

## Report of the Head of Planning, Sport and Green Spaces

**Address** 428A & 428B VICTORIA ROAD RUISLIP

**Development:** Refurbishment of the existing retail units to provide revised floor layouts, including demolition of the garden centre, installation of new shop fronts, alterations to elevations, erection of entrance porch and canopy, installation of trolley bays, revisions to parking layout and associated landscaping

**LBH Ref Nos:** 64445/APP/2014/2467

**Drawing Nos:** Design and Access Statement Issue :  
1242-PL101 Site Location Plan  
1242-PL102 Existing Site Plan  
1242-PL103 Existing Floor Plans & Cross Section  
1242-PL104 Existing Elevations  
Transport Statement July 2014  
N02-AW- Post Application Response 19 November 2014  
1242-PL122 Site Location Plan Unit E  
1242-PL120 Site Location Plan Unit F  
130938A/AT/B01 Rev A Swept Path Analysis  
Photos of Existing Boundary Wall January 2014  
Travel Plan July 2014  
1242-PL113 Rev C Proposed Elevations  
Sustainability Statement - Units A B Victoria Road South Ruslip February 2015  
N02-AW- Post Application Response 01 December 2014  
1242-PL112 Rev B Proposed Floor Plan & Cross Section  
1242-PL111 Rev E Proposed Site Plan Assuming Citygrove Scheme  
Letter dated 17 Feb 2015  
1242-PL110 Rev F Proposed Site Plan with Existing Access

<b>Date Plans Received:</b>	11/07/2014	<b>Date(s) of Amendment(s):</b>	11/03/2015
<b>Date Application Valid:</b>	15/07/2014		17/02/2015
			05/02/2015
			11/07/2014
			04/03/2015

### 1. SUMMARY

Planning permission is sought for the refurbishment of the existing retail units, Units A and B, which have been vacant since 2007 and 2009 respectively.

The refurbishment would provide revised floor layouts to Units A and B, demolish the external sales area, install new shop fronts and erect an entrance porch and canopy. The proposed works include alterations to elevations, a revised parking layout and the installation of trolley bays along with associated landscaping.

The proposed scheme would not result in a detrimental impact on the character and appearance of the surrounding area or on the visual amenity of neighbouring residential properties, and would not cause harm to pedestrian or highway safety. The proposed

development complies with Policies AM7, AM14, BE13, BE15 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The application is therefore recommended for approval.

## **2. RECOMMENDATION**

**That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to the following:**

**A. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:**

**1. Employment Strategy: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.**

**2. Travel Plan.**

**B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.**

**C. That the officers be authorised to negotiate the terms of the proposed agreement.**

**D. That, if the S106 agreement has not been finalised within 3 months, under the discretion of the Head of Planning and Enforcement, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

**E. That if the application is approved, the following conditions be attached:**

**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,

1242-PL101 Site Location Plan  
1242-PL120 Site Location Plan Unit A  
1242-PL122 Site Location Plan Unit B  
1242-PL102 Existing Site Plan  
1242-PL103 Existing Floor Plans & Cross Section  
1242-PL104 Existing Elevations

1242-PL110 Rev F Proposed Site Plan with Existing Access  
1242-PL111 Rev E Proposed Site Plan Assuming Citygrove Scheme  
1242-PL112 Rev B Proposed Floor Plan & Cross Section  
1242-PL113 Rev C Proposed Elevations  
130938A/AT/B01 Rev A Swept Path Analysis

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 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (July 2011).

### **3 COM9 Landscaping (car parking & refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Means of enclosure/boundary treatments
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  - 2.e Other structures
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation
  
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011)

### **4 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **5 COM12 Use Within Same Use Class Unit A**

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or the Town and Country Planning (General Permitted Development) Order 1995 (as amended), Unit A as shown on Drawing No. 1242-PL120 shall be used for the sale of food and other convenience goods or the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, self-assembly furniture, carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment, clothing and footwear, soft and hard furnishings, household goods and homewares and for the sale of ancillary goods which are part of the usual product mix of retailers of the foregoing, and for no other purposes, unless prior written consent is obtained from the Local Planning Authority.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **6 COM12 Use Within Same Use Class Unit B**

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or the Town and Country Planning (General Permitted Development) Order 1995 (as amended), Unit B as shown on Drawing No. 1242-PL122 shall be used

solely for the sale of the following goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, self-assembly furniture, carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment, clothing and footwear, soft and hard furnishings, household goods and homewares and for the sale of ancillary goods which are part of the usual product mix of retailers of the foregoing, including food and drink from no more than 10% of the floor area, toiletries from no more than 5% of the floor area and pet products, including food for non-human consumption, from no more than 5% of the floor area unless prior written consent is obtained from the Local Planning Authority.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7 COM14 No additional internal floorspace**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

#### REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM14 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

#### **8 COM15 Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all SUDS features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume;
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards (safe access and egress must be demonstrated);
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
  
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime; including appropriate details of inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iv. incorporate water saving measures and equipment

v. provide details of water collection facilities to capture excess rainwater;

vi. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water runoff is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close as its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or January 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### **9 COM17 Control of site noise rating level**

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

#### REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

#### **10 COM22 Operating Hours**

The premises shall not be used except between:-  
0800 and 2000 Mondays to Saturdays  
1000 to 1700 Sundays, Public or Bank Holidays.

#### REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

#### **11 COM27 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the

parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

#### REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **12 COM29 No floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and to protect the ecological value of the area in accordance with Policy EC3.

#### **13 NONSC Deliveries and Collections**

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0700 hours to 2200 hours Monday to Saturdays; and 0900 hours to 1800 hours on Sundays and Bank Holidays.

#### REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

#### **14 NONSC Delivery and Servicing Plan**

Prior to occupation, a delivery and service plan for Unit A and Unit B shall be submitted to and approved in writing by the Local Planning Authority. The delivery and service plan shall include measures to minimise the impact of servicing and deliveries on the strategic highway network in accordance with the London Freight Plan (November 2007) and the 'Delivering a road freight legacy' document (September 2013) and shall include monitoring measures and avoiding peak periods.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

#### REASON

In order to ensure that the servicing and delivery activity associated with the development does not have an adverse impact on the strategic highway network in accordance with London Plan Policy 6.14 (July 2011).

#### **15 NONSC Non Standard Condition**

Prior to the commencement of development, details of trolley traps to prevent shopping trolleys exiting the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the retail

stores.

## REASON

To prevent the abandonment of shopping trolleys and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the local area in accordance with Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 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 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres
NPPF	National Planning Policy Framework

### 3 I15 **Control of Environmental Nuisance from Construction Work**

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best



Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

#### **4 114C Compliance with Building Regulations Access to and use of**

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

#### **5 143 Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to

avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

#### **6 147 Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

#### **7**

The Applicant is advised that the application site falls partially within land that may be required to construct and/or operate phase one of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk).

#### **8 125 Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site covers 1.57 hectares and comprises two retail units (Unit A and Unit B) measuring a total Gross External Area (GEA) of 4,970.7m<sup>2</sup>, with car parking at the front. Unit A was previously occupied by Focus DIY whilst Unit B was previously occupied by Land of Leather. The retail units have been vacant since 2007 (Unit A) and 2009 (Unit B).

At present Unit A has a total Gross External Area (GEA) of 3974m<sup>2</sup> (including an existing mezzanine, external sales area and entrance porch and canopy). Unit B has a total Gross External Area (GEA) of 997.4sq.m.

The site is accessed from a traffic light controlled junction on Victoria Road, whilst the service yard is accessed via a road along the southeast boundary.

Residential and commercial properties are located opposite the application site along Victoria Road. Residential properties are located to the north and northeast along with

commercial units within the Braintree Road Industrial Estate. The former Express Dairy/Arla Foods site is located south and southeast of the application site. Part of the High Speed 2 (HS2) Draft Safeguarding Area (October 2012) is located at the rear of the site lies, beyond which lies London Underground and Chiltern Railway Line. RAF Northolt lies approximately 440m west of the site.

The application site is located within the Braintree Road Industrial and Business Area (IBA) and has a Public Transport Accessibility Level of 1b. The site is located approximately 300m away from the South Ruislip Core Shopping Area and is therefore outside the South Ruislip Local Centre.

### 3.2 Proposed Scheme

Planning permission is sought for the refurbishment of the existing retail units, Units A and B, which have been vacant since 2007 and 2009 respectively.

The refurbishment would provide revised floor layouts to Units A and B, providing a Gross Internal Area of 1507.4sq.m to Unit A, and a Gross Internal Area of 2,257sq.m to Unit B.

New shop fronts would be installed and an entrance porch and canopy erected. The proposed works include alterations to elevations, a revised parking layout and the installation of trolley bays along with associated landscaping. The scheme would involve the demolition of the existing mezzanine floor (139.2m<sup>2</sup> GEA) and the external sales area (866.2m<sup>2</sup> GEA).

The proposed scheme would provide 196 parking spaces within the car park at the front of the site; the parking provision would include 13 disabled parking spaces, 8 parent and child spaces, 20 active electric vehicle charging points and 11 passive electric vehicle charging points. Covered cycle parking for 34 cycles would also be provided.

Aldi is the proposed occupier of Unit A whilst B&M Home Stores is the proposed occupier of Unit B.

### 3.3 Relevant Planning History

64445/APP/2008/1295 428a Victoria Road Ruislip

VARIATION OF CONDITION 2 OF PLANNING PERMISSION REF. 3953EG/96/1602 DATED 09/05/97 TO ALLOW FOR EXTENSION OF THE RANGE OF GOODS AVAILABLE FOR SALE FROM THE PREMISES TO ALLOW FOR THE SALE OF SPORTS GOODS AND EQUIPMENT BICYCLES AND ASSOCIATED EQUIPMENT, PLAY EQUIPMENT, BABY EQUIPMENT AND PRODUCTS, ELECTRONIC GAMES AND EQUIPMENT AND OTHER PRODUCTS ASSOCIATED WITH TOYS AND CHILDREN'S ENTERTAINMENT.

**Decision:** 03-09-2008 Approved

64445/APP/2008/2496 428a Victoria Road Ruislip

CHANGE OF USE OF RETAIL UNIT (A1) TO USE AS A BINGO CLUB (D2)

**Decision:**

64445/APP/2013/1000 428a Victoria Road Ruislip

Refurbishment of Unit A involving installation of mezzanine floor, installation of shop front, alterations to elevations, installation of trolley bays, alterations to car parking arrangements, involving demolition of existing mezzanine floor, external sales area, entrance porch and canopy

**Decision:** 12-11-2013 Approved

64445/APP/2013/1050 428a Victoria Road Ruislip

Variation of condition No.1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 to allow the sale of A1 non food goods and preclude the sale of food and drink (variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/97 to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment)

**Decision:** 12-11-2013 Approved

64445/APP/2014/2463 428a Victoria Road Ruislip

Variation of condition 1 of planning permission ref. 64445/APP/2008/1295, dated 03/09/2008 (Variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/1997, to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment), as it relates to Unit A, to allow for the sale of food and drink.

**Decision:**

64445/APP/2014/2465 428a Victoria Road Ruislip

Variation of condition 1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 (Variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/1997, to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment), as it relates to Unit B, to allow for the sale of a limited range of ambient, non perishable food and drink products, toiletries and pet products.

**Decision:**

#### **Comment on Relevant Planning History**

An application for the variation of Condition 1 of planning permission ref: 64445/APP/2008/1295, dated 03/09/2008, to allow for a wider range of goods to be sold from Unit A, is being considered under planning application ref: 64445/APP/2014/2463.

An application for the variation of Condition 1 of planning permission ref: 64445/APP/2008/1295, dated 03/09/2008, to allow for a wider range of goods to be sold from Unit B, is being considered under planning application ref: 64445/APP/2014/2465.

#### **4. Planning Policies and Standards**

## UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

### Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

### Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE25 Modernisation and improvement of industrial and business areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE2 Development in designated Industrial and Business Areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- LPP 2.15 (2011) Town Centres
- NPPF National Planning Policy Framework

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th August 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 94 local owners/occupiers and South Ruislip Residents Association. A site notice was also posted. One response was received requesting the wall separating the development from Tiptree Road is retained.

### Greater London Authority:

The application complies with some of the relevant London Plan policies, but not with others for the following reasons:

### Retail:

(i) Sequential test: It is requested that Hillingdon Council provide a view on the local assessment of site options within the borough and furthermore engage with Harrow Council on sites within its administrative area.

(ii) Test of scale: This application with other approved and potential retail floor space in South Ruislip continues to raise concern in relation to the cumulative impacts of the additional floor space on the defined network of retail centres.

(iii) Assessment of impact: The overall potential quantum of retail development in South Ruislip could have adverse impacts on retail health and investment in town centres within Hillingdon and Harrow. Hillingdon Council should undertake a thorough review of the findings of the retail impact assessment findings on the town centre hierarchy with particular focus on potential cumulative impacts of the current application proposals, ASDA (ARLA application) and approved Sainsbury's food store expansion. This process should include consultation with Harrow Council.

(iv) Managing out of centre retail: The applicant is requested to indicate whether an alternative (residential) use has been considered as a development option for the site and Hillingdon Council are requested to provide an opinion on the site coming forward for alternative use.

Urban Design: The purpose of these design changes are to place the corporate brand of the new occupiers ALDI and B&M Home Stores and on the existing warehouse sheds and are acceptable in strategic planning terms. The main design concern with the refurbishment proposals relates to making the old retail warehouse units more energy efficient and is reflected in comments set out in the energy section of the report.

Transport: The applicant has only provided a highways assessment; however given the potential transport impact of the proposed development, TfL expects that the assessment should also consider the pedestrian, cycling and public transport network and reflect that the site has been vacant for at least five years. The applicant should also respond in full to all other London Plan compliance issues before Stage 2.

Sustainable energy: The applicant has not submitted an energy strategy and this should be provided in compliance with London Plan policy 4.7 and the guidance given in the report.

#### OFFICER COMMENTS:

The GLA comments in regards to the retail impacts of the development have been discussed as part of planning application refs: 64445/APP/2014/2463 and 64445/APP/2014/2465. The other issues raised have been dealt with elsewhere in this report.

#### HS2:

As the southern end of the current application site on Victoria Road partially is within a surface safeguarded area for Phase One of HS2 (see safeguarding Map No SG-01-012) and the area in question is shown on Environmental Statement Plan CT-05-016 as being required for the South Ruislip Ventilation Shaft Main Construction Compound the landowner will provide HS2 Ltd with an appropriate right of access over the vehicular access for the construction and maintenance of the ventilation shaft.

In terms of the proposed HS2 scheme, Environmental Statement Plan CT-06-016 shows an HS2 access road being maintained to the South Ruislip Vent Shaft and headhouse and the remainder of the land being 'returned to suitable development use'.

Whilst HS2 Ltd considers the proposed development will not conflict with the construction or operation of the proposed railway in that location and is therefore acceptable in planning terms from an HS2 perspective, in the event that your Council is minded to grant permission for the development it is requested that the following informative is added to any decision notice:

'Informative:

The Applicant is advised that the application site falls partially within land that may be required to construct and/or operate phase one of a high speed rail line between London and the West Midlands, known as High Speed Two (HS2). Powers to construct and operate HS2 are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at [www.hs2.org.uk](http://www.hs2.org.uk).'

Ministry of Defence:

The MOD has no safeguarding objections to this proposal.

TfL:

The application will involve the refurbishment of the existing retail units and the variation of condition to allow for the sale of perishable goods on site. The applicant expects a food retailer and retailer selling non perishable goods to occupy the two units. TfL's comments on these applications are as follows:

- It is not clear whether the impact assessment takes into account the existing vacancy of the two units as TfL would expect the existing number of trips to be zero. Furthermore, a multi-modal impact assessment has not been provided. TfL are therefore unable to ascertain the number of walking, cycling and public transport trips expected to be generated by the proposals. Notwithstanding this, TfL is satisfied there would be sufficient public transport capacity within the local area to accommodate a development of this nature.

- The applicant proposes 218 car parking spaces, inclusive of 16 disabled. The figure proposed is far in excess of the car parking maximum standards contained within the Further Alterations to the London Plan (FA LP). The FALP standards are as follows for a retail unit with a PTAL of 3.

Maximum standards for retail uses: space per sq.m of gross floor space

Use	PTAL 6 and 5	PTAL 4 to 2	PTAL 1
· Food			
Up to 500 m2	75	50-35	30
Up to 2500 m2	45-30	30-20	18
Over 2500 m2	38-25	25-18	15
· Non food	60-40	50-30	30
· Garden Centre	65-45	45-30	25
· Town Centre/Shopping Mall/Dept Store	75-50	50-35	30

Applying these standards would allow for an absolute maximum of 75 spaces for the food retail and 75 spaces for the non-food retail. The relevant car parking ranges for the food unit is 45-75 spaces and 50-75 spaces for the non-food retail unit. The proposals therefore represent an overprovision of 68 spaces. You should be aware that these figures represents an absolute maximum and with consideration to the site's moderate PTAL and existing highway congestion, TfL do not believe it would be appropriate to apply these standards at this location.

On that basis, to determine an appropriate number of spaces, a maximum standard in the range allowed (i.e. 25 for the food unit and 40 for the non food unit) is considered to provide a logical approach and this gives a maximum of 60 spaces for the non food unit and 56 for the food unit therefore giving a total number of 106 spaces. TfL therefore requests that the car parking is reduced from 218 to 106 spaces in accordance with London Plan policy 6.13. For the eventual number of spaces agreed on site 10% of all spaces will need to be fitted with active Electrical Vehicle Charging Points (EVCPs) with a further 10% fitted with passive charging infrastructure.

The applicant is proposing space for 28 cycles or 14 stands. The FALP does require additional spaces to be provided as follows:

- 1,507.4sqm of food retail - 9 long stay spaces and 22 short stay spaces
- 2,257sqm of non food retail - 5 long stay spaces and 9 short stay spaces

TfL therefore requests the cycle parking provision is increased accordingly. Furthermore, the long stay spaces should be provided within the retail units to provide a secure environment and shower and changing facilities should be provided for all staff employed on site.

A workplace travel plan has been provided and TfL consider the content acceptable. Little detail has been provided on the servicing requirements of the two units. Nevertheless, considering the nature of retail occupier TfL requests that a Delivery and Servicing Plan (DSP) is provided.

#### OFFICER COMMENTS:

The site currently provides 218 parking spaces, some of which would be relocated within the site. The number of parking spaces has been reduced and active and passive electric vehicle charging points have been provided. The number of cycle parking spaces has also been increased.

TfL:

Our latest position is that the car parking remains in excess of the London Plan maximum standards and the lack of shower and changing facilities is accepted on the basis that it has not been agreed with the tenants. The increase in cycle parking provision is welcomed. We expect a DSP to be secured by condition.

#### **Internal Consultees**

Access Officer:

The proposal to refurbish two semi-detached retail units, formerly occupied by Focus DIY and Land of Leather, raises no fundamental accessibility issues. However, any grant of planning permission should seek to secure accessible parking in accordance with the specifications set out in BS 8300:2009. The parking bays should also be signed to allow their use by Blue Badge holders, as well as Hillingdon residents with a Brown Badge.

Conclusion: acceptable, subject to the above.

Officer comment:

The above can be dealt with through the use of a suitable condition.

Conservation Officer:

The existing warehouse units are set back from Victoria Road by parking spaces and a central access road. Victoria Road is a busy route and the site is in a highly visible location which is in need of improvement. This side of Victoria Road is characterised by such warehouses of a similar nature with suburban pre-War and inter-War housing to the side and opposite. Saint Gregory the Great Catholic Church is a locally listed building (a heritage asset) also opposite. There are no designated heritage



assets on the site and it requires upgrading and enhancing.

COMMENTS: There is no objection to the scheme in principle, particularly the aspiration to upgrade the unit, which will also upgrade the overall appearance of the area. The demolition of the front greenhouse structure and the garden centre area will improve the street scene and is to be welcomed. The alterations proposed to the facades will tidy up the building. I would, however, suggest that for clarity that the new entrances be reconsidered; perhaps made more prominent. I am also concerned that the 'double pole' signage proposed could be obtrusive, and a more considered arrangement would be preferable.

In terms of the overall layout, this is a major thoroughfare, and the site fronts and is adjacent established housing estates. A good design and finish is therefore key, and I am keen that the forecourt parking contributes more positively to street scene. The layout which provides a new access road allows for a central pedestrian route and a more considered and accessible layout. If this new layout is acceptable in highways terms, then I would encourage the applicant to at least consider more robust materials which would also help raise the standard of design more generally in the area. Currently the proposed soft and hard landscaping appears limited and more detail is required.

The curtilages and boundaries should be well defined and I would urge the applicant to consider new boundary treatment to Victoria Road. The layout should also indicate the position, design and size of any freestanding signage (which I assume will be required) to Victoria Road.

Although the proposed layout for vehicles and pedestrians appears rational and logical it is important that it is robust. I would therefore advise that a revised layout plan is requested along with any revisions to the entrance signs.

Acceptable with clarification to the above suggestions.

Officer comments:

Further details of the hard and soft landscaping, including boundary treatments, would be provided through the use of suitable landscape conditions. The freestanding signage would require separate advertisement consent.

Environmental Protection Unit:

This site is in close proximity to residential premises. Please attach the following conditions:

N11B Noise affecting residential property

The rating level of noise emitted from the extraction/ventilation/chiller plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Loading/unloading/deliveries

The site shall not be used for delivery and the loading or unloading of goods outside the hours of [08:00] and [18:00], Monday to Friday, and between the hours of [08:00] and [13:00] on Saturdays. There shall be no deliveries on Sundays or Bank Holidays.

REASON: To safeguard the amenity of surrounding areas.

**OFFICER COMMENTS:**

In regards to the deliveries condition, the applicant has requested that this be revised to the hours of 07:00 and 22:00 Mondays to Saturdays and 09:00 and 18:00 on Sundays and Bank Holidays. Typically Aldi (Unit A) will have approximately two deliveries a day and B&M Home Stores (Unit B) will have approximately five deliveries a week. Due to the location of the service yards at the rear of the site, which are surrounded by existing commercial units in Braintree Road and the proposed Asda at the Arla site, and the lack of residential properties adjacent to the service yards, the above hours of deliveries are considered to be acceptable.

**Hours of Operation**

Please set an 'hours of operation' condition; I would suggest 8am to 8pm Monday to Saturday and 10am to 5pm on Sunday

**LT1 Floodlighting**

No floodlighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON: To safeguard the amenity of neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Unitary Development

**Control of environmental nuisance from construction work Informative**

**Floodwater Management Officer:**

The site proposes to connect to the existing drainage system, yet is unclear if that system has the capacity to deal with this and every opportunity should be taken within the landscaping proposals to reduce the flood risk to the surrounding area. Therefore the following condition is requested:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all SUDS features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume;
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards (safe access and egress must be demonstrated);
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
  
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime; including appropriate details of inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iv. incorporate water saving measures and equipment

v. provide details of water collection facilities to capture excess rainwater;

vi. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water runoff is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close as its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or January 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### Highways:

Further to reviewing the Transport Statement submitted in support of the above, it is noted that the sample site selected from within the TRICS Database, in relation to the trip assessment of Unit A, only consider discount food stores. As the operator of this unit cannot be controlled, the trip assessment required to be undertaken in relation to non-discount food stores. In addition it is noted that the selection of sample sites in relation to the Saturday peak hour are limited with only two sites provided. As a result, the trip rates used in the Transport Statement undertaken for the Sainsbury's store, located adjacent to the junction of Victoria Road and Long Drive are required to be used in relation to the current proposals.

When considering the trip assessment associated with Unit B, it is noted that the sample sites are not representative due to the nature of goods sold. Therefore, the trip rates used in relation to the extant planning consent (ref: 64445/APP/2013/1050) in relation to Unit A, are required to be used.

Clarification is required to be provided in relation to the methodology used in determining the vehicle trips identified in table 5.5 and paragraph 5.10 of the Transport Statement. In addition, reference is required to be provided in relation to the amount (31%) of transferred trips travelling eastbound along Victoria Road.

The Transport Statement is required to demonstrate how the existing signal controlled junction that provides access to the site will be brought back into operation, in order that the proposals can be implemented. This will need to identify if any changes to the existing signal timings will be required in order that the access/junction will operate at optimum performance.

The Transport Statement informs that there will be 218 parking spaces provided within the site. However, the plans included with the document show 212 parking spaces.

All vehicle swept paths are required to include a 300mm margin of error.

The submitted vehicle swept paths are showing parking spaces located across the proposed

servicing access to unit B. Therefore these are required to be deleted.

In order to provide a comparative assessment, vehicle swept paths of a 16.5m articulated vehicle servicing unit B, under the existing access arrangements are required to be provided.

Officer comments:

In regards to the parking spaces across the proposed servicing access to unit B, these spaces would be removed. The number of overall parking spaces has been reduced and is considered to be acceptable. The applicant has submitted additional/revised transport information which addresses the above comments.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located within the Braintree Road Industrial and Business Area (IBA) and approximately 300m away from the South Ruislip Core Shopping Area. The proposal seeks to refurbish the existing A1 retail units, which would include new shop fronts and alterations to the elevations, along with alterations to the car parking arrangements. The external sales area would be demolished. The A1 retail units were previously occupied by Focus DIY and Land of Leather but have been vacant since 2007 and 2009; the proposed external and internal alterations would allow for two new retail occupiers (Aldi and B&M Home Stores) to move into the vacant units.

The original planning permission granted in May 1996 (ref: 3953/DS/93/1523) imposed a condition (condition 12) restricting the amount of retail floor space to 3,716m<sup>2</sup>. The floor layouts of Units A and B would be revised to provide 1507.4sq.m of Gross Internal Area to Unit A, and 2,257sq.m of Gross Internal Area to Unit B. Despite the revised floor layouts, the proposal would not result in an increase in the total amount of retail floor space, and so would remain below the limit imposed by condition 12 of planning permission ref: 3953/DS/93/1523.

It is therefore considered that the proposed scheme to refurbish Units A and B through the demolition of the external sales area and the provision of revised floor layouts is acceptable in principle.

### **7.02 Density of the proposed development**

This is not applicable to this application.

### **7.03 Impact on archaeology/CAs/LBs or Areas of Special Character**

This is not applicable to this application.

### **7.04 Airport safeguarding**

The application has been examined by the Ministry of Defence who do not raise any safeguarding objections to the proposals.

### **7.05 Impact on the green belt**

This is not applicable to this application.

### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area. Policy BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require alterations and extensions to harmonise with the scale, form, architectural composition and proportions of the original building.

The scheme includes alterations to the existing elevations and would install new shop fronts.

The scheme would also demolish the existing external sales area and remove the internal walls between the external sales area and the car park. At present, the site is vacant and in a poor condition, due to vandalism and graffiti. It is considered that the alterations to the elevations and the new shop fronts would enhance the visual appearance of the vacant retail units, which, along with the removal of the internal walls of the external sales area, would improve the character and appearance of the application site and the surrounding area.

The proposed scheme is considered to comply with Policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.08 Impact on neighbours**

The existing boundary wall between the external sales area and Tiptree Road is to be retained in order to provide a boundary to the adjoining properties from the car park. The proposal would improve the appearance of the retail units through the installation of new shop fronts, a new entrance porch and canopy, and alterations to the elevations. The proposed external works to the two retail units would not have a detrimental impact on the visual amenity of neighbouring residential properties.

#### **7.09 Living conditions for future occupiers**

This is not applicable to this application.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) does not allow developments that result in an unacceptable amount of traffic generation, prejudice the free flow of traffic or have a detrimental impact on highway and pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to be in accordance with the Council's adopted car parking standards, which states that A1 Shops (including retail warehouses) need to comply with the standards set out in Table 6.2 of the 2011 London Plan.

The proposed scheme involves alterations to the car parking arrangements within the application site, which has a Public Transport Accessibility Level of 1b. At present, the car park has a total of 218 parking spaces which includes 6 disabled parking spaces and 38 parking spaces located at the rear and to the side of Units A and B. The proposed scheme would provide 196 parking spaces within the car park at the front of the site; the parking provision would include 13 disabled parking spaces, 8 parent and child spaces, 20 active electric vehicle charging points and 11 passive electric vehicle charging points. Covered cycle parking for 34 cycles would also be provided.

The above level of parking provision has been agreed by the applicant and TfL despite remaining in excess of the London Plan maximum standards. It is important to note that the level of proposed parking is no greater than the existing amount nor the level of parking approved under the proposed Citygrove development at the neighbouring Arla site (ref: 66819/APP/2014/1600). TfL has confirmed that the number of electric vehicle charging points and cycle parking spaces are acceptable. On balance, the proposed parking provision for the development is considered to be acceptable.

At present, customer access to the site is via an existing signal controlled junction (Victoria Road/West Mead) with a service vehicle access road from Victoria Road running along the south-eastern boundary. This service road is shared with the neighbouring Arla site. The approved Citygrove scheme (ref: 66819/APP/2014/1600) includes improvements to this shared site access/Victoria Road junction, and proposes to stop up the existing access into

the site from the Victoria Road/West Mead signalised junction. A central pedestrian walkway will be created through the site to allow for safe pedestrian access from Victoria Road to the store frontage.

The proposed vehicular access to the application site is considered to be acceptable as it would use an existing access road which is shared with the adjoining Arla site. In regards to traffic generation, it is considered that the proposed development would not result in a significant increase in traffic generation as to result in an unacceptable impact on the site access/Victoria Road junction and the existing highway network.

It is considered that the proposed scheme would be acceptable in regards to vehicle and cycle parking provision, would not result in an unacceptable level of traffic generation and would not have a detrimental impact on traffic flows or pedestrian and highway safety. The proposal therefore complies with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.11 Urban design, access and security**

Design issues are discussed in section 7.07 of this report. Access to the application site has been discussed in Section 7.10 of this report. Security can be dealt with by way of condition on any consent granted.

#### **7.12 Disabled access**

The proposed scheme would provide level access to the retail unit, disabled WC facilities and 13 disabled parking spaces. The Council's Access Officer does not object to the proposed scheme.

#### **7.13 Provision of affordable & special needs housing**

This is not applicable to this application.

#### **7.14 Trees, landscaping and Ecology**

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided when necessary.

The application site already comprises landscaping around the site boundaries and within the car park, including a large number of trees. The existing landscaping will be retained and additional trees will be provided within the car park. The scheme would retain the 4m high brick wall along the northwest boundary with Tiptree Road and provide an additional landscaping strip along this boundary.

The proposal therefore complies with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) subject to a suitable landscaping scheme, which can be dealt with by way of a condition on any consent granted.

#### **7.15 Sustainable waste management**

The proposals will not result in any changes to waste and recycling arrangements.

#### **7.16 Renewable energy / Sustainability**

The Greater London Authority (GLA) raised concerns over the lack of an energy strategy and the need to improve energy efficiency. The applicant has submitted a Sustainability Statement, setting out measures to improve the energy efficiency of the existing buildings.

The proposed external works would replace the existing shop fronts with new shop fronts and introduce a new cladding system that complies with Part L2B of the Building Regulations. As the existing roof system does not meet current heat loss standards, the roof

would be over-clad with an aluminium grid-work support system to create a cavity which will be lined with 100mm thick quilt insulation and 0.7mm thick plastic-coated over-clad roof sheets. New rooflights would also be installed. The roof would therefore achieve a new improved U-value of 0.18W/m<sup>2</sup>.K, in line with current guidance in Part L2B of the Building Regulations.

Fitting-out of the two retail units will be the responsibility of the new incoming tenants. The Sustainability Statement sets out where improvements in energy usage and consumption can be targeted during the internal fit-out of the units; the important elements of the fit-out would include lighting and power, heating and cooling, and water usage.

It is considered that the measures set out in the submitted Sustainability Statement would increase the energy efficiency of the two retail units and would incorporate sustainable measures to ensure suitable levels of energy usage and consumption. It is therefore considered that the proposal is acceptable in regards to sustainability and energy efficiency

#### **7.17 Flooding or Drainage Issues**

This is not applicable to this application.

#### **7.18 Noise or Air Quality Issues**

This is not applicable to this application.

#### **7.19 Comments on Public Consultations**

One response was received during the public consultation in regards to the existing wall separating the development from Tiptree Road; this has been discussed elsewhere in this report.

#### **7.20 Planning obligations**

This is not applicable to this application.

#### **7.21 Expediency of enforcement action**

This is not applicable to this application.

#### **7.22 Other Issues**

- Crime and Amenity of the area

It should be noted that due to the vacancy of the unit, there has been a history of anti-social behaviour and vandalism at the site and such activity has a detrimental impact on the amenity of the area in general. Whilst this matter is currently dealt with through on-site security, bringing the retail unit back into use would be a preferable way to reduce such incidents and would serve to improve the amenity of the area. This benefit weighs in favour of the development.

- Jobs

The proposal would provide 65 new jobs. Bringing the vacant unit back into use would ensure job provision to the benefit of the local economy. It is recommended that an employment strategy is secured to encourage local employment. The benefits of the additional local jobs provided also weighs in favour of the development.

### **8. Observations of the Borough Solicitor**

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance

with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

#### **9. Observations of the Director of Finance**

This is not applicable to this application.

#### **10. CONCLUSION**

Planning permission is sought for the refurbishment of the existing retail units, Units A and I



which have been vacant since 2007 and 2009 respectively.

The refurbishment would provide revised floor layouts to Units A and B, demolish the external sales area, install new shop fronts and erect an entrance porch and canopy. The proposed works include alterations to elevations, a revised parking layout and the installation of trolley bays along with associated landscaping.

The proposed scheme would not result in a detrimental impact on the character and appearance of the surrounding area or on the visual amenity of neighbouring residential properties, and would not cause harm to pedestrian or highway safety. The proposed development complies with Policies AM7, AM14, BE13, BE15 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The application is therefore recommended for approval.

#### **11. Reference Documents**

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

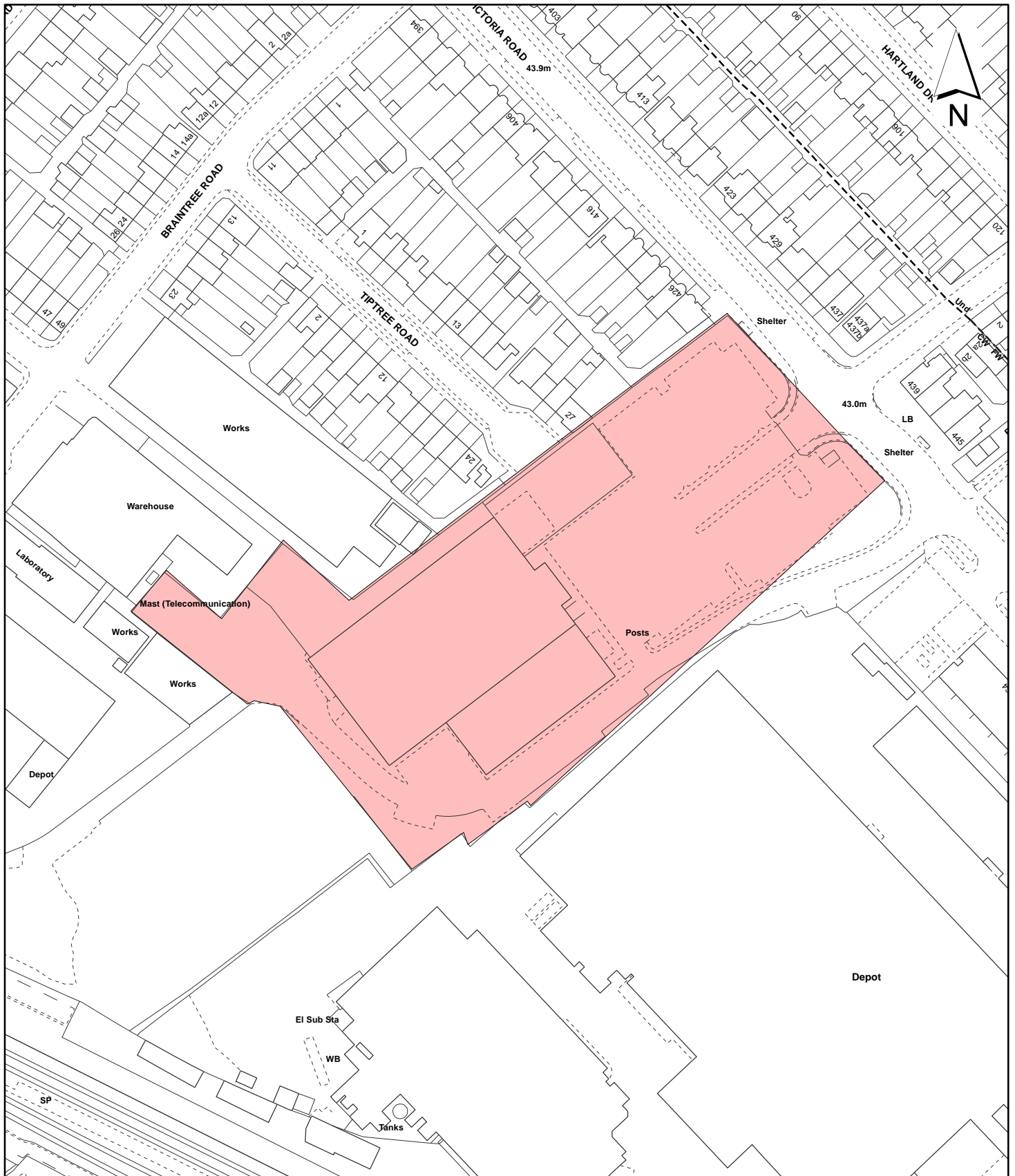
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2015 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center"><b>428A &amp; 428B Victoria Road Ruislip</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Residents Services Planning Section</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>64445/APP/2014/2467</b></p>	<p>Scale</p> <p align="center"><b>1:1,600</b></p>	
	<p>Planning Committee</p> <p align="center"><b>Major</b></p>	<p>Date</p> <p align="center"><b>April 2015</b></p>	