

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

Case Officer: Sally Robbins	50209/APP/2026/372
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Date Application Valid:	12/02/26	Statutory / Agreed Determination Deadline:	22/09/26
Application Type:	Full	Ward:	South Ruislip

Applicant: **Marks and Spencer plc**

Site Address: **Unit 1, Victoria Retail Park, Crown Road, Ruislip, HA4 0AJ**

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)**

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

Reason Reported to Committee: **Required under Part 4 of the Planning Scheme of Delegation (20 plus objections received)**



Summary of Recommendation:

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

1 Executive Summary

- 1.1 Planning permission is sought to facilitate the occupation of an established out-of-centre retail unit by Marks & Spencer, including 1,686sqm of convenience goods sales floorspace, together with external alterations, plant, trolley bays, cycle parking and associated works.
- 1.2 The Council's independent retail consultant has reviewed the submitted sequential and retail impact assessments and is satisfied that no suitable and available sequentially preferable sites have been identified. The consultant also concludes that the development would not have a significant adverse impact on the vitality or viability of any designated centre or on existing, committed or planned town-centre investment. Conditions would restrict the amount and location of convenience goods floorspace in accordance with the assessed scheme.
- 1.3 The external alterations would result in a marked change to the building's appearance. However, within the established commercial setting of Victoria Retail Park, the revised design would not cause material harm to the character of the area. The development is also acceptable in respect of residential amenity, highways, parking, noise, air quality, flood risk, energy, ecology, trees and waste management. Moreover, the refurbishment and continued occupation of the unit would provide economic investment and additional employment.
- 1.4 Taking all relevant matters into account and giving due regard to local residents' representations, it is considered that the proposal complies with the Development Plan when read as a whole and no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1.

2 The Site and Locality

- 2.1 The application site comprises Unit 1 at Victoria Retail Park, Crown Road, South Ruislip. The unit is a large-format retail warehouse located on the southern side of the retail park and is currently occupied by The Range, having previously been occupied by Homebase. The existing building includes an internal retail floor area, together with an external garden centre area adjoining its eastern side.
- 2.2 The building is of a typical late twentieth-century retail warehouse design, with a customer-facing frontage onto the shared surface-level car park to the north. The principal elevation incorporates a series of pitched-roof entrance features, brick piers, glazed and panelled sections and projecting signage. The rear of the building faces a separate service yard, while the former garden centre area is enclosed by fencing and positioned alongside the eastern elevation.

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- 2.3 The wider Victoria Retail Park contains a range of commercial and retail uses, including a gym and carpet warehouse, with further large-format retail and commercial premises in the surrounding area, including an electronics store, pet retail warehouse and a builders' merchant. The surrounding area is therefore predominantly commercial and industrial in character.
- 2.4 Customer vehicular access is taken from Crown Road, which connects with Victoria Road and serves the shared car park. The western car park serving the application unit and adjoining occupiers provides 336 spaces. Servicing takes place from the rear service yard, which is accessed separately from the principal customer areas. Pedestrian access is available from Victoria Road and Crown Road, and South Ruislip Underground and railway station is located to the west of the site.

Figure 1: Location Plan (application site edged red)

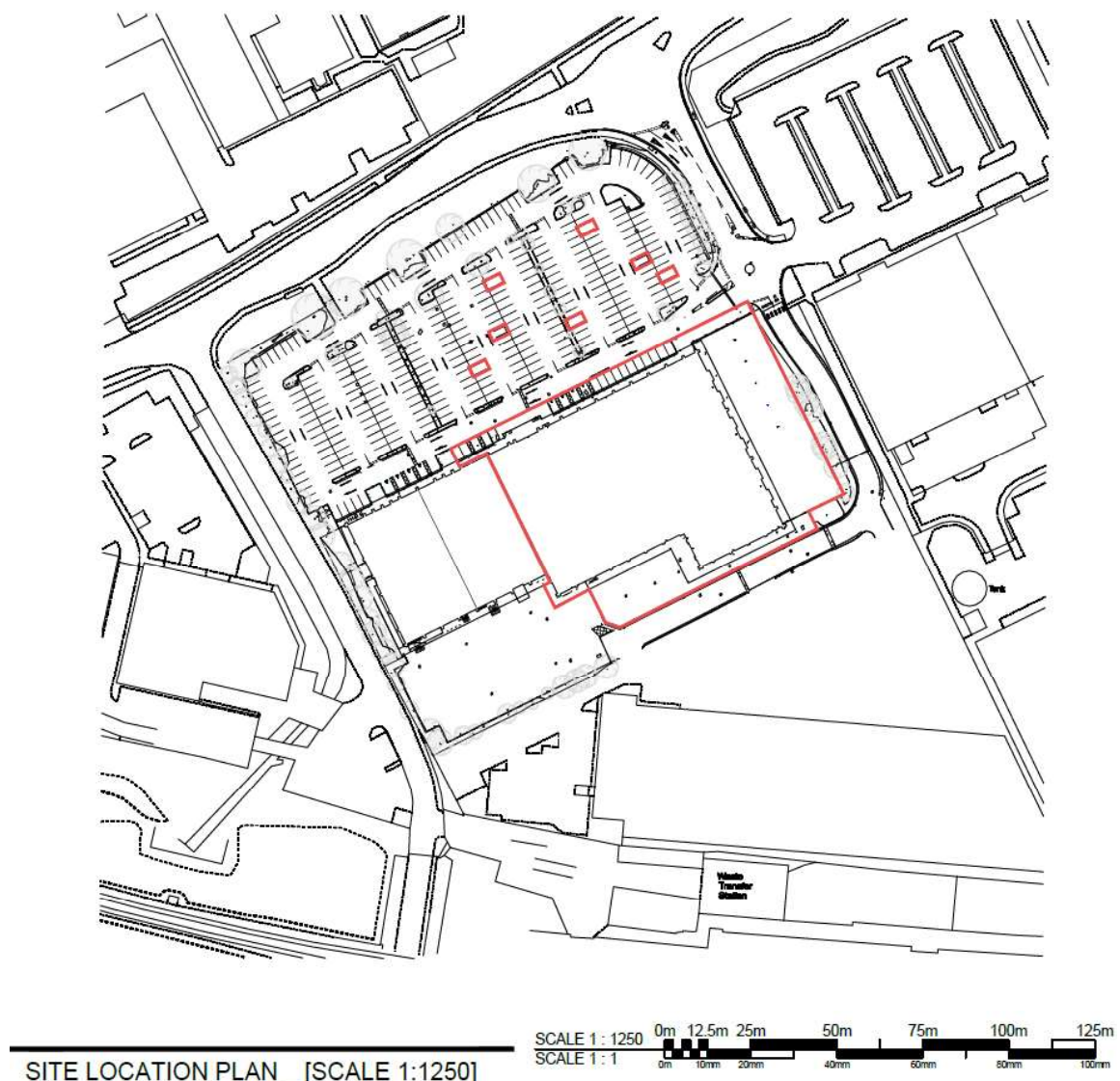


Figure 2: Front elevation of existing retail unit



Figure 3: Aerial view of retail park (looking south)



Figure 4: Aerial view of retail park (looking north)



3 Proposal

- 3.1 Planning permission is sought for external alterations and associated works to facilitate the occupation of the existing Class E(a) retail unit by Marks & Spencer, including food sales. The proposal would retain the established Class E(a) retail use of the unit but would introduce food/convenience goods sales, which are restricted by the existing planning permission.
- 3.2 The proposal includes external alterations to the existing building, including the demolition of the existing entrance pods and mansard-style roof features, the installation of new white cladding to the front, side and rear elevations, the painting of the lower-level brickwork black, and the creation of new glazed openings, entrance doors, escape doors and service access doors. The rear service-yard elevation would also be reclad.
- 3.3 The scheme would also involve the demolition and clearance of structures associated with the former garden centre, the formation of a new external plant area with associated screening, and the installation of new fencing to the frontage of the former garden centre area. Minor amendments are proposed to the parking layout immediately outside the store entrance, together with new trolley bays and 34 cycle parking spaces.
- 3.4 The existing customer and servicing access arrangements from Crown Road would be retained. The proposal would result in a net loss of four car parking spaces immediately outside the store, in order to provide trolley bays, the creation of parent-and-child spaces and additional accessible spaces. The western car park provision would therefore reduce from approximately 336 to 332 spaces. Servicing and waste collection would continue to take place within the existing rear service yard.

Figure 6: Proposed First Floor Plan

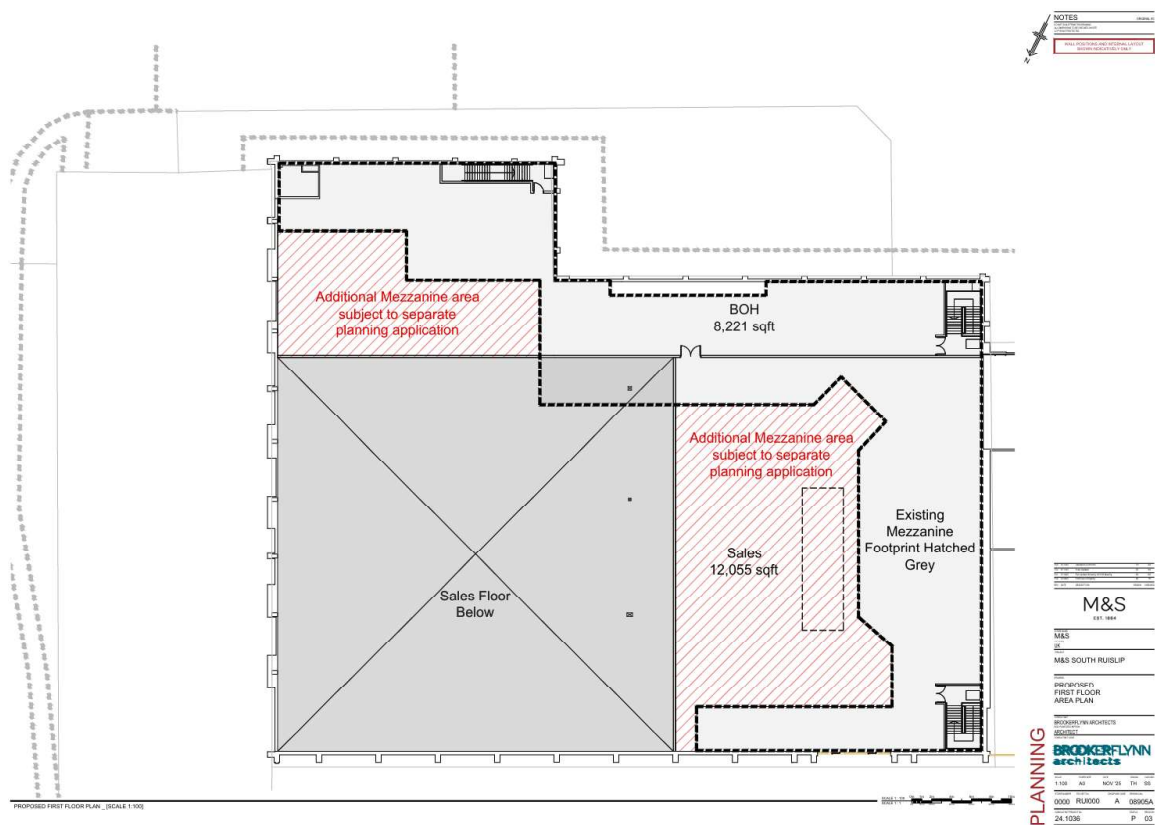
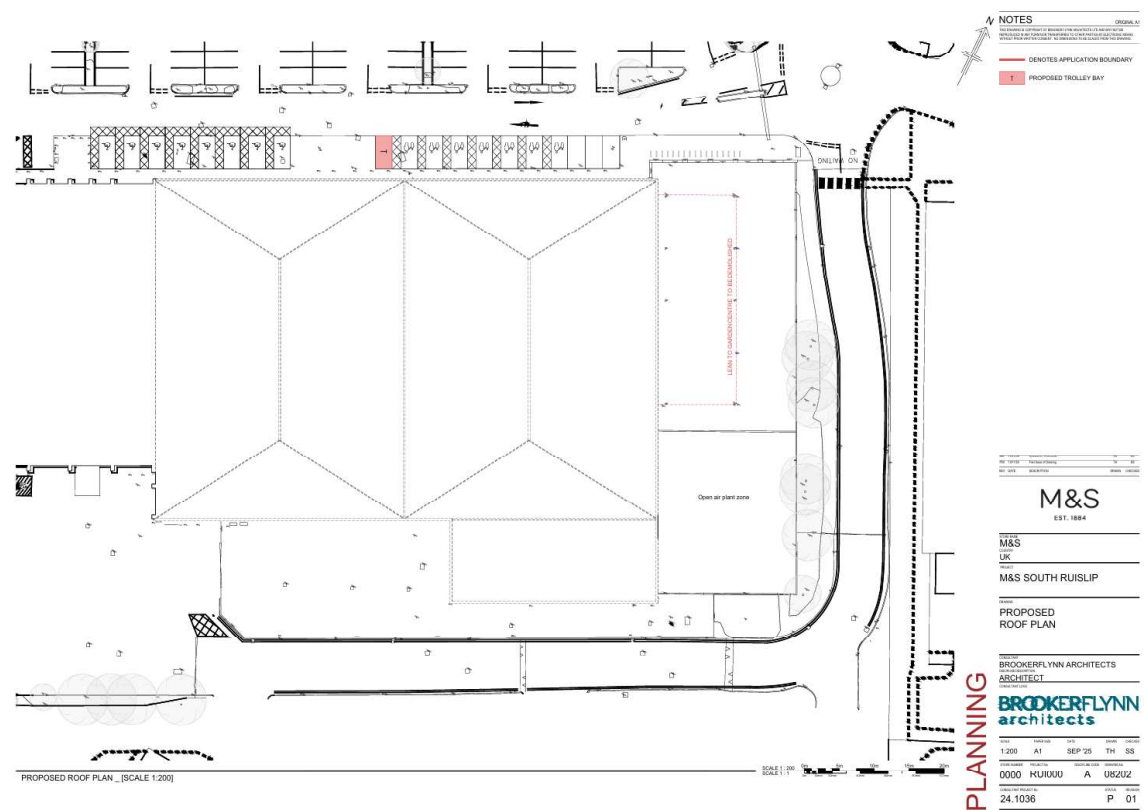


Figure 7: Proposed Roof Plan



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PROPOSED FRONT ELEVATION (SCALE 1:100)

PROPOSED REAR ELEVATION (SCALE 1:100)

PROPOSED SIDE ELEVATION (SCALE 1:100)

M&S
EST. 1994

M&S SOUTH RUSLIP

PROPOSED EXTERNAL ELEVATIONS

BROOKERFLYNN architects

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- 4.1 A list of the relevant planning history related to the property can be found in Appendix 2.
- 4.2 The most relevant planning history is LPA ref. 47046/D/93/0753, which was allowed on appeal under ref. APP/R5510/A/93/226535 on 25 May 1994. The

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permission authorised 75,000 sq.ft of non-food retail warehousing and 59,000 sq.ft of Class B1(c) / B8 floorspace. A condition was imposed that restricts the retail unit to the sale of non-food comparison goods and excludes other retail uses unless expressly approved by the Local Planning Authority. The original consent secured the shared access and parking arrangements for Unit 1 and the wider retail park.

- 4.3 Permission ref. 50209/C/95/1662 subsequently varied the opening hours, while a later refused planning application (ref. 50209/D/98/1315) was allowed on appeal (ref. T/APP/R5510/A/98/1014706/P7) for a further extension to trading hours. Later permissions relate principally to ancillary development, including canopies within the garden centre and service yard and advertisement signage.
- 4.4 Based on the planning and appeal history detailed above, the existing lawful trading hours are 08:00 - 22:00 Monday to Friday, 08:00 - 21:00 on Saturdays, with trading until 22:00 permitted on up to ten Saturdays per calendar year, and 08:00 - 18:00 on Sundays. The proposed hours would therefore principally extend regular Saturday trading by one hour to 22:00, while Sunday opening would commence later at 10:00.
- 4.5 The 1994 appeal condition is of particular relevance to the current application, as the proposed Marks & Spencer food hall would introduce convenience goods sales that are not permitted under the existing restriction.

5 Planning Policy

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

Emerging Planning Policies

- 5.2 Policy DM4, paragraph 1, of the National Planning Policy Framework (NPPF) 2026 states:

“1. When preparing and considering development proposals, relevant policies in emerging development plans may be given weight according to:

- a. The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b. The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c. The degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in this Framework (the closer the policies in the emerging plan to the policies in this Framework, the greater the weight that may be given to them).”

Draft London Plan (July 2026)

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- 5.3 The GLA are consulting on a draft new London Plan between 16th July and 15th October 2026 with the intention of replacing the previous versions of the existing London Plan. Following the consultation, the draft London Plan will be subject to an independent Examination in Public before final adoption, expected in early 2028. Given its early stage of preparation and the scope for representations to result in further change, only limited weight is afforded to the Draft London Plan at this stage.

6 Consultations and Representations

- 6.1 Seven neighbouring premises and South Ruislip Residents Association were consulted on 23rd March 2026. The consultation period expired on 15th April 2026. In total, 1,157 representations were received, which included 87 objections and 1,070 in support.
- 6.2 Representations received in response to public consultation are summarised in Table 1 (below). Internal and external consultations were also sent out and a summary of the comments received are noted below in Table 2 of this Committee Report.

Table 1: Summary of Representations Received

Representations	Summary of Issues Raised	Planning Officer Response
87 individual objections were received.	1. Loss of The Range and its garden centre, i.e. loss of goods that are not readily available elsewhere locally.	The submitted Retail Impact Assessment has been independently reviewed on behalf of the Council, with no significant adverse impact identified on the vitality or viability of designated centres or on planned town-centre investment. This is discussed in paragraphs 7.1-7.14 of this report.
	2. Traffic and congestion, concerns about parking demand and increased vehicle movements.	The Highway Authority raises no objection. Sufficient parking capacity would remain available, and the predicted increase in traffic can be accommodated without unacceptable effects on congestion or highway safety. This is discussed in

		paragraphs 7.30-7.40 of this report.
	3. Impact during construction.	Temporary construction impacts can be appropriately managed through a Construction Management Plan, which would be secured by condition. This is discussed in paragraphs 7.37 and 7.69 of this report.
	4. Loss of employment at The Range.	The proposed development would retain an employment-generating retail use.
	5. Lack of requirement for another food retailer in the area.	The submitted Retail Impact Assessment considers the proposal against the relevant sequential and retail impact tests and has been found acceptable. This is discussed in paragraphs 7.1-7.14 of this report.
	6. Affordability and accessibility, concerns that the store would not meet the needs of the community.	These concerns relate to commercial matters rather than material planning considerations. The proposal would continue to provide a retail store within an established location.
	7. Lack of disabled parking provision.	The proposal would increase the number of accessible parking spaces outside the unit from six to eight. The Highway Authority raises no objection to the proposed parking arrangements. This is discussed in paragraphs 7.33 and 7.39-7.40 of this report.

	8. Noise and disturbance from plant.	A Noise Impact Assessment has been submitted and reviewed by the Council's Noise Officer, who raises no objection subject to a condition controlling operational plant noise. This is discussed in paragraphs 7.41-7.45 of this report.
1,070 individual letters of support were received.	1. Improved retail choice and quality. Many comments noted that the proposed store would mitigate the loss of M&S in Ruislip town centre.	The additional retail choice is noted. The identity of the operator carries limited weight, but the continued occupation and investment in an established retail unit are material planning considerations. This is discussed in paragraphs 7.1-7.14 of this report.
	2. Economic benefits and job creation, including benefits to wider retail park through increased footfall.	Noted. In addition, the Council's Economic Development Team have requested planning obligations to support local recruitment by the end user (to be considered under the related mezzanine application).
	3. Regeneration and enhancement of the area.	The refurbishment and continued occupation of the existing unit would represent investment in the retail park. The proposed external alterations are considered acceptable in design terms. This is discussed in paragraphs 7.15-7.22 of this report.
	4. Reduced need to travel, improved access to food, clothing and homeware.	Noted. The transport and retail impacts of the proposal have been assessed and are considered acceptable.

		This is discussed in paragraphs 7.1-7.14 and 7.30-7.40 of this report.
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Table 2: Summary of Consultee Responses

Consultee and Summary of Comments	Planning Officer Response
Independent Retail Consultant: No objection. The additional information satisfactorily addresses the matters raised in the initial audit. The sequential test is satisfied and the proposal would not result in a significant adverse impact upon existing, committed or planned investment or the vitality and viability of South Ruislip or any other relevant centre. Conditions are recommended to secure the assessed retail floorspace parameters.	Noted. This is discussed in paragraphs 7.1-7.14 of this report.
LBH Highway Authority No objection, subject to conditions securing a Staff Travel Plan and Construction Management Plan. Parking surveys demonstrate substantial spare capacity, and the minor loss of four spaces would not result in parking stress. The predicted increase in traffic is considered capable of being accommodated by the surrounding road network without material effects on congestion or highway safety. The proposed cycle parking and existing servicing arrangements are also considered acceptable.	Noted. The recommended conditions would be added, should permission be granted. This is discussed in paragraphs 7.30-7.40 of this report.
LBH Economic Development Team Supportive of the proposal. The Economic Development Team requests an End User Employment and Training Strategy and, having regard to the scale of the proposed additional floorspace, an indicative financial contribution of £12,893.81 towards construction employment and training measures. The Team also seeks measures to support local recruitment by the end user, including engagement with Jobcentre Plus, colleges and universities and, where appropriate, a Sector-based Work Academy Programme.	Noted. The requested contribution has been calculated by reference to the additional floorspace proposed under the separate mezzanine application ref. 50209/APP/2026/371 . This is discussed in paragraph 8.3 of this report.

LBH Urban Design Officer Raised concerns that the proposed simplification of the roofscape would reduce the design quality of the building and create an awkward relationship with the retained end element. They recommend retaining the existing roof form and existing brickwork rather than painting it black, although the proposed green tiling around the entrance would be acceptable. The officer also identifies an opportunity to increase greening along Victoria Road.	Noted. However, it is considered that the building is of limited architectural quality and sits within an established commercial retail park characterised by large-format buildings and varied architectural treatments. Additional greening along Victoria Road is not considered necessary or proportionate to the scale and nature of the development proposed. This is discussed in further detail in paragraphs 7.15-7.22 and 7.57-7.59 of this report.
LBH Noise Officer The Council's Noise Officer raises no objection, subject to a condition controlling operational noise from the development. It is considered that sufficient information has been provided at this stage, notwithstanding that the detailed mechanical plant design remains at an early stage.	Noted. This is discussed in further detail in paragraphs 7.41-7.45 of this report.
LBH Air Quality Officer The Air Quality Officer has no air quality related concerns.	Noted. This is discussed in further detail in paragraphs 7.66-7.70 of this report.
LBH Waste Officer No comments / objections.	Noted.

7 Planning Assessment

Principle of Development

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- 7.1 The application site is an established out-of-centre retail warehouse. The existing permission restricts the unit to the sale of non-food comparison goods. Although the proposed Marks & Spencer store would remain within Use Class E(a), the introduction of 1,686sqm of convenience goods sales floorspace would fall outside this restriction and must therefore be assessed against the relevant town centre and retail policies.
- 7.2 The proposal would result in a limited increase in overall net sales floorspace, from 4,125sqm to 4,131sqm. Of this, 1,686sqm would comprise convenience goods floorspace and 2,445sqm comparison goods floorspace, representing a reduction of approximately 1,680sqm in comparison goods floorspace. The retail assessment considers the operation of the proposed store as a whole, including the mezzanine floorspace proposed under the related application ref. 50209/APP/2026/371.
- 7.3 Policy TC3 of the NPPF requires a sequential test for main town centre uses outside existing centres where the development is not in accordance with an allocation. Development should be located firstly within town centres, then edge-of-centre locations, with out-of-centre locations considered only where suitable sites are not available or expected to become available within a reasonable period. Applicants and local planning authorities are required to exercise flexibility in relation to matters such as format and scale. Policy TC4 requires an impact assessment for relevant out-of-centre retail development and seeks to ensure that proposals would not have a significant adverse impact upon town centre investment, vitality or viability. Policy TC3 confirms that proposals failing the sequential test, or resulting in a significant adverse impact under TC4, should be refused.
- 7.4 These objectives are also reflected in Policies SD6 and SD7 of the London Plan, Policy E5 of the Local Plan Part 1 and Policy DMTC 1 of the Local Plan Part 2. Policy DMTC 1 requires out-of-centre main town centre uses to demonstrate that no suitable and available sequentially preferable sites exist and requires a retail impact assessment for proposals exceeding the locally defined threshold.

Sequential Test

- 7.5 The applicant's sequential assessment considers centres within a 10-minute drive-time catchment, together with a wider 20-minute search area. It also considers the operational requirements of a full-line Marks & Spencer store and applies flexibility to the scale and format of potential alternative sites.
- 7.6 The Council commissioned an independent audit of the submitted retail evidence. Following requests for further clarification, the applicant provided additional information concerning the geographical scope of the search, flexibility in scale and format, marketed premises, town-centre car parks, potential land assembly and Land South East of Hillingdon Station (site NH1).

- 7.7 The Council's independent retail consultant has reviewed this information and is satisfied with the approach taken. The consultant considers that the 10-minute primary catchment and wider 20-minute search area are justified and that, taking account of the consideration of smaller sites and units, a reasonable degree of flexibility has been demonstrated. No marketed premises of a comparable scale were identified, while sufficient justification has been provided for discounting town-centre car parks and site NH1 as unavailable or unsuitable. The consultant therefore concludes that no suitable and available sequentially preferable site has been identified and that the sequential test is satisfied.

Retail Impact

- 7.8 The submitted Retail Impact Assessment principally considers the introduction of 1,686sqm of convenience goods floorspace, given that the existing unit can already lawfully accommodate comparison retail sales and the proposal would substantially reduce the amount of comparison goods floorspace.
- 7.9 Following the initial independent audit, further household survey information, town-centre health-check methodology and clarification of the proposed trade draw and trade diversion assumptions were submitted. The Council's retail consultant is satisfied that these matters have been adequately addressed and accepts the methodology and assumptions used.
- 7.10 South Ruislip Local Centre is identified as the centre likely to experience the greatest impact, principally through potential trade diversion from Sainsbury's. However, the independent consultant concludes that the development would not result in a significant adverse impact upon the vitality and viability of South Ruislip or any other relevant designated centre and would not prejudice existing, committed or planned town-centre investment. The reduction of approximately 1,680sqm of comparison goods floorspace is also relevant, with a proportion of the expenditure currently attributable to that floorspace expected to become available to other retail facilities within the catchment.

Restriction on the Retail Use

- 7.11 Given the out-of-centre location, it is important that any permission remains within the parameters assessed in the retail evidence. The Council's independent consultant recommends appropriately worded conditions to secure these floorspace parameters.
- 7.12 Accordingly, conditions would restrict the operation of the retail unit as a whole to a maximum total net sales floorspace of 4,131sqm, should the mezzanine floorspace authorised under the related application be implemented. Of this, no more than 1,686sqm may be used for the sale of convenience goods. Convenience goods sales would also be restricted to the ground floor, with the remaining sales floorspace limited to comparison goods. These controls would ensure that the nature and scale of the retail operation remain consistent with that assessed.

Conclusion

- 7.13 The Council's independent retail consultant raises no objection in respect of retail or town centre planning matters. Officers are therefore satisfied that the proposal passes the sequential test and would not result in a significant adverse impact upon existing, committed or planned investment or upon the vitality and viability of South Ruislip or any other relevant designated centre.
- 7.14 Subject to conditions controlling the amount and location of convenience and comparison goods floorspace, the proposed out-of-centre retail use is acceptable in principle and accords with Policies TC3 and TC4 of the NPPF, Policies SD6 and SD7 of the London Plan, Policy E5 of the Local Plan Part 1 and Policy DMTC 1 of the Local Plan Part 2.

Impact on Character and Appearance

- 7.15 Policy DP3 of the NPPF, Policy D4 of the London Plan and Policy BE1 of the Hillingdon Local Plan Part 1 require development to achieve a high standard of design and to respond appropriately to local character and the surrounding built environment. Policy DP3 also recognises that, whilst development should integrate with its surroundings, this should not preclude innovation or change where appropriate. Policy D3 of the London Plan promotes a design-led approach, while Policy DMHB 11 of the Hillingdon Local Plan Part 2 requires development to harmonise with its surroundings and respect adjoining buildings in terms of scale, form, bulk and materials.
- 7.16 The proposal would substantially alter the appearance of the existing building. The current frontage is characteristic of a late twentieth-century retail warehouse, with a fragmented roofscape, pitched entrance features, brick piers, weatherboard cladding and tiled roof elements. Although this form reflects the period in which the retail park was developed, the building is of limited architectural quality and presents a dated and visually incoherent appearance. It would not be appropriate to require the applicant to replicate or preserve this design solely for the sake of consistency.
- 7.17 The proposed works would remove the existing entrance pods and mansard-style roof elements and replace them with a simplified parapet and more rectilinear form. The elevations would be reclad in white panels, the lower brickwork painted black, and the principal entrance emphasised through glazing, green tiled portals and signage zones (related advertisement consent would be subject to a separate application, not yet submitted). The resulting building would therefore appear materially different from both its current form and the adjoining units.
- 7.18 The Council's Urban Design Officer has raised concern regarding the simplification of the roofscape, considering that it would reduce the architectural interest of the building and create an awkward junction with the retained end element and adjoining roof form. Concern has also been raised regarding the painting of the existing brickwork black, with a preference for the brick to remain

unpainted. The officer has additionally identified an opportunity to improve greening along Victoria Road.

- 7.19 The applicant's justification for the design is that the simplified roofline would produce a clearer and more coherent composition, improve the legibility of the principal entrance and would establish a recognisable identity for the proposed Marks & Spencer store. The applicant also states that the material palette and entrance treatment are consistent with its current estate-wide design approach and are intended to provide a contemporary and durable frontage.
- 7.20 Officers acknowledge that the junction between the proposed parapet treatment and the retained roof form of the adjoining units would appear somewhat abrupt. The large areas of white cladding and prominent signage would also make the development visually assertive within the retail park. However, the site is not within a conservation area or other sensitive townscape location and does not form part of a high-quality architectural composition. It is an established retail and commercial site characterised by large-format buildings, extensive car parking, commercial signage and a variety of architectural treatments.
- 7.21 In this context, the contrast with the adjoining units is not, in itself, unacceptable. The proposed appearance is an intentional design response associated with the applicant's established corporate identity rather than an attempt to imitate the existing retail-park architecture. While the scheme would not preserve the existing roofscape and would result in a prominent change, it would replace a dated frontage of limited architectural merit with a more unified and contemporary composition.
- 7.22 On balance, the visual prominence of the development and the junction with the adjoining roof form are not considered sufficient to warrant refusal. The proposal would represent an acceptable form of design change within an established commercial environment and would not cause material harm to the character or appearance of the building or the wider area. It would therefore accord with Policies D3 and D4 of the London Plan, Policy BE1 of the Local Plan Part 1, Policy DMHB 11 of the Local Plan Part 2 and Policy DP3 of the NPPF.

Residential Amenity

- 7.23 Policy P3 of the NPPF requires development to provide healthy living conditions and to avoid unacceptable impacts on neighbouring residents and occupiers, including in relation to daylight, sunlight, noise and other sources of disturbance. Policy D3 of the London Plan and Policy DMHB 11 of the Hillingdon Local Plan Part 2 similarly seek to protect the amenity of existing and future occupiers.
- 7.24 The application site is located within an established retail park and is separated from the nearest residential properties by Victoria Road and intervening development. The closest dwellings are located 140m to the north-east on Queens Walk. Given this separation distance, together with the commercial character of the site and the nature of the proposed works, the development would not result

in any material loss of outlook, privacy, daylight or sunlight to neighbouring occupiers.

- 7.25 In terms of traffic generation, the proposed store is expected to generate an uplift of 95 two-way vehicle movements during the weekday evening peak and 126 two-way movements during the Saturday peak. However, the Highway Authority considers this increase to be relatively marginal when compared with existing traffic flows and capable of being absorbed by the surrounding highway network without notable detriment. It is also relevant that a proportion of customers are expected to undertake linked trips with other nearby retail destinations, thereby reducing the number of wholly new journeys generated by the proposal.
- 7.26 The additional vehicle activity would be concentrated within the established retail park, Crown Road and Victoria Road, rather than within the surrounding residential streets. Having regard to the distance from the nearest dwellings, the intervening road and commercial environment and the existing level of traffic associated with the retail park, the increase in customer movements would not result in an unacceptable increase in noise, disturbance or general activity for nearby residents. Servicing would continue to take place within the existing rear service yard using the access from Crown Road, and the Highway Authority has raised no concern regarding the proposed delivery or waste-collection arrangements.
- 7.27 The proposed store would operate between 08:00 and 22:00 Monday to Saturday and between 10:00 and 18:00 on Sundays and Bank Holidays. The existing permission already allows trading until 22:00 Monday to Friday and on up to ten Saturdays each year, with trading otherwise restricted to 21:00 on Saturdays. The proposal would therefore result only in a limited extension to the regular Saturday opening hours. Given the commercial character of the site, the separation from the nearest residential properties and the existing level of activity associated with the retail park, the proposed hours would not result in unacceptable noise or disturbance to nearby occupiers.
- 7.28 Servicing and waste collection would continue to take place within the existing rear service yard. Given the established commercial use of the site, the separation from the nearest residential properties and the absence of any objection from the Highway Authority or Noise Officer, these activities are not considered likely to result in unacceptable noise or disturbance to nearby occupiers.
- 7.29 The proposal would retain the existing retail use of the site and would not introduce development materially closer to residential properties. Subject to appropriate controls over plant noise and operating hours, the proposal would not give rise to an unacceptable impact on residential amenity. It is therefore considered to comply with Policy D3 of the London Plan, Policy DMHB 11 of the Hillingdon Local Plan Part 2 and the relevant provisions of the NPPF.

Highways and Parking

- 7.30 Policies TR4 and TR6 of the NPPF seek to ensure that transport considerations are appropriately integrated into development, including the provision of safe and

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suitable access. Development should only be refused where it would result in a severe adverse impact on the transport network or an unacceptable impact on highway safety. These objectives are reflected in Policies T2, T4, T5, T6 and T7 of the London Plan and Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan Part 2.

- 7.31 The site is accessed from Crown Road, which connects with Victoria Road and serves the wider Victoria Retail Park. The existing customer and servicing access arrangements would remain unchanged. Servicing and waste collection would continue to take place within the existing rear service yard, where vehicles can enter and leave in forward gear. The Highway Authority has confirmed that the ongoing servicing arrangements would not give rise to a measurable highway concern.
- 7.32 The western car park provides 336 car parking spaces serving the application unit and adjoining occupiers. Parking surveys undertaken on a Friday and Saturday identified a maximum occupancy of 26% of the available capacity. The Highway Authority accepts that the surveys provide a realistic indication of existing demand and demonstrate substantial spare capacity to accommodate the proposed store.
- 7.33 The proposed alterations would result in a net reduction of four parking spaces, principally to provide additional trolley bays, parent-and-child parking and accessible spaces. The number of accessible bays outside the unit would increase from six to eight, and seven parent-and-child spaces would be introduced. Given the significant level of spare parking capacity, it is considered that the minor net reduction in the overall provision would not result in parking stress within the retail park or displacement onto surrounding streets.
- 7.34 The Transport Assessment estimates that the development would generate an additional 95 two-way vehicle movements during the weekday evening peak and 126 two-way movements during the Saturday peak. A proportion of these journeys are expected to be linked trips made by customers already visiting the retail park or other nearby retail destinations. The Highway Authority considers the predicted increase to be relatively marginal when compared with existing traffic flows and capable of being accommodated by the surrounding highway network without notable effects on congestion or road safety.
- 7.35 The proposal would provide 34 cycle parking spaces along the store frontage, where there is currently no dedicated cycle parking. Although this is below the full London Plan requirement for the completed store, the provision exceeds the requirement arising from the additional floorspace. Having regard to the existing lawful retail use, the Highway Authority considers the provision acceptable.
- 7.36 The submitted Healthy Streets assessment considers pedestrian and cycle routes between the site and South Ruislip Station, nearby bus stops and surrounding residential areas. It identifies a number of potential public-realm improvements. The Highway Authority considers these to be advisory rather than necessary to make the development acceptable and has not requested specific off-site works.

- 7.37 A Draft Travel Plan has also been submitted, setting out measures to reduce reliance on private vehicles and encourage staff and customers to travel by walking, cycling and public transport. A final Travel Plan, including targets, monitoring and review arrangements, would be secured by condition. A Construction Management Plan would also be required to manage construction traffic, deliveries and the effects of the works on pedestrians, cyclists and the surrounding highway network.
- 7.38 No electric vehicle charging points are proposed because the shared retail park car park falls outside the application red-line boundary and is not wholly within the applicant's control. In these particular circumstances, this would not justify refusal of the application.
- 7.39 In terms of accessibility, the proposed entrance alterations and parking layout would retain inclusive access to the store, including an increase in accessible parking spaces from six to eight. The detailed internal layout and accessibility requirements would be addressed through the Building Regulations process. The proposal is therefore considered acceptable in accessibility terms.
- 7.40 The Highway Authority raises no objection and concludes that the development would not materially worsen congestion or parking conditions and would not result in an unacceptable highway-safety impact. Subject to conditions securing the Travel Plan and Construction Management Plan, the proposal would comply with the above policies in terms of highway safety.

Noise

- 7.41 Policy P3 of the NPPF requires development to avoid unacceptable levels of noise that could have an adverse impact on health and quality of life. Adverse impacts of this nature should be avoided where possible, or else mitigated to an acceptable degree. Policy D14 of the London Plan and Policy EM8 of the Hillingdon Local Plan Part 1 similarly require noise-generating development to be appropriately located, designed and controlled.
- 7.42 A Noise Impact Assessment has been submitted to assess noise from the proposed mechanical plant and refrigerated external storage container. The assessment is informed by an environmental noise survey undertaken at locations representative of the nearest residential properties on Queens Walk and Great Central Avenue. The existing acoustic environment is influenced principally by road traffic, rail movements and surrounding commercial and industrial activity.
- 7.43 The assessment predicts that noise from the external storage container would be substantially below the existing background noise levels at the nearest residential properties and would have a low impact. The container would also be used only during seasonal peak periods rather than as permanent regular storage.
- 7.44 Whilst the final specification of the permanent mechanical plant has not yet been confirmed, the Council's Noise Officer has been consulted and is satisfied that the proposed plant can be designed to operate without unacceptable harm and raises

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no objection, subject to a condition limiting the cumulative noise from the development at nearby residential and other noise-sensitive premises.

- 7.45 Subject to the above condition, it is considered that the proposed development would not result in an adverse effect on the health, living conditions or quality of life of nearby occupiers. The proposal would therefore comply with Policy D14 of the London Plan, Policy EM8 of the Hillingdon Local Plan Part 1 and Policy P3 of the NPPF.

Sustainability and Energy

- 7.46 Policy SI 2 of the London Plan seeks to minimise greenhouse gas emissions through energy-efficient design and low-carbon technologies. Policies EM1 of the Hillingdon Local Plan Part 1 and DME1 2 of the Hillingdon Local Plan Part 2 similarly seek to reduce carbon emissions and improve the energy performance of development.
- 7.47 An Energy and Sustainability Strategy and Part L compliance report have been submitted in support of the application. The proposal would retain and refurbish the existing building rather than replace it, making continued use of the existing structure and reducing the need for more carbon-intensive redevelopment.
- 7.48 The proposed energy strategy follows a fabric-first approach, with improvements to the building envelope, efficient lighting and high-efficiency building services intended to reduce energy demand. Heating and cooling would be provided by efficient electric systems, while mechanical ventilation would incorporate heat recovery. No connection to a district heat network is proposed because no suitable network is currently available near the site.
- 7.49 The submitted assessment predicts an overall reduction of approximately 47.3% in regulated carbon emissions compared with the existing building. The Part L assessment also indicates that the development would exceed the applicable Building Regulations requirements and is expected to achieve an EPC A rating, subject to the detailed design being delivered in accordance with the submitted assumptions.
- 7.50 The strategy also includes energy metering to monitor operational energy use, together with measures relating to water efficiency, thermal comfort and resource management. No photovoltaic panels are proposed. However, given the refurbishment nature of the scheme and the substantial improvement in the building's predicted energy performance, this is not considered to make the proposal unacceptable.
- 7.51 In terms of water consumption, the submitted Water Cycle Strategy identifies measures to reduce potable water consumption. These proposed measures represent a proportionate approach to water efficiency for the proposed development.

- 7.52 Subject to a condition requiring the development to be carried out in accordance with the submitted Energy and Sustainability Strategy, the proposal would provide an appropriate and proportionate improvement in energy efficiency and carbon performance. It would therefore accord with Policy SI 2 of the London Plan and Policies EM1 and DMEI 2 of the Hillingdon Local Plan.

Flood Risk and Drainage

- 7.53 Policy SI 12 of the London Plan requires flood risk to be minimised and mitigated, with any residual risk appropriately addressed. Policy SI 13 of the London Plan and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 require development to manage surface-water runoff sustainably and ensure that proposals do not increase flood risk on site or elsewhere.
- 7.54 The application is supported by a Flood Risk Assessment and Water Cycle Strategy. Although the Environment Agency's published mapping places the site within Flood Zone 2, more detailed modelling indicates that most of the site lies within Flood Zone 3. The existing and proposed retail use is classified as less vulnerable and is appropriate development within Flood Zones 2 and 3a.
- 7.55 The existing building thresholds and proposed plant levels have been assessed as appropriate, and the submitted information concludes that the development would remain safe for its lifetime. The proposal would not increase impermeable surfacing, and the existing surface-water and foul-water drainage arrangements would be retained.
- 7.56 Subject to conditions securing flood-resilience measures, the development would not increase flood risk on or off the site and would comply with Policies SI 12 and SI 13 of the London Plan and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2.

Trees and Landscaping

- 7.57 Policy G7 of the London Plan and Policies DMHB 11 and DMEI 1 of the Hillingdon Local Plan Part 2 seek to protect existing trees and secure appropriate landscaping as part of new development.
- 7.58 The northern part of Victoria Retail Park includes established deciduous trees and soft landscaping adjoining Victoria Road. The trees along Victoria Road are protected by Tree Preservation Order No. 562. The proposed development is focused on alterations to the existing retail unit and localised works close to the store entrance. No protected trees or established landscaped areas are proposed to be removed or pruned, and the development would not affect the protected trees.
- 7.59 The Council's Urban Design Officer has suggested additional planting around the car park adjoining Victoria Road. While this may provide some wider visual benefit, such works would extend beyond the scope of the application and would not be reasonably related or proportionate to the scale and nature of the development

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proposed. Additional landscaping is therefore not considered necessary to make the development acceptable. Moreover, the proposal would not result in harm to existing trees or landscaping and is considered acceptable in this respect.

Ecology and Biodiversity Net Gain

- 7.60 Policy N2 of the NPPF requires development to contribute positively to the natural environment, including through biodiversity net gain where applicable, while Policy G6 of the London Plan and Policies EM7 and DMEI 7 of the Hillingdon Local Plan seek to protect habitats and biodiversity from unacceptable harm. Mandatory 10% Biodiversity Net Gain (BNG) is also required by Schedule 7A of the Town and Country Planning Act 1990, subject to statutory exemptions.
- 7.61 The application site comprises the existing retail building and associated hardstanding within an established retail park. There are no priority habitats, hedgerows or other habitats of biodiversity value within the application boundary, and the proposed works would not result in the loss or deterioration of ecological habitat.
- 7.62 The applicant has submitted a BNG De Minimis Exemption Statement confirming that the development would not affect a priority habitat and would impact less than 25sqm of on-site habitat and less than 5m of linear habitat. The proposal therefore qualifies for the de minimis exemption from mandatory BNG and a statutory biodiversity metric and Biodiversity Gain Plan are not required.
- 7.63 Given the predominantly built and hard-surfaced nature of the site and the absence of ecological impacts, further biodiversity mitigation or enhancement is not considered necessary or proportionate. The proposal would therefore accord with Policy N2 of the NPPF, Policy G6 of the London Plan and Policies EM7 and DMEI 7 of the Hillingdon Local Plan.

Waste Management

- 7.64 Policy DMHB 11 of the Hillingdon Local Plan Part 2 requires development to make sufficient provision for the storage and collection of general, recyclable and organic waste, with external storage appropriately located and screened to avoid adverse visual and amenity impacts.
- 7.65 The submitted Waste Management Plan confirms that waste would be separated by type and stored predominantly within the building, with limited secure storage within the existing service yard. Collections would take place from the established servicing area. The Council's Waste Officer has raised no objections. The proposed arrangements are therefore considered acceptable and would comply with Policy DMHB 11 of the Hillingdon Local Plan Part 2.

Air Quality

- 7.66 Policy P3 of the NPPF requires development to be appropriate for its location having regard to the effects of pollution on health, living conditions and the natural

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environment. It requires proposals to avoid unacceptable levels of air pollution and to sustain and contribute towards compliance with relevant air quality limit values, objectives and targets, taking account of Air Quality Management Areas and relevant local air quality strategies. Policy SI 1 of the London Plan, Policy EM8 of the Local Plan Part 1 and Policy DMEI 14 of the Local Plan Part 2 similarly seek to protect air quality and sensitive receptors.

- 7.67 The application site lies approximately 250m north-east of the Hillingdon Air Quality Management Area. An Air Quality Assessment has been submitted which considers construction activity and additional traffic generated by the proposal, including effects at nearby sensitive receptors such as Queensmead School and residential properties on Queens Walk.
- 7.68 The assessment predicts that concentrations of nitrogen dioxide and particulate matter would remain below the relevant national air quality objectives at all assessed locations. The increase attributable to the development has been identified as negligible. The assessment also demonstrates that the proposal would be Air Quality Neutral, taking account of the predicted traffic generation and the absence of building-related combustion emissions.
- 7.69 Potential construction effects can be appropriately controlled through standard dust and emissions mitigation measures secured through a Construction Environmental Management Plan. The Council's Air Quality Officer has reviewed the applications and raises no air quality concerns.
- 7.70 Accordingly, subject to the proposed construction controls, the development would not result in an unacceptable deterioration in local air quality and would accord with Policy P3 of the NPPF, Policy SI 1 of the London Plan and Policies EM8 and DMEI 14 of the Hillingdon Local Plan.

Fire Safety

- 7.71 Policy D12 of the London Plan requires development proposals to achieve the highest standards of fire safety. The application is supported by a Fire Safety Strategy Statement, which confirms that the proposal is limited principally to external alterations and associated changes to the existing retail unit. The development does not fall within the categories for which a detailed Fire Statement is required under Policy D12(B) of the London Plan.
- 7.72 The proposal would retain the established retail use of the building, and detailed fire safety matters would be addressed through the Building Regulations process. On this basis, no objection is raised in respect of fire safety, and the proposal is considered consistent with Policy D12 of the London Plan.

8 Other Matters

Human Rights

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- 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.

Employment and Training

- 8.3 The Council's Economic Development Team supports the proposed development and has requested employment and training measures, including a financial contribution and an End User Employment and Training Strategy. The requested financial contribution has been calculated by reference to the 826sqm of additional floorspace proposed under the related mezzanine application ref. 50209/APP/2026/371. As the current application would not itself result in any additional gross internal floorspace, these requirements would be considered and, where appropriate, secured in connection with the related mezzanine application rather than the current application.

Local Finance Considerations and CIL

- 8.4 The Council adopted its Community Infrastructure Levy Charging Schedule on 1 August 2014. The Mayor of London's Community Infrastructure Levy also applies to qualifying development within the Borough. CIL charges are index-linked. The current application relates to the continued retail use and external alteration of the existing building and would not create any additional gross internal floorspace. The development is therefore not CIL liable. Any CIL liability arising from the proposed additional mezzanine floorspace would be considered separately under the related planning application ref. 50209/APP/2026/371.

9 Conclusion / Planning Balance

- 9.1 The proposal would introduce convenience goods sales within an established out-of-centre retail unit currently restricted to comparison goods. The Council's independent retail consultant is satisfied that the application passes the sequential test and would not result in a significant adverse impact on designated centres or planned town-centre investment. Conditions would restrict the total sales area, convenience goods floorspace and the sale of convenience goods from the mezzanine, ensuring that the development operates within the parameters assessed.

- 9.2 The proposed alterations would modernise and refurbish the existing building. Although the design would contrast with the adjoining units and existing roof form, the site lies within a varied commercial environment of limited architectural sensitivity. The resulting visual change would not amount to material harm.
- 9.3 The additional traffic could be accommodated by the surrounding highway network, and sufficient parking capacity would remain available. The proposed trading hours and servicing arrangements would not cause unacceptable disturbance to nearby residents, while operational plant noise can be appropriately controlled by condition. No objections arise in relation to air quality, flood risk and drainage, energy, trees, ecology, waste or fire safety.
- 9.4 The proposed development would secure investment in the refurbishment and continued occupation of an established retail unit. The applicant advises that the proposed store would create up to 123 additional jobs, and the Council's Economic Development Team is supportive of the development. These economic and employment benefits attract positive weight in the planning balance.
- 9.5 Taking all relevant considerations into account, it is concluded that the proposal accords with the Development Plan when read as a whole, and that no material considerations indicate that a contrary decision should be taken. The planning application is therefore recommended for approval, subject to the conditions set out in Appendix 1.

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.
- 10.2 This report has been prepared with reference the background papers, including those listed below, which have been relied upon to a material extent in its preparation and are available for public inspection, subject to any necessary redaction for exempt or confidential information:
- 10.3 Internal consultee comments:
- Highways Officer
 - Waste Officer
 - Noise Officer
 - Urban Design Officer
 - Air Quality Officer
- 10.4 External consultee comments:

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- Independent Retail Audit by MAP Consultancy
- Independent Retail Audit by MAP Consultancy - Follow-up Response

APPENDICES

Planning Application

50209/APP/2026/372

Appendix 1: Recommended Conditions and Informatives

Conditions

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, numbers:

08901 Rev 02 - Site Location Plan
08902 Rev 05 - Proposed Site Plan
08905 Rev 03 - Proposed Ground Floor Area Plan
08905A Rev 03 - Proposed First Floor Area Plan
08904 Rev 03 - Proposed External Elevations
08202 Rev 01 - Proposed Roof Plan

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

REASON

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

3. COM5 General compliance with supporting documentation

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

Design and Access Statement by Brookerflynn Architects
Planning and Retail Statement by Lichfields dated 12 February 2026
Response to Independent Retail Audit by Lichfields, ref. 70714/01/NG/JeH/41348494v1 dated 6 July 2026
Healthy Streets Transport Assessment by Caneparo Associates Ltd dated November 2025
Air Quality Assessment by RPS Group, ref. 794-ENV-EM-AIR-22727 Rev 1 dated 14/11/2025
An environmental noise impact assessment and survey report RevA by Sharps Acoustics dated 11 November 2025
Flood Risk Assessment and Drainage Statement by RPS Group, ref. ENV-22687 dated

November 2025

Water Cycle Strategy by Hoare Lea, ref. REP-0513243-XX-HLE-20251003 Rev 01 dated 03/10/2025

Energy and Sustainability Strategy by Hoare Lea, ref. 5600094-HL-XX-XX-RP-Y-402085-P03_01 dated 27 November 2025

Sustainability Stage 2 Report - Part L 2021 by Hoare Lea, ref. 5600094-HLE-XX-XX-RP-ST-357000-M&S Part L compliance -Stage 2-P01 dated 17 November 2025

Fire Safety Strategy Statement dated 11 November 2025

Waste Management Plan

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

REASON

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

4. NONSC Construction Management Plan

Prior to the commencement of the development hereby approved, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include:

- (i) the phasing of demolition and construction works;
- (ii) the hours during which demolition and construction works shall take place;
- (iii) construction vehicle routing to and from the site, including measures to minimise construction vehicle movements during peak periods;
- (iv) arrangements for the loading and unloading of plant and materials;
- (v) parking arrangements for contractors and site operatives;
- (vi) measures to prevent mud, dirt and debris being deposited on the public highway, including wheel-washing facilities where necessary;
- (vii) details of the storage of plant, demolition and construction materials on site;
- (viii) measures to maintain safe pedestrian and cycle access around the site throughout the works;
- (ix) measures to minimise dust and emissions and reduce impacts upon local air quality throughout the demolition and construction process, including compliance with the relevant GLA guidance for the control of dust and emissions from construction and demolition; and

(x) details of all Non-Road Mobile Machinery (NRMM) to be used during demolition, site preparation and construction. All NRMM of net power between 37kW and 560kW shall comply with the applicable Greater London Authority emission standards. All relevant NRMM shall be registered on the Greater London Authority's NRMM online register and the register shall be kept up to date for the duration of the works.

The development shall thereafter be carried out in accordance with the approved Construction Management Plan for the duration of the demolition and construction works.

REASON

To minimise the effects of demolition and construction activity on highway safety, traffic conditions, local air quality and the amenity of surrounding occupiers, in accordance with Policies P3, TR4 and TR6 of the National Planning Policy Framework (2026), Policies T4, T7 and SI1 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan Part 1 (2012) and Policies DMHB 11, DMT 1 and DMEI 14 of the Hillingdon Local Plan Part 2 (2020). The condition is required to be discharged prior to commencement because the measures relate to impacts arising from the demolition and construction process.

5. COM7 **Materials (Submission)**

Prior to the installation of any external facing materials, details and samples of all external materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. The details shall include, as appropriate:

- Cladding panels, including colour and finish
- Treatment/finish to existing brickwork
- Details of the junction between the proposed external treatment and the retained adjoining roof/elevation
- Entrance tiling
- Glazing and framing
- External doors
- Plant screening and fencing.

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

REASON

To ensure a satisfactory external appearance and high-quality finish, having regard to the prominence of the proposed alterations and the concerns raised in relation to the detailed design treatment, in accordance with Policy DP3 of the National Planning Policy Framework (2026), Policies D3 and D4 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

6. NONSC **Flood Risk Mitigation Measures**

The development shall be carried out in accordance with the flood-risk mitigation and

resilience measures identified within the approved Flood Risk Assessment and Drainage Statement by RPS Group (ref. ENV-22687 dated November 2025) and the Water Cycle Strategy by Hoare Lea (ref. REP-0513243-XX-HLE-20251003 Rev 01 dated 03/10/2025).

The identified measures shall be fully implemented before the relevant parts of the development are brought into use and shall thereafter be retained for the lifetime of the development.

REASON

To ensure that the development remains safe for its lifetime and does not increase flood risk on or off the site, in accordance with Policies SI12 and SI13 of the London Plan (2021) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020).

7. NONSC Energy and Sustainability Strategy

The development shall be carried out and thereafter operated in accordance with the energy-efficiency and sustainability measures set out within the approved Energy and Sustainability Strategy by Hoare Lea (ref. 5600094-HL-XX-XX-RP-Y-402085-P03_01 dated 27 November 2025) and Sustainability Stage 2 Report - Part L 2021 by Hoare Lea (ref. 5600094-HLE-XX-XX-RP-ST-357000-M&S Part L compliance -Stage 2-P01 dated 17 November 2025).

The approved measures shall be implemented prior to first occupation of the development hereby permitted and thereafter retained and maintained.

REASON

To minimise energy demand and carbon emissions and secure the sustainability benefits upon which the development has been assessed, in accordance with Policy SI2 of the London Plan (2021), Policy EM1 of the Hillingdon Local Plan Part 1 (2012) and Policy DMEI 2 of the Hillingdon Local Plan Part 2 (2020).

8. NONSC Car Parking Layout

Prior to first occupation of the development hereby permitted, the alterations to the car parking layout shown on the approved plans, including the provision of eight accessible parking spaces, seven parent-and-child spaces and the approved trolley bays, shall be completed and made available for use.

Those facilities shall thereafter be retained for their designated purposes.

REASON

To ensure satisfactory parking and inclusive-access arrangements and to safeguard the safe and efficient operation of the site, in accordance with Policies TR4 and TR6 of the National Planning Policy Framework (2026), Policies T4 and T6 of the London Plan (2021) and Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

9. NONSC Cycle Parking

Prior to first occupation of the development hereby permitted, the 34 cycle parking spaces (17 no. Sheffield stands) shown on the approved plans shall be fully provided and made available for use.

The cycle parking shall thereafter be permanently retained and maintained for the lifetime of the development.

REASON

To encourage sustainable modes of travel and ensure appropriate cycle parking provision, in accordance with Policies TR4 and TR6 of the National Planning Policy Framework (2026), Policies T2 and T5 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

10. NONSC Staff Travel Plan

Prior to first occupation of the premises hereby permitted, a Staff Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall include:

- Measures to encourage staff travel by walking, cycling, public transport and car sharing
- Details of the appointment and responsibilities of a Travel Plan Coordinator
- Modal-share targets
- Arrangements for implementation, monitoring and review
- Mechanisms for reporting the results of monitoring to the Local Planning Authority.

The approved Travel Plan shall thereafter be implemented, monitored and maintained for the lifetime of the development.

REASON

To promote sustainable travel and reduce reliance on travel by private car, in accordance with Policies TR4 and TR6 of the National Planning Policy Framework (2026), Policies T4 and T6 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020).

11. NONSC Operational Plant Noise

For the lifetime of the development hereby permitted, the rating level (LAr) of noise caused by its operation shall not exceed:

40 dB LAr, 15min for any fifteen-minute period between 23:00 and 07:00; and
50 dB LAr, 1hour for any one-hour period between 07:00 and 23:00,

determined at a position one metre free-field external to any window or door of any

permanent residential or equivalently noise-sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound', British Standards Institution BS 4142:2014.

REASON

To ensure that occupants of nearby noise-sensitive premises would not be exposed to noise caused by the permitted development at a level likely to result in an adverse effect on health or quality of life, including when windows are fully open for ventilation and cooling, in accordance with Policy P3 of the National Planning Policy Framework (2026), Policy D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan Part 1 (2012).

12. NONSC Opening Hours

The retail premises shall not be open to customers outside the following hours:

08:00 to 22:00 Monday to Saturday; and
10:00 to 18:00 on Sundays and Bank/Public Holidays.

REASON

To safeguard the residential amenity of nearby occupiers, in accordance with Policy P3 of the National Planning Policy Framework (2026), Policy D14 of the London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

13. NONSC Maximum Total Sales Floorspace

The total net retail sales floorspace within Unit 1, Victoria Retail Park, including any mezzanine floorspace, shall not exceed 4,131 square metres

REASON

The application has been assessed on the basis of the stated quantum of retail floorspace and any material increase could have different implications for the vitality and viability of nearby centres and the application of the sequential and retail impact tests, in accordance with Policies TC3 and TC4 of the National Planning Policy Framework (2026), Policies SD6 and 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).

14. NONSC Food Hall Floorspace

The net sales floorspace used as the food hall shall not exceed 1,686 square metres.

REASON

To ensure that the scale of food retailing remains within that assessed in the submitted Retail Impact Assessment and independent retail review, and to safeguard the vitality and viability of nearby centres, in accordance with Policies TC3 and TC4 of the National Planning Policy Framework (2026), Policies SD6 and 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).

15. NONSC Maximum Convenience Sales Floorspace

No more than 90% of the sales floorspace within the food hall may be used for the sale of convenience goods. For the avoidance of doubt, the remaining floorspace within the food hall may be used only for comparison goods sales.

REASON

To ensure that the quantum of convenience goods floorspace remains within that assessed in the submitted Retail Impact Assessment and independent retail review, and to safeguard the vitality and viability of nearby centres, in accordance with Policies TC3 and TC4 of the National Planning Policy Framework (2026), Policies SD6 and 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).

16. NONSC Convenience Goods Restriction

No part of the mezzanine floorspace within the unit shall be used for the sale or display for sale of food or convenience goods. All food and convenience goods sales shall take place at ground-floor level only.

REASON

To ensure that the nature and distribution of retail floorspace remain consistent with the assumptions tested in the submitted retail evidence and to safeguard the vitality and viability of nearby centres, in accordance with Policies TC3 and TC4 of the National Planning Policy Framework (2026), Policies SD6 and 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).

Informatives

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We

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

3.

The Equality Act 2010 aims to safeguard individuals accessing goods, facilities, and services from discrimination based on a 'protected characteristic', including disability. In accordance with the Act, service providers must enhance access to and within their premises, especially when reasonable adjustments are feasible and straightforward to implement. The Act mandates that service providers proactively identify and eliminate barriers hindering disabled people.

4.

The application site is located within a Critical Drainage Area. All developments in this area must contribute to managing the risk of flooding from surface water by reducing surface water runoff from the site. Therefore the applicant should minimise the water from the site entering the sewers. Water run off from any roof or hard paving associated with the development should be directed to a soakaway, or tank or made permeable.

5.

There is a possibility that there may be some contaminating substances in the ground at the site. Our contaminated land record shows the site to be on a former contaminated land use. We would advise persons working on site to take basic precautions in relation to any contamination they may find. Therefore, the above advice is provided on the grounds of Health and Safety of the workers on site and to ensure the appropriate restoration of the site is done should there be any contamination identified during the development, where there is a need for ground work once such works are complete to minimise risk to the occupants of the site.

6.

It is considered that a condition based on fixed noise levels is consistent with noise and planning policy by relating external noise levels to the point at which adverse effects on health and quality of life start to be observed. The limit values are intended to be consistent with the evidence base that is reflected in guidance: 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014. This is combined with the assessment principles and procedures detailed in guidance: 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This is used to set reference time periods for the assessment and adjust measured or calculated LAeq values for character as detailed in BS4142 to determine the rating level.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the National Planning Policy Framework (2026), The London Plan (2021), and the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) and Supplementary Planning Guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP SD6	(2021) Town centres and high streets

LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
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
LPP T7	(2021) Deliveries, servicing and construction

Appendix 2: Relevant Planning History

- 47046/D/93/0753 Buildings 1-15 Victoria Road Ruislip
Demolition of existing buildings and erection of 75,000 sq.ft. of non-food retail warehousing (Class A1) and 59,000 sq.ft. of warehousing (Class B1(c)/B8)(outline application)(duplicate application)
Decision: 25-05-1994 Refer to DTLR **Appeal:** 25-05-1994 Allowed
- 50209/95/3161 Homebase Victoria Retail Park Victoria Road Ruislip
Installation of internally illuminated front fascia signs (2) and 6 free standing car park signs
Decision: 10-11-1995 Approved
- 50209/ADV/2012/69 Homebase-Unit 1 Crown Road Ruislip Middlesex
Installation of 3 internally-illuminated fascia signs, 5 non-illuminated replacement garden centre panels, 10 glazing vinyls to existing glazed panels and one deliveries panel.
Decision: 02-11-2012 Approved
- 50209/APP/2012/1857 Homebase-Unit 1 Crown Road Ruislip Middlesex
Installation of covered storage canopy within existing service yard
Decision: 24-09-2012 Approved
- 50209/APP/2026/371 Unit 1 Victoria Retail Park Victoria Road Ruislip
Reconfiguration of existing mezzanine floor and installation of additional mezzanine floorspace. (Related to Planning Application ref. 50209/APP/2026/372)
- 50209/B/95/1270 Homebase Victoria Retail Park Victoria Road Ruislip
Erection of an open sided canopy within existing garden centre enclosure
Decision: 02-11-1995 Approved
- 50209/C/95/1662 Homebase Victoria Retail Park Victoria Road Ruislip
Variation of condition 7 (hours of opening) in compliance with the Secretary of State's appeal decision ref. APP/R5510/A/93/226535 dated 25/05/94; Erection of 75,000 square feet of non- food retail warehousing (Class A1) and 59,000 square feet of warehousing (Class B1 and B8)

Decision: 13-12-1995 Approved

50209/D/98/1315 Homebase Victoria Retail Park Victoria Road Ruislip

Variation of condition 1 (to allow store to trade 8.00am - 10.00pm Monday - Friday, 8.00am - 9.00pm - Saturdays and 8.00am - 10.00pm on ten Saturdays within any calendar year) of planning permission ref.50209C/95/1662 dated 13/12/95

Decision: 13-11-1998 Refused **Appeal:** 09-04-1999 Allowed

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.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management

Part 2 Policies:

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
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
DMEI 14	Air Quality
DMHB 11	Design of New Development
LPP D1	(2021) London's form, character and capacity for growth
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D14	(2021) Noise
LPP G1	(2021) Green infrastructure
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP GG3	(2021) Creating a healthy city
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure

LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
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
LPP T7	(2021) Deliveries, servicing and construction