

**Company:** Q & A Planning Limited

**SLR Consulting Limited**

Proposed NEXT Store, Ruislip –  
Noise Assessment

**Date:** 18 March 2025

**Project No.** 403.066060.00001

## **RE: Proposed NEXT Store, Ruislip – Noise Assessment**

### **1.0 Introduction**

This Technical Memorandum (memo) provides details of a noise assessment which is required to validate part of a planning application for a new NEXT clothing store located at Ruislip Retail Park, Ruislip, HA4 0QE ('the Site'). The description of the development proposals is provided below:

*"Installation of an internal mezzanine floor that can be used for Class E(a) retail purposes to sell clothing, footwear and ancillary items and all other items that are permitted under condition 12 of permission 43510/APP/2012/3176 together with back of house storage space'*

It is understood that a separate planning application will be submitted for the changes to the shopfront and use of the retail unit; therefore, the noise assessment included within this memo is only concerned with the installation of the internal mezzanine floor (the Proposed Development).

With reference to the above it is anticipated that there will be an increase in customers and deliveries to the store as a result of the Proposed Development, leading to a potential increase in traffic associated with the Site. This Technical Memo will therefore present an assessment of the potential noise effects associated with the change in traffic volumes.

### **2.0 Site Description**

The Site is located at the approximate National Grid Reference (NGR): x512320, y185620. The Site falls within the administrative area of the London Borough of Hillingdon (LBoH). The surrounding area comprises:

- The wider Ruislip Retail Park in each direction, with associated retail car parking located immediately to the north, and wider commercial buildings to the east, south and west; and
- Victoria Road located approximately 70m to the north and Field End Road located approximately 65m to the east. Immediately beyond both roads are existing residential dwellings

The Site location and immediate surroundings can be seen in Figure 2-1 overleaf.



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**Figure 2-1 Site Location**



## **3.0 Assessment Methodology and Significance Criteria**

### **3.1 Technical Guidance and Best Practice**

As the assessment is concerned with the potential noise impacts of increased traffic levels at the Site it has been undertaken with reference to the following guidance and British Standards:

- The Guidelines for Environmental Noise Impact Assessment.
- Calculation of Road Traffic Noise (CRTN).
- Design Manual for Roads and Bridges Volume (DMRB).

### **3.2 Assessment of Effects**

The Proposed Development has potential to alter noise levels near the affected highways network. In accordance with the DMRB an assessment to include all roads where it is anticipated that noise from traffic may change was completed.

As no survey has been undertaken, the impact of Development-related traffic noise upon existing receptors was calculated in accordance with the methodology set out in the CRTN. The predicted increase in traffic flows and the affected road links located around the Site



were determined following consultation with SLR's transport team. For each road link carriageway, the Basic Noise Level (BNL) was calculated for the 'With Development' scenarios. The BNL is the  $L_{A10}$ , T dB noise level at 10m from the kerb of the road link carriageway assessed.

### 3.2.1 Impact Magnitude Criteria

The criteria for categorising the magnitude of the change in traffic noise upon existing receptors is detailed in **Table 3-1**.

**Table 3-1 Criteria for Determining the Magnitude of Impact**

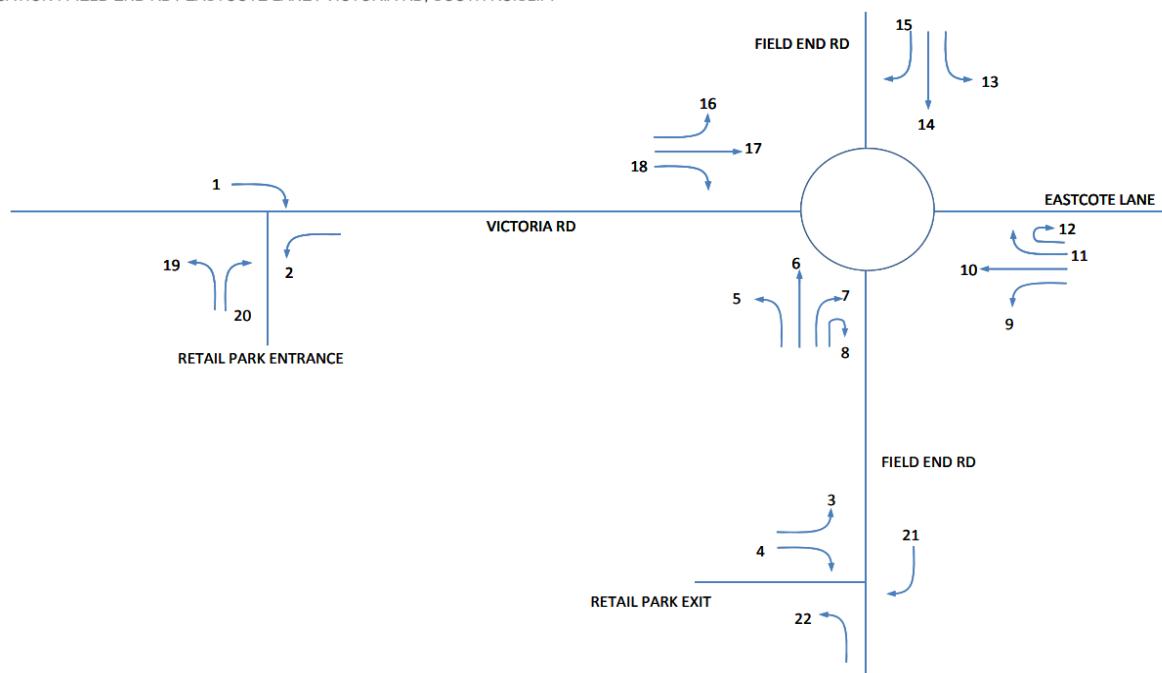
Magnitude Descriptor	Noise Change $L_{A10,18hr}$ dB
Major	5.0+
Moderate	3.0 – 4.9
Minor	1.0 – 2.9
Negligible	Less than 0.9

## 4.0 Assessment

Based on the above the change in traffic noise level for the six most affected links has been calculated. The six most affected links are shown in Figure 4-1 below.

**Figure 4-1 Affected Road Links**

LOCATION : FIELD END RD / EASTCOTE LANE / VICTORIA RD, SOUTH RUISLIP.



The results of the assessment of traffic noise as a result of the installation of the Proposed Development are presented in **Table 3-2** overleaf.

The noise level predictions take in account typical weekday volumes of traffic during the 18-hour period from 6am to midnight (18-hour Average Annual Weekday Traffic) which have been determined in conjunction with the '*Transport Statement*' for the Site produced by SLR (Ref: 415.064851.00001, dated 20<sup>th</sup> December 2024).



# Technical Memorandum



Table 4-1 Results of Traffic Noise Assessment

Link	Without Scheme				With Scheme				Change in BNL, dB	Impact Magnitude
	AAWT	% HGV	Average Speed km/h	BNL dB	AAWT	% HGV	Average Speed km/h	BNL dB		
Field End Road North of Roundabout	20929	2.1	50	69.7	20970	2.1	50	69.7	0	Negligible
Eastcote Lane	23241	2.5	50	70.2	23275	2.5	50	70.2	0	Negligible
Field End Road (North of Retail Park Exit)	19491	3.5	50	69.4	19571	3.5	50	69.4	0	Negligible
Field End Road (South of Retail Park Exit)	18961	3.5	50	69.1	18974	3.5	50	69.1	0	Negligible
Victoria Road (East of Retail Park Entrance)	26661	3.0	50	71.0	26711	3.0	50	71.1	+0.1	Negligible
Victoria Road (West of Retail Park Entrance)	26268	3.0	50	70.7	26333	3.0	50	70.7	0	Negligible



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## 5.0 Discussion

Table 3-2 shows that the predicted increase in BNL at the road links will be no greater than 1 dB(A). For all of the road links, with the exception of Victoria Road (East of Retail Park Entrance), there is no anticipated increase in noise levels. At Victoria Road (East of Retail Park Entrance), the predicted noise level increase is 0.1 dB(A).

With reference to Table 3-1, the impact of the Proposed Development is therefore considered **negligible** across all road links and consequently the receptors in the vicinity of these links will experience no significant effects.

## 6.0 Conclusion

SLR has undertaken a noise assessment to validate part of a planning application for a new NEXT clothing store located at Ruislip Retail Park, Ruislip, HA4 0QE ('the Site'). The description of the development proposals is provided below:

*"Installation of an internal mezzanine floor that can be used for Class E(a) retail purposes to sell clothing, footwear and ancillary items and all other items that are permitted under condition 12 of permission 43510/APP/2012/3176 together with an ancillary café and back of house storage space'*

It is understood that a separate planning application will be submitted for the installation of the 'café' and back of house storage; therefore, the noise assessment has only considered installation of the internal mezzanine floor (the Proposed Development).

With reference to the above there will be an increase in customers and deliveries to the store as a result of the Proposed Development, leading to an increase in traffic associated with the Site. This memo has therefore presented an assessment of the potential noise effects associated with the change in traffic movements.

The traffic noise assessment has found that the increase in noise levels on the most affected road links due to the Proposed Development would be no greater than 1 dB(A), which equates to a **negligible impact** and will therefore result in an insignificant effect on receptors in the vicinity of these road links.

SLR can therefore confirm that the increased traffic levels associated with the Proposed Development will have no significant noise impacts.

Regards,

**SLR Consulting Limited**



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## Closure

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