

DELEGATED DECISION

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

APPROVAL RECOMMENDED: GENERAL Select an Option

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

REFUSAL RECOMMENDED: GENERAL

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

RESIDENTIAL DEVELOPMENT

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

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

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

CERTIFICATE OF LAWFULNESS

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

CERTIFICATE OF LAWFULNESS

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

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

Case Officer:

Signature:

Date:

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

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

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

Item No. **Report of the Head of Development Management and Building Control**

Address: LIDL FOODSTORE VICTORIA ROAD RUISLIP

Development: External alterations to the building involving the installation of automated sliding doors and surrounding glazing on the eastern elevation to provide access to new in-store recycling facilities.

LBH Ref Nos: **5039/APP/2024/1313**

Drawing Nos: 4908-0400 (Rev. P08)
 4908-0111 REV P01
 4908-0300 REV P01
 4908-0303 REV P08
 4908-0401 REV P07
 4908-0400 REV P05

Date Plans received: 23-05-24 **Date(s) of Amendments(s):**

Date Application valid 23-05-24

1. SUMMARY

The proposed installation of new sliding doors and associated glazing at the east elevation of the building, involving minor alterations to the internal layout of the LIDL store within the warehouse area at the east side, are considered minor and acceptable under design and amenity terms. The development would have no harmful effects on the character and appearance of the building or surrounding area and would have no impact on highways/transport considerations or on accessibility to the building. In addition, the proposed enhancement of recycling facilities within the store are welcomed and supported.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, drawings numbered 4908-0111 (Rev. P01), 4908-0300 (Rev. P01), 4908-0303 (Rev. P08), 4908-0400 (Rev. P05) and 4908-0401 (Rev. P07) together with the Flood Risk Assessment (Ref. 681375-R1-0) dated 9th May 2024 and Cover Letter (Ref. JM/KN0028/20) dated 10th May 2024 and shall thereafter be retained and maintained for as long as the development remains in existence.

REASON

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

3. HH-M2 External surfaces to match existing building

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy DMHB11 of the Hillingdon Local Plan Part 2 (2020) and policy D3 of the London Plan (2021).

INFORMATIVES

1. I99 Non Standard Informative

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a LIDL store and associated car parking area at its west side. The site is located at the south side of Victoria Road, Ruislip.

The site and surrounding units at the south of this stretch of Victoria Road form a commercial / industrial area, which are accessed via Victoria Road, with residential properties at the opposite side, towards the north side. The site is also positioned at the west side of Stonefield Way, which forms a predominantly one-way route within the industrial area, with vehicles entering Stonefield Way from the east junction before re-emerging onto Victoria Road, towards the west side.

The building's elevation is finished in white render with a strip light on its lower section, with the upper part consisting of grey cladding. Wall-mounted advertisement billboards are located to the north and south of the sections of the elevation, and to the east side of the store's car park.

The application site previously formed part of the Stonefield Way IBA and now forms part of the 'developed area'. The site has a PTAL score of 1b and also lies partly in Flood Zone 2 of the Yeading Brook. As such, there are areas that are at medium risk of surface water flooding and the site therefore sits within a Critical Drainage Area.

3.2 Proposed Scheme

This application seeks planning permission for the installation of sliding doors at the east elevation and associated glazing, which would enable access to a new in-store recycling facility, within the warehouse section of the building, at its east side. This space would provide shoppers with the option to return empty bottles and cans via reverse vending machines for recycling.

The proposed doors would have dark grey frames to match the existing finishing of the building and would measure 2.40 metres in height with automated doors.

Pedestrian access to the doors would be achieved via a new section of pavement, to the east. The proposed section of pavement forms part of a separate planning application which seeks permission for the demolition of the non-food retail unit to the east of the Lidl store, and the extension and reconfiguration of the car park (Council Reference 5039/APP/2024/1316), which has not been determined.

3.3 Relevant Planning History

5039/APP/2020/1339 LIDL FOODSTORE VICTORIA ROAD RUISLIP

The demolition of a non-food retail unit and the extension and reconfiguration of the car park

Decision: 21-08-2020 Approval

Comment on Planning History

- Planning application Reference 5039/APP/2020/1339 for the demolition of a non-food retail unit and the extension and reconfiguration of the car park (approved on the 21st August 2020).

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

EXTERNAL CONSULTATION

35 letters of consultation were sent to neighbouring properties and an additional letter of consultation was sent to the Ruislip Residents Association on the 30th May 2024. All forms of consultation expired on the 20th June 2024.

No letters of representation were received from neighbouring residents.

INTERNAL CONSULTATION:

Access Officer:

No objections and no accessibility issues raised. Informative recommended, to ensure requirements under the Equality Act 2010 are fully met by the applicant.

Officer's Response:

Equality Act 2010 Informative is included in the recommendation.

Highways Officer:

No objections/concerns raised.

6. Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
BE1 Development within archaeological priority areas
BE18 Design considerations - pedestrian security and safety
DMHB 11 Design of New Development
DMHB 13 Shopfronts
LPP D3 (2021) Optimising site capacity through the design-led approach
LPP D4 (2021) Delivering good design
LPP D5 (2021) Inclusive design
LPP SI12 (2021) Flood risk management
LPP SI7 (2021) Reducing waste and supporting the circular economy
NPPF2 -23 NPPF2 2023 - Achieving sustainable development
DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking

In addition: Development Plan
Planning law requires that applications for planning permission be determined

in accordance with the development plan, unless material considerations indicate otherwise.

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

The Local Plan: Part 1 - Strategic Policies (2012)

The Local Plan: Part 2 - Development Management Policies (2020)

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2023) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

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

The proposed development would involve minor alterations to the east elevation of the building, fronting the existing car parking area. In the absence of an uplift of commercial floorspace or an extension of the building and considering the distance from neighbouring residential properties at the west side of the site, at the opposite side of Victoria Road, no concerns are raised over impact on residential amenity.

As such, the development would not conflict with amenity considerations in terms of noise, disturbance, sunlight/daylight or privacy and would be compliant with policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), which states development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space and should therefore be acceptable in terms of design, scale, massing and siting.

Due to the minor nature of the development and in the absence of significant alterations to the LIDL store, the proposal raises no concerns in terms of amenity and would not represent an un-neighbourly form of development, in accordance with Policy D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and part B) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.2 Impact on Street Scene

Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;

- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
- ii) ensuring the use of high quality building materials and finishes;
- iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
- iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
- v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed access sliding doors would be at the east elevation of the building, overlooking the car park. These would not be prominent, by virtue of their minor scale and position at a side elevation. Under these terms, the development would not detract from the character and appearance of the building and the doors would not be seen as an obtrusive form of development if viewed from the streetscape and public realm.

Given the acceptable scale, siting, and design of the proposed sliding doors, the proposed development would be acceptable under visual terms and compliant with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.3 Traffic Impact/Pedestrian Safety

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The above policy requirements are noted. However, the proposed means of access for the recycling unit within the LIDL store would not conflict with parking requirements and layout and therefore the Highways Authority raised no concerns with regards to the proposals. The development would not represent a loss of parking and would not generate additional parking stress.

In light of the above considerations, the proposed external alterations would not raise concerns in connection to highways and transport considerations and would be in accordance with policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and policies T4 and T6 of the London Plan (2021).

7.4 Carparking & Layout

Please see the Traffic Impact / Pedestrian Section of the Delegated Report.

7.5 Urban Design, Access and Security Considerations

URBAN DESIGN:

The development would be acceptable in terms of visual amenity and would be minor in scale, involving only the installation of sliding doors at the east elevation, which would not appear at odds with the character and appearance of the building. An assessment of the design considerations is assessed above in the 'Impact on Street Scene' section.

ACCESSIBILITY:

Policy D5 of the London Plan (2021) states that development proposal should achieve the highest standards of accessible and inclusive design. Step-free access is enabled via the main entrance to the store and the introduction of sliding doors at the east side would not compromise disabled access within the site.

FIRE SAFETY:

Policy D12 of the London Plan requires the submission for major forms of development proposal, which should be produced by a third party, independent and suitably qualified assessor. A Fire Safety Assessment was therefore not required in this instance by reason of the minor scale of the development,

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT:

The proposed development only involves a very minor increase of retail commercial floor space (1.0 sqm). The application therefore raises no concerns with regards to land use. The new sliding doors would be broadly in accordance with the aspirations set out by policy S1 of the London Plan (2021) which seeks for development proposals to provide high quality, inclusive infrastructure that addresses local or strategic needs.

TREES AND LANDSCAPING:

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The development would have no effects on existing trees or landscaped areas within the site, by reason of the nature of the works within the east elevation. Under these terms, no conditions requiring details of soft and hard landscaping are required and the development would not conflict with policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

DRAINAGE:

The site is in Flood Zones 1 and 2, within an area at risk of surface water flooding and a Critical Drainage Area. The application is therefore accompanied by a Flood Risk Assessment (FRA). The FRA identifies that the proposed development will not change the flood risk vulnerability

classification of the site and that the sequential test should not be applied, in particular due to the very minor nature of the proposal. The proposal will not increase the risk of flooding, nor will it make existing site users more vulnerable to the risk of flooding. It is therefore considered that the proposal complies with Policy DMEI9 of the Local Plan Part 2 (2020) and Policy SI12 of the London Plan (2021).

CONCLUSION:

The proposed extensions would cause no harm to the character and appearance of the street scene and would have no detrimental effects on the residential or visual amenity of the site. In addition, the development would have no harm on highway safety and would not result in additional pressure on parking or movements within the highways network. Overall, the development would improve recycling facilities within the store and is therefore supported. It is therefore recommended to approve the planning application subject to conditions.

8. Reference Documents

National Planning Policy Framework (February 2023)

The London Plan (March 2021)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

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