

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

Case Officer: **Emilie Bateman**

78935/APP/2025/2287

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|-------------------------|-----------------|--|-----------------|
| Date Application Valid: | 28-08-25 | Statutory / Agreed Determination Deadline: | 16.01.26 |
| Application Type: | Full | Ward: | Ruislip |

Applicant: **Bika Construction**

Site Address: **82-84 High Street, Ruislip**

Proposal: **Creation of 5no. self-contained flats with associated cycle and bin storage, following the change of use of first floor from office (Class E) to residential (Class C3), the erection of a two storey rear extension at first floor level, an infill first floor extension, and the retention and reconfiguration of the Class E unit at ground floor level with alterations to fenestration.**

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

Reason Reported to Committee: **Required under Part 2 of the Planning Scheme of Delegation (Member call-in request)**



Summary of Recommendation:

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

1 Executive Summary

- 1.1 Planning permission is sought for the creation of five self-contained flats through the change of use of the first floor from Class E to Class C3, the erection of a two-storey rear extension at first and second floor level, alterations to rear building at first floor level and the retention and reconfiguration of the ground-floor commercial unit. Associated cycle and refuse storage is also proposed.
- 1.2 The application is required to be determined at Planning Committee following a Member call-in raising concerns regarding overdevelopment, amenity impacts and the adequacy of external space.
- 1.3 The committee report seeks to provide a comprehensive assessment of the full planning application and supporting documentation. All material planning considerations have been considered.
- 1.4 The site comprises a Locally Listed building within the Ruislip Village Conservation Area. The proposal would preserve the character and appearance of the conservation area, consistent with the conclusions reached by the Planning Inspector on the earlier appeal. The scheme retains the existing High Street frontage, introduces modest rear extensions, and delivers a design response considered appropriate to the established built form.
- 1.5 The development would deliver five homes (net increase of four residential units) in a highly accessible town centre location. All units exceed London Plan internal space standards, and the revised design addresses previous concerns regarding outlook and enclosure. While a shortfall in private amenity space remains for four of the units, the scheme includes an enlarged communal terrace and benefits from access to a wide range of nearby public open spaces. This matter is considered further in the planning balance.
- 1.6 The proposal has been assessed in terms of its effect on neighbouring residential amenity. Amendments to the layout of Flat 3 and the increased set-back of the northern boundary fence have significantly improved the relationship with adjoining properties, including No. 80A. The development would not result in unacceptable harm in respect of privacy, outlook, daylight/sunlight or noise.
- 1.7 Highways, servicing and access matters are acceptable. The Highway Authority raises no objection, noting the car-free arrangement is appropriate in this PTAL 4 town centre location, with cycle storage and refuse arrangements satisfactorily

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provided.

- 1.8 Air quality matters have been reviewed by the Council's Air Quality Officer, who confirms that the residual impact is minimal and can be appropriately managed by onsite mitigation.
- 1.9 It is recommended that planning permission is granted subject to conditions (Appendix 1), as the development would not cause harm to neighbouring amenity or highway safety, and would preserve the character and appearance of the Ruislip Village Conservation Area.

2 The Site and Locality

- 2.1 The application site comprises 82–84 High Street, a three-storey mixed-use corner building located on the southern side of Ruislip High Street within the Primary Shopping Area. The ground floor accommodates a Class E commercial unit, with former office accommodation at first floor and an existing residential flat at second floor level. To the rear of the application site is a two-storey rear block which fronts onto a pedestrian alleyway.
- 2.2 The wider area is characterised by a traditional 1920s High Street frontage of consistent scale, plot widths and architectural detailing, with a typical mix of retail, commercial and residential uses.
- 2.3 To the west, adjacent to the alleyway, the site adjoins the Thomas Moore building, a six and five-storey residential block with balconies orientated towards the alleyway and the rear of the application property, sited next to a large car park. To the north, the site adjoins No. 80, 80A and 80B High Street, which contains commercial floorspace at ground floor and residential accommodation above. To the south, the site adjoins No. 2 and 2A Ickenham Road, which also contains commercial floorspace at ground floor and residential accommodation above.
- 2.4 The site falls within the Ruislip Village Conservation Area, and the property is Locally Listed and contributes positively to the historic streetscape. The site lies within Flood Zone 1, the Ruislip Town Centre Air Quality Focus Area, the Ruislip Motte & Bailey Archaeological Priority Area, and an area of potentially contaminated land (due to former land use).
- 2.5 The location benefits from a moderate accessibility, with a PTAL rating of 4, and good access to local bus and rail services. The site is within walking distance of a range of amenities, services and open spaces, contributing to its highly sustainable town centre setting.

Figure 1: Location Plan (application site edged red)



Figure 2: Street View Images of the Application Site



3 Proposal

3.1 Planning permission is sought for the creation of 5no. self-contained residential flats (net increase of 4) across the first and second floors of the building, following the change of use of the existing first-floor office (Class E) to residential (Class C3). The proposal includes a two-storey rear extension at first and second floor

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level, alterations to the rear building and fenestration, and the retention and internal reconfiguration of the ground floor Class E unit, including integrated cycle and refuse storage.

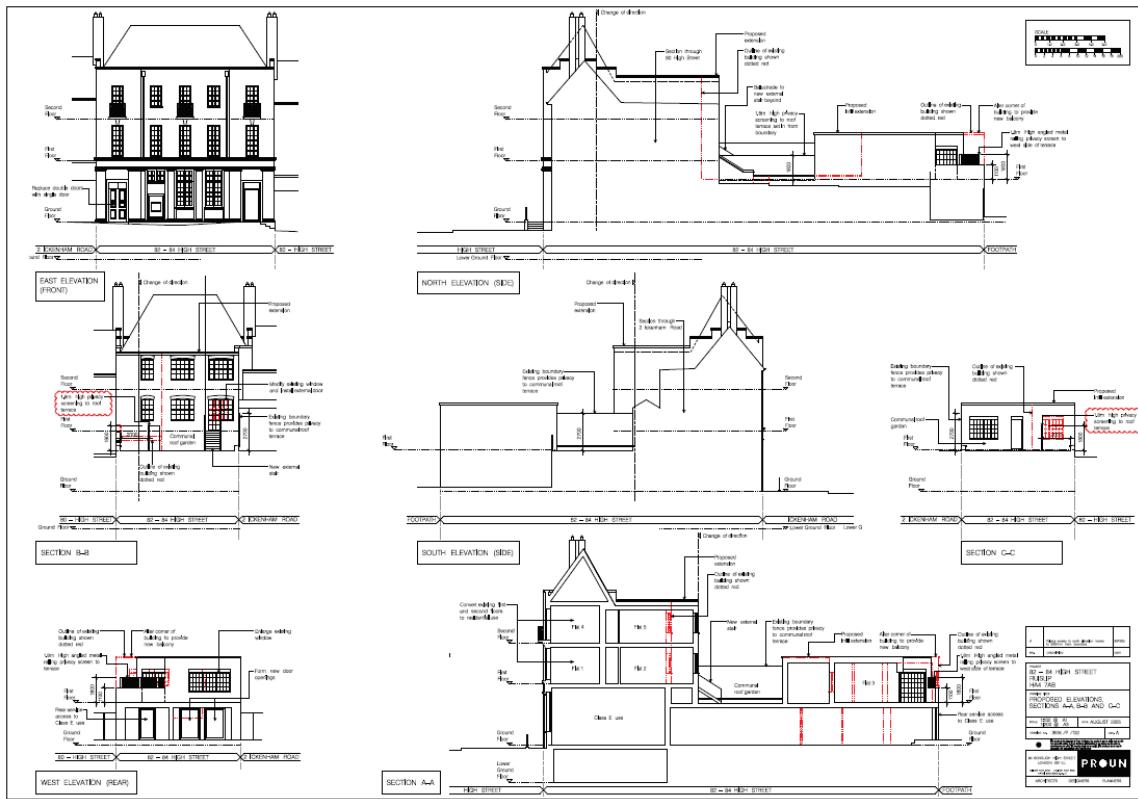
3.2 Following a previous refusal of planning permission (and dismissed appeal), this revised scheme introduces an enlarged communal terrace for the units which would serve 4 of the flats. To address the standard of accommodation, Flat 3 has been reconfigured providing a dual-aspect kitchen/living/dining space with direct access to private outdoor amenity. The relocation of fenestration openings also seeks to address the privacy issues associated with the potential overlooking of the first-floor balcony serving the nearby Thomas Moore Building which had been highlighted within the appeal decision (refer to section 4 of this report for further details regarding the appeal).

3.3 Revisions were sought during the current application process which include a further set-back of the boundary fence adjacent to No. 80A to reduce sense of enclosure to this nearby residential property. Additional CGI views and supporting information have also been submitted to demonstrate improved internal living conditions.

Figure 3: Proposed Floor Plans and Roof Plan (please note – larger version of plan can be found in the Committee Plan Pack)



Figure 4: Proposed Elevations (please note – larger version of plan can be found in the Committee Plan Pack)



4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The most relevant planning history relates to application 78935/APP/2024/1992, which sought extensions and alterations to the building and the conversion of the existing first-floor office (Class E) to residential use to provide five flats. This application was refused in October 2024 on grounds including loss of class E space, poor amenity, impact on neighbouring amenity and lack of air quality mitigation.
- 4.3 The subsequent appeal (APP/R5510/W/24/3356952) was dismissed in July 2025. In dismissing the appeal, the Inspector upheld the Council's concerns relating to poor outlook to both bedrooms of Flat 3, the lack of private outdoor amenity provision for four of the proposed units, and the tunnelling effect created by the boundary fence in relation to the first-floor rear bedroom window of No. 80A. The Inspector also concluded that the proposal failed to demonstrate any active contribution towards improving air quality within the Ruislip Town Centre Air Quality Focus Area. The Inspector did not support the Council's concerns regarding design, character and appearance, heritage impact, daylight and sunlight, or the marketability of the commercial unit, and confirmed that the

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development would preserve the character and appearance of the Ruislip Village Conservation Area.

5 Planning Policy

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

6 Consultations and Representations

6.1 A total of 36 no. letters were sent to neighbouring properties on 18th of September 2025. A site and press notice were also displayed.

6.2 The consultation period expired on 29th of October 2025.

6.3 The application was also the subject of a Member call-in. The Ward Councillor expressed concern that the proposal represents overdevelopment with inadequate amenity space for future occupiers and unacceptable impacts on existing residential amenity, including potential loss of light to nearby properties. The Councillor stated that the development was considered contrary to relevant planning policies and requested that the application be reported to Planning Committee should officers be minded to recommend approval. These points are addressed in the table below.

6.4 Representations received in response to public consultation are summarised in Table 1 (below). Consultee responses received are summarised in Table 2 (below). Full copies of the responses have also separately been made available to Members.

Table 1: Summary of Representations Received

| Representations | Summary of Issues Raised | Planning Officer Response |
|--|---|---|
| 3 letters of objection have been received from 2 households. | I. Loss of privacy and overlooking | Discussed at paragraph 7.23-7.29 of this report. |
| | II. Noise and disturbance of terrace | Discussed at paragraphs 7.30 – 7.33 of this report. |
| | III. Loss of light, overbearing and enclosure | Discussed at paragraphs 7.20 7.25 of this report. |
| | IV. Highway and Parking concerns | Discussed at paragraphs 7.46 – 7.52 of this report. |

| | | |
|----------------|---|---|
| | V. Disturbance from construction activity, including noise, dust and traffic disruption | Disturbance arising from construction works, such as noise, dust, and traffic, is not a material planning consideration in itself as it is temporary in nature. However, to minimise impacts, a Construction Management Plan would be secured by condition requiring details of working hours, vehicle access, site set-up and mitigation measures. An informative would also be added to remind the applicant of their obligations under environmental health legislation regarding construction noise and site practices. |
| Member Call-In | I. Inadequate Amenity Provision | Discussed at paragraphs 7.42– 7.45 of this report. |
| | II. Overdevelopment | Discussed at paragraphs 7.7 – 7.15 of this report. |
| | III. Harm to neighbouring amenity | Discussed at paragraphs 7.19 – 7.29 of this report. |

Table 2: Summary of Consultee Responses

| Consultee and Summary of Comments | Planning Officer Response |
|--|--|
| Conservation and Design Officer <p>The Conservation Officer raises no objection in principle to the conversion of the upper floors to residential use. However, concerns are expressed regarding the extent of the proposed rear extension to the Locally Listed building. The rear elevation is considered an important component of the building's historic and architectural interest, and the Officer advises that extending it to accommodate two units per floor would erode its character and would be difficult to replicate in matching materials.</p> | <p>The Conservation Officer's comments are noted. However, the previous Appeal Inspector raised <i>no objection</i> to the principle or scale of a rear extension and confirmed that such works would preserve the character and</p> |

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| <p>Further concerns relate to the internal arrangement of Flat 2, which is considered to have an awkward layout with poor daylight, limited outlook towards a blank wall, and potential privacy issues due to its proximity to the communal terrace. The Officer therefore recommends that the rear extension is omitted and that only one flat should be provided per floor above ground level.</p> <p>The replacement door from a double to single door is accepted provided it is the same design and made of timber.</p> | <p>appearance of the Conservation Area. The current proposal is refined compared with the appealed scheme, and the rear elevation being non-prominent and not visible from the High Street makes only a limited contribution to the significance of the Locally Listed building.</p> <p>The revised internal layouts address the Inspector's earlier concerns regarding outlook and daylight, and all units now meet London Plan standards. On this basis, the heritage comments are not considered to justify refusal.</p> |
| <p>Access Officer:</p> <p>The proposal has been reviewed against London Plan (2021) Policy D7. As the development relates to the creation of five self-contained flats within an existing building, the full step-free and M4(2) accessibility requirements of D7 are not applicable. No objections are raised from an accessibility perspective.</p> | <p>The comments have been noted.</p> |
| <p>Waste Services:</p> <p>No comments/ objections.</p> | <p>Noted.</p> |
| <p>Highways Authority:</p> <p>No objections are raised. The development is acceptable on a car-free basis given the site's high PTAL, surrounding parking controls and limited scope for increased trip generation. Cycle parking, refuse collection and servicing arrangements are</p> | <p>The comments have been noted, and the relevant conditions have been added. Please refer to Condition 5 which</p> |

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| <p>suitable. A Construction Management Plan (CMP) will be required by condition.</p> | <p>secures submission and compliance with an approved CMP.</p> |
| <p>Air Quality Officer:</p> <p>No objection. The submitted assessment required clarification on trip generation and air quality neutral calculations, and revised information confirmed a small residual transport-related impact. Given the modest scale of impact and the inclusion of on-site mitigation measures, the development is considered acceptable in air quality terms.</p> | <p>Noted.</p> |

7 Planning Assessment

Principle of Development

7.1 The proposal seeks the creation of five self-contained residential flats within the first and second floors of an existing mixed-use building located within the Ruislip Primary Shopping Area. The ground floor Class E unit would be reconfigured and retained. Policy H1 of the London Plan encourages the optimisation of housing delivery on appropriate sites, particularly in accessible town centre locations. The site has a PTAL of 4 and is within walking distance of a full range of services, employment opportunities and public transport. Residential accommodation on upper floors in town centres is well-established and supported in principle, reflecting the efficient use of existing buildings and sustainable locations.

Loss of Commercial Floor Space

7.2 In the recent Planning Appeal Decision (APP/R5510/W/24/3356952), the Inspector accepted the principle of introducing residential use to the upper floors and confirmed that the proposal would preserve the character and appearance of the Ruislip Village Conservation Area. No concern was raised regarding the retention or marketability of the commercial unit, which maintains an active frontage and contributes to town centre vitality.

7.3 The Inspector concluded that, whilst works to the rear of the site to provide ancillary facilities to serve proposed residences would result in the loss of retail floorspace, overall it would not cause harm to the marketability of the ground floor retail unit or to the wider function and vitality of the town centre. It is considered that the current proposal is similar, in that the primary retail unit would remain unaffected, retaining an active frontage and continuing to contribute to the vitality of Ruislip Town Centre. The rear section proposed for residential use has no direct customer access and provides limited commercial value, meaning its loss is unlikely to compromise the attractiveness or viability of the ground floor retail use, which would retain an active frontage, or the wider shopping parade.

7.4 In this context, the mixed-use arrangement aligns with London Plan Policies SD6 and SD7, and Policies DMTC1 and DMTC2 of the Hillingdon Local Plan: Part Two. While the proposal reduces the overall Class E space on the ground floor, it does not lead to the total loss of protected employment floorspace and does not conflict with London Plan employment policies. Retention of the Class E unit at ground floor level ensures continued commercial activity, while the conversion of the first floor to residential use is supported by Policy DMH2, which allows such changes where high-quality accommodation can be achieved, and the functioning of the commercial unit is not compromised. Accordingly, the land-use aspects of the proposal are acceptable in principle.

Housing Mix and Need

7.5 Paragraph 124 of the NPPF promotes the efficient use of land to meet housing needs and London Plan Policy GG4 seeks to ensure that more homes are delivered, whilst Policy H1 of the Hillingdon Local Plan Part 1 provides that the Council will seek to meet and exceed its housing growth targets, with Policy T1 steering development to the most appropriate locations in order to reduce their impact on the transport network and encourage access by sustainable modes including cycling and walking. There is no objection in principle to introducing additional residential development to the upper floor and rear of the site. It is noted that the Council currently has a five-year supply of deliverable housing sites, therefore, the “tilted balance” under paragraph 11(d) of the NPPF does not apply. Nevertheless, the modest, net contribution of 4 residential units weighs in favour of the proposal.

7.6 The development would provide 4 x 1-bedroom 1 person and 1 x 1-bedroom, 2-person units. The Council's current information on housing need indicates a borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. While the proposed housing mix does not include a 3-bedroom family home, given the town centre location, it is on-balance acceptable. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

Design / Impact on the Character and Appearance of the Area

7.7 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. Paragraphs 138 and 140 of the National Planning Policy Framework (2024) confirm that great weight should be given to the conservation of designated heritage assets, with harm requiring clear and convincing justification.

7.8 The application site lies within the Ruislip Village Conservation Area and forms part of a traditional 1920s High Street frontage characterised by red brick facades, vertically proportioned windows, parapet detailing and a consistent commercial ground floor rhythm. The host property is a Locally Listed building and makes a

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positive contribution to the significance of the conservation area. Upper-floor residential uses are a well-established feature of the High Street, and the form, scale and frontage articulation of the building are typical of the parade.

7.9 While it is noted that Hillingdon's Conservation Officer has objected to the proposed two storey rear extension, the Planning Inspector for the previous appeal confirmed that the proposed extensions and alterations would preserve the character and appearance of the conservation area. The Inspector noted that the additions are located to the rear, are visually recessive in the townscape and would not disrupt the established rhythm or architectural qualities of the principal elevation. This forms an important material consideration and establishes that, subject to detailing, the broad scale and massing of works at the rear are acceptable in heritage terms.

7.10 The Inspector's heritage assessment also placed greater emphasis on the front of the building. The changes to the front were considered modest and preserved the architectural interest of the building. The Inspector also noted that the rear extension would be small in scale and would not cause a sense of overdevelopment given the overall size in the context of the existing building. The back building was also considered to partially screen the changes to the locally listed building from the car park and the alleyway. This ensured that it would not appear overly prominent. The Inspector also highlighted fenestration as sympathetic to the regular pattern of windows along the parade.

7.11 Whilst the comments from the Conservation Officer have been recognised, given the development proposed under the current scheme would be very similar to the appeal scheme (which the Inspector found acceptable), it would not be justifiable in refusing the scheme on design grounds. In considering the scale of the rear extension, it is also relevant that the application site and a number of neighbouring properties along this part of the High Street already benefit from multi-storey rear projections. These additions form an established part of the built pattern to the rear, which is largely concealed from public viewpoints. The proposed two-storey rear extension would not project beyond the depth of comparable extensions on adjoining plots.

7.12 In addition, the architectural detailing at the rear draws on the materials and typologies present in the host building, with matching brickwork and sympathetic window proportions ensuring continuity between the existing building and the extended elements.

7.13 The current proposal retains the full commercial frontage, preserving its established proportions and architectural detailing. No changes are proposed to the principal elevation, other than the replacement of the front door, details of which are conditioned (Condition 11), ensuring that the contribution the building makes to the character of the conservation area is maintained.

7.14 The proposed alterations to the building at the rear include the demolition of the corner to make way for a private terrace, which would open up the corner. Other alterations include changes to the fenestration, introduction of green roof

elements, and the refined arrangement of the upper terrace structure. All of these other elements remain visually contained and would not be perceptible from key public viewpoints along the High Street.

Figure 5: CGI showing proposed rear elevations from the west of the site



7.15 Taking account of the site's location within a designated conservation area, the Locally Listed status of the building, and the previous Inspector's findings, the design approach, scale, siting and material treatment of the proposal are considered to preserve the character and appearance of the area. No harm has been identified, and the development is acceptable on design grounds. The proposal accords with Policies HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012); Policies DMHB 1, DMHB 4 and DMHB 11 of the Local Plan: Part 2 (2020); Policy D3 of the London Plan (2021); and the provisions of the NPPF (2024).

Heritage

7.16 The site is located within the Ruislip Village Conservation Area, which is a designated heritage asset. The building is also Locally Listed and forms part of a consistent and well-preserved 1920s High Street frontage that contributes positively to the character and appearance of the conservation area.

7.17 The previous appeal decision is a significant material consideration. The Inspector concluded that the proposed extensions and external alterations would preserve the character and appearance of the conservation area and raised no heritage objections to the principle or scale of development at the rear of the building. The current proposal is modestly reduced in extent and continues to retain the entire High Street elevation without alteration (other than the replacement of the front door).

Figure 6: CGI showing the northern flank elevation and communal terrace and rear flat



Figure 7: CGI showing longer views from the west of the proposed rear elevation from car park



7.18 The proposal maintains the established proportions, detailing and active commercial frontage of the host building. The rear additions remain visually recessive and would not be perceptible from the primary public realm. The use of matching brickwork and sympathetic fenestration ensures integration with the existing building fabric. On this basis, the development is considered to preserve

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the significance of both the Locally Listed building and the wider conservation area.

Residential Amenity

7.19 Paragraph 135 of the NPPF (2024) requires that development creates places that are safe, inclusive and accessible, promotes health and well-being, and secures a high standard of amenity for existing and future occupiers. Policy DMHB 11 of the Hillingdon Local Plan: Part Two (2020) confirms that development must not adversely affect the amenity, daylight or sunlight of adjoining occupiers. Paragraphs 5.38–5.41 of the Local Plan Part Two set expectations regarding privacy, separation distances, outlook and the avoidance of undue enclosure, with a minimum 21-metre separation generally required between facing habitable-room windows unless strong justification exists. These policies collectively require that new development avoids unacceptable overlooking, overshadowing, noise or overbearing impacts.

Daylight/Sunlight

7.20 A daylight and sunlight assessment has been submitted and reviewed. The assessment considers the impact on neighbouring property nos. 2 Ickenham Road, 8 Ickenham Road and 78-80 High Street, scoping in a total of 17 windows into the assessment. Please refer to pages 9 and 11 of the report for the results. The assessment was undertaken in accordance with the BRE guidance (Site Layout Planning for Daylight and Sunlight) and focused on the most sensitive and potentially affected windows, including those serving principal living rooms and bedrooms of adjoining properties. The assessment used the Vertical Sky Component (VSC) to evaluate daylight and Annual Probable Sunlight Hours (APSH) to assess sunlight availability.

7.21 The results demonstrate that all 17 windows assessed pass the criteria set out in the 2022 BRE guidelines. All windows would retain in excess of 80% of their existing VSC values, meaning that no material loss of daylight would occur to any neighbouring window. Similarly, all windows facing within 90 degrees of due south would continue to receive sunlight levels exceeding the BRE targets for both annual and winter periods.

7.22 Whilst it is noted that the report considers the previous scheme, both the previous and current schemes are considered materially the same with regards to potential daylight and sunlight impacts, noting that the only changes are to the internal configurations and private terrace to Flat 3. It concludes that all neighbouring windows continue to meet the BRE guidance for daylight and sunlight after the proposed development.

Privacy and Outlook

7.23 The appeal Inspector previously identified concerns centred on the relationship with the first-floor rear bedroom window of No. 80A, noting that the proposed

boundary treatment created a tunnelling effect resulting in a sense of enclosure and restricted outlook.

Figure 8: Site photo showing relationship between the application site and the residential bedroom window at No.80a



7.24 In response, the present application increases the setback of the boundary fence by a further metre, reducing its prominence and widening the visual corridor adjacent to the affected window. There is an existing brick wall which would be retained. The revised fence alignment provides a more open aspect and materially improves the relationship previously identified as harmful. There would no longer be a tunnelling effect to this adjoining neighbour.

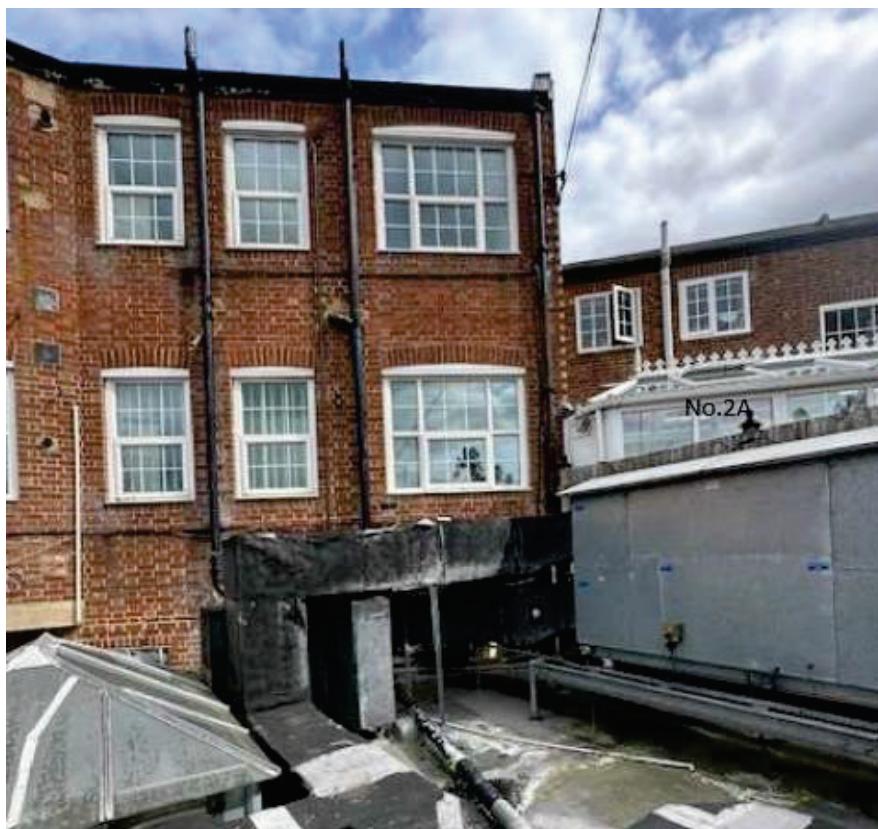
Figure 9: CGI image showing the additional set in of the fence from the nearest window at 80a High Street



7.25 The proposed extension at the rear remains broadly in line with existing two-storey forms already present on the neighbouring plot and do not project further than established structures. Given the additional spacing provided to the mutual boundary and the modest height of the boundary fence (1.8m), the development is not considered to give rise to unacceptable enclosure or loss of outlook for adjoining properties. The appeal Inspector did not find harm arising from the overall scale or positioning of the rear extensions, and the current amendments further reduce the potential for adverse effects.

7.26 Concerns have been raised regarding potential overlooking and loitering associated with the new external staircase leading to the communal terrace. It is acknowledged that there is a change in levels between the application site and neighbouring properties, including the conservatory at No. 2A Ickenham Road. In the previous scheme considered at appeal, access to the rear building was provided via an enclosed walkway, which prevented any possibility of overlooking.

Figure 10: Site photo showing relationship between the application site and the residential conservatory at No.2a Ickenham Road



7.27 In the current proposal, the external staircase could, at its uppermost landing, allow some degree of views towards the neighbouring conservatory. To address this, Condition 8 is proposed and requires the installation of a 1.8-metre privacy screen at the top of the staircase to prevent direct overlooking. At the lower sections of the staircase, existing boundary treatments provide adequate

screening, and no undue loss of privacy is anticipated. Subject to the privacy-screen condition, and with the terrace restricted to quiet enjoyment (Condition 13), the proposal would not result in harmful overlooking or loitering impacts on neighbouring occupiers.

7.28 Fenestration alterations have been designed to avoid direct window-to-window alignment. Where new windows face the Thomas Moore building, they do so obliquely and are screened by the terrace balustrades and privacy measures. The separation distance across the alleyway remains consistent with the existing town centre pattern, where tighter grain relationships are common. The proposal does not introduce new, elevated or unduly prominent windows capable of giving rise to unacceptable overlooking of habitable rooms or private amenity spaces. Sightlines from the terrace areas have been managed through privacy screening, and the depth and position of the terrace structures prevent harmful direct overlooking into nearby balconies or windows.

7.29 With the amendments to the fenestration and the screening of the Flat 3 terrace, the revised scheme addresses the concerns regarding privacy to nearby residents particularly those within the Thomas Moore building. The first-floor balcony serving these residents would no longer be overlooked and conditions have been attached to ensure that the screening is installed prior to first occupation of the new residential units.

Noise, Activity and Disturbance

7.30 London Plan Policy D14 seeks to avoid significant adverse noise impacts on health and quality of life. The site is located within a busy town centre environment where a degree of activity, servicing and pedestrian movement is established and characteristic. The introduction of five upper-floor residential units is not anticipated to give rise to movements materially different from those typically associated with small-scale town centre residential conversions.

7.31 The communal terrace is located at first-floor level and would be enclosed by privacy screening to prevent overlooking. While its use will introduce some level of outdoor activity, the terrace serves only four of the five units and the scale of residential occupation is modest. Its position within the rear courtyard, where ambient noise is already influenced by both commercial and residential uses, further limits the potential for disturbance. The previous Inspector also confirmed that general residential activity at this site was acceptable in principle and they did not consider the terrace a concern from a noise perspective. To provide additional assurance and address neighbour concerns, Condition 13 is proposed preventing amplified music from the terrace. Subject to this control, the terrace is not considered to give rise to noise or activity that would materially undermine the amenity of surrounding occupiers.

7.32 Construction-phase effects cannot be considered grounds for refusal, but can be controlled through a Construction Management Plan secured by Condition 5 to minimise noise, dust and disruption to neighbours. Such a condition is standard

practice for constrained town centre sites and would be effective in managing temporary impacts.

7.33 In light of the Inspector's previous conclusions, the amendments made to the relationship with No. 80A, the managed sightlines from terraces, the BRE-compliant daylight/sunlight findings and the urban context of the site, the proposed development would not cause unacceptable harm to the living conditions of surrounding occupiers. The proposal therefore accords with Policy DMHB 11 of the Local Plan Part Two (2020), Policy D6 of the London Plan (2021) and Paragraph 135 of the NPPF (2024).

Quality of Residential Accommodation (Internal and External)

Internal

7.34 Policy D6 of the London Plan (2021) sets out minimum standards for internal floorspace, bedroom sizes, functional layouts, daylight and ventilation. Policy DMHB 16 of the Local Plan Part 2 (2020) similarly requires that new residential units provide a high standard of internal living accommodation, including adequate outlook, daylight and internal arrangement.

7.35 All five proposed units meet or exceed the minimum Gross Internal Area (GIA) standards set out in Table 3.1 of the London Plan, and all bedrooms meet the required minimum sizes and widths for single and double rooms. The internal layouts provide functional circulation space and appropriately sized habitable rooms. Ceiling heights exceed 2.5 metres for Flats 1 to 4, with Flat 5 achieving approximately 2.46 metres due to structural constraints. The London Plan recognises that lower heights may be acceptable within conversions and extensions where overall amenity remains satisfactory, and in this case the modest shortfall is not considered to result in poor living conditions.

7.36 A daylight and sunlight assessment has been submitted. While it is based on the previous unit configuration, it demonstrates that principal habitable rooms achieve appropriate levels of daylight. Policy DMHB 11 and paragraph 5.41 of the Local Plan Part 2 require natural light to be assessed in accordance with BRE guidance, and the analysis indicates compliance with recommended Average Daylight Factor (ADF) and Vertical Sky Component (VSC) thresholds. No evidence suggests that the updated layout would materially worsen daylight performance.

7.37 The appeal Inspector's findings are an important material consideration. The Inspector confirmed that Flats 1 and 4, although single-aspect, would provide acceptable living conditions subject to mitigation for overheating and ventilation, noting the tall floor-to-ceiling heights and the potential to secure glazing specifications and mechanical ventilation by condition. The Inspector was satisfied that all proposed flats met London Plan space standards and that the layouts of Flats 2 and 5 were adequate in terms of width and overall usability. The Inspector's concerns were specifically limited to: (i) the poor outlook from the bedrooms in Flat 3, and (ii) the absence of private outdoor space for four of the five units.

7.38 In this revised scheme, Flat 3 has been reconfigured to address Officers previous concerns regarding outlook. The unit now comprises a dual-aspect kitchen/living/dining room with a primary north-facing window across the terrace and a secondary side-facing window providing additional light. CGI imagery submitted by the applicant demonstrates that the main habitable space now benefits from an outward view, materially improving upon the outlook criticised in the dismissed appeal. The small study room within Flat 3 is served by a rooflight; as it is not a habitable room, its daylight provision is acceptable. The improved outlook is demonstrated through figures 11 and 12 below.

Figure 11: Internal CGI of Flat 3 showing views from the habitable living space



7.39 Whilst it is recognised that one of the windows serving Flat 3 would face the Thomas Moore flank wall. A level of outlook would still be visible from this room along this elevation. The additional window facing northwards, creates a second fenestration opening to living space which ensures a suitable overall standard of accommodation for future occupants. Similarly for the bedroom, the floor to ceiling access door ensures that there would be a sufficient level of visible skyline past the terrace screening.

Figure 12: Internal CGI of bedroom within Flat 3 showing large doors serving bedroom



- 7.40 Internal relationships between units have been arranged to avoid harmful overlooking. The communal terrace is situated at a lower level relative to the main building, meaning it would not result in overlooking into Flat 2, whose habitable windows sit above the terrace level. Flat 3 has no windows on its eastern elevation, preventing any direct intervisibility with the terrace or neighbouring properties.
- 7.41 As such, it is considered that future occupiers would have a good standard of living accommodation complying with Policy D6 of the London Plan (2021) and Policy DMHB 16 of the Hillingdon Local Plan, Part 2 (2020).

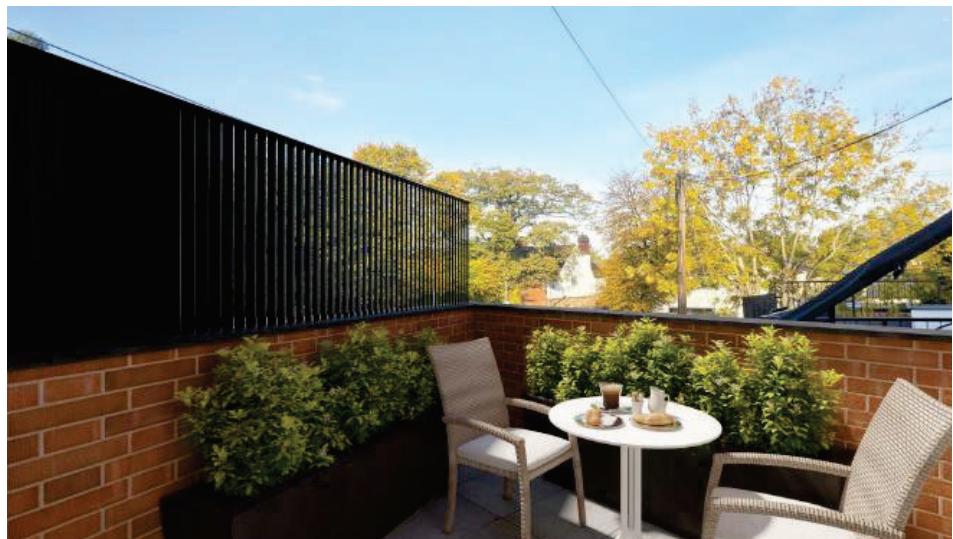
External

- 7.42 Policy D6 of the London Plan and Policy DMHB 18 of the Local Plan Part Two require all new residential units to be provided with appropriate private or communal amenity space. In the previous appeal, the Inspector identified the absence of private amenity space for four of the five flats as a shortcoming, contributing to their overall conclusion that the living conditions for future occupiers were unsatisfactory.
- 7.43 In response, the revised scheme now provides Flat 3 with a materially improved private terrace. While the previous proposal included a small and enclosed area of limited usability, the current design increases its size, opens up the space, and integrates it directly with the main living area, resulting in a significantly better-quality private outdoor area.
- 7.44 In addition, the communal terrace serving the remaining units has been enlarged, landscaped and redesigned to improve functionality and usability. Although four units still rely on communal provision, the increased terrace size, enhanced green roof coverage and refined layouts deliver an improved standard of shared amenity.

Figure 13: CGI birds eye view of proposed communal space and green roofs.



Figure 14: CGI showing proposed view of private terrace for Flat 3.



7.45 Whilst this shortfall is acknowledged, the site benefits from close proximity to a wide range of publicly accessible open spaces. Taking into account the highly accessible town centre location, the physical constraints of the existing building, and the enhancements made to both the private terrace for Flat 3 and the enlarged communal terrace, the overall level of amenity provision is considered acceptable in this context. The scheme therefore provides a balanced and proportionate response to the Inspector's findings and is judged to offer an appropriate standard of living conditions for future occupiers, according with London Plan Policy D6, Policies DMHB 11 and DMHB 18 of the Local Plan Part Two (2020), and the relevant provisions of the NPPF (2024).

Highways and Parking

7.46 The site is located within Ruislip Town Centre, where a Controlled Parking Zone (CPZ) operates throughout the day and the majority of surrounding kerbside space is designated as pay-and-display. The site benefits from a Public Transport Accessibility Level (PTAL) of 4, reflecting good access to bus services and Ruislip Underground Station. In such locations, reliance on private vehicles is typically lower and car-free development is supported by London Plan policies.

7.47 No on-site parking is proposed. Although the maximum London Plan standard for the five units would allow between two and four parking spaces, Policy T6.1 confirms that car-free schemes are appropriate in accessible town centre settings. The Highway Authority has confirmed that any potential shortfall is marginal and

would be unlikely to result in unacceptable parking stress, given the absence of residential parking permits within the surrounding CPZ, the controlled nature of nearby parking bays, and the Inspector's previous appeal findings that the earlier, similar scheme raised no highways concerns.

- 7.48 Cycle parking is proposed within an enclosed store at ground-floor level to the rear of the building, providing eight long-stay spaces, which meets the requirements of London Plan Policy T5. This location is accessible from the rear service alley and is considered acceptable. Short-stay cycle parking for visitors can be accommodated within the public realm.
- 7.49 Refuse storage is also positioned at ground-floor level to the rear, with collection taking place from the established servicing route between No. 6 High Street and the Thomas Moore building. This arrangement mirrors the servicing pattern for the existing commercial unit and is considered acceptable for a development of this scale. The Highway Authority raises no objection to the proposed refuse and servicing strategy.
- 7.50 The development is expected to generate very limited additional vehicle movements due to its car-free nature. Trip generation associated with servicing, deliveries and trade access would remain comparable to existing levels and can be accommodated safely within the local network. Accordingly, the proposal would not give rise to adverse impacts on congestion or highway safety.
- 7.51 Given the constrained town centre environment and the proximity to residential properties, a Construction Management Plan will be required by Condition 5 to ensure construction traffic, deliveries and contractor activity are managed to prevent disruption to the adjacent highway and footway network.
- 7.52 The Highway Authority has reviewed the application and raises no objection, subject to conditions relating to cycle parking and construction management. The proposal is therefore acceptable in highways and parking terms and complies with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two (2020) and Policies T4, T5 and T6 of the London Plan (2021).

Noise

- 7.53 Policy D14 of the London Plan (2021) requires development to minimise noise impacts and protect the health and quality of life of occupants. The NPPF (2024) also requires that developments provide a high standard of amenity for existing and future users.
- 7.54 The site lies within a busy town centre context where a degree of activity, pedestrian movement, and servicing is already established. The proposed use of the upper floors as five residential units would not result in levels of operational noise that would be out of keeping with the High Street environment. The scheme would not introduce external plant or equipment likely to result in harmful noise emissions, and any internal ventilation or extraction equipment can be adequately controlled by Condition 7. However, in order to protect the amenity of future and

neighbouring occupants, the ground floor Class E unit hours of use are proposed to be limited by Condition 15.

7.55 Concerns relating to construction noise are acknowledged, particularly given nearby residential accommodation. Construction-related impacts are temporary and can be controlled through a Construction Management Plan, secured by Condition 5, to ensure that noise, dust, vehicle movements and working hours are appropriately managed. Subject to this safeguard, the proposal is considered acceptable in noise terms.

Air Quality

7.56 The site is located within the Hillingdon Air Quality Focus Area and the Ruislip Town Centre NO₂ Focus Area, where elevated pollutant levels and high levels of human exposure require careful assessment. Policy D14 of the London Plan (2021) and Policy DMEI 14 of the Local Plan Part Two (2020) require development to minimise air quality impacts and avoid worsening local exposure.

7.57 An Air Quality Neutral Statement has been submitted. Initial review identified that vehicle trip generation associated with the scheme resulted in a modest exceedance of the transport emissions benchmark. Further modelling confirmed that the residual impact was very small in scale, reflecting the development's car-free nature, the limited number of units and the surrounding parking controls which restrict car ownership. The proposed all-electric heating strategy and increased green roof coverage provide additional on-site mitigation.

7.58 The Council's Air Quality Officer raised no objection, confirming that any residual impacts would be negligible and capable of mitigation through planning controls. Subject to the delivery of air quality mitigation measures, as secured under Conditions 2, 3 and 6, the proposal is considered acceptable in air quality terms.

Accessibility

7.59 Policy D7 of the London Plan (2021) sets requirements for accessible and adaptable dwellings. The proposal relates to the conversion of the upper floors of an existing building, where full step-free and M4(2) compliance cannot reasonably be achieved without extensive structural alteration. The Access Officer has confirmed that, in such circumstances, strict application of D7 is not required. No objections are raised from an accessibility perspective.

Trees and Landscaping

7.60 The site consists of a built-up High Street plot with no on-site trees or landscape features of significance. The rear courtyard is hard-surfaced and enclosed by existing built form. The proposed development includes the introduction of a green roof across the first-floor terrace areas, which would contribute positively to visual amenity and biodiversity within the constrained rear environment.

7.61 The increased extent of green roof planting represents an enhancement relative to the existing condition. Subject to Condition 6 which secures the planting specification and maintenance regime for the green roof, the development is considered to accord with Policy DMHB 14 of the Hillingdon Local Plan: Part Two (2020).

Biodiversity Net gain

7.62 The Environment Act 2021 requires new development to achieve a minimum 10% biodiversity net gain (BNG), measured using the statutory biodiversity metric.

7.63 The site comprises existing built form and hardstanding, with no landscaping of ecological value. The proposal includes the introduction of green roof areas, which provide habitat creation and an overall uplift compared with the existing baseline. Given the very small footprint and urban context, the proposal is not required to provide statutory 10% BNG but nevertheless delivers ecological enhancement through the green roof provision.

Ecology

7.64 Policy DMHB 14 of the Local Plan Part Two (2020) and Policy G6 of the London Plan (2021) require development to protect biodiversity and, where possible, secure enhancements. The existing site comprises a heavily built-up rear service yard and brick structures with no vegetation capable of supporting protected species. The proposed development meets the de-minimis exemption for mandatory BNG, i.e. it affects less than 25 square meters of on-site habitat and less than 5 meters of linear habitat (such as hedgerow).

7.65 Nonetheless, it is considered that the proposed soft landscaping scheme and green roof, whilst limited in scale, would provide biodiversity enhancements, to accord with paragraph 187 if the NPPF and Policy EM7 of the Local Plan. The green roof proposals offer new planting and ecological features suited to an urban setting. The development is therefore acceptable in ecological terms subject to Condition 6 which secures submission and compliance with a detailed green roof specification.

7.66 A Preliminary Roost Assessment (June 2024) identified several low-medium potential roost features, although the building was assessed overall as having low potential due to its urban context, light levels and lack of habitat connectivity. A Bat Emergence Survey (July 2024) recorded no bats emerging, entering or active around the structure, confirming likely absence. An updated survey undertaken in August 2025 by Ethos Environmental Planning accessed all parts of the building, including the loft void, and confirmed negligible bat roost potential, no evidence of bats and a high level of confidence that bats are not roosting in the building. The ecologist confirms that no further surveys or mitigation are required, and that an updated survey would only be necessary if more than two years lapse beyond August 2025. As Condition 3 requires the development to accord with the approved ecological documents, this requirement is secured, and no separate bat condition is necessary.

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7.67 On this basis, the proposal complies with wildlife legislation and Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020).

Flooding and Drainage

7.68 The site is in Flood Zone 1. The proposal involves the conversion of the upper floors of an existing building to residential, and a rear extension to the first and second floor which does not increase site coverage. Therefore, there are no additional drainage or flooding concerns, beyond that which can be dealt with through the Building Regulations process. Therefore, the proposed development is not expected to increase flood risk on-site or elsewhere, in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

Sustainability

7.69 Given the nature of the proposal, there are inherent limitations in applying the full energy hierarchy requirements typically associated with new-build development. However, the re-use of the existing structure represents a sustainable approach that reduces embodied carbon compared with demolition and rebuild. In this context, the most appropriate and proportionate sustainability requirement relates to water efficiency.

7.70 The London Plan (Policy SI 5) and Policy DMEI 2 of the Local Plan Part 2 (2020) require new dwellings to minimise water consumption and to be designed to meet the optional Building Regulations target. Condition 12 is proposed and requires each unit to achieve a maximum indoor water consumption of 105 litres per person per day, which is considered both achievable and proportionate for a conversion of this scale

7.71 Beyond this, general energy efficiency measures and carbon performance improvements will be secured through the Building Regulations process, which is the appropriate mechanism for smaller conversion schemes where large-scale building fabric interventions are not feasible.

7.72 Subject to Condition 12, the proposal is considered compliant with Policies SI 5 and SI 2 of the London Plan (2021) and Policy DMEI 2 of the Local Plan Part 2 (2020).

Fire Safety

7.73 Policy D12 of the London Plan (2021) requires all major and non-major residential developments involving the creation of one or more dwellings to demonstrate that fire safety has been considered from the earliest stages of design. A Fire Statement, prepared by a suitably competent assessor, is required to show compliance with the criteria in Policy D12(B), including means of escape,

evacuation strategy, access for firefighting, and suitable fire safety measures for both new and existing building elements.

7.74 No Fire Statement has been submitted with this application. Given the proposed creation of five self-contained flats, the introduction of a communal terrace, and the mixed-use nature of the building (commercial at ground floor with residential above), a Fire Statement is required to ensure safe means of escape and appropriate fire-fighting access.

7.75 These matters can be satisfactorily addressed by condition. Condition 10 requires submission and approval of a Fire Statement prior to commencement of development. Subject to this condition, the proposal is considered capable of meeting the requirements of London Plan Policy D12 (2021).

Archaeology

7.76 The site is located within the Ruislip Motte & Bailey Archaeological Priority Area, however, having regard to the nature of the proposed development, it is not considered that the proposal would adversely impact upon archaeological remains.

Land Contamination

7.77 The site is identified as being within an area of potential land contamination. The proposed development is limited to internal works at ground floor level, together with the works above first-floor level.

7.78 On the basis of the submitted information, the proposal would not give rise to land contamination risks and is considered acceptable in this regard. Confirmation is currently being sought from the Council's Land Contamination Officer, and any updates will be reported to Members by way of an addendum, if necessary.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

Planning Obligations

8.3 Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states that whilst infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL), planning obligations will be sought on a scheme-by-scheme basis. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

8.4 The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms;
- ii. directly related to the development; and
- iii. fairly and reasonable related in scale and kind to the development.

8.5 The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

8.6 On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is not considered reasonable to request that any obligations be secured under a Section 106 legal agreement.

Community Infrastructure Levy

8.7 The Council adopted its own Community Infrastructure Levy (CIL) on 1st August 2014. The Hillingdon CIL charge for residential developments is £95 per square metre of additional floor space. This is in addition to the Mayoral CIL charge of £60 per square metre. CIL rates are index linked. The proposal involves the erection of new dwellings and is therefore CIL liable if planning permission is granted.

9 Planning Balance

9.1 The development would deliver five residential units (net contribution of 4 new units) in a highly accessible town centre location, making efficient use of an

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existing building and contributing to the borough's housing stock in accordance with Policy H1 of the London Plan (2021). The retention of the ground-floor commercial unit supports the vitality and viability of Ruislip High Street and maintains an active frontage.

- 9.2 In the previous appeal decision, the Inspector confirmed that the development would preserve the character and appearance of the Ruislip Village Conservation Area, raised no objections to the design approach, and found no harm in respect of highways, servicing, noise, ventilation, or the commercial unit. The Inspector identified two key issues: (1) the constrained outlook to the bedroom of Flat 3, and (2) the tunnelling/enclosure effect to No. 80A. The current proposal has introduced substantive modifications in response, including the reconfiguration of Flat 3 to improve its outlook and dual aspect, and an increased set-back of the northern boundary fence to materially improve the relationship with No. 80A.
- 9.3 While the proposal still falls short of providing private amenity space for four of the five units, a deficiency acknowledged by the Inspector, the scheme now includes an enlarged communal roof terrace, exceeds internal space standards for all units, and is located within close walking distance of substantial publicly accessible open space. In this town centre setting where many comparable upper-floor residential units have no private external amenity space, the shortfall carries more limited weight. The revised layout also ensures that all other Inspector-led concerns have been addressed, allowing any remaining conflict with Policy DMHB 18 to be considered through the overall planning balance.
- 9.4 The development provides acceptable standards of internal and external amenity, meets daylight and sunlight expectations, protects the living conditions of neighbouring occupiers, and avoids unacceptable impacts related to highways, air quality, servicing or drainage. The scheme represents a notable improvement over the dismissed appeal proposal. When read as a whole, the development plan supports the delivery of needed residential accommodation in accessible locations, subject to appropriate living conditions being achieved, which is the case here.
- 9.5 On balance, the benefits of bringing an underused building back into active use, delivering additional housing in a sustainable town centre location, and responding positively to the Inspector's direction outweigh the limited residual conflict relating to private amenity space. The proposal is therefore acceptable when assessed against the development plan taken as a whole.

10 Conclusion

- 10.1 The proposal has been carefully assessed against the development plan, the NPPF (2024), and the Inspector's previous decision. The revised scheme addresses the key concerns previously identified and provides an appropriate standard of living accommodation for future residents while safeguarding the amenity of neighbouring occupiers. The works preserve the character and appearance of the Ruislip Village Conservation Area, maintain the active

commercial frontage, and make efficient use of a highly accessible town centre site. Consequently, the application is recommended for approval subject to the conditions set out in Appendix 1.

11 Background Papers

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

APPENDICES

Planning Application

78935/APP/2025/2287

Appendix 1: Recommended Conditions and Informatives

Conditions

1. RES3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2. RES4 Accordance with Approved Plans

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

3616 / L / 01

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3616 / P / 132 Rev A

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. HO3 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Air Quality Neutral Statement, 82-84 High Street, Ruislip, prepared by Eight Versa Ltd, dated 28 August 2025

Preliminary Roost Assessment, 82-84 High Street, prepared by Grove Ecology Ltd, dated June 2024

Bat Emergence Survey Report, 82-84 High Street, prepared by Grove Ecology Ltd, dated July 2024

Bat Survey Technical Note, 82-84 High Street, prepared by Ethos Environmental Planning, dated 28 August 2025

Daylight and Sunlight Assessment, 82-84 High Street, prepared by T16 Design, dated June 2024

Transport Statement, 82-84 High Street, Ruislip, prepared by Pulsar Transport Planning, dated August 2025

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4. COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. OM19 Construction Management Plan

Prior to development commencing, a demolition and Construction Management Plan 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 safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. RES9 Landscaping

Notwithstanding the approved details and prior to the commencement of any works above damp proof course level, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping (including defensible spaces to the front of the rear bedroom window serving Flat 2)
 - 1.a Planting plans (at not less than a scale of 1:100)
 - 1.b Written specification of planting and cultivation works to be undertaken
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Hard Surfacing Materials
 - 2.c External Lighting
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years
 - 3.b Proposals for the replacement of any tree, shrub, or area of turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased
4. Living Roofs
 - 4.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
5. Schedule for Implementation

Thereafter the development shall be constructed in full accordance with the approved details prior to occupation and be retained/maintained as such.

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).

7. NONSC Overheating and Ventilation Mitigation Strategy

Prior to the first occupation of Flats 1 and 4, an Overheating and Ventilation Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall demonstrate compliance with Part C of Policy D6 of the London Plan (2021) and shall include:

- a) Details of glazing specifications designed to limit solar gain;
- b) Confirmation of openable window arrangements to enable passive ventilation;
- c) Mechanical ventilation to kitchens and bathrooms, with extract rates meeting current Building Regulations;
- d) Any additional design or fabric measures necessary to prevent overheating and ensure acceptable internal temperatures under the CIBSE TM59 methodology (or updated equivalent).

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

REASON

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

8. NONSC Privacy Screen Details (External Staircase)

Prior to the first occupation of the development, a 1.8-metre-high privacy screen shall be installed at the upper landing of the external staircase providing access to the communal terrace, in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

The screen shall be constructed of a solid or semi-solid material to prevent direct overlooking of neighbouring properties. The approved screen shall be retained and maintained for the lifetime of the development.

REASON

To safeguard the privacy of neighbouring occupiers, in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC Privacy Screen Details (Flat 3 Terrace)

Prior to the occupation of Flat 3, details of the privacy screening to be installed to the edges of the private terrace shall be submitted to and approved in writing by the Local Planning Authority. The screening shall be a minimum of 1.8 metres in height, constructed of a solid or semi-solid material to prevent overlooking, and shall be installed in full prior to first occupation of the flat. The approved screening shall be retained and maintained for the lifetime of the development.

REASON

To safeguard the privacy of neighbouring occupiers and future occupiers of the development, in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020).

10. NONSC Fire Statement

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

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

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

REASON

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

11. NONSC Replacement Door Details

Prior to installation of the replacement front entrance door, details of the proposed door shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the door will be constructed of timber and shall replicate the design, proportions and detailing of the existing double door. The door shall be installed in accordance with the approved details and retained thereafter.

REASON

To safeguard the character and appearance of the Locally Listed building and the Ruislip Village Conservation Area, in accordance with Policies DMHB 1, DMHB 3, DMHB 4 and DMHB 11 of the Local Plan Part 2 (2020).

12. RES15 Water Consumption

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

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

REASON

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

13. NONSC Communal Terrace Restriction

The communal terrace hereby approved shall be used solely for the quiet enjoyment of residents and shall not be used for amplified music, organised gatherings, parties, events, or any other activity that would give rise to noise disturbance.

REASON

To safeguard the amenities of neighbouring occupiers in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020) and Policy D14 of the London Plan (2021).

14. NONSC Class C3 Use

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

REASON

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

15. NONSC Class E - Hours of Use

The Class E unit at ground floor level shall only operate between:

08:00 and 20:00, Monday to Saturday, and
09:00 to 18:00, Sundays and Bank Holidays.

No customers shall be permitted on the premises outside these times.

REASON

To protect the amenities of nearby residential occupiers in accordance with Policy DMHB 11 of the Local Plan Part 2 (2020) and Policy D14 of the London Plan (2021).

16. RES22 Cycle and Refuse Storage

The cycle parking and bin storage shall be constructed and laid out in accordance with the approved plans and completed prior to occupation of the development hereby approved and shall thereafter be retained and maintained.

REASON

To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies DMT1, DMT2, DMT4, DMT5, London Plan and NPPF paragraph 116.

17. RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted

Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON

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

Informatives

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

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

The above forms can be found on the planning portal at:

www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

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

3. 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. 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.

5. I2 Encroachment

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

6. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage

occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

7. I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

8. IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

I53 Compulsory Informative (2)

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

- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMH 1 Safeguarding Existing Housing
- DMH 2 Housing Mix
- DMHB 1 Heritage Assets
- DMHB 11 Design of New Development

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| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMHB 3 | Locally Listed Buildings |
| DMHB 4 | Conservation Areas |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP D12 | (2021) Fire safety |
| 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 DF1 | (2021) Delivery of the Plan and Planning Obligations |
| LPP G7 | (2021) Trees and woodlands |
| LPP GG2 | (2021) Making the best use of land |
| LPP GG4 | (2021) Delivering the homes Londoners needs |
| LPP H1 | (2021) Increasing housing supply |
| LPP H10 | (2021) Housing size mix |
| LPP HC1 | (2021) Heritage conservation and growth |
| LPP SD6 | (2021) Town centres and high streets |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |
| LPP T5 | (2021) Cycling |
| LPP T6 | (2021) Car parking |
| LPP T6.1 | (2021) Residential parking |
| 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 |
| NPPF2 -24 | NPPF2 2024 - Achieving sustainable development |
| NPPF5 -24 | NPPF5 2024 - Delivering a sufficient supply of homes |

Appendix 2: Relevant Planning History

78935/APP/2024/1992 82-84 High Street Ruislip

Extensions and alterations to ground, first and second floors with change of use of first floor from office (Class E) to residential (Class C3) to provide 4 x 1-bed flats and 1 x 2-bed flat with associated cycle and bin storage. Retention and reconfiguration of Class E unit at ground floor and alterations to fenestration.

Decision: 11-10-2024 Refused

Appeal: 25-07-2025 Dismissed

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 2 Reducing Carbon Emissions

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 3 Locally Listed Buildings

DMH 1 Safeguarding Existing Housing

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

NPPF2 -24 NPPF2 2024 - Achieving sustainable development

NPPF5 -24 NPPF5 2024 - Delivering a sufficient supply of homes

NPPF9 -24 NPPF9 2024 - Promoting sustainable transport

DMH 2 Housing Mix

DMHB 1 Heritage Assets

DMHB 4 Conservation Areas

DMHB 11 Design of New Development

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|----------|---|
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 16 | Housing Standards |
| DMHB 18 | Private Outdoor Amenity Space |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP D3 | (2021) Optimising site capacity through the design-led approach |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D6 | (2021) Housing quality and standards |
| LPP D7 | (2021) Accessible housing |
| LPP GG2 | (2021) Making the best use of land |
| LPP GG4 | (2021) Delivering the homes Londoners needs |
| LPP DF1 | (2021) Delivery of the Plan and Planning Obligations |
| LPP D12 | (2021) Fire safety |
| LPP G7 | (2021) Trees and woodlands |
| LPP H1 | (2021) Increasing housing supply |
| LPP H10 | (2021) Housing size mix |
| LPP HC1 | (2021) Heritage conservation and growth |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SD6 | (2021) Town centres and high streets |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |

- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking