

Transport/Highways Appraisal

Reference	50209/APP/2026/372
Location	HOMEBASE VICTORIA RETAIL PARK VICTORIA ROAD RUISLIP
Proposal	Continuation of use as a retail unit (Class E(a), including food sales), with external alterations to the front, rear and side elevations of the unit, demolition of the existing garden centre lean to structure, provision of plant area, installation of new trolley bays in car park, cycle parking and other associated works. (Related to Planning Application ref. 50209/APP/2026/371)
Case Officer	Sally Robbins
Recommendation	GRANT (subject to the conditions outlined below)

Site Characteristics & Background

The site is located within Victoria Retail Park (VRP) fronting Victoria Road (designated as a 'classified' road) which incorporates a 'Homebase' unit and several other commercial establishments such as 'Tapi' carpets & 'Pure Gym' positioned within the western segment of VRP, whilst the eastern segment incorporates the remaining DFS and Curry's PC world retail units.

Serving the whole VRP, off-street parking provisions in the region of 336 spaces are present to the front of the application site (western segment) whilst immediately to the east, 197 spaces are in evidence fronting DFS and Curry's PC world. The main access to both car parks is off Crown Road which is a spur roadway from Victoria Road

The surrounding roads are extensively covered by parking controls, and the address exhibits a public transport accessibility level (PTAL) rating of 1b which is considered as very low and therefore heightens dependency on the use of a private motor vehicle in lieu of alternate sustainable travel modes.

The proposal is for the conversion and reconfiguration of the former Homebase operation to a 'full line' M&S store including a mezzanine extension thereby increasing the existing GIFA to 5731m² of which 2189m² would be dedicated to food retail.

Parking Provision

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be

demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

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

The regional standard specifies a maximum of 1 space per 50m² (GIFA) which would equate to some 115 on-plot spaces.

However, the applicant has presented a case whereby no additional spaces would be required owing to parking occupancy surveys undertaken in both car parks on a Friday & Saturday in July 2025 which demonstrate, that at peak parking demand within the retail park on a Saturday late afternoon, an observed 141 occupied spaces were in evidence (out of an available 'whole site' total quantum of 533). This suggests a substantive level of spare capacity which can comfortably accommodate anticipated demand generated by the new retail/food store. These survey findings therefore significantly diminish the likelihood of a reduction in parking availability for the existing retail customer base affiliated to the remaining commercial units within the retail park.

The Highway Authority (HA) do not dispute these figures as it is considered as a realistic observation which is further verified by independent observations made by the HA. On this basis there would be no requirement to demand additional parking provision. It is noted that although the applicant does not have full jurisdiction of the car parking area due to its shared status with the remaining retail outlets within VRP, they have recommended minor alterations that include 4 extant spaces being reassigned to provide trolley bays together 7 newly converted 'Parent & Child' with 8 disabled compliant spaces (uplifted from 6), all of which are acknowledged and therefore welcomed.

Traffic Generation

The nationally recognised 'Trip Rate Information Computer System' (TRICS) vehicle trip generation database for different land uses and comparable sites has been applied by the applicant to establish a typical representation of the existing level of activity generated by the site.

It is accepted that some of the 'retail' customer related activity linked to the increase in overall floorspace furnished by the mezzanine floor would be subsidiary to the food 'attraction' component without the creation of a proportional uplift in patronage.

However, it is estimated that during the peak weekday (5-6pm) & Saturday periods (1-2pm) an uplift in two-way vehicle activity equating to 95/126 respectively could be expected. It is noted that partial 'linked trip' patronage i.e. potential customer attendance to neighbouring and other local retail destinations resulting in 'non-primary' vehicle bound customers being already present on the highway network would also potentially further reduce any new trip generation to and from the site.

In summary, the presented trip generation data related to the proposal is considered broadly valid and satisfactorily demonstrates that during the busiest pm weekday and Saturday periods of general peak parking demand within the retail park, the proposal would only create

a relatively marginal uplift in general traffic activity in comparison with local base-line traffic flows which can therefore be absorbed within the surrounding road network without notable detriment to traffic congestion and road safety.

Electric Vehicle Charging Point (EVCP) Provision

Strictly speaking, as the retail car park falls outside the development red-line boundary due to its shared status with other remaining retail outlets within VRP, the applicant does not have full jurisdiction over this area hence no EVCP provision is pursued.

Cycle Parking

In terms of cycle parking, the most appropriate regional standard, suggests a total retail provision of 51 spaces broken down as follows:

Food – Long Stay = 12

Short Stay = 23

Non-Food – Long Stay = 7

Short Stay = 9

A total of 34 'Sheffield stand' spaces are proposed on the site frontage. The applicant has proposed this 'lower' provision on the premise of the 'net' difference between the requirement for the existing 'Homebase' operation (a total of 20 spaces) and the proposal itself (51) given there is currently no notable cycle provision in place.

It is accepted that the applicant suggests that the lower level of 34 generic cycle provisions within the retail park would be adequate to cater for demand driven by the proposal. In support of this view, from general observations made by the HA at other comparable retail parks incorporating 'M&S' outlets, it is apparent that the vast majority of patrons are unlikely to travel to such establishments by sustainable means, given that this specific retail business model is composed of the purchase of bulky and multiple package purchases which inherently lends itself, more so, to private carborne in lieu of cycle bound attendance.

The HA therefore conclude that in this specific case, the level of cycle provision can be considered sufficient for the intended use.

Servicing - Delivery/Waste Strategy

Although the type of retail merchandise would differ from the previous activity, the address was already subject to an established retail-based servicing regime executed from the rear service yard that spurs off Crown Road, and which has operated without known issue. Any variation in goods/delivery profile or waste collection does not therefore raise any measurable issue, hence no further comment is made.

Active Travel Zone (ATZ)

The applicant has appraised the locality under TfL's 'Healthy Streets (HS) and Active Travel Zone (ATZ)' inventory directives which seek to audit the public realm in line with the set 'Healthy Streets' criteria parameters which include the examination of existing characteristics of the public realm and are headed as follows:

Easy to cross,

Shade and shelter,

Places to stop and rest,

Not too Noisy,

People choose to walk/cycle and use public transport,

People feel safe,

Things to see and do,

People feel relaxed,

Pedestrians from all walks of life,

Clean Air.

The above process aims to identify whether a key destination route from the site is fit for purpose or requires necessary enhancement where deficiencies are identified.

The following three pedestrian routes to & from the site have been appraised by the applicant with recommendations for targeted public realm enhancements encompassing the following:

- 1) Civic Way & Queens Walk Bus Stops
- 2) South Ruislip Station
- 3) Deane Park via the local Residential Catchment

The Highway Authority acknowledge the appraised routes and related findings, as presented within the submitted '**Healthy Streets Transport Assessment (pages 29-37) - November 2025**', and accept that they are relatively minor advisory recommendations that are not strictly required to render the proposal acceptable on planning/highway grounds.

They will however be further reviewed by the Local Authority in due course where feasibility will be explored and where appropriate, incorporation within a relevant public realm improvement programme would be advocated subject to available funding.

Staff Travel Plan (STP)

In line with established guidance afforded by Transport for London (TfL), a TP is required. It will be a key tool in moving toward sustainable travel and mitigating impacts on the local public realm and represents a long-term strategy for managing travel modes for all staff. A framework STP has been presented and is considered broadly fit for purpose. **As this submission is to**

be treated as a 'live' document, it should be formalised post-permission by way of planning condition to ensure continued adherence in relative perpetuity.

Construction Management Plan (CMP)

A full and detailed CMP would be a requirement given the constraints and sensitivities of the immediate main road network to avoid/minimise potential detriment to the public realm. **It would need to be secured under a suitable planning condition.**

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress both within and beyond the proximity of the site envelope, and specifically would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan (2020) Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

END

Highway Authority (13/04/2026)