary of the London Plan and outlines it must generally be of a size that has three or more bedrooms.

The proposed development currently has an overdominance of two and one-bedroom units and this is contrary to Policy H10 in terms of ensuring the scheme 'generally consisted of a range of unit sizes' and 'the requirements to deliver mixed and inclusive neighbourhoods'. The proposed development needs a greater proportion of two-bed units. The scheme also does not have any family house, which would be homes of 3 bedrooms or more.

The site has a PTAL of 4 and is located within Ruislip Town Centre. It is also within walking distance of Ruislip Station. Given the location and connectivity of the site, the Council accepts that a higher proportion of one and two bed units are generally more appropriate in this location, however, 3 bed units, even in lesser amount, must still be considered and provided if possible. The applicant will need to demonstrate how the nature and location of the site affects the provision of family housing on the site and it is up to the applicant to demonstrate how the site-specific characteristics and design constraints do not allow family units to be provided as part of the scheme.

Private outdoor amenity space

As stated in Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), all new residential development should provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in table 5.3 of the Local Plan: Part Two (2020).

The applicant is advised that strong planning reasons are required to justify communal amenity space where the private amenity space proposed falls short of policy requirements.

2. Design

Policy D3 of the London Plan (2021) requires that development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy GG4 of the London Plan (March 2021) seeks to ensure that more homes are delivered. Policy H1 of The London Plan (2021) promotes the optimisation of the potential for housing delivery on all suitable and available brownfield sites.

Policy HC1 of the Hillingdon Local Plan (November 2012) states that the Council will conserve and enhance Hillingdon's designated heritage assets, including Listed Buildings and Conservation Areas:

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where: i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation; ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF; iii) it makes a positive contribution to the local character and distinctiveness of the area; iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset; v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials; vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with

owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that:

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

- i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The submitted drawings provide very limited information about the detailed design of the proposed development.

The proposed construction of 5 residential dwellings at second floor level and the remodelling of the retail unit does not appear to preserve or enhance the character or appearance of the Ruislip Village Conservation Area. The proposed works appear contrary to the requirements of Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and could not be supported by the Council.

An approvable future application should include the submission of a Heritage Impact Assessment to inform the preparation of more detailed information and justify the proposed design.

Conservation and Urban Design Officer comments

The pre-application enquiry seeks advice on proposals to construct 5 residential units on top of the rear flat roofs of nos. 77-79 High Street, Ruislip.

The building is occupied by the John Sanders department store which has been a familiar name on the High Street since the mid 1980s when the Lyttons department store was acquired.

The building dates from the 1930s and is three-storeys in height. It is constructed from red brickwork with metal casement windows and is within the main shopping parade of Ruislip High Street. The building has an Art Deco inspired composition with robust vertical decorative brick panelled columns, finished with a concrete parapet and a prominent stone fascia/ band around the brick panelling.

The building is situated within in a prominent position within the high street and makes a positive contribution to the Ruislip Village Conservation Area.

There is very little detail that has been submitted with this pre-application enquiry to enable the assessment of the full impact of the proposals on the character and appearance of the conservation area.

* There are concerns that since there is already a substantially large addition to the rear of Nos. 77-79, which is far in excess of other rear additions within the terrace of shops, that additional bulk would exacerbate harm to the character and appearance of this part of the conservation area.

Furthermore, the proposed prefabricated units, as shown in the submitted plan, would not provide a cohesive design and could create a cluttered roofscape that would draw undue attention within the conservation area.

ENCLOSURE

The exposed access staircase would also add visual clutter to the rear of the terrace.

It should be noted that the rear of the building is also highly visible from within the conservation area and is seen from longer distances from within adjacent streets, gardens, and the upper storeys of adjacent overlooking buildings.

Should the proposals be further developed then it is suggested that a Heritage Impact Assessment be undertaken.

3. Amenity

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

Paragraph A1.23 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that direct overlooking will not be permitted and the separation distance to avoid overlooking should not be less than 21m between facing habitable rooms and windows. Paragraph A1.24 states that the 45-degree rule can be used to establish the maximum permissible height, depth and width of an extension. It provides a general guide to what is normally considered acceptable. However, it is only a general rule of thumb and the Council may, on occasion, consider an extension to be unacceptable, even if it appears acceptable on paper.

* The single aspect nature of some of the proposed flats is not considered acceptable and not in accordance with principles of good design for residential development. The cramped and contrived design would result in poor outlook, natural light and aspect for future occupiers, particularly due to the direction of view onto proposed built form and neighbouring sites and could not be supported by the Council. **TEWER UNITS**

As such it is considered that the proposed development would inevitably overlook and cause a loss of privacy to adjacent properties and the proposed residential dwellings which would have an unacceptable impact on the amenity of adjacent properties and the proposed residential dwellings. Therefore, the proposal would be contrary to the requirements of Policies DMHB 11 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (2020) and could not be supported by the Council.

Housing standards

Policy DMHB 16 of the Local Plan: Part Two (2020) states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up to date internal space standards, as set out in Table 5.1 of the Local Plan: Part Two (2020). Policy D6 of the London Plan (2021) also establishes the standards required to achieve an appropriate living environment, including minimum bedroom sizes.

The submitted drawings do not provide any information about the internal space of the proposed flats. Any future application would need to demonstrate that the proposed flats meet internal space standards, as set out in Table 5.1 and the requirements of Policy D6 of the London Plan.

Private outdoor amenity space

As stated in Policy DMHB 18 of the Local Plan: Part Two (2020), all new residential development should provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in table 5.3 of the Local Plan: Part Two (2020).

The proposed development does not appear to provide good quality and useable private outdoor amenity space. Therefore, the proposal would be contrary to the requirements of Policy DMHB 18 of the Local Plan: Part Two - Development Management Policies (2020) and could not be supported by the Council.

4. Highways

Highway Officer comments

Site Characteristics

The application site is a commercial building that forms part of a 1930s district shopping centre on the High Street (designated as 'classified' in the Council's highway network hierarchy) in Ruislip. It is situated in relative proximity of Ruislip LU station and exhibits a public transport accessibility level (PTAL) rating of 4 which is considered as 'good' but is not fully reflective of the 'real world' exemplary public transport provision which is exemplified by the plethora of bus service availability and the positioning of the adjacent LU station. The locality is extensively covered by all day parking controls including 'Pay & Display' provisions located within the High Street (albeit with minor variation to operational hours).

It is proposed to provide an additional floor to accommodate 5 flats (3 x 2 & 2 x 1 bedroom flats) on a 'car-free' basis.

Parking Provision

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

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

The maximum parking requirement for the 5 units would be in the order of up to 5 to 7 on-plot spaces in order to comply with the adopted Hillingdon parking standard and in contrast for a PTAL rating of 4, the London Plan (2021) parking standard demands up to 0.5 to 0.75 spaces per unit which equates to a maximum of 2 - 4 spaces. The 'car-free' option for the residential component therefore technically

falls below both standards.

* The regional standard only recommends a car-free option where a site registers a PTAL level of 5 or higher which is not the case for this particular address. However, it is acknowledged that the site envelope is located in relative proximity to Ruislip LU station with access to a plethora of bus routes which indicates a potential anomaly in the PTAL calculation. On the basis of the above reasoning, it is therefore considered that a 'car-free' proposal may be further considered in this case subject to the findings of an on-street parking stress survey which should be undertaken, in line with the industry recognised 'Lambeth Council Parking Survey' methodology, within the locality in order to catalogue the levels of on-street parking demand in all roads within a walking distance of 200m of the site. This would give some indication as to the availability of spare on-street parking capacity (if any) which would be taken into consideration if a 'car-free' proposal is presented within a future planning application in a balanced context of available local highway parking capacity and access to sustainable means of transport.

The only parking requirement in this case is related to providing 1 secure and accessible cycle space per unit in order to conform to the council's adopted cycle parking standard.

Operational Refuse Requirements

Refuse collection would be undertaken from the private rear service road leading from a neighbouring residential road 'Midcroft'. Accepted 'waste distance' collection standards encourage waste collection distances to be within 10m from the point of collection by refuse vehicle. Also carrying distances from each flat to the bin storage area should not exceed the recommended standard of 30m. Both distance parameters should be demonstrated as achievable.

Synopsis

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the recommended documentation, together with an appropriate response to the comments and recommendations made within this appraisal.

5. Other

Flood Risk

Within Critical Drainage Areas, development proposals should include Sustainable Drainage Systems (SuDS) to manage surface water on site.

Energy

Policies EM 5 and DMEI 2 of the Local Plan seek a contribution from all development to a reduction in carbon emissions and encourage the use of renewable energy. The potential for renewable energy technologies such as PV's and heat pumps as part of any future development should be explored.

Access

Any future planning application would need to provide plans detailing compliance with the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition), clearly detailing the required dimensions and clear access zones within entrance lobbies, passageways, living areas, bathrooms and bedrooms.

Crime Prevention

The design and layout should also have regard to secure by design principals. You may wish to

contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

A S106 Planning Obligation would be required if an approvable future application is submitted. The need for and level of obligations required would depend on the scale of any subsequent application together with the level of on-site measures required to meet various policy requirements. The occupiers of the proposed new dwellings will be prohibited by a S106 Planning Obligation from applying from joining any residents parking management scheme in the vicinity of the site now or in the future.

As a minimum, it is likely that the following obligations would be sought:

PAY TO OVERSEE PARKING ?

- * - Open space contribution; and
- Car free development (prohibiting the residents of the development from requesting residential parking permits).

COMMUNITY INFRASTRUCTURE LEVY (CIL)

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014. The Hillingdon CIL charge for residential developments of 100sqm or more is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per square metre of additional floorspace.

7. Application Submission

The Council has an adopted Local Planning Validation Checklist (June 2020), which sets out in full the documents required to accompany a planning application and is available on the Council's website.

Any future application should include a Heritage Impact Assessment, to inform and justify the proposed design, and a draft S106 Planning Obligation or draft S106 Planning Obligation heads of terms.

Should you require further information, please refer to the Council's website:
<https://www.hillingdon.gov.uk/apply-planning-permission>.

8. Conclusion

The proposed construction of 5 residential dwellings at second floor level and the remodelling of the retail unit does not appear to preserve or enhance the character or appearance of the Ruislip Village Conservation Area. The proposed works appear contrary to the requirements of Policies DMHB 1, DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and could not be supported by the Council.

An approvable future application should include the submission of a Heritage Impact Assessment to inform the preparation of more detailed information and justify the proposed design.

The single aspect nature of some of the proposed flats is not considered acceptable and not in accordance with principles of good design for residential development. The cramped and contrived design would result in poor outlook, natural light and aspect for future occupiers, particularly due to the direction of view onto proposed built form and neighbouring sites and could not be supported by the Council.

As such it is considered that the proposed development would overlook and cause a loss of privacy to adjacent properties and the proposed residential dwellings which would have an unacceptable impact

on the amenity of adjacent properties and the proposed residential dwellings. Therefore, the proposal would be contrary to the requirements of Policies DMHB 11 and DMHD 1 of the Local Plan: Part Two - Development Management Policies (2020) and could not be supported by the Council.

The proposed development does not appear to provide good quality and useable private outdoor amenity space. Therefore, the proposal would be contrary to the requirements of Policy DMHB 18 of the Local Plan: Part Two - Development Management Policies (2020) and could not be supported by the Council.

The appropriateness of a 'car-free' development would also need to be demonstrated through the findings of an on-street parking stress survey.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

James Wells
Planning Team Leader
Major Applications Team
London Borough of Hillingdon

Planning Guarantee

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

Appendix B

All dimensions and levels are to be checked on site, and any discrepancies are to be reported to the architect before construction.

Written dimensions are to be taken in preference to scaled dimensions.

All information outside the site boundaries is based on OS information only.

All dimensions shown on plans are structure to structure.

Area Schedule (GIA)

Plot	No. of Bedrooms	Area
------	-----------------	------

Plot 1	3	80 m ²
Plot 2	3	82 m ²
Plot 3	2	69 m ²
Plot 4	2	70 m ²

Room Schedule

Plot	Room	Area
------	------	------

Plot 1	Amenity Space	24 m ²
Plot 1	Amenity Space	12 m ²
Plot 1	Bathroom	4 m ²
Plot 1	Bedroom	10 m ²
Plot 1	Bedroom	11 m ²
Plot 1	Bedroom	11 m ²
Plot 1	Ensuite	3 m ²
Plot 1	Entrance Hall	9 m ²
Plot 1	Living/Dining/Kitchen	23 m ²
Plot 1	Store Room	3 m ²

Plot 2	Amenity Space	7 m ²
Plot 2	Amenity Space	30 m ²
Plot 2	Bathroom	4 m ²
Plot 2	Bedroom	12 m ²
Plot 2	Bedroom	11 m ²
Plot 2	Bedroom	11 m ²
Plot 2	Ensuite	4 m ²

Room Schedule

Plot	Room	Area
------	------	------

Plot 2	Entrance Hall	9 m ²
Plot 2	Living/Dining/Kitchen	23 m ²
Plot 2	Store Room	Not Placed

Plot 3	Amenity Space	24 m ²
Plot 3	Bathroom	4 m ²
Plot 3	Bedroom	11 m ²
Plot 3	Bedroom	11 m ²
Plot 3	Entrance Hall	6 m ²
Plot 3	Living/Dining/Kitchen	31 m ²
Plot 3	Store Room	1 m ²

Plot 4	Amenity Space	54 m ²
Plot 4	Bathroom	5 m ²
Plot 4	Bedroom	11 m ²
Plot 4	Bedroom	11 m ²
Plot 4	Entrance Hall	7 m ²
Plot 4	Living/Dining/Kitchen	30 m ²
Plot 4	Store Room	1 m ²

General Notes:

- Ensure emergency egress Windows have an unobstructed opening of 0.33sqm and 450 x450mm clear opening and not more than 1100mm above finished floor level.
- All structural steelwork is to have 30 mins fire protection. Clad with 2 layers of 12.5mm plasterboard and skim. Any lights recessed in the ceiling to be fitted with fire-resistant hoods.
- All window dimensions are to be checked on-site by the window manufacturer before ordering.
- Please refer to Structural Engineer's information in addition to these drawings for foundation, drainage, beams, lintels and padstones.

Rev	Date	Description
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CLIENT
Mr. David Fynn

PROJECT
C246 John Sanders,
77-79 High Street, Ruislip
HA4 8JB

DRAWING
Concept Proposal
Drawing

DRAWING NO.
C246_04

SCALE as labelled

SHEET SIZE (A1)

DATE
Aug 2023

1 Preparation & Brief

2 Concept Design

3 Developed Design

4 Technical Design

5 Construction

6 Handover

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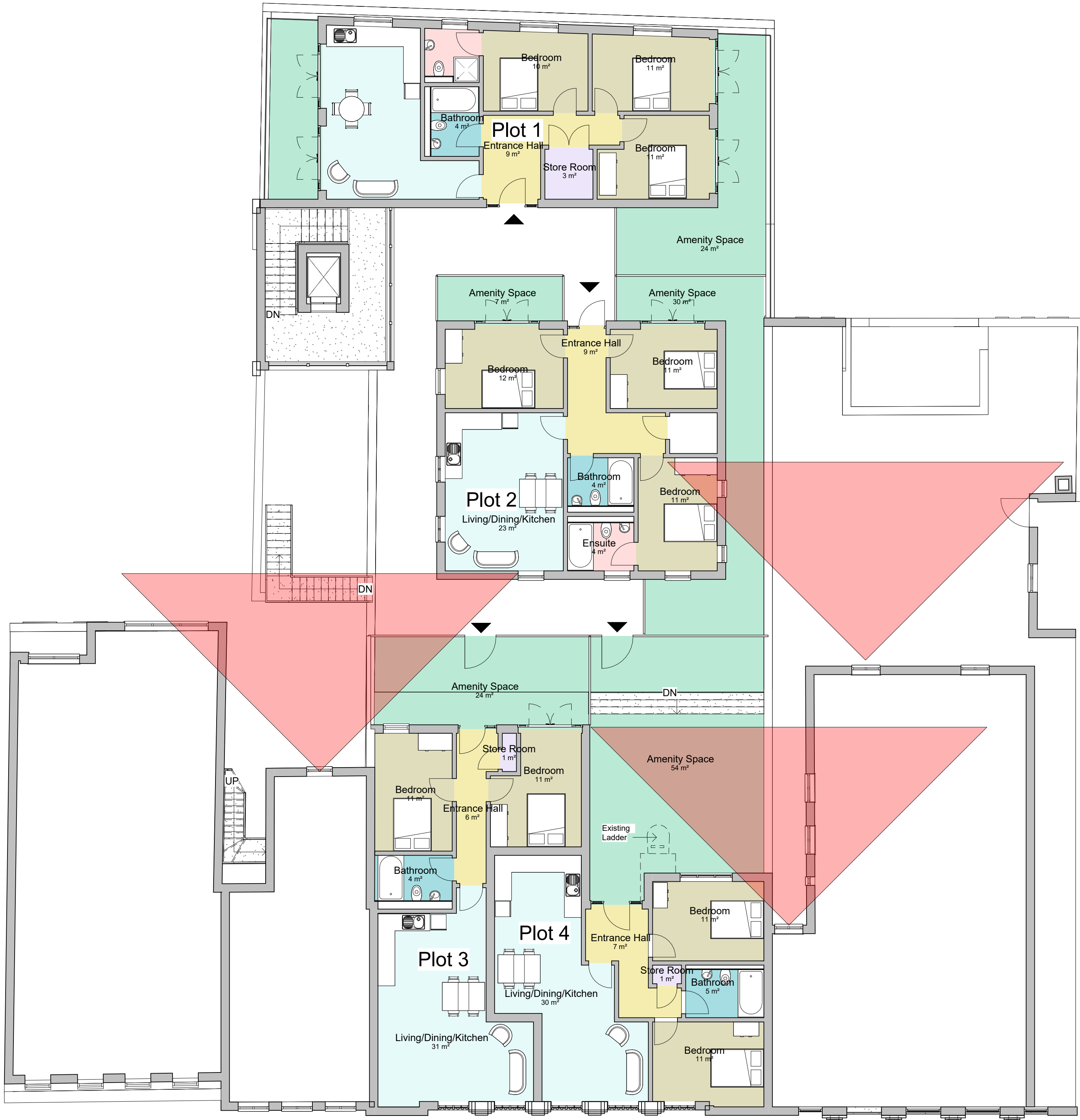
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1 Second Floor Concept

1 : 100

All dimensions and levels are to be checked on site, and any discrepancies are to be reported to the architect before construction.

Written dimensions are to be taken in preference to scaled dimensions.

All information outside the site boundaries is based on OS information only.

All dimensions shown on plans are structure to structure.

Area Schedule (GIA)		
Plot	No. of Bedrooms	Area

Plot 1	3	80 m ²
Plot 2	3	82 m ²
Plot 3	2	69 m ²
Plot 4	2	70 m ²

Ground Floor Room Schedule		
Plot	Room	Area

Ground Floor	Bike Store	8 m ²
Ground Floor	Bin Store	11 m ²
Ground Floor	Entrance	22 m ²

Room Schedule		
Plot	Room	Area

Plot 1	Amenity Space	24 m ²
Plot 1	Amenity Space	12 m ²
Plot 1	Bathroom	4 m ²
Plot 1	Bedroom	10 m ²
Plot 1	Bedroom	11 m ²
Plot 1	Bedroom	11 m ²
Plot 1	Ensuite	3 m ²
Plot 1	Entrance Hall	9 m ²
Plot 1	Living/Dining/Kitchen	23 m ²
Plot 1	Store Room	3 m ²

Plot 2	Amenity Space	7 m ²
Plot 2	Amenity Space	30 m ²
Plot 2	Bathroom	4 m ²
Plot 2	Bedroom	12 m ²
Plot 2	Bedroom	11 m ²
Plot 2	Bedroom	11 m ²
Plot 2	Ensuite	4 m ²

Room Schedule		
Plot	Room	Area

Plot 2	Entrance Hall	9 m ²
Plot 2	Living/Dining/Kitchen	23 m ²
Plot 2	Store Room	Not Placed

Plot 3	Amenity Space	24 m ²
Plot 3	Bathroom	4 m ²
Plot 3	Bedroom	11 m ²
Plot 3	Bedroom	11 m ²
Plot 3	Entrance Hall	6 m ²
Plot 3	Living/Dining/Kitchen	31 m ²
Plot 3	Store Room	1 m ²

Plot 4	Amenity Space	54 m ²
Plot 4	Bathroom	5 m ²
Plot 4	Bedroom	11 m ²
Plot 4	Bedroom	11 m ²
Plot 4	Entrance Hall	7 m ²
Plot 4	Living/Dining/Kitchen	30 m ²
Plot 4	Store Room	1 m ²

General Notes:

- Ensure emergency egress Windows have an unobstructed opening of 0.33sqm and 450 x450mm clear opening and not more than 1100mm above finished floor level.
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- All window dimensions are to be checked on-site by the window manufacturer before ordering.
- Please refer to Structural Engineer's information in addition to these drawings for foundation, drainage, beams, lintels and padstones.

Rev	Date	Description
-----	------	-------------

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CLIENT
Mr. David Fynn

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DRAWING
Proposed Floor Plans

DRAWING NO.
C246_03

SCALE as labelled

SHEET SIZE (A1)

DATE
Sep 2023

1 Preparation & Brief

2 Concept Design

3 Developed Design

4 Technical Design

5 Construction

6 Handover

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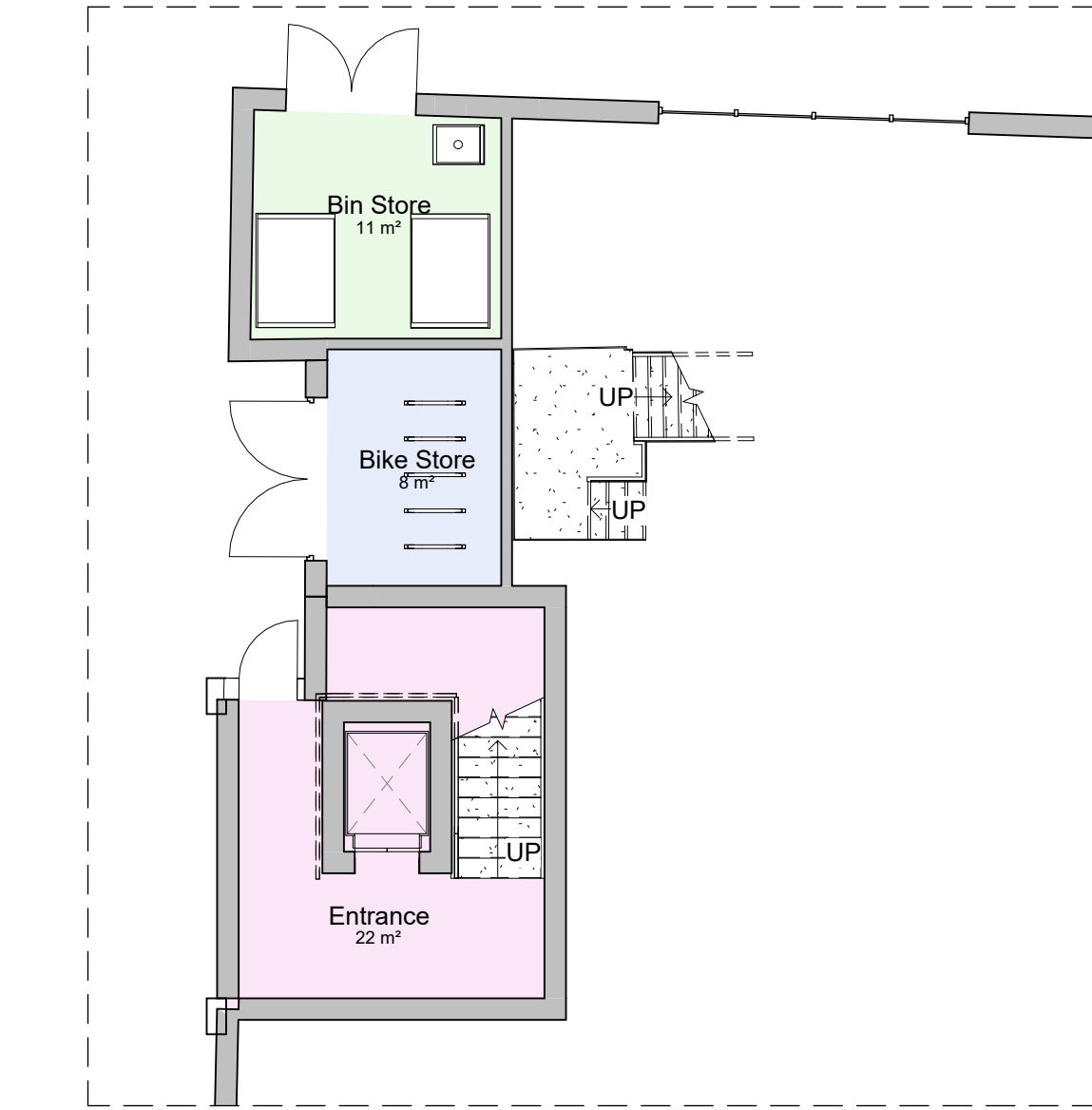
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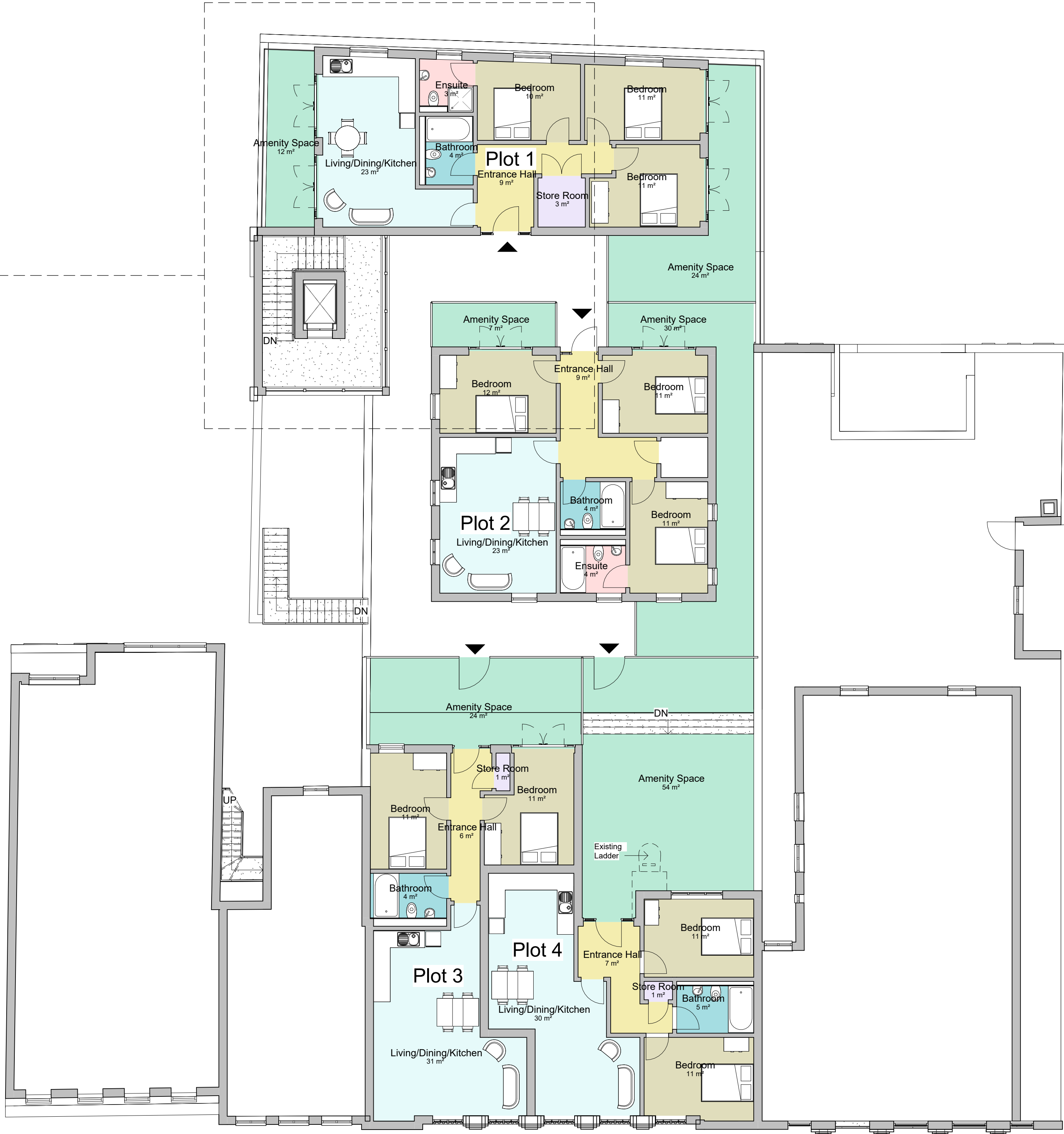
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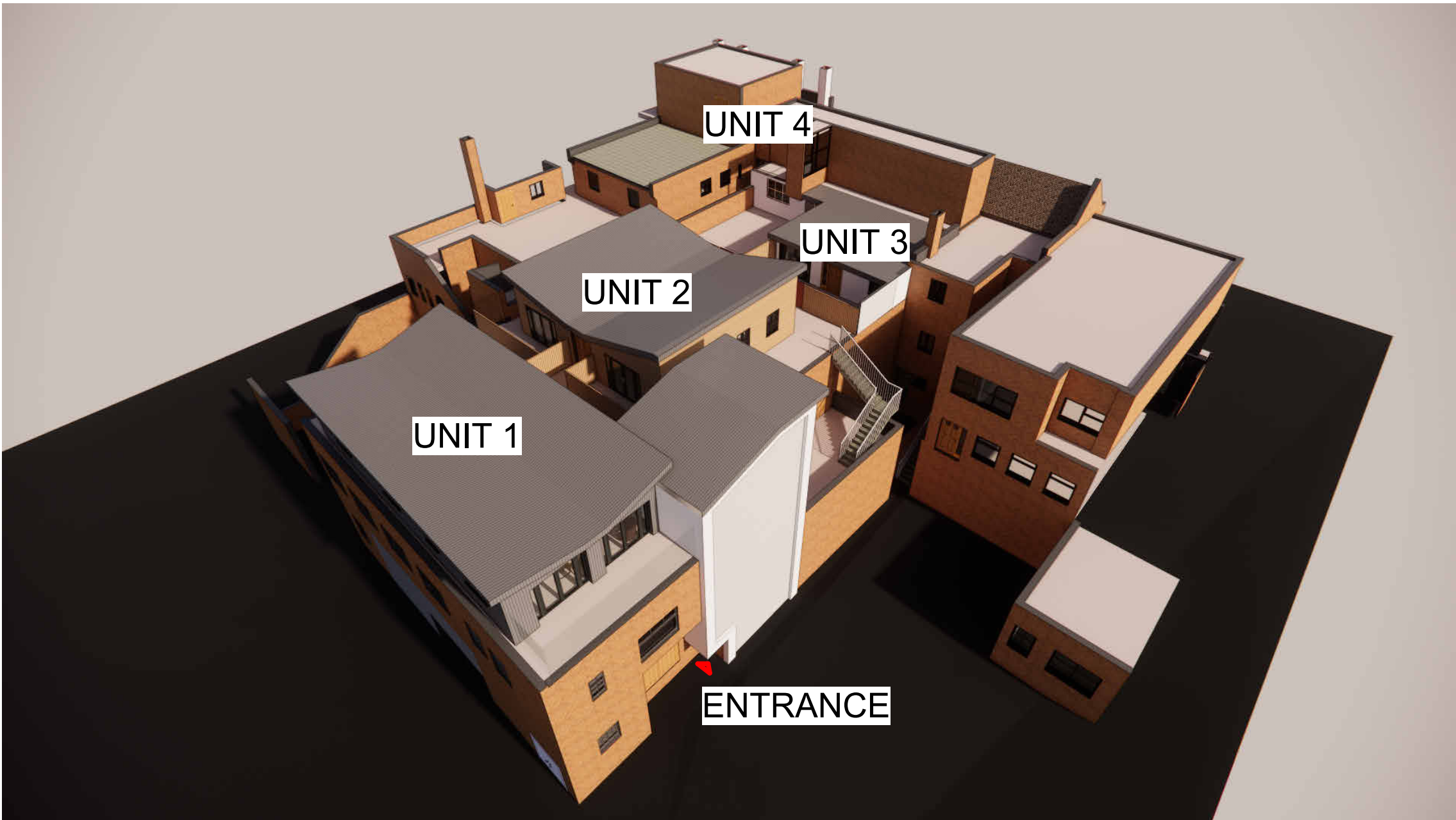
1 Ground Floor
1 : 100



2 Second Floor
1 : 100

1 0 1 2 3 4 5
SCALE 1:100

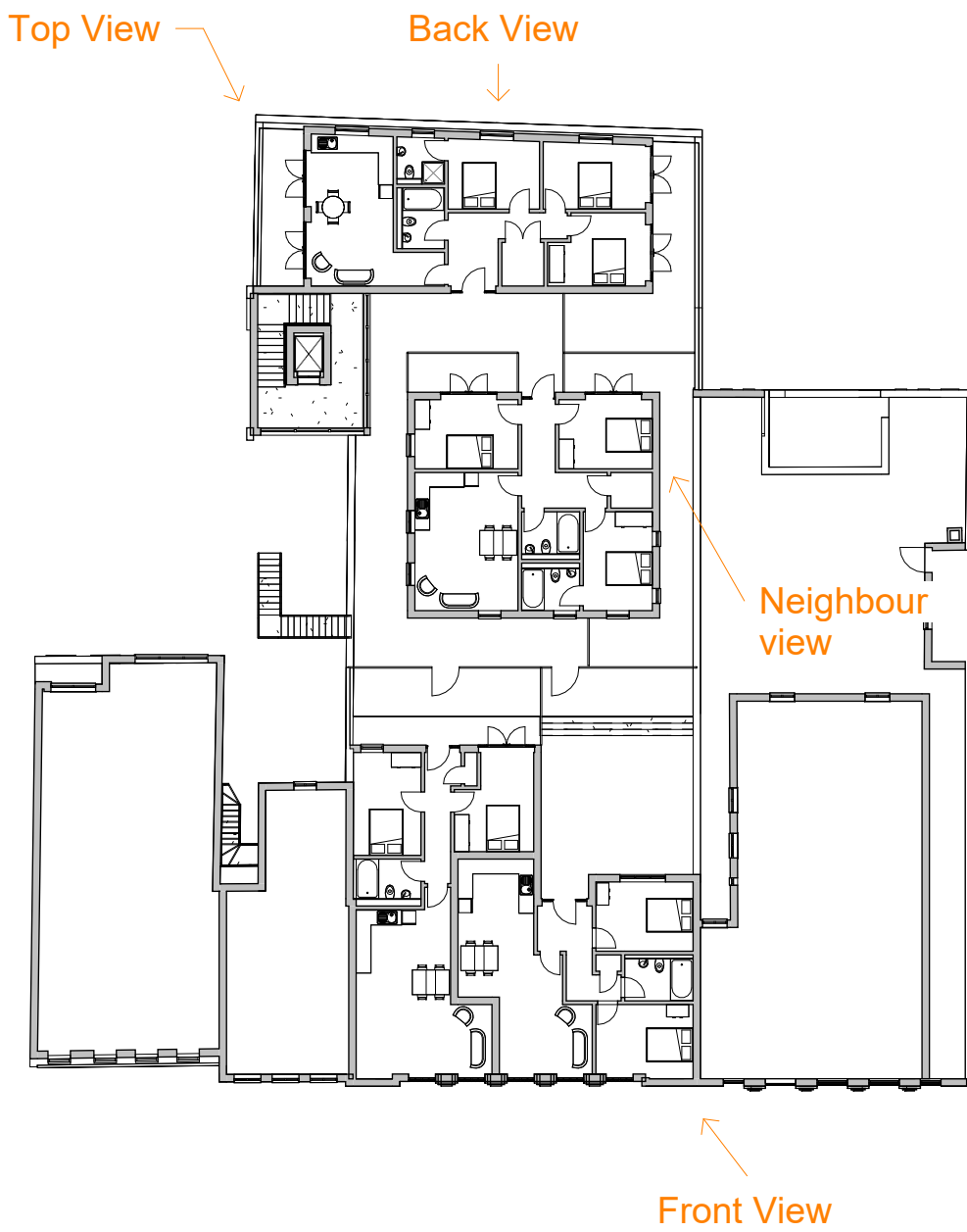




Top View



Neighbour View



Front View



Back View

General Notes:

- Ensure emergency egress Windows have an unobstructed opening of 0.33sqm and 450 x450mm clear opening and not more than 1100mm above finished floor level.
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Rev	Date	Description
-----	------	-------------

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Twitter

YouTube

CLIENT Mr. David Fynn	DRAWING NO. C246_05	1 Preparation & Brief	<input type="checkbox"/>
PROJECT C246 John Sanders, 77-79 High Street, Ruslip HA4 8JB	SCALE as labelled	2 Concept Design	<input type="checkbox"/>
DRAWING Proposed View	SHEET SIZE (A1)	3 Developed Design	<input checked="" type="checkbox"/>
	DATE Sep 2023	4 Technical Design	<input type="checkbox"/>
		5 Construction	<input type="checkbox"/>
		6 Handover	<input type="checkbox"/>

Draft issue

Appendix C

K&M TRAFFIC SURVEYS

DATE: 20th & 21st SEPTEMBER 2023

DAY: WEDNESDAY & THURSDAY

LOCATION: HIGH STREET, RUISLIP



K&M TRAFFIC SURVEYS

DATE: 20th & 21st SEPTEMBER 2023

DAY: WEDNESDAY & THURSDAY

LOCATION: HIGH STREET, RUISLIP



K&M TRAFFIC SURVEYS

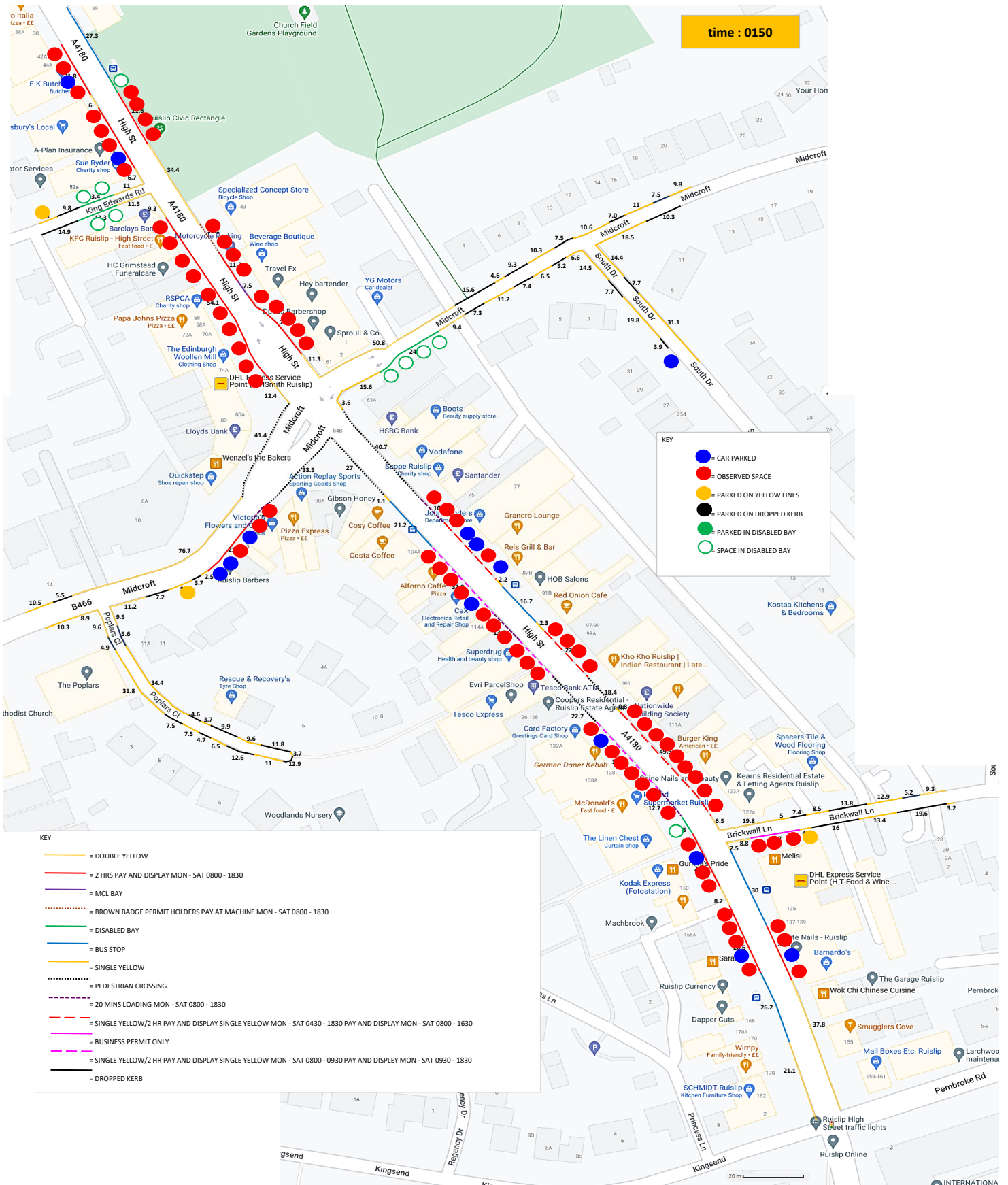
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DAY: WEDNESDAY & THURSDAY

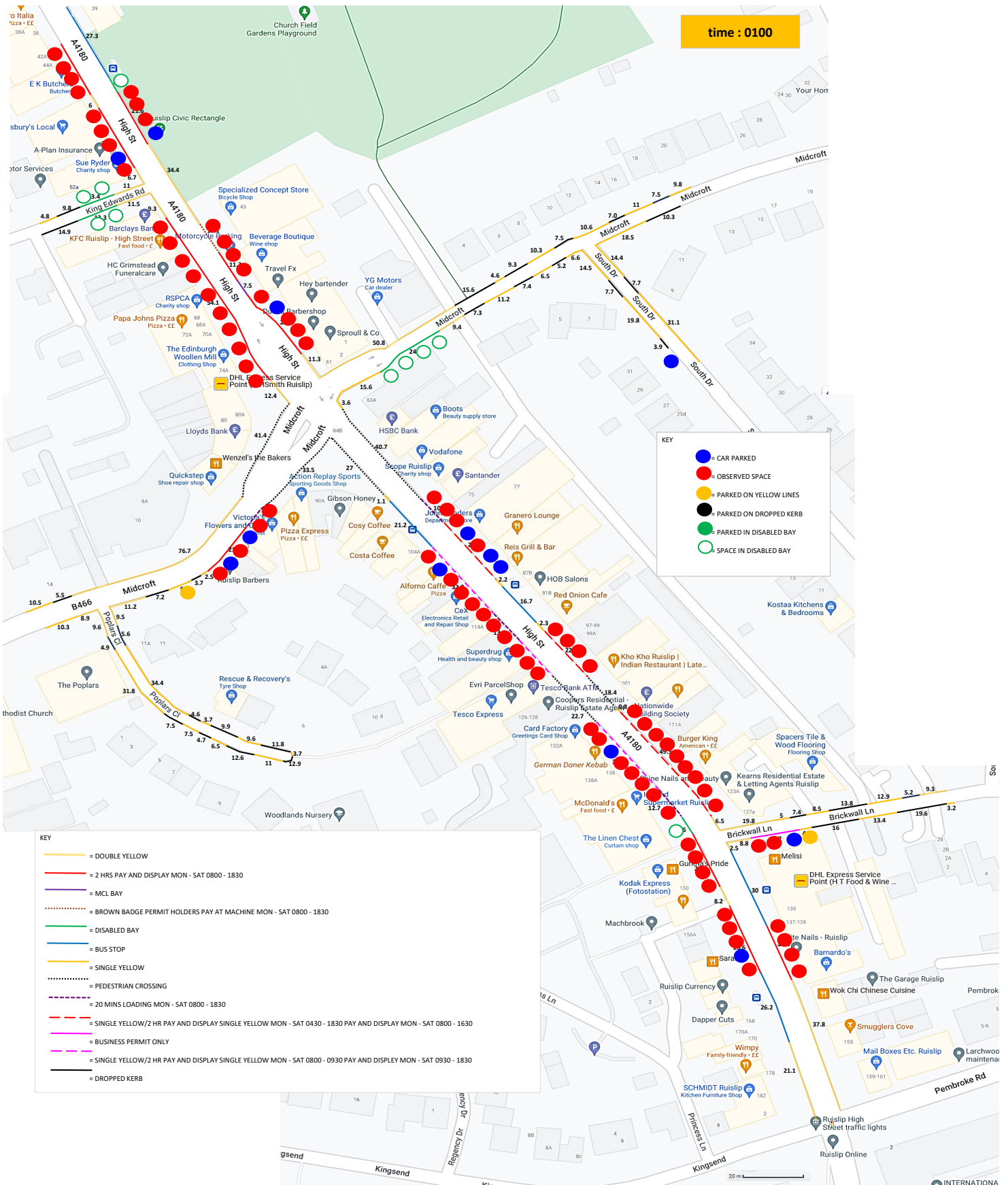
LOCATION: HIGH STREET, RUISLIP


						WEDNESDAY 20th SEPTEMBER 2023			THURSDAY 21st SEPTEMBER 2023		
						TIME : 0150			TIME : 0100		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES= 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS		PARKED	OBSERVED SPACES	%RESTRICTION STRESS
HIGH ST	1	BUS STOP	27.3								
		DISABLED BAY	6.1	1	0	1	0.0%		0	1	0.0%
		A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	60.2	11	0	11	0.0%		2	9	18.2%
		DOUBLE YELLOW LINES	45.7								
		B = BROWN BADGE PERMIT HOLDERS PAY & DISPLAY 0800-1830 MON TO SAT	13.1	2	0	2	0.0%		0	2	0.0%
MIDCROFT	2	MOTORCYCLE BAY	7.5								
		DOUBLE YELLOW LINES	50.8								
		DROPPED KERB	46.9								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	46.3								
		DROPPED KERB	10.3								
SOUTH DRIVE	3	SINGLE YELLOW LINES MON TO SAT 0800-1830	18.5								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	45.5								
		DROPPED KERB	7.7								
		UNRESTRICTED PARKING	10.9	2	1	0	100.0%		1	0	100.0%
		DROPPED KERB	11.6								
MIDCROFT	4	SINGLE YELLOW LINES MON TO SAT 0800-1830	34.3								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	33.7								
		DROPPED KERB	19.9								
		DISABLED BAY	24.8	4	0	4	0.0%		0	4	0.0%
		DOUBLE YELLOW LINES	25								
HIGH ST	5	SINGLE YELLOW LINES MON TO SAT 0800-1830	8.9								
		PEDESTRIAN CROSSING	59.1								
		LOADING BAY 20 MINS MON TO SAT 0800-1830	10.8	2	0	2	0.0%		0	2	0.0%
		C = SINGLE YELLOW 2 HOUR PAY & DISPLAY / SINGLE YELLOW MON TO SAT 1630-1830 / PAY & DISPLAY MON TO SAT 0800-1630	99	18	3	15	16.7%		3	15	16.7%
		BUS STOP	16.7								
BRICKWALL LANE	6	DOUBLE YELLOW LINES	6.5								
		DOUBLE YELLOW LINES	29.1								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	26.4								
		DROPPED KERB	26.4								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	21.2		1				1		
HIGH ST	7	DROPPED KERB	35.6								
		D = BUSINESS PERMITS ONLY	16.7	3	0	3	0.0%		1	2	33.3%
		DOUBLE YELLOW LINES	8.8								
		DOUBLE YELLOW LINES	40.3								
		BUS STOP	30								
HIGH ST	8	A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	21.6	4	1	3	25.0%		0	4	0.0%
		DOUBLE YELLOW LINES	29.3								
		BUS STOP	47.4								
		A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	48	9	2	7	22.2%		1	8	11.1%
		DISABLED BAY	6.5	1	0	1	0.0%		0	1	0.0%
ICKENHAM RD	9	LOADING BAY 20 MINS MON TO SAT 0800-1830	26.3	4	0	4	0.0%		0	4	0.0%
		E = SINGLE YELLOW 2 HOUR PAY & DISPLAY / SINGLE YELLOW MON TO SAT 0800-0930 / PAY & DISPLAY MON TO SAT 0930-1830	81.9	15	2	13	13.3%		2	13	13.3%
		PEDESTRIAN CROSSING	49.7								
		PEDESTRIAN CROSSING	33.5								
		LOADING BAY 20 MINS MON TO SAT 0800-1830	12.9	2	0	2	0.0%		0	2	0.0%
POPLARS CLOSE	10	A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	21.5	4	3	1	75.0%		2	2	50.0%
		SINGLE YELLOW LINES MON TO SAT 0800-1830	12.3		1				1		
		DROPPED KERB	10.9								
		DOUBLE YELLOW LINES	11.2								
		DOUBLE YELLOW LINES	9.5								
ICKENHAM RD	11	DROPPED KERB	44.8								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	51.4								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	56.8								
		DROPPED KERB	51.9								
		DOUBLE YELLOW LINES	9.6								
HIGH ST	12	DOUBLE YELLOW LINES	8.9								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	10.3								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	10.5								
		DROPPED KERB	5.5								
		DOUBLE YELLOW LINES	76.7								
KING EDWARDS RD	13	PEDESTRIAN CROSSING	41.4								
		DOUBLE YELLOW LINES	21.7								
		A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	54.1	10	0	10	0.0%		0	10	0.0%
		DOUBLE YELLOW LINES	11.5								
		DISABLED BAY	13.3	2	0	2	0.0%		0	2	0.0%
HIGH ST	14	DROPPED KERB	14.9								
		SINGLE YELLOW LINES MON TO SAT 0800-1830	4.8		1						
		DROPPED KERB	9.8								
		DISABLED BAY	13.4	2	0	2	0.0%		0	2	0.0%
		DOUBLE YELLOW LINES	11								
HIGH ST	15	DOUBLE YELLOW LINES	12.7								
		A = PAY & DISPLAY 0800-1830 MON TO SAT 2H MAX	47.6	9	2	7	22.2%		1	8	11.1%

LOCATION: HIGH STREET, RUISLIP



LOCATION: HIGH STREET, RUISLIP





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