

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

Case Officer: Alan Corcoran	62963/APP/2024/3371
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Date Application Valid:	04.02.2025	Statutory / Agreed Determination Deadline:	17.06.2025
Application Type:	Full	Ward:	Ruislip

Applicant: **Lidl Great Britain Limited**

Site Address: **The Orchard Inn, Ickenham Road, Ruislip**

Proposal: **Construction of a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building.**

Summary of Recommendation: **REFUSE planning permission**

Reason Reported to Committee: **Required under Part 5 of the Planning Scheme of Delegation (20 plus letters of support received)**



Summary of Recommendation:

REFUSE planning permission for the reasons specified in Appendix 1.

1 Executive Summary

- 1.1 The Council has received a petition signed by 1,398 individuals objecting to the proposed development. Furthermore, The Council has received 669 objections, including from the Ruislip Residents' Association, Ickenham Residents' Association, Eastcote Residents' Association, Eastcote Conservation Panel, Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor), and Councillor Peter Smallwood OBE (Ruislip ward councillor). In addition, the Council received 35 representations in favour of the proposed development and one comment (See Table 1 for summary of comments).
- 1.2 The Local Planning Authority cannot support the principle of development as the Applicant has submitted insufficient evidence to justify the out-of-centre retail floor space, which should take a town centre first approach; and the loss of the locally listed public house, which is proposed to be demolished.
- 1.3 The proposed development would be an uncharacteristic form of development that would fail to harmonise with the Conservation Area's character and would unduly harm designated heritage assets (Ruislip Conservation Area and the Grade II Listed White Bear Public House) and non-designated heritage assets (locally listed Old Orchard and locally listed Spitfire war memorial). The public benefits of the proposal would not outweigh the harm it would cause to the heritage assets.
- 1.4 The proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. Furthermore, the application has not demonstrated that the proposal would not increase road danger.
- 1.5 The proposed development would inappropriately result in the net loss of biodiversity and an unacceptable loss of trees, and the Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats.
- 1.6 The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Air Quality Focus Area. It would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. Furthermore, the Council has not secured an agreement with the Applicant regarding the pre-commencement planning conditions necessary to mitigate the air quality harm that the proposed development would cause. The Applicant has confirmed their agreement to pay

the air quality mitigation contribution (£987,271) that would have been required had approval been recommended.

- 1.7 The Council's Drainage Consultant advised that the applicant had submitted insufficient flood risk and drainage details. As such, recommended refusal reason no. 7 (refer to Appendix 1) has been included, as the proposal would be considered contrary to Policies SI12 and SI13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). It should be noted that the applicant has subsequently submitted additional flood-risk/drainage information, which is under consideration by the Council's consultant and an update on this matter will be provided in the Addendum Report/at the Committee meeting.
- 1.8 The proposal is unacceptable and would be inconsistent with the National Planning Policy Framework, The London Plan, and the Hillingdon Local Plan.
- 1.9 The planning application is therefore recommended for refusal.

2 The Site and Locality

- 2.1 The 0.65-hectare application Site (The Orchard, Ickenham Road, Ruislip) is located to the north of the five-arm roundabout ('Fiveways Roundabout') comprising Ickenham Road western arm, Ickenham Road eastern arms, Sharps Lane, Kingsend, and Wood Lane. The Site is also positioned towards the south of Church Avenue and adjoins two residential properties – 87 Sharps Lane and 1 Church Avenue.
- 2.2 The Site contains a two-storey building that used to operate as The Orchard Pub. The Applicant states that the pub closed in December 2023. The building has been extended to the rear with a two-storey modern addition (application reference 62963/APP/2007/3884, approved on 17-10-08) used as a Premier Inn Hotel. In April 2025, Hillingdon Council approved The Orchard Pub's addition to the Local List. Therefore, it is a locally listed building.
- 2.3 The front garden (southeast of the Site), which served as a pub garden, accommodates the Orchard Spitfire War Memorial (temporarily removed for maintenance). The War Memorial is a one-third-scale model of a Spitfire plane with a stone plinth commemorating the Polish Airmen. The Spitfire model in front of The Orchard is locally listed. The setting of the Spitfire within a spacious garden covering approximately 1,275 sq. m. is a key part of the social value given to this war memorial. It allows people to sit and contemplate the significance of the memorial in a generous green garden setting.
- 2.4 The Site lies within the Ruislip Village Conservation Area, which is characterised by three distinct sub-areas. The Site is within 'area three', which is defined as a 'Garden Suburb' with an architectural style that includes decorative timber framing, bold gables, brick detailing around windows, and large roofscapes of clay roof tiles within open and green verdant settings. The Site is prominent

because of its position north of a Fiveways Roundabout and is a visual focal point from public vantage points along the streetscape.

- 2.5 Vehicular access to the Site is from Ickenham Road near its junction with Church Avenue towards the north-east of the Site. The Site access leads to an existing car park.
- 2.6 The Site is outside the Ruislip District Centre Town Centre (within approximately 350 metres) and has a Public Transport Accessibility Level (PTAL) of 3 and 4, which is considered good.
- 2.7 There are no trees protected explicitly by Tree Preservation Orders (TPO) within the Site. However, given that the Site is within a Conservation Area, trees with a diameter of 75 millimetres and greater are protected. The Site contains 27 individual trees and eight tree groups. Three trees or tree groups are Category B, 25 are Category C, and seven are Category U.
- 2.8 The Site is within Flood Zone 1 and, therefore, has a low risk of flooding. The Site also lies within an Air Quality Focus Area and is located on Potentially Contaminated Land. It is also within the Airport Safeguarding Zone of the Royal Air Force Northolt base.
- 2.9 Area Tree Preservation Order (TPO 217) immediately adjoins the site's northeast corner. There are two statutory Listed buildings within 100 metres of the Site - The White Bear Public House (Grade II Listed) and the Orchard Cottage, 65 Kingsend (Grade II Listed). Fiveways is a locally listed building on the opposite side of Ickenham Road from the Site. An Air Quality Management Area is approximately 500 metres southwest of the Site.

Figure 1: Location Plan (application site edged red)



Figure 2: Aerial View of the Application Site



Figures 3: Street View Images of the Application Property



South (front) elevation of the locally listed 'The Orchard Inn'

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Locally listed Spitfire War Memorial



East elevation of the Premier Inn

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North (rear) elevation of The Orchard



West elevation of the Premier Inn

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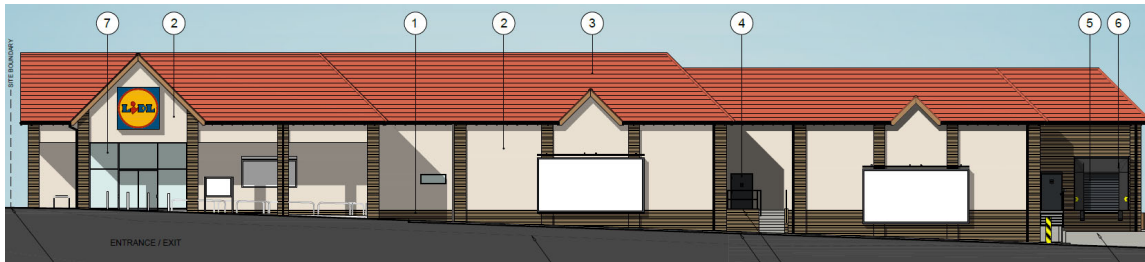
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3 Proposal

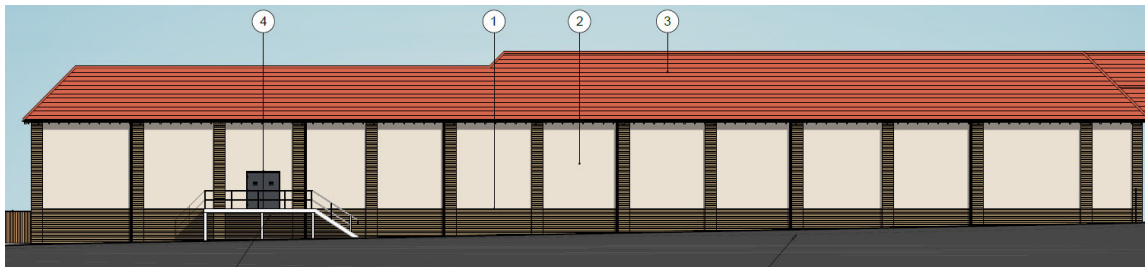
- 3.1 The application seeks planning permission to construct a discount food store (Use Class E) with car parking, landscaping works, and other associated works, following the demolition of the existing building.
- 3.2 The proposal would be a single-storey building positioned towards the west of the site. It would have a width of approximately 62 metres and depth of approximately 34 metres. The building's depth would step to approximately 29 metres and then 10 metres towards the north of the Site. The building would have a Gross Internal Area (GIA) of 1,825 sq. m., of which 1,212 sq. m. would be sales area (or 'net sales area'). Approximately 970 sq. m. would be dedicated to convenience retail, and 242 sq. m. would be used for comparison retail. The remaining floorspace would comprise 353 sq. m. of ancillary warehouse floorspace and 260 sq. m. of ancillary space, consisting of an accessible customer toilet, an in-store bakery, staff welfare facilities, ancillary office space and storage/utility space. It would have a pitched roof with a ridge height of approximately 10.5 metres and an eaves height of approximately 6.5 metres. These heights vary across the Site as the ground slopes from the south of the Site downward to the north of the Site. The external walls would be mostly in painted render with small sections of bricks along the facade.
- 3.3 Vehicular access to the Site would remain on Ickenham Road, though it would be modified and repositioned further south. Pedestrian access to the Site is proposed via the Site's southern boundary. The proposed development would include 72 car parking spaces, comprising:
- Forty-six 'standard' parking spaces
 - Four accessible parking bays
 - Three enlarged bays
 - Three parent & child spaces
 - Two 'rapid' electric vehicle charging bays
 - Fourteen 'passive' electric vehicle bays
- 3.4 Twelve Sheffield bicycle stands are proposed beneath a canopy along the south-eastern elevation, to provide 24 short-stay spaces. A further 12 long-stay cycles are proposed next to the short-stay cycle bays.
- 3.5 The Applicant's Arboricultural Impact Assessment states that 17 trees and tree groups would be removed to facilitate the proposed development. Of these, one is a Category B tree (T8), while the remainder are Category C trees.
- 3.6 The locally listed Spitfire Memorial would be relocated towards the south of the site within a landscaped area, including benches and heritage information boards.

[illegible]

Proposed North Elevation



Proposed East Elevation



Proposed West Elevation



Proposed South Elevation

4 Relevant Planning History

- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.

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 The Council consulted surrounding properties by letters dated 27-02-25. The Council also advertised the application with a site notice dated 09-03-25 and press notice dated 05-03-25. The consultation period expired on 31-03-25.

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- 6.2 The Council has received a petition signed by 1,398 individuals objecting to the proposed development. Furthermore, The Council has received 669 objections, including from the Ruislip Residents' Association, Ickenham Residents' Association, Eastcote Residents' Association, Eastcote Conservation Panel, Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor), and Councillor Peter Smallwood OBE (Ruislip ward councillor). In addition, the Council received 35 representations in favour of the proposed development and one comment.
- 6.3 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
The Ruislip Residents' Association (objection)	(1) Unsympathetic design. (2) Traffic congestion. (3) Road safety. (4) Sufficient supply of supermarkets already in the area.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Ickenham Residents' Association (objection)	(1) Insufficient parking spaces. (2) Road safety. (3) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Eastcote Residents' Association (objection)	(1) Road safety. (2) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
The Eastcote Conservation Panel (objection)	(1) Road safety. (2) Traffic congestion.	Noted. Material planning considerations discussed in relevant section of assessment below.
Councillor Philip Corthorne (Mayor of Hillingdon and Ruislip ward councillor) (objection)	(1) Harm to Conservation Area. (2) Detrimental to locally listed war memorial. (3) Traffic congestion. (4) Road/pedestrian safety. (5) Parking overspill.	Noted. Material planning considerations discussed in relevant section of assessment below.

	(6) Air quality.	
Councillor Peter Smallwood OBE (Ruislip ward councillor) (objection)	(1) Traffic impact. (2) Highway safety. (3) Impact on the Conservation Area. (4) Design.	Noted. Material planning considerations discussed in relevant section of assessment below.
Remaining 663 objections	(1) Harm to heritage assets. (2) Harm to outlook. (3) Loss of trees/planting. (3) Harm to landscaping. (4) Loss of biodiversity. (5) Traffic congestion. (6) Road safety. (7) Retail impact. (8) Insufficient drainage. (9) Design. (10) Noise. (11) Air pollution. (12) Loss of pub. (13) Sufficient supply of supermarkets already in the area. (14) Light pollution. (15) Harm the town centre.	Noted. Material planning considerations discussed in relevant section of assessment below.
One individual neutral letter has been received.	(1) Better than the alternative of the Site remaining vacant but raised concerns regarding the car park and highway safety.	Noted. Material planning considerations discussed in relevant section of assessment below.
35 representations in favour of the proposed development (support)	(1) Better than a vacant building. (2) Need for additional supermarkets in the area. (3) Employment opportunities. (4) Locals could walk instead of driving to the shop. (5) Shopping choice. (6) Design.	Noted. Material planning considerations discussed in relevant section of assessment below.

	(7) Prefer over a housing development.	
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
<u>External Consultee Comments</u>	
<p>Greater London Archaeological Advisory Service:</p> <p>No objection subject to a pre-commencement written scheme of historic building investigation. This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition, please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with Paragraph 218 of the NPPF.</p>	<p>The applicant has confirmed their agreement to the proposed pre-commencement condition to secure a Written Scheme of Investigation.</p>
<p>Historic England:</p> <p>Historic England has concerns regarding the application on heritage grounds.</p>	<p>A heritage impact refusal reason has been recommended.</p>
<u>Internal Consultee Comments</u>	
<p>The LPA's Retail Impact Consultant (Nexus):</p> <p>Inadequate information submitted to justify the out-of-centre retail floorspace, contrary to Chapter 7 of the NPPF (2024), Policy E5 of the Local Plan Part 1 (2012) and Policy DMTC 1 of the Local Plan Part 2 (2020).</p>	<p>A refusal reason has been recommended in line with the Retail Impact Consultant's recommendations.</p>
LBH Conservation Officer:	

Objection raised due to the harm that would be caused to designated and non-designated heritage assets that would not be outweighed by public benefits.	A refusal reason has been recommended in line with the Conservation Officer's recommendations.
LBH Landscape and Urban Design Officer: Objection raised. The site benefits from mature boundary tree and shrub planting that adds to the verdant character of the Conservation Area. The landscape proposals enlarge the hardstanding area to allow large vehicles to manoeuvre, necessitating the removal of trees and reducing and harming the site's green edge character. The scale and massing of the building is considered incongruous to the townscape and detrimental to the area's character.	A refusal reason has been recommended in line with the Landscape and Urban Design Officer's recommendations.
LBH Trees Officer: Objection due to inappropriate replacement tree planting and inconsistent reporting regarding trees.	A refusal reason has been recommended in line with the Tree Officer's recommendations.
LBH Economic Development Officer: No objection subject to an Employment/Construction Training Scheme and post-construction local employment scheme secured in accordance with the Council's Planning Obligations SPD.	The Applicant has agreed to this Section 106 obligation that would have been recommended for inclusion in a Section 106 agreement had planning approval been recommended.
LBH Accessibility Officer: No objection.	Noted.
LBH Refuse and Recycling Officer: No objection.	Noted.

<p>LBH Planning Policy Officer:</p> <p>Insufficient information submitted to justify the loss of the public house, contrary to Policy HC7 of the London Plan (2021).</p>	<p>A refusal reason has been recommended in line with the Planning Policy Officer's assessment.</p>
<p>LBH Highways Officer:</p> <p>Objection as the proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. The application has not demonstrated that the proposal would not increase road danger. Therefore, the proposed development is contrary to Chapter 9 of the NPPF (2024) and Policies T1, T4, T6, and T6.3 of The London Plan (2021).</p>	<p>A refusal reason has been recommended in line with the Highways Officer's recommendations.</p>
<p>LBH Air Quality Officer:</p> <p>No objection subject to an Air Quality Mitigation contribution of £987,271 secured by a Section 106 Agreement and pre-commencement conditions regarding a low emission strategy (LES), air quality dust management plan, and reducing emissions from demolition and construction.</p>	<p>Whilst the Applicant has agreed to pay the Section 106 financial contribution (had planning approval been recommended), they have not agreed to the recommended pre-commencement conditions. Accordingly, an air quality refusal reason is recommended.</p>
<p>LBH Noise Pollution Officer:</p> <p>No objection subject to a noise impact condition and informative.</p>	<p>Conditions and an informative would have been recommended in line with the Noise Officer's recommendations had approval been recommended.</p>

<p>LBH Environmental Health Officer (Land Contamination):</p> <p>No objection subject to a condition regarding land contamination.</p>	<p>Conditions and an informative would have been recommended in line with the Land Contamination Officer's recommendations had approval been recommended.</p>
<p>LBH Environmental Specialist (Energy and Biodiversity):</p> <p>Objection due the net loss of onsite biodiversity. No objection regarding energy and sustainability subject to a zero-carbon energy condition and Section 106 obligations regarding 'Be Seen' post-construction energy monitoring and the Carbon Offset sum based on an Updated Energy Strategy.</p>	<p>A refusal reason has been recommended in line with the Environmental Specialist's recommendations. The Applicant has agreed the two energy-related Section 106 obligations that would have been recommended had planning approval been recommended.</p>
<p>The LPA's Flood Risk and Drainage Consultants (Metis):</p> <p>The Consultant raised concerns regarding several application shortcomings on 06 March 2025 which Planning Officers shared with the Applicant. The Applicant subsequently submitted revisions. The Consultant reviewed these revisions and still raised the following remarks on 12 May 2025:</p> <p>'We recommend that the following information is provided before approval of the application:</p>	<p>It should be noted that the applicant has subsequently submitted additional flood-risk/drainage information, which is under consideration by the Council's consultant and an update on this matter will be provided in the Addendum Report/at</p>

<p>- The applicant should provide an area summary within the calculations which should demonstrate use of the full site area. The following items can be addressed at Discharge of Condition stage:</p> <p>- The applicant has not provided the greenfield, proposed or existing run off volumes for the 1 in 100 year 6-hour storm event. - The applicant should provide the existing run off rates for the site.'</p>	the Committee meeting.
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7 Planning Assessment

Principle of Development

Out-of-Centre Retail

- 7.1 The application Site is outside of a defined 'town centre' in the Hillingdon hierarchy, with the nearest centre being Ruislip District Centre, approximately 350 metres east of the Site. The route between the application Site and the Ruislip District Centre, via Ickenham Road, is largely characterised by residential uses. There are footpaths on either side of the road, although there is no intervisibility between the application Site and the uses within the defined centre boundary.
- 7.2 As such, the Applicant has submitted a Sequential Site Assessment within the Planning and Retail Statement. With regards to the area of search for alternatives, there are two factors to consider: (a) the overall area of the search; and (b) the defined 'town centres', including the areas around them, that should be included in the assessment.
- 7.3 Regarding the overall area of the search, the submission suggests that a five-minute drive-time catchment is appropriate, and this has been used to guide the Applicant's search area. Officers recognise that a five-minute drive-time is regularly used as an indicative catchment by food store operators such as Lidl and ALDI across the country for proposals in urban environments. However, this drive-time area is only indicative and, in the Council's retail consultant's opinion (agreed by Officers), it should always be supported by empirical evidence in relation to the specific area around the proposed development. In this instance, the Applicant has not provided up to date shopping patterns information for the Ruislip and wider Hillingdon area and, therefore, the catchment area details for the nearby district centre, and nearby competing food stores, has not been established by the Applicant. Consequently, it cannot be confirmed that the list of centres at Paragraph 7.11 of the Applicant's submitted Planning and Retail Statement is the full and appropriate extent of centres to be examined. In addition, given that the Applicant has incorrectly classified the application site as

an edge-of-centre site, rather than out-of-centre site, then the area of the search in relation to defined 'town centres' must be widened, to include those out-of-centre locations which are more accessible and better connected to defined centres than the application Site.

- 7.4 Regarding the flexibility which the Applicant has adopted for its assessment of alternative locations, this can be found at Paragraphs 7.15-7.18 of the Applicant's Planning and Retail Statement. Paragraph 7.17 is particularly relevant, providing a range of parameters associated with 'suitability'. Officers consider that many of the parameters put forward by the Applicant are reasonable and, in principle, demonstrate flexibility with regards to the size of alternative sites and the need for adequate parking and servicing arrangements. Regarding the format of store and car parking areas (points (v) and (vii) at Paragraph 7.17 of the Planning and Retail Statement), whilst Officers would agree that the sales area of the proposal should be on a single level, there are circumstances where parking provision associated with food stores may be provided at a different level. This type of flexibility is particularly prevalent in London, given the scarcity and value of land. There are instances of food stores, such as those operated by Lidl, which have parking and sales areas on different levels. An example of this is the Lidl in Epsom. Consequently, this should be considered when assessing sequentially preferable alternative locations.
- 7.5 The final area of the Applicant's Sequential Site Assessment is the assessment of alternative specific locations. This is limited to one paragraph – Paragraph 7.20 of the Planning and Retail Statement – which simply states that the alternatives which have been considered are too small or not available. Officers consider that such an assessment is insufficient for the purposes of demonstrating compliance with the sequential test. Paragraph 7.20 suggests that the Applicant has considered alternatives, but Officers highlight that:
- (a) The Applicant's Planning and Retail Statement has not provided the identity of those alternatives; and
 - (b) It has also not clarified the specific reasons for dismissing those individual alternatives.
- 7.6 Therefore, the Applicant's Planning and Retail Statement has failed to provide sufficient information to demonstrate that the proposed development complies with the sequential test. The key areas where the submitted information is deficient are:
- (a) Information to confirm the area or search for alternative sites and premises;
 - (b) The level of detail which has been submitted in relation to the Applicant's assessment of alternative sites and premises; and
 - (c) An inconsistent definition of the application Site and exclusion of some sites/areas from the assessment of alternatives.
- 7.7 The Applicant and the Local Planning Authority must duly consider the likely impact of the proposal on the health of, and investment within, nearby defined

‘town centres’ given the Site’s location and the scale of the proposed retail floorspace.

- 7.8 Paragraph 8.3 of the Applicant’s Planning and Retail Statement indicates the Applicant has surveyed three defined ‘town centres’ in relation to their health. These three centres (Ruislip District Centre, Ruislip Manor Minor Centre, and Ickenham Local Centre) are some of the closest centres for inclusion within the impact assessment. Based upon the scope of information within the submission, the Applicant has not demonstrated that these are the only centres to be examined. Policy E5 of the Local Plan Part 1 (2012) indicates that ‘local parades’ should be protected and enhanced. It is, therefore, necessary for the Applicant to confirm which parades are within the proposal’s catchment. Secondly, the Applicant has not yet properly defined the proposal’s catchment area in relation to existing shopping patterns. Consequently, the Local Planning Authority cannot yet confirm that the three defined ‘town centres’ listed are the only centres to be included in the Applicant’s impact assessment.
- 7.9 Furthermore, the information that the Applicant provided for the three defined centres in Appendix 4 of their Planning and Retail Statement makes no reference to the role, function, and catchment area of the centres, with regards to convenience and comparison goods shopping, and leisure uses (such as food/beverage uses). This is a further reason why it is necessary to include up to date shopping and leisure patterns information in the Applicant’s supporting information.
- 7.10 The Council’s retail consultant has undertaken a review of the Applicant’s financial impact assessment, contained within Section 9 and Appendix 5 of the Planning and Retail Statement and has reached the conclusion that it does not provide a robust assessment in relation to the following areas:
- (a) Shopping patterns information;
 - (b) Forecasting the pre-impact turnover of existing stores and centres; and
 - (c) The use of an ‘available expenditure’ assessment to support the case for the proposed store.
- 7.11 As noted, the application is not informed by a survey of shopping patterns. Not only is the lack of such information problematic for the scope of the sequential site assessment process and the assessment of ‘town centre’ health, but it is also a key deficiency in relation to the assessment of the likely financial impact of the proposed retail store. In particular, up-to-date evidence based data on shopping patterns is required to:
- (a) Assess the overall catchment of the proposed food store;
 - (b) Consider the likely pattern of trade draw to the proposed store on different parts of the surrounding area;
 - (c) Calculate the current turnover of existing retail stores and centres in the surrounding area; and
 - (d) Inform the assessment of the likely pattern of trade diversion to the proposal from existing facilities.

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7.12 To provide a robust baseline for the financial impact assessment, it is essential to understand current shopping patterns, to define the catchment areas of existing stores and centres in the wider area and calculate the current convenience and comparison goods turnover of existing stores and centres. The absence of a survey of household shopping patterns (or similar/comparable data) is a significant constraint. The absence of local shopping pattern data means the Applicant's Planning and Retail Statement has estimated pre-impact store/centre turnover levels based upon national average grocery store performance. This general approach, and the level of detail provided within the Planning and Retail Statement, has several shortcomings:

(1) The Applicant's assessment of the performance of individual main food stores (i.e. those operated by national multiple retailers) is based on national performance levels and takes no account of local performance. Therefore, this has the potential to provide misleading pre-impact turnover levels.

(2) Whilst the notes to Table 6 at Appendix 5 of the Applicant's Planning and Retail Statement indicate that the turnover for individually named retailers has been calculated using Global Data research, there is no indication as to what sales density information has been adopted for other (unnamed) convenience and comparison goods retail floorspace in the local area.

(3) The Applicant has not provided any information regarding the net sales floorspace data used to estimate pre-impact turnover levels in Table 6 at Appendix 5.

7.13 In light of the above, Officers do not accept this part of the financial impact assessment.

7.14 The assessment of a 'need' for a proposal, in either quantitative or qualitative terms, is not a planning policy test for retail proposals located outside of defined 'town centres'. However, Paragraphs 9.24 to 9.26 of the submitted Planning and Retail Statement provide an assessment of the total level of available (convenience and comparison goods) expenditure within the five-minute drive time area and compare these levels to the turnover of the proposed food store.

7.15 Aside from the potential that the five-minute drive-time area is not a representative area for the catchment of the proposal and/or convenience goods retailing in Ruislip, the Applicant's assessment in Tables 9.5 to 9.7 of the Planning and Retail Statement does not provide a robust justification for the proposed food store as the benchmark turnovers of existing stores and centres in the five-minute drive-time are excluded from the assessment. Therefore, it cannot be concluded there is 'capacity' to accommodate the proposed additional floorspace. Secondly, no allowance has been made of whether it is realistic to allow all of the expenditure generated by residents of the five-minute area to be genuinely available to stores in this area. Overall, Planning Officers do not consider that the Applicant's assessment of available expenditure can be relied upon to demonstrate support for the proposed retail floorspace.

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- 7.16 It is common practice for an assessment of financial impact to incorporate the likely pattern of trade draw to a retail proposal. The use of trade draw information and forecasts would show the likely market penetration rate of a proposal across different parts of the catchment/study area and would, in turn, be useful for the assessment of trade diversion. The Applicant has not submitted trade draw information, primarily due to their decision to rely upon a single catchment zone (the five-minute drive-time). This is a further deficiency in the Applicant's financial impact assessment, which is reinforced by the lack of shopping patterns data to inform the trade diversion assessment.
- 7.17 Paragraph 9.42 of the Applicant's Planning and Retail Statement provides the extent of the Applicant's assessment of the 'impact on investment' policy test. It is indicated that there are not any existing, committed, and planned public or private sector investments which would be impacted by the proposed retail study. The Applicant has not adequately addressed 'existing investment'. To properly assess the potential impact on the attitudes and actions of existing investors, further information in relation to the wider impact of the proposal (as outlined above) is required.
- 7.18 In conclusion, the Applicant has submitted insufficient supporting information to robustly justify the acceptability of the proposed out-of-centre retail floorspace. As such, the proposal is contrary to Chapter 7 of the National Planning Policy Framework (2024), Policy SD7 of the London Plan (2021), Policy E5 of the Local Plan Part 1 (2012) and Policy DMTC 1 of the Local Plan Part 2 (2020) and the principle of development is not supported.

Loss of Public House

- 7.19 The 'Orchard Pub' closed in December 2023. Notwithstanding, the proposal to demolish it and change its use would result in the loss of a public house with heritage, cultural, economic, and social value. Therefore, the Applicant is required to submit robust marketing evidence to demonstrate that there is no prospect of the Site being used as a pub in the foreseeable future.
- 7.20 The submission states that marketing started in April 2024, just eight months prior to the Applicant's submission of this planning application. The submitted planning statement continues, 'At the time of writing the report, there has been no firm offer or interest from any community uses or pub operators. The marketing campaign will be ongoing during the application process, and once the marketing is complete, a full marketing report will adjoin a the [sic] planning application.' Since the application's submission, the Local Planning Authority has not received a full marketing report. Given the limited and insufficient active marketing timeframe and details, the submitted evidence is inadequate in demonstrating that there is no realistic prospect of the building being used as a pub in the foreseeable future.

- 7.21 In the absence of robust and acceptable marketing evidence to justify the loss of the public house, the proposed change of use is contrary to Policy HC7 of The London Plan (2021) and, as such, is not supported.

Loss of the Hotel (Use Class C1):

- 7.22 Whilst the existing Premier Inn Hotel remains in operation at the rear of the Site, Officers accept the principle of a change of use that involves the loss of this visitor accommodation (Use Class C1) in this instance given the hotel's location outside of a designated Town Centre, Hotel Growth Location, or Opportunity Area.
- 7.23 As such, the development would not conflict with Policy E10 of The London Plan (2021), and the loss of the hotel is acceptable.

Heritage / Design / Impact on the Character and Appearance of the Area

- 7.24 The Site is the Old Orchard, a former hotel, bar, and dance hall located within the Ruislip Village Conservation Area. The locally listed Old Orchard is modest, and the architectural style of the mock timber framing respects and responds to the historic character of the area. It is a focal building within the Ruislip Conservation Area. The Site is of historical significance due to its links with the Polish airmen and support staff who served in the RAF in the Second World War, in particular during the Battle of Britain, and used the building as a space for relaxation and to create a sense of community. The Site also contains the locally listed sculpture within a war memorial garden at the front (south) of the Site.
- 7.25 Other notable nearby heritage assets are Fiveways, a nearby locally listed house; the Grade II Listed building of the White Bear Public House, an 18th-century two-storey building, which is noted within the list description as being of interest in part due to its landmark status; Grade II Listed Orchard Cottage (65 Kingsend); and Grade II Listed Laurel Cottage, Primrose Cottage, Tudor Cottage on Wood Lane.
- 7.26 Historically, the Grade II Listed White Bear Public House would have been located within a hamlet at the edge of Ruislip with the Grade II Listed Orchard Cottage (65 Kingsend) and Grade II Listed Laurel Cottage, Primrose Cottage, Tudor Cottage on Wood Lane, in rural Middlesex. Following the expansion of London in the Metroland era, it became the focus of the Fiveways roundabout. Opposite this was the other landmark of the locally listed Old Orchard. The view across from the White Bear towards the Orchard retains a sizable green space, which reflects the more historic rural scene.
- 7.27 The submitted Heritage Assessment (prepared by Border Archaeology, dated June 2024 and updated February 2025) states that the proposal would have a Moderate to Large impact on the locally listed Old Orchard, Grade II Listed White Bear Public House, locally listed Fiveways, the locally listed Spitfire and War Memorial, and on the Ruislip Village Conservation Area. It further states that it

would have a neutral impact on the Grade II Listed Orchard Cottage and Grade II Listed Laurel, Primrose and Tudor Cottage.

- 7.28 The proposed building would be a large, uniform, single-storey retail unit with an increased footprint from the existing pub and hotel. Although the proposed building would be single storey, it would be approximately 10.5 metres tall. This is broadly the same height as the tallest element of the existing structure. The proposed retail unit would deliver a continuous uniform building mass directly along the site boundary with limited boundary greening. This would be a stark contrast to the varied massing of the existing building. The replacement building would include some architectural elements common to the surrounding townscape, such as the roof form and roof material with gables. However, below the roof, the proposed architecture is bland, with large expanses of render, advertising, and brick detailing. The combination of the building's proposed scale, mass, and uniform blank elevations that lack the articulation, variation, texture, and human scale of surrounding developments would be incongruous and detrimental to the Conservation Area's character.
- 7.29 The position of the existing building delivers an entrance and building frontage that faces the Fiveways junction focal point. The position of the existing locally listed Orchard is set broadly central to the Site, providing a green setting to the building, which is a key characteristic of the Conservation Area. The proposed building would be located close to the Site's western boundary with a large car park to the rear of the building. This proposed building location within the Site would reduce the frontage garden setting and would necessitate the removal of the mature boundary tree and shrub planting along the western boundary. This approach would harm the character of the Conservation Area.
- 7.30 Officers agree with the Applicant's Heritage Assessment that the proposal would have a negligible impact on the Grade II Listed Orchard Cottage and Grade II Listed Laurel, Primrose, and Tudor Cottage due to the location of other later developments, which broadly block direct views between the heritage assets and the proposed building.
- 7.31 The proposed building would be substantial in size and of lesser architectural quality when compared to the existing development. It would also reduce the green space towards the Site's frontage. This would have a detrimental impact on the setting of the Grade II Listed White Bear Public House. This harm would be less than substantial due to the impact on the setting and the impact only being within part of the setting. However, given the impact on the principal elevation and view and due to the scale, mass, and prominence of the proposed structure, it would diminish the setting of the public house, and this harm would be at a moderate level.
- 7.32 The proposal would result in complete loss of the locally listed Old Orchard, a visually important gateway building to the Conservation Area. There would be a loss of green space, harming the setting of the locally listed war memorial. This would cause less than substantial harm at a high level to the Conservation Area.

- 7.33 Paragraph 215 of the National Planning Policy Framework (NPPF) states that 'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'
- 7.34 The submitted Heritage Assessment's conclusion suggests that there would be heritage gain through the recording of the Old Orchard, the construction of a memorial garden for the relocated Spitfire memorial, and provision of appropriate information boards onsite. Paragraph 10.31 of the Applicant's Planning Statement states that 'the proposal would provide a public benefit by preserving the long-term use of the site with a viable occupier, increase consumer choice for the local residents and provide a memorial garden to enhance the setting of the locally listed Spitfire memorial. Cumulatively, these public benefits outweigh the harm to the Conservation Area and nearby heritage assets'. Paragraph 10.17 of the Planning Statement states the proposal would provide forty new employment opportunities.
- 7.35 The recording of the Old Orchard would not outweigh the harms noted above due to its very limited nature. Further, Paragraph 218 of the NPPF states, 'However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.' The current location of the locally listed war memorial is within a larger garden than what the Applicant proposes, and it relates to the locally listed building that the Applicant proposes to demolish. As such, the proposed change would not be a heritage gain or public benefit. Officers acknowledge the construction and use of a Lidl on the Site would increase consumer choice for local residents; would be a use for the Site; and it would offer employment. Notwithstanding the Applicant's stated public benefits, Officers highlight, as previously detailed, that the Applicant has not submitted sufficient marketing evidence to justify the loss of the Public House. Without robust justification the loss is to the detriment of heritage, economic, social, and cultural value of the local community, nor has the Applicant submitted sufficient evidence to demonstrate that the proposed out-of-town centre retail floor space would not be a disbenefit to the town centre's vitality and viability. As such, the cumulative harm to designated heritage assets is not outweighed by the Applicant's stated public benefits. The proposal is, therefore, contrary to policy.
- 7.36 The proposals would impact three non-designated heritage assets. Paragraph 216 of the NPPF states that 'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'
- 7.37 The proposal would cause substantial harm to the locally listed Old Orchard due to the asset's destruction.
- 7.38 The locally listed war memorial would lose its context with the loss of the Old Orchard. As such, it would be more difficult to understand why it was located at

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the Site and the armed forces it commemorates. In addition, it would be relocated within the Site. The garden space it currently occupies would be substantially reduced and, with the proposed layout changes, it would appear more challenging to allow commemorative events to take place on the Site. The harm to the significance of the locally listed war memorial would be substantial.

- 7.39 There would be further harm to the setting of the locally listed Fiveways. This significant building dates from the 20th century. It is two storeys in height with a hipped tiled roof and is in use as flats. It is a prominent building on the adjacent junction and due to its proximity and visual interrelationship with the Old Orchard would be detrimentally impacted by the proposed change in appearance and character of the area. This impact would be less than substantial and at a moderate level.
- 7.40 The harm to these non-designated heritage assets is not justified by the proposal's stated public benefits. The proposal is, therefore, contrary to policy.
- 7.41 Cumulatively, the proposal would unduly harm designated and non-designated heritage assets and have an unacceptable design. It would not comply with the NPPF (2024), Policies HC1, HC7 and D3 of The London Plan (2021), Policies BE1 and HE1 of the Local Plan Part 1 (2012), and Policies DMHB 1, DMHB 2, DMHB 2, DMHB 3, Policy DMHB 4, DMHB 9, DMHB 11, and DMHB 12 (2020). Thus, refusal is recommended.

Archaeological Impact

- 7.42 Historic England's Greater London Archaeological Advisory Service (GLAAS) has been consulted, and they raised no objection subject to a pre-commencement written scheme of historic building investigation (WSI). This pre-commencement condition is necessary to safeguard the archaeological interest in this site. Approval of the WSI before works begin on the Site provides clarity on what investigations are required and their timing in relation to the development programme.
- 7.43 The applicant has confirmed their agreement to the recommended pre-commencement planning condition (in the event of approval of planning permission) to secure a Written Scheme of Investigation, thus satisfying this requirement.

Residential Amenity

- 7.44 The proposed building would have a pitched roof with a ridge height of approximately 10.5 metres and an eaves height of approximately 6.5 metres. The proposed building would be set in approximately three metres from the Site's west boundary. It would be approximately 28 metres from residential properties to the west and would be separated by Sharps Lane. The nearest residential property to the south of the proposed building would be approximately 25 metres away and separated by Ickenham Road. The nearest residential property to the east of the proposed building would be approximately 33 metres away and

separated by Ickenham Road. The closest residential property to the north of the proposed building would be approximately 17 metres away. This property's gable wall faces the Site.

- 7.45 The proposal would not impact the outlook, privacy, daylight, or sunlight of adjacent properties or open spaces, given its proposed height, scale, mass, use, location, and separation distances from nearby residential properties.
- 7.46 Please see the relevant section below regarding noise.
- 7.47 The proposed scheme is acceptable in terms of residential amenity impacts and complies with Policy D3 of The London Plan and Policy DMHB 11 of the Local Plan Part 2.

Highways and Parking

- 7.48 For customers arriving by bicycle, there would be 12 covered Sheffield stands offering secure short-stay parking for 24 bicycles. There would be a further 12 long-stay spaces for staff to use.
- 7.49 The application proposes that the food store would have 72 car parking spaces, including 46 'standard' spaces, four disabled persons bays, three enlarged bays, three parent and child spaces, two 'rapid' electric vehicle charging points, and 14 'passive' electric vehicle charging points.
- 7.50 For customers and servicing, vehicular access to the Site would be provided via a widened Ickenham Road access. The Applicant proposes a pedestrian entrance at the south of the Site, adjacent to the junction.
- 7.51 The Applicant proposes a dedicated delivery bay on the northern elevation of the food store. The delivery vehicles would drive onto the site in forward gear and line up with the delivery bay before reversing into the dock. They would drop off goods directly into the warehouse area and drive away in forward gear.
- 7.52 Many public objections (received in response to the public consultation on the planning application) state that traffic turning right into the Site would lead to queues forming and that the road layout is unsuitable for the anticipated uplift in traffic. The objectors also highlight that the proposal would lead to parking displacement on nearby residential streets and that there are no facilities for staff and customers either walking or cycling to the Site to use. Objectors also raise the negative impact delivery and servicing vehicles would have on residential amenity.
- 7.53 The Council's Highways Team has been consulted, and they object to the proposed development, stating that the proposed development would not appropriately facilitate trip-making by foot, cycle, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. The

application has not demonstrated that the proposal would not increase road danger.

- 7.54 The Applicant submitted a Transport Assessment (reference 16-2273, T002 Issue No. 2, prepared by Cora IHT, dated January 2025), a Delivery and Service Management Plan (reference 16-2273, T003 Issue No. 1, prepared by Cora IHT, dated January 2025), and a Travel Plan (reference 16-2273, T002 Issue No. 2, prepared by Cora IHT, dated January 2025).
- 7.55 This submission draws upon the results of traffic surveys undertaken on Friday 17 May 2024, and Saturday 18 May 2024. The Highways Officer queries the validity of these results as traffic surveys undertaken on a Friday are not representative of a typical weekday. This is because people may be on annual leave, taking a long weekend, working from home, or simply leaving work early.
- 7.56 The Transport Assessment reports that traffic flows to the food store would peak on Saturdays between 12:00 and 13:00. During this period, there would be 200 two-way trips. It is anticipated that people shopping at the store would have previously visited other stores nearby, including Waitrose off Wood Lane and Iceland, Tesco Express, Sainsbury Local, Nisa Local, and Ruislip Food Centre, all situated to the east along Ruislip High Street. The proposal would result in longer trip lengths, more vehicles on the network resulting in congestion, increased road safety risk, traffic noise, and poor air quality. This would be contrary to Policy T1 of The London Plan (2021), which requires that development proposals should facilitate 'the delivery of the Mayor's strategic target of 80 per cent of all trips in London should be made by foot, cycle or public transport by 2041.'
- 7.57 Council Highways Engineers visited the site during the AM Peak and observed long traffic queues on the Ickenham Road eastern arm westbound and Kingsend westbound. These traffic queues are believed to occur each weekday, however, Tables 5.5 and 5.7 of the submitted Transport Assessment show queue lengths of just one vehicle. There are notable concerns regarding the validity of these outputs.
- 7.58 The Proposed Site Plan illustrates that access would be in the same position as the existing, though widened. This would necessitate moving the bus stop on the Ickenham Road eastern arm south nearer to the White Bear roundabout. According to the Proposed Site Plan, when there is a bus parked at the relocated bus stop, if there is a delivery vehicle waiting behind, then it would overhang into the Black Bear roundabout; the same would apply if there were more than three cars waiting behind a bus. Cars overhanging onto the roundabout would result in gridlock as vehicles circulating would have their path ahead blocked by queueing traffic.
- 7.59 The Proposed Site Plan shows the swept path of a delivery vehicle leaving the Site. The vehicle would clip the footway on the northern side of the bellmouth. The Highways Officer requires that vehicular swept paths include 300mm error margins. A delivery driver may overrun the footway in this location, presenting a

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road safety risk to pedestrians and cyclists. This would contradict Policy T4 of The London Plan (2021) which requires that development proposals do not increase road danger.

- 7.60 The Proposed Site Plan illustrates how delivery vehicles would manoeuvre into the loading/unloading docking bay. This would involve reversing within the customer car park, raising further road safety concerns as the manoeuvring delivery vehicle would share the space with people walking between their parked cars and the food store. This practice should be managed by only allowing deliveries when the store is closed. However, the submitted Delivery and Servicing Management Plan states in Paragraph 3.1.2 that there would be 'no time restrictions for servicing', which raises highway safety concerns.
- 7.61 Therefore, the proposed development is contrary to Chapter 9 of the NPPF (2024), Policies T1, T2, T4, T6, and T6.3 of The London Plan (2021), and Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Local Plan Part 2 (2020). Thus, the application is recommended for refusal.

Air Quality

- 7.62 The proposed development is located within the Ruislip Town Centre Focus Area and approximately 480 metres outside the London Borough of Hillingdon Air Quality Management Area.
- 7.63 The proposed development is not air quality neutral and therefore the suitable level of damage cost has been calculated as per London Plan Air Quality Neutral Guidance. Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operational phase of the proposed development is calculated using London Plan Air Quality Neutral Guidance in this instance. Any mitigation measures proposed will be evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.
- 7.64 The undiscounted level of mitigation required to the proposed development for traffic emissions is £1,161,495. Deductions were applied in line with the proposed mitigation. Flat rate deductions applied are as follow: Travel Plan (15 per cent), Green Sustainable Measures (0 per cent), contribution to long term London Borough Hillingdon strategic long-term strategies (e.g. multimodal shift, contribution to local services) (0 per cent), totalling a reduction of £174,224.
- 7.65 Therefore, a Section 106 agreement is required to secure the Applicant's payment of a planning contribution of £987,271 to the London Borough of Hillingdon to mitigate the development's harm.
- 7.66 Further to the necessary Section 106 Agreement, the Council's Air Quality Officer recommended pre-commencement conditions regarding a low emission

strategy (LES), air quality dust management plan, and reducing emissions from demolition and construction.

- 7.67 Whilst the Applicant has agreed to pay the Section 106 financial contribution (had planning approval been recommended), they have not agreed to the recommended pre-commencement conditions. Accordingly, an air quality refusal reason is recommended.
- 7.68 The proposed development is therefore contrary to Policies SI 1 and GG3 of The London Plan (2021), Policy EM8 of the Local Plan Part 1 (2012), Policy DMEI 14 of the Local Plan Part 2 (2020), and Hillingdon Council's Air Quality Local Action Plan 2019-2024.

Noise

- 7.69 The Applicant submitted a Noise Impact Assessment (Noise Impact Assessment (reference 10890/BL Rev B, prepared by Acoustic Consultants, dated 07-01-2025).
- 7.70 The Council's Noise Pollution Officer was consulted and raised no objection to the proposed development, subject to a condition and an informative restricting noise rating levels emitted from the development to mitigate the noise impact of the proposed development on the existing environment.
- 7.71 If the proposal had been otherwise acceptable, conditions would also have been included restricting the hours of operation and hours of servicing to mitigate potential noise disturbance to adjacent residential occupiers.
- 7.72 Subject to conditions and informative, the proposal could comply with Policies D13 and D14 of The London Plan (2021) DMTC 4 of Part 2 of the Local Plan.

Accessibility

- 7.73 The Council's Accessibility Officer has reviewed the proposal and raised no objection. The proposal would achieve acceptable standards of accessible and inclusive design in accordance with Policy D5 of The London Plan (2021).

Urban Greening, Trees, Landscaping, and Public Realm

- 7.74 The Council's Landscape and Urban Design Officer has been consulted. They object to the proposed development, stating that the site benefits from mature boundary tree and shrub planting that adds to the verdant character of the Conservation Area. The landscape proposals would enlarge the area of hardstanding to allow large vehicles to manoeuvre, necessitating the removal of 19 trees (of 27 existing trees) and the removal of six (of eight) of the tree and shrub groups. The 19 trees proposed for removal involve one category B tree, 13 Category C trees, and five Category U trees. The tree and shrub groups proposed for removal involve four Category C and two Category U groups. Notwithstanding the above details from Appendix 3 of the submitted

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Arboricultural Report and Impact Assessment (prepared by FDA Landscape, dated January 2025), elsewhere in the submitted report it states that 17 trees and tree groups would be removed.

- 7.75 To mitigate the harm from the extensive tree removal (17 to 19 tree and tree groups), the submitted Planning and Retail Statement (prepared by Rapleys, dated February 2025) states that 'high quality landscaping has been proposed incorporating six new trees, five of which are located within the memorial garden to the south of the site.' However, the submitted detailed Landscape Proposals (drawing reference BEA-24-038-001-Rev-P04) only illustrates four proposed trees planted, with no trees in the memorial garden. The landscape proposals would only replace four to six trees to mitigate the 17 to 19 tree and tree groups removals. The boundary hedging would be broadly replaced, however, the limited space for these hedges cannot replace the existing tree and shrub boundaries and would reduce the Site's green edge character.
- 7.76 Further, the Council's Tree Officer has been consulted. They, like the Council's Landscape and Urban Design Officer, also object to the proposed development, stating the application's tree details are inconsistent and the proposed tree planting would be inadequate to replace the trees proposed for removal.
- 7.77 The garden redesign surrounding the locally listed Spitfire War Memorial would be over-contrived and no longer provide a positive area for sitting. Removing the pub, which is associated with the history of the locally listed Spitfire, would further harm the memorial's setting.
- 7.78 The proposal includes excessive hardstanding and insufficient soft landscaping. The submitted landscape scheme is not supported.
- 7.79 There is a reference to level changes across the Site to include ramped access, slopes, or ditches. This application does not provide the existing and proposed levels details to understand the implications of the levels fully.
- 7.80 The submitted Design and Access statement quotes Policy G5 but does not state the details of the proposed Urban Greening Factor. Nor does the submitted detailed landscape proposal drawing (BEA-24-038-001-Rev-P04) refer to the proposed Urban Greening Factor.
- 7.81 The proposed development would not appropriately contribute to the greening of London and would not provide acceptable levels of high-quality landscaping. The replacement planting would not offset the harm caused by the landscape removal works. The works would degrade the locally listed Spitfire War Memorial. As such, the proposal is contrary to Policies G5, G7, and D8 of The London Plan (2021) and Policy DMHB 14 of the Local Plan Part 2 (2020).

Biodiversity

- 7.82 The submitted preliminary ecological appraisal identified that 'the building on Site has suitability for roosting bats with lifted tiles and lead flashing providing

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Potential Roosting Features. The grassland and hedgerow within the Site afford foraging resources.’ No further assessment of the potential importance of the Site for bats has been presented. Where roosting bats may be present, professional bat surveys and building inspections are required to assess the likely presence of bats and the development's potential implications. This would provide an evidence-based appraisal on whether (1) a Natural England licence would be required and (2) whether the Local Planning Authority considers such a licence is likely to be issued. In this instance, the submission lacks sufficient information to enable the Council to consider the licence implications. The Applicant must submit further details to allow the decision maker to understand the possible implications on bats and reach a reasonable position on impacts and suitable mitigation.

- 7.83 The Site has some features of value regarding biodiversity, although it is a developed site with a collective value consistent with an urban development. However, the proposed development would result in a net reduction of biodiversity and remove the important biodiversity features. It does not achieve the statutory ten per cent biodiversity net gain requirements onsite. The Applicant has not submitted justification for failing to achieve the net gain requirement onsite, which should be the starting point for addressing biodiversity performance. Furthermore, the effect of the development is to reduce the onsite biodiversity value. It is reasonable to expect a development of this nature, and noting the limited extent of the biodiversity baseline, to achieve a better onsite performance and thereby retain a higher biodiversity value within the borough and London. Furthermore, the BNG assessment has used the incorrect metric (citing Metric v2.0 and referring to Defra 2023). The assessment must be updated using the most recent metric and guidance with a greater degree of BNG performance onsite or robust justification for why the Applicant cannot achieve this.
- 7.84 The proposed development is contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Chapter 15 of the NPPF (2024), Policies GG2, D8, and G6 of The London Plan (2021), and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Flooding and Drainage

- 7.85 The Site is in Flood Zone 1 (lowest flood risk) and is not within a Critical Drainage Area.
- 7.86 The Applicant has submitted a Flood Risk Assessment and Water Cycle Study (reference T001 Issue 3, prepared by Cora IHT, dated 10-01-2025).
- 7.87 The application proposes to manage rainwater via rainwater harvesting and green infrastructure. Infiltration has been justifiably discounted due to the desk study confirming conditions were unsuitable due to a bedrock of London Clay Formation. The sustainable drainage (SuDS) features would not discharge into a watercourse, which is justified because the nearest surface water body to the Site is the Pimms Brook, approximately 665 metres from the Site. SuDS features

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discharge into a surface water sewer. It is not confirmed how many discharge points there would be; however, these would be located on Sharps Lane or Ickenham Road and connect to the existing outfalls. Flow would be restricted by a Hydrobrake Flow Control device. The Site would not impact local groundwater flood risk and is not located within a fluvial flood zone.

- 7.88 The Council's flood risk and drainage consultant raised concerns regarding several application shortcomings on 06 March 2025 which Planning Officers shared with the Applicant. The Applicant subsequently submitted revisions. The Consultant reviewed these revisions and still raised the following remarks on 12 May 2025:

'We recommend that the following information is provided before approval of the application:

- The applicant should provide an area summary within the calculations which should demonstrate use of the full site area.

The following items can be addressed at Discharge of Condition stage:

- The applicant has not provided the greenfield, proposed or existing run off volumes for the 1 in 100-year 6-hour storm event.
- The applicant should provide the existing run off rates for the site.'

- 7.89 At the time of writing this report, it is therefore concluded that the application has failed to demonstrate there would not be unacceptable flood-risk/drainage implications arising from the proposal. A reason for refusal is therefore included in Appendix 1 relating to the failure to comply with Policies SI12 and SI13 of The London Plan (2021), Policy EM6 of the Local Plan Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Local Plan Part 2 (2020). However, Members are advised to note that the applicant has submitted additional flood-risk/drainage information, which is currently under consideration by the Council's flood-risk/drainage consultant and an update on this matter will be provided in the Addendum Report/at the Committee meeting.

Water Efficiency

- 7.90 To ensure the development would minimise the use of mains water, a compliance planning condition would have been recommended (in the event of a positive recommendation) to ensure the development would achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development), and incorporate measures such as smart metering, water saving, and recycling measures, including retrofitting.
- 7.91 Subject to condition, the proposal could comply with Policy SI5 of The London Plan (2021).

Energy and Sustainability

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- 7.92 The Applicant submitted an Energy Usage and Sustainability Statement (reference 24-4571, Revision B, prepared by C. Naylor & S. Ogden, dated 27.05.2025).
- 7.93 The Council's Energy Officer has reviewed the proposal and has no objections. Notwithstanding, they highlighted that the submitted energy assessment is not in accordance with the Greater London Authority guidance, and it does not demonstrate the minimum requirements for savings from efficiency measures within the fabric of the building. They noted that the roof design includes a significant quantity of photovoltaic panels, which would provide optimum performance for approximately 15 years. The requirement for energy efficiency measures within the fabric of the building is to reduce the need for energy in the first place. The general approach adopted in the submitted energy assessment is broadly acceptable, although further effort should be directed to increasing the efficiency of the fabric, and the energy assessment must be updated to reflect the Energy Assessment guidance of the Greater London Authority.
- 7.94 Despite not having an entirely appropriate energy assessment, it is reasonable to accept that the zero-carbon target set by Policy SI 2 of The London Plan (2021) can be reached onsite, or through a combination of on and offsite solutions with the latter through a contribution to the Council's carbon offset fund. A further condition could secure details regarding the future connection to a District Heating Network. The Applicant has agreed to the 'Be Seen' post-construction energy monitoring Section 106 obligation and the Carbon Offset sum based on an Updated Energy Strategy Section 106 obligation.
- 7.95 As such, the proposal would comply with Policies SI2, SI3, and SI4 of The London Plan (2021), Policy EM1 of the Local Plan Part 1 (2012), and Policies DMEI 2 and DMEI 3 of the Local Plan Part 2 (2020) subject to a zero-carbon energy condition and a District Heating Network condition, and a Section 106 legal agreement regarding 'Be Seen' post-construction energy monitoring and clause to secure a carbon contribution should this mitigation be necessary following the review of the revised details.

Waste Management

- 7.96 The submitted Planning Statement states that 'Delivery vehicles are also used to remove waste from the store on their return journey to the Regional Distribution Centre where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions.' The report further states that 'Lidl lead the sector in terms of recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80 per cent of all waste produced in store is recycled.'
- 7.97 The Applicant has not annotated bins on drawings or detailed waste capacity within the application. Notwithstanding, The Council's Waste and Recycling Officer has been consulted, and they have not objected to the proposed development.

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- 7.98 The proposal complies with Policy SI7 of The London Plan and DMHB 11 of the Local Plan Part 2.

Land Contamination

- 7.99 The Site is within a Potentially Contaminated Land area.
- 7.100 The Applicant submitted a Phase 1 Contamination Site Investigation & Preliminary Risk Assessment (reference 1246.01.01, prepared by Remada Geoconsultants, dated 21-03-2024 and a Phase 2 Contamination Ground Investigation (reference 1246.02.01, prepared by Remada Geoconsultants, dated 24.04.2024).
- 7.101 The Council's Land Contamination Officer has been consulted and advised that they have no objection to the proposed development subject to a land contamination condition. This condition includes the submission of a scheme for dealing with unacceptable contamination, which can be submitted post-demolition and site clearance.
- 7.102 Subject to condition, the proposal could comply with Policies DMEI 11 and DMEI 12 of the Local Plan Part 2 (2020).

Fire Safety

- 7.103 The Applicant submitted a Planning Fire Safety Strategy (V02, reference 3649.PFSS.03.02.25, prepared by BB7, dated 03.02.2025).
- 7.104 The technical aspects of the materials to be used in any development, in relation to fire safety, are considered under the Building Act (1984) and specifically the Building Regulations, Approved Document B. These require minimum standards for any development. The Regulations cover a range of areas including structure and fire safety. Any person or organisation carrying out development can appoint either the Council's Building Control Service or a third party Registered Building Control Approver (RBCA) as the Building Control Body (BCB), to ensure the requirements of the Building Regulations are met. The BCB carry out an examination of drawings for the proposed works and make site inspections during construction work to ensure the works are conducted in accordance with the Building Regulations. On satisfactory completion of work the BCB would issue a Completion Certificate to confirm that the works comply with the requirement of the Building Regulations.
- 7.105 The fire strategy will be subject of further review during the detailed design stages to ensure compliance with relevant building design requirements including the relevant Building Regulations.
- 7.106 London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety to ensure the safety of all building users. In summary, for major proposals a Fire Statement prepared by a qualified third party shall detail

how the building would function in terms of (in summary): construction methods and materials; means of escape and evacuation strategy; features which reduce risk to life such as fire alarms, and their management; access for fire service personnel and equipment; provision of space for fire appliances to gain access; and ensuring that any future modifications to the building would not compromise fire safety/protection measures. The submitted Planning Fire Safety Strategy addresses the matters raised in the London Plan.

- 7.107 The submitted Planning Fire Safety Strategy complies with Policies D5 and D12 of The London Plan (2021) with regards fire safety.

Digital Connectivity

- 7.108 If approval had been recommended, a planning condition to ensure sufficient ducting space for full fibre connectivity infrastructure would be provided to achieve compliance with Policy SI6 of The London Plan (2021).

Planning Obligations

- 7.109 Policy DMCI 7 of the Local Plan Part 2 states to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL). Planning obligations will be sought on a scheme-by-scheme basis to secure the provision of affordable housing in relation to residential development schemes, where development has infrastructure needs that are not addressed through CIL, and to ensure that development proposals provide or fund improvements to mitigate site-specific impacts made necessary by the proposal. Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.
- 7.110 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 6 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
- 7.111 The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.
- 7.112 Had approval been recommended, the Section 106 Heads of Terms would include the following:
- I. Air Quality Mitigation contribution of £987,271.

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- II. An Employment/Construction Training Scheme and post-construction local employment scheme secured in accordance with the Council's Planning Obligations SPD.
- III. 'Be Seen' post-construction energy monitoring to be carried out in accordance with the GLA 'Be Seen' Energy Monitoring Guidance London Plan Guidance Documents (2021).
- IV. A Carbon Offset sum based on an Updated Energy Strategy to be submitted to discharge condition, with the offset calculation based on £95 per tonne of CO2 over a 30-year period.
- V. A financial contribution of 5 percent of the s106 contributions for the purpose of monitoring the implementation of planning obligations, in accordance with the Council's Planning Obligations SPD.

7.113 It is acknowledged that the applicant has confirmed their acceptance of the above Heads of Terms (excluding V which would be confirmed in the Addendum Report/Committee). Nevertheless, in the absence of a completed S106 legal agreement, it is necessary to include a reason for refusal relating to failure to mitigate the impacts which would arise from the proposed development. Accordingly, refusal reason no. 8 has been included in Appendix 1. In the event of a planning appeal, this reason for refusal could be addressed through negotiation of a satisfactory S106 legal agreement by the parties.

Environmental Impact Assessment

7.114 No EIA Screening Opinion Request was submitted to the Council. However, given the scale, nature, and location of the proposal, Officers are satisfied that an Environmental Statement would not be required as the development impacts would be localised.

8 Other Matters

Human Rights

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

Equality

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

Local Finance Considerations and CIL

- 8.3 As of 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sq. m. or more were liable for the Mayoral Community Infrastructure Levy (CIL), as legislated by the CIL Regulations 2010 and The CIL (Amendment) Regulations 2011. From April 2019, the liability payable is £60 per sq. m. The MCIL2 charging schedule rate, including indexation for calendar year 2025, is £71.09 per sq. m.
- 8.4 The London Borough of Hillingdon Council is a collecting authority for the Mayor of London, and this liability shall be paid to the London Borough of Hillingdon Council in the first instance.
- 8.5 In addition to MCIL2, the development represents Chargeable Development under the Hillingdon CIL, which came into effect on 1 August 2014. The liability payable is as follows:
- Retail development greater than 1,000 sq. m. outside designated town centres
 - £215 per sq. m.
- 8.6 This CIL liability is in addition to the Section 106 planning obligations.
- 8.7 The proposed development consists of the following floor areas:
Retail (Use Class E) – 1,825 sq. m.
- 8.8 The construction of these floor areas results in the following CIL charges (subject to indexation):
Local CIL - £392,375
Mayoral CIL - £129,739.25

9 Conclusion / Planning Balance

- 9.1 The Local Planning Authority cannot support the principle of development as the Applicant has submitted insufficient evidence to justify the out-of-centre retail floor space and the loss of the public house.
- 9.2 The proposed development would be an uncharacteristic form of development that would fail to harmonise with the Conservation Area's character and would unduly harm designated heritage assets (Ruislip Conservation Area and the Grade II Listed White Bear Public House) and non-designated heritage assets (locally listed Old Orchard and locally listed Spitfire war memorial). The public benefits of the proposal would not outweigh the harm it would cause to the heritage assets.

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- 9.3 The proposed development would not adequately facilitate walking, cycling, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management. Furthermore, the application has not demonstrated that the proposal would not increase road danger.
- 9.4 The proposed development would result in an inappropriate net loss of biodiversity and an unacceptable loss of trees. The Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats.
- 9.5 The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Air Quality Focus Area. It would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. Furthermore, the Council has not secured an agreement with the Applicant regarding the pre-commencement planning conditions necessary to mitigate the air quality harm that the proposed development would cause. The Applicant has confirmed their agreement to pay the air quality mitigation contribution (£987,271) that would have been required had approval been recommended.
- 9.6 At the time of writing, it has not been satisfactorily demonstrated that the application includes sufficient flood risk and drainage details. Albeit the applicant has recently submitted further information which is currently being assessed by the Council's Flood-Risk and Drainage Consultant. As noted previously, an update on this matter will be provided through the Addendum Report/at the Committee meeting.
- 9.7 For the reasons explained throughout this report, the proposal conflicts with the Development Plan. The benefits of the proposal (as discussed at paragraphs 7.34 and 7.35 of this report) do not outweigh the significant harms which would arise from the proposal. Moreover, there are no material considerations which indicate that the policies of the Development Plan should not prevail. Accordingly, it is recommended that the planning application be refused.

10 Background Papers

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

APPENDICES

Planning Application

62963/APP/2024/3371

Appendix 1: Recommended Reason(s) for Refusal and Informatives

Reasons for Refusal

1. NON2 Non Standard reason for refusal - Design and Heritage

The proposed development, by reason of the demolition of a locally listed building and the replacement building's design, scale, and prominence, and proposed landscaping, including the removal of Conservation Area trees, would result in an uncharacteristic form of development that would fail to harmonise with the local character of the Conservation Area and harm designated and non-designated heritage assets whereby the public benefits would not outweigh the harm. The proposed development would have a detrimental impact on the area's character, appearance, and visual amenities. It is, thus, contrary to Chapters 12 and 16 of the National Planning Policy Framework (2024), Policies D3, HC1 and HC7 of the London Plan (2021), Policies HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMHB 1, DMHB 2, DMHB 3, DMHB 4, DMHB 9, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

2. NON2 Non Standard reason for refusal - Retail Impact

The Applicant has not submitted sufficient evidence to justify the out-of-town centre location of retail floor space and has failed to demonstrate that the proposal would not have an unacceptable harmful impact upon the vitality and viability of town centres and local parades. The proposed development is, thus, contrary to Chapter 7 of the National Planning Policy Framework (2024), Policy SD7 of the London Plan (2021), Policy E5 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (2020).

3. NON2 Non Standard reason for refusal - Loss of Public House

The planning application has failed to demonstrate through the submission of authoritative marketing evidence that there is no realistic prospect of the locally listed building (the Old Orchard Public House) being brought back into use as a public house in the foreseeable future. Therefore, the principle of the loss of the public house is unacceptable, contrary to Policy HC7 of the London Plan (2021).

4. NON2 Non Standard reason for refusal - Highways

The proposed development would not adequately facilitate walking, cycling, or public transport and would include an oversupply of car parking. The Applicant has failed to submit a Parking Management and Design Plan to detail the car park's management, and the application has not demonstrated that the proposal would not increase road danger. Therefore, the proposed development contradicts Chapter 9 of the National Planning Policy Framework (2024) and Policies T1, T4, T6, and T6.3 of The London Plan (2021), Policies DMT 1, DMT 2, DMT 5, and DMT 6 of the Hillingdon Local Plan: Part 2 (2020).

5. NON2 Non Standard reason for refusal - Biodiversity

The proposed development would result in an inappropriate net loss of biodiversity and an unacceptable loss of trees. The Applicant has not submitted sufficient details regarding the proposal's Urban Greening Factor and the development's potential impact on onsite roosting bats. The proposal is, therefore, contrary to Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), Chapter 15 of the National Planning Policy Framework (2024), Policies GG2, D8, G5, G6, and G7 of The London Plan (2021), and Policies DMEI 7, DMHB 12, and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

6. NON2 Non Standard reason for refusal - Air Quality

The proposed development would contribute to unacceptable pollutant emissions in the Ruislip Town Centre Focus Area. The proposed development would not be air quality neutral or air quality positive, and the measures proposed are insufficient to mitigate the total emissions. The Applicant has not agreed to the recommended pre-commencement air quality planning conditions. As such, the development is contrary to Paragraphs 187 and 199 of the National Planning Policy Framework (2024), Policy SI 1 of The London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), and the London Borough of Hillingdon Air Quality Local Action Plan 2019-2024.

7. NON2 Non Standard reason for refusal - Flood Risk/Drainage

The Applicant has submitted insufficient flood risk and drainage details to ensure that surface water is managed appropriately to mitigate risk of flooding, contrary to Policies SI12 and SI13 of The London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

8. NON2 Non Standard reason for refusal - Planning Obligations

In the absence of a Section 106 Agreement, the Applicant has failed to mitigate the impacts posed by the proposed development (in respect of Air Quality, Employment, Energy Monitoring and Carbon Offsetting and Obligation Monitoring). The scheme therefore conflicts with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policies DMCI 7, DMEI 14 and DMEI 2 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policies DF1 and SI 1, SI 2 of the London Plan (2021); and paragraphs 56-58, 187 and 199 of the National Planning Policy Framework (2024).

Informatives

Appendix 2: Relevant Planning History

62963/ADV/2010/26 The Orchard Ickenham Road Ruislip

Installation of 1 externally illuminated fascia sign, 1 non-illuminated carpark sign, 1 externally illuminated entrance sign, and 1 internally illuminated 'lollipop' sign.

Decision: 16-06-2010 Split Decision
(P)

62963/ADV/2010/5 The Orchard Ickenham Road Ruislip

Signage relating to new Premier Inn hotel located on existing Whitbread site.

Decision: 26-04-2010 No Further
Action(P)

62963/ADV/2015/65 The Orchard Ickenham Road Ruislip

Installation of 3 x externally illuminated fascia signs, 4 x externally illuminated stand alone signs and 1 x internally illuminated menu light box

Decision: 18-02-2016 Approved

62963/APP/2007/1056 The Orchard Ickenham Road Ruislip

ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE 13 BEDROOMS AND CONVERSION OF FIRST FLOOR TO PROVIDE 10 BEDROOMS TO CREATE A 23-BEDROOM HOTEL WITH RESTAURANT AT GROUND LEVEL (INCLUDING ALTERATION TO EXISTING FACADE) (AMENDED ELEVATIONAL DRAWINGS RECEIVED)

Decision: 20-12-2007 Withdrawn

62963/APP/2007/3884 The Orchard Ickenham Road Ruislip

ERECTION OF A TWO STOREY REAR EXTENSION TO PROVIDE 14 BEDROOMS AND CONVERSION OF FIRST FLOOR TO PROVIDE 10 BEDROOMS TO CREATE A 24-BEDROOM HOTEL WITH RESTAURANT AT GROUND LEVEL (INCLUDING ALTERATION TO EXISTING FACADE).

Decision: 17-10-2008 Approved

62963/APP/2009/973 The Orchard Ickenham Road Ruislip

Details in compliance with conditions 2 (Materials), 3 (Treatment of Window Areas), 5 (Survey Plan), 7 (Tree Protection), 8 (Landscaping Scheme), 10 (Landscape Maintenance), 15 (Access to Buildings), 16 (Surface Water Disposal) and 17 (Sight Lines) of planning

permission ref: 62963/APP/2007/3884 dated 17/10/2008 (Erection of a two storey rear extension to provide 14 bedrooms and conversion of first floor to provide 10 bedrooms to create a 24-bedroom hotel with restaurant at ground level (including alteration to existing facade).

Decision: 06-10-2009 Approved

62963/APP/2010/894 The Orchard Ickenham Road Ruislip

Details in compliance with conditions 11 (air extraction), and 13 (external lighting) of planning permission 62963/APP/2007/3884 dated 21/2/07:- new 24 bedroom hotel with restaurant

Decision: 27-05-2010 Approved

Appendix 3: List of Relevant Planning Policies

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E5	(2012) Town and Local Centres
PT1.HE1	(2012) Heritage
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM8	(2012) Land, Water, Air and Noise

Part 2 Policies:

EM6	(2012) Flood Risk Management
DME 5	Hotels and Visitor Accommodation
DMEI 3	Decentralised Energy
DMEI 14	Air Quality
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 9	War Memorials
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement

DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI6	(2021) Digital connectivity infrastructure
LPP HC1	(2021) Heritage conservation and growth
LPP D1	(2021) London's form, character and capacity for growth
LPP D14	(2021) Noise
LPP D4	(2021) Delivering good design
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP E9	(2021) Retail, markets and hot food takeaways

LPP E10	(2021) Visitor infrastructure
LPP HC7	(2021) Protecting public houses
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP E11	(2021) Skills and opportunities for all
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP SI1	(2021) Improving air quality
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T7	(2021) Deliveries, servicing and construction
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.3	(2021) Retail parking
LPP T6.5	(2021) Non-residential disabled persons parking
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF4 -24	NPPF4 2024 - Decision making
NPPF6 -24	NPPF6 2024 - Building a strong, competitive economy
NPPF7 -24	NPPF7 2024 - Ensuring the vitality of town centres

NPPF9 -24	NPPF9 2024 - Promoting sustainable transport
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
NPPF15 -24	NPPF15 2024 - Conserving and enhancing the natural environment
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment