

Report of the Head of Planning & Enforcement Services

Address SAINSBURY'S SUPERSTORE LONG DRIVE RUISLIP

Development: Demolition of existing store and erection of new larger retail superstore, creation of ancillary commercial units (Use Class A1, A2, A3, and D1), refurbishment of existing petrol station, creation of new service yard and decked car park, alterations to existing public car park with associated landscaping and public realm works.

LBH Ref Nos: 33667/APP/2012/3214

Drawing Nos:

- 01 AP 0010 003
- 01 AP 0010 004
- 01 AP 0020 001
- 01 AP 0020 002
- 01 AP 0020 003
- 01 AP 0020 004
- 01 AP 0030 001
- 01 AP 0110 001
- 01 AP 0110 002
- 01 AP 0110 003
- 01 AP 0120 001
- 01 AP 0120 002
- Design and Access Statement, December 2012
- Transport Assessment, December 2012
- Archaeological Desk-based Assessment, dated December 2012
- Agent's covering email dated 21/2/13
- Letter from RSK dated 19/2/13
- 01 AP 0010 001 Rev. PO2
- 01 AP 0010 002 Rev. PO1
- Access Statement, February 2013, Rev. 2
- Letter from Vectos dated 7/2/13
- Supplementary Retail Statement, February 2013
- Letter from WSP Environmental UK dated 20/2/13
- 1:1250 Location Plan
- Air Quality Assessment, December 2012
- Breeam 2011 Pre-Assessment Report, dated December 2012
- 986-01 Rev. B
- Renewable Energy and Energy Efficiency Assessment, December 2012
- Statement of Community Involvement, December 2012
- Tree Survey Schedule
- Ecological Assessment, December 2012
- 986-02 Rev. B
- Flood Risk Assessment, December 2012
- Geo-environmental Site Assessment, December 2012
- Noise Impact Assessment, December 2012
- Draft Demolition and Construction Management Plan, Revised 4/2/13
- Agent's covering email dated 4/2/13
- Cumulative Impact Assessment
- Planning and Retail Statement, December 2012

Date Plans Received: 21/12/2012 **Date(s) of Amendment(s):** 13/02/2013

Date Application Valid: 21/12/2012

21/02/2013

21/12/2012

04/02/2013

1. SUMMARY

The proposal is to redevelop the existing site, involving the demolition of the existing store and erection of a part two, part three storey building in a similar position to provide a 12,253 sq m (gross) store with business starter units at ground floor level fronting Long Drive, associated servicing and car parking including a deck level, refurbishment of the existing petrol filling station and landscaping and public realm works, together with the re-configuration of the public car park. The proposal would add 3,010 sqm to the existing 3,553 sqm net sales floorspace to provide a store with a net sales area of 6,563 sqm of which 4,200 sqm would be for convenience and 2,363 sqm for comparison goods (64% and 36% respectively).

The store is located within the core area of the South Ruislip local centre. As such, it is considered that there is no requirement to carry out a sequential test. Furthermore, the accompanying retail assessment advises that the new store seeks to address deficiencies of the existing store, which is showing signs of overtrading and demonstrates that the enlarged store would not adversely affect surrounding centres or fundamentally alter the functioning of the town centre.

The design of the scheme is considered to be acceptable and links and integration of the building with the surrounding town centre would be improved.

The Transport Assessment demonstrates that the operation of the surrounding road junctions would remain satisfactory, even after this proposal, committed development and the re-development of surrounding vacant sites is factored in, although the phasing and timings of the Long Drive/Victoria Road junction would need to be altered to accommodate the additional traffic.

The proposal would also involve the uplift of car parking on site from 336 to 552 spaces with the new decked level which would accord with the Mayor's car parking standards for the enlarged store and would be capable of accommodating demand and the provision of disabled, parent and child and brown badge spaces will ensure that the site is accessible to all and is socially inclusive.

Neighbouring properties would not be adversely affected. Sustainability objectives would be satisfied and although a green/brown roof is not currently proposed, its provision has been conditioned.

The scheme also provides a full package of planning benefits secured as part of the S106/278 Agreement, commensurate with the scale of development, including a requirement for off-site ecological enhancement works should a Green /Brown roof not be forthcoming.

Furthermore, the Mayor does not raise any in principle objections to the scheme in his Stage 1 report.

The application is recommended favourably, but needs to be referred back to the Mayor.

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, Sport and Green Spaces to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Sport and Green Spaces and also those requested by the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

1. Transport: in line with the SPD a s278 agreement will be required to be entered into to address any and all highways matters arising from the proposal.

2. 10 Year Green Travel Plan.

3. Funding the cost of an addition bus stop on Victoria Road.

4. Contribution of £40,000 towards enhancements to bus and bus transit network.

5. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).

6. Employment Training: An on site employment training initiative to address employment training needs made necessary as a result of the development.

7. A contribution of £400,000 towards capacity enhancements to the public realm within the vicinity of the site.

8. Air Quality: A financial contribution of £25,000 required for air quality monitoring made necessary by the development.

9. Either onsite delivery of Ecological Enhancements in the form of a Green Roof, or a financial contribution of £50,000 towards off site creation of Ecological Enhancements.

10. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.

c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 28th March 2012, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then delegated authority be granted to the Head of Planning, Sport and Green Spaces to refuse the application for the following reason:

'The development has failed to secure obligations relating to transport, construction and employment training, air quality monitoring, ecological and public realm enhancements. Accordingly, the proposal is contrary to policies R17, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD.

e) That subject to the above, the application be deferred for determination by the Head of Planning, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

f) That if the application is approved, the following conditions be imposed:

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 1:1250 Location Plan, 01 AP 0010 001 Rev. PO2, 01 AP 0010 002 Rev. PO1, 01 AP 0010 003, 01 AP 0010 004, 01 AP 0020 001, 01 AP 0020 002, 01 AP 0020 003, 01 AP 0020 004, 01 AP 0030 001, 01 AP 0110 001, 01 AP 0110 002, 01 AP 0110 003, 01 AP 0120 001 and 01 AP 0120 002 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 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 COM7 Materials (Submission)

Notwithstanding the details shown on the plans and submitted documents hereby approved, no development shall take place until revised details of all materials and external surfaces, including samples of all external materials, details of glazing, including the new shopfronts and canopies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5 NONSC Non Standard Condition

Notwithstanding the details shown on the plans and submitted documents hereby approved, no development shall take place until revised details of the timber fin screen along Victoria Road shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

6 NONSC Non Standard Condition

Notwithstanding Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987), the net sales area of the new store shall not exceed 4,200 sqm for convenience goods and 2,363 sqm for comparison goods.

REASON

To ensure that the development accords with the terms of the application and to enable the Local Planning Authority to assess all the implications of the development, including retail impacts and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies 2.15, 4.7 and 4.8 of the London Plan (July 2011), Policies E5 of the Hillingdon Local Plan Part One Policies (November 2012) and Policies AM7 and AM14 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7 NONSC Non Standard Condition

Prior to the commencement of development, plans showing the inclusion of a living roof and/or wall on the main retail store shall be submitted to and approved in writing by the

Local Planning Authority. The development must proceed in accordance with the approved plans unless otherwise agreed in writing.

Reason

To comply with Policy EM1 of the Hillingdon Local Plan: Part One (November 2011) and Policy 5.11 of the London Plan (July 2011).

8 NONSC Non Standard Condition

Prior to the commencement of works on site, details of the provisions to be made for shopping trolley storage shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved details.

REASON:

To ensure that adequate storage capacity is provided and in the interests of the visual amenity of the area, in accordance with Policies BE13 and AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

9 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 COM9 Landscaping (including 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 Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.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 Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

11 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 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.

12 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 AM7 and AM14 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

13 COM23 Hours of Use (Restaurant etc.)

The premises shall not be open for customers outside the following hours: -
0700 to 2300, Mondays - Fridays
0600 to 2200, Saturdays
1000 to 1600, 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).

14 NONSC Non Standard Condition

Notwithstanding the details shown on the plans and submitted documents hereby approved, no development shall take place until revised details of the provisions to be made for electric charging points, to include 10% active and 10% passive provision for all the spaces proposed shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details which shall thereafter be permanently retained.

REASON

To ensure adequate facilities are provided, in accordance with Policy 6.13 of the London Plan (July 2011).

15 NONSC Non Standard Condition

Prior to the commencement of development a certified design stage assessment

showing that the proposed building is designed to achieve a BREEAM Very Good rating must be sent to the Local Authority. The development must proceed in accordance with the approved designs.

Prior to the occupation of the development, the applicant must submit completion stage certificate verifying that the building has been certified as BREEAM Very Good.

The final certificate must demonstrate that following:

- A minimum of 6 credits have been scored against ENE01 (Reduction of CO2)
- A minimum of 3 credits have been scored against ENE04 (use of low or zero carbon technology)
- A minimum of 4 credits have been scored against WAT01 (water consumption) including the use of rainwater and grey water recycling.

Reason

To ensure the developer delivers a sustainable development in accordance with Policies 5.2, 5.3 and 5.15 of the London Plan (July 2011).

16 NONSC Non Standard Condition

Notwithstanding the proposed drainage scheme contained within the Flood Risk Assessment by RSK, dated December 2012, reference 131833-R1(0), the development hereby permitted shall not be commenced until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority. The drainage scheme should:

1. maximises the use of SuDS or
2. demonstrate that alternatives have been considered together with justification as to why alternatives cannot be implemented.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reasons

To ensure that suitable drainable is provided, in accordance with Policy EM6 of the Hillingdon Local Plan: Part One (November 2012) and Policy 5.13 of the London Plan (July 2011) and the NPPF (March 2012).

17 NONSC Non Standard Condition

The rating level of noise emitted from the 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 Local Plan: Part Two - Saved UDP Policies (November 2012)

18 NONSC Non Standard Condition

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid

vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

Reason:

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

19 NONSC Non Standard Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

20 NONSC Non Standard Condition

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when

using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Non Standard Condition

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011).

22 NONSC Non Standard Condition

Prior to the commencement of works on site, a Delivery Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the Delivery Servicing Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (July 2011).

23 NONSC Non Standard Condition

Prior to the commencement of works on site, a Framework Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority for the whole site. The development shall be implemented in accordance with the plan.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.14 of the London Plan (July 2011).

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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF1	
NPPF2	
NPPF4	
NPPF7	
NPPF8	
NPPF10	
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.15	(2011) Town Centres
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 4.9	(2011) Small Shops
LPP 4.12	(2011) Improving opportunities for all
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-CS	Community Safety by Design, Supplementary Planning Guidance,

	adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 16 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

5 115 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 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.

6

In terms of condition 4, the applicant is advised that the brick for the principle elevations should be red rather than yellow or buff as this will more closely reflect the materials of the existing buildings within the area. The cladding to the rear of the buildings and

secondary areas should be a dark brown rather than grey. The timber screening should also be stained, or oiled, which will help it recess in the streetscape.

7

In terms of condition 5, the applicant should explore means of reducing the overall extent and visual impact of the timber fin screen.

8

As regards condition 16, the EA advise that in order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration, existing and proposed runoff rates and how this falls in line with the London Plan, i.e. minimum 50% reduction in runoff rates.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

9

The applicant is advised that the finished floor levels for the proposed development should be set no lower than 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level. Where this is not practical, flood resilience/resistance measures should be incorporated up to the 1 in 100 chance in any year including an allowance for climate change flood level. This is to protect the proposed development from flooding. We highly recommend this for the petrol station building, which will be located within Flood Zone 2.

Further information can be found in the document 'Improving the flood performance of new buildings' at: http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf

Additional guidance can be found in the Environment Agency Publication 'Prepare your property for flooding', which can be found on our website at <http://www.environment-agency.gov.uk/homeandleisure/floods/31644.aspx>

Petrol Station

Any facilities for the storage of oil, fuel or chemicals must be provided in accordance with the relevant regulations. Please refer to the following link on our Pollution Prevention Guidance (PPG). Some of the guidance may apply to activities taking place on your site. <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

If you would like more specific advice on Environmental Permits or waste you will need to contact the Environment Management Team on 01707632792 or look at available guidance on our website www.environment-agency.gov.uk/subjects/waste/

10

As regards condition 7, if the applicant provides suitable justification as to why a living wall or roof cannot be provided, then alternative proposals for the enhancement of ecology must be submitted. Due to the onsite restrictions, it is likely that an offsite contribution will be required.

11

The applicant is advised that the scheme for the provision of CCTV submitted pursuant to Condition 21 of this permission should be designed to link into, and be compatible with, the Council's CCTV system.

12

The applicant is advised that the application site falls within land that may be required to construct and/or operate phase 1 of a high speed rail line between London and the West Midlands, known as High Speed 2. Powers to construct and operate High Speed 2 are to be sought by promoting a hybrid Bill which is to be deposited at the end of 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.

13

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

14

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The site forms a 2.26 hectare plot located on the south eastern side of Long Drive and to the south of Victoria Road. It is occupied by a Sainsbury's supermarket with an associated surface level customer car park and petrol filling station and a Council owned, pay and display public car park. The supermarket was constructed in 1987 and occupies the southern quadrant of the traffic lighted crossroads formed by Long Drive and Victoria Road. The customer car park is located at the rear of the store, with the petrol filling station sited further towards the eastern end of the site. The public car park is located to the south west of the supermarket, separated by a detached two storey office building with accommodation in the roof space which the application site wraps around.

The existing store appears somewhat dated due to the heavy brick walls, large expanses of clay-tiled pitched roofs and style of fenestration. The majority of the building is single storey, although it increases in height towards the corner of Long Drive and along the length of Victoria Road.

The existing store has a net sales area of 3,553 sqm with ancillary servicing and storage areas giving a gross external area of 6,260 sqm. The main customer entrance is on the south eastern elevation, facing the customer car park. A secondary access is located on the south west elevation, connecting via a walkway to Long Drive. The supermarket currently opens between 0700 and 2300 hours Monday to Friday, 0600 and 2200 hours on Saturday and 1000 to 1600 hours on Sunday.

The customer car park currently provides 336 spaces, including 20 disabled and 15 parent/child spaces with vehicular access taken from a mini roundabout on Victoria Road at the eastern end of the site. The access wraps around the filling station to gain entry to the car park. A goods yard to the rear of the supermarket building is also accessed separately from Victoria Road. The public car park which has 67 spaces is accessed separately from Long Drive.

The raised embankment of the Central Underground and Chiltern Main line railways forms the south western boundary of the site which crosses Long Drive immediately to the west of the public car park. Adjoining the site to the north west on the opposite side of Long Drive is a three storey retail parade with commercial buildings and the South Ruislip Underground Station further to the west. To the north are residential properties, whereas to the north east, on the opposite side on Victoria Road is a new three storey building comprising a library on the ground floor, with an adult education centre and flats above. Adjacent to this site is a vacant plot which is currently being developed for two blocks of three storey flats and to the east of this is a youth centre. To the east is an unmade access leading to an electricity sub-station beyond which is a storage warehouse.

Most of the site forms part of the South Ruislip Local Centre, with only the eastern end of the car park and petrol filling station being excluded, with the store itself forming part of the centre's core area. Long Drive and Victoria Road are local distributor roads. The site also has a Public Transport Accessibility Level of 2 to 3 on a scale of 1 to 6 where 1 represents and is covered by Tree Preservation Order 193. The site forms part of a Critical Drainage Area and eastern end of the site is also located within Flood Zone 2. The site is also on the edge of an Air Quality Management Area.

3.2 Proposed Scheme

The proposal is to redevelop the existing site, involving the demolition of the existing store and erection of a part two, part three storey building in a similar position to provide a 12,253 sq m (gross) store with business starter units at ground floor level fronting Long Drive, associated servicing and car parking including a deck level, refurbishment of the existing petrol filling station and associated landscaping and public realm works, together with the re-configuration of the public car park. The submission also advises that Sainsbury's are considering their options in terms of store strategy during the construction phase, with one option being to provide a temporary store on site, while another would be to relocate to a temporary site nearby. The scheme has formed the subject of pre-application enquiries, both with the Council and the GLA.

The new store involves the 'store on stilts concept' where undercroft parking is provided under much of the store away from the road frontages and the main sales area is provided at first floor level with an additional mezzanine sales area above. Access to the

store would be via a new atrium/lobby area Victoria Road with the Long Drive frontage comprising the individual new retail units and pedestrian access to the undercroft area at ground floor level, directly accessed from Long Drive. The building would have a maximum width of 90.7m and depth of 116.9m as measured along the Victoria Road frontage, although the first floor service yard which would project at the rear of the building would be enclosed and the decked car park would extend some 149.1m from the rear elevation of the building.

The main three storey bulk of the building would be covered by a very shallow pitched ridged roof enclosed by parapet walls with an average overall height of approximately 14.85m. The glazed atrium and the south western side of the store, including the section of building which wraps around the office building would be two storeys with a typical height of 8.8m - 9.4m.

The proposals would also include an Explore/Learning Unit on the first floor which would provide top-up English and Mathematics tuition for 5 - 14 year old children and a Sainsbury's cafe on the mezzanine floor above. The retail/commercial units on the Long Drive frontage would have a gross external floor area of 357 sqm.

The proposal represents a 5,993 sqm increase on the gross external floor area of the existing 6,260 sqm supermarket. As regards net sales area, the proposed new store represents a 3,010 sqm increase on the 3,553 sqm net sales area of the existing store to provide a 6,563 sqm net sales store, of which 4,200 sqm (64% of the total) would be for convenience goods and 2,363 sqm (36%) for comparison goods. The existing store currently provides a net sales area of 3,020 sqm for convenience goods and 533 sqm for comparison goods so that the new store would provide an additional 1,180 sq m of convenience and 1,830 sqm of comparison goods floor space, increases of 39% and 343% respectively.

The proposed car parking would be provided at surface level, including the undercroft parking within the building, and on a new raised decked level at the rear, accessed via a ramp along the southern boundary within the car park. Car parking would increase from 336 to 552 spaces, including 32 disabled parking spaces, 23 parent/child parking spaces and 22 electric charging spaces. Customer access and egress would be retained in its existing location, via the mini-roundabout on Victoria Road, but a new left turn only customer egress would be provided onto Victoria Road, approximately mid-point along this frontage. Service and delivery vehicles would also access the site from the mini-roundabout, using the ramp to gain access to the service yard at the rear of the store at deck level. Ten online delivery goods vehicles would also be accommodated here. The new starter units would be serviced by a new lay-by outside the units on Long Drive.

The main road frontage elevations of the building would be brick built with individual shopfronts with projecting canopies provided at ground floor level along the Long Drive elevation for the retail/commercial units with associated landscaping and public realm works in front. The more recessed elements of the side elevations at the side and rear of the building would have grey coloured cladding. Along Victoria Road, for a length of over 180m, extending from the centre of the atrium and along the full length of the decked car park would be a timber fin screen, some 6.0 to 6.5m high with landscaping in front.

The petrol filling station would be refurbished with the number of pumps increasing from 4 to 9.

The public car park would be re-configured, resulting in a reduction of parking spaces

from 68 to 44 spaces.

The application is supported by the following documents:

Design and Access Statement:

This provides an introduction to the proposals and assesses the site's context. The urban scale, land use, site constraints, site opportunities are assessed, together with the planning history and the previously consented scheme in 2006 is detailed. The design of the proposal is presented and described, including photomontage imagery of the proposed building within the street scene. Various aspects of the development are described.

Planning and Retail Statement:

This provides an introduction to the proposals and describes the site and surroundings. Relevant planning history is outlined, national, regional and local planning policy assessed and the development proposals described. The assessment then addresses the retail planning issues. It advises on the lack of need for a sequential assessment and highlights the relevance of the extant planning permission on this site. Retailing in the wider area is discussed together with the findings of various retail studies, namely the London Borough of Hillingdon Town Centres and Retail Study (January 2007) and the London Borough of Hillingdon Convenience Goods Retail Study Update (February 2012). The need for the proposal is then discussed.

A quantitative assessment is then provided. This establishes the catchment area of the store and population and expenditure growth is then assessed and estimates provided. Centre and stores' turnover is then assessed, together with retail capacity for additional convenience and comparison floorspace within the catchment area. Anticipated trading effects of the proposed development are then assessed for convenience and comparison goods. A brief discussion on the impact of the proposal on investment is provided and the impact upon individual centres is assessed. The appropriateness of the scale of development is considered.

The report then goes on to briefly consider other planning issues and relevant material considerations, including the principle of development, traffic and transport, design, public realm and landscaping, residential amenity, sustainability and addresses other issues such as ecology, flood risk and drainage, ground conditions, demolition and waste management.

It concludes by stating that the proposal comprises an 'in-centre' development and fully complies with all relevant planning policy and is entirely consistent with the 'town centre first' principle enshrined at all levels of planning policy. The proposal seeks to make full and effective use of this previously developed site for appropriate 'in-centre' uses within a high quality distinctive design which will improve permeability on the adjoining roads. The balance of issues is firmly in favour of allowing the development with all the benefits that would ensue.

Transport Assessment:

This provides the background to the application, describing the existing site and the planning history. An accessibility audit of the site by all modes of transport was undertaken and results presented. Modal split data of existing store customers from interviews undertaken in May and observed parking demand from surveys undertaken in September 2012 is presented. Maximum occupation of the car park was 81%, 84% and 79% on Friday, Saturday and Sunday respectively demonstrating that the existing car

park does not limit travel by car. Surrounding road junctions are described.

A baseline assessment is then presented, based upon various traffic surveys taken at different times of the year. Junctions are assessed. Whilst the site access mini roundabout comfortably accommodates observed traffic flows, the Victoria Road/Field End Road/ Eastcote Lane roundabout is at or close to capacity in the Saturday and Sunday peak periods and the Victoria Road/Long Road junction is currently operating at capacity in the PM and Saturday peaks, although this is typical of local centres in London and the highway network is safe, with the number and type of accidents recorded not being unusual.

The assessment then goes on to assess relevant national, regional and local policy and the proposed development is described, including the pedestrian, cyclist and vehicular access arrangements.

The assessment then goes on to assess the effect of the proposals on the local transport network. In terms of trip generation, based on evidence at numerous other sites where stores have been extended, the average increase in customer numbers as a result of the extension is 25% of the percentage increase in floor area. With a proposed 96% increase in floor space, customer numbers are anticipated to increase by 24% as compared with existing. The uplift in customer numbers is then factored into peak hour trip attraction. The assessment notes that during the construction phase, the reduced customer numbers expected as a result of the smaller sized temporary store would offset any increase from construction vehicle traffic.

The surrounding junctions are then modelled, using various scenarios which factor in committed development and future development on vacant surrounding sites such as the South Ruislip Diary Site and former Focus site which were agreed by the Council's Highway Engineer and TfL. The operation of the junctions are then assessed. The impact of additional traffic upon the West End Road/Station Approach junction with a net increase not to exceed 18 vehicles in any peak hour period of 18 vehicles during is not significant and it was agreed that no further assessment was required. The modelling predicts that there would be a reduction in overall traffic on the access mini-roundabout, given the new egress for westbound traffic and although certain movements would increase, the junction would still operate satisfactorily with no significant queuing or delay anticipated. The results for the Victoria Road/ Long Drive junction suggest that the junction, although it does experience queuing and delay, particularly at peak periods, it currently delivers an acceptable performance and will continue to do so in all scenarios, albeit with the optimization of signal timings and cycle times. The anticipated impacts are fairly typical within a local centre network. The impact upon the Victoria Road/ Field End Road/Eastcote Lane roundabout would be negligible in terms of the junction's performance. The new egress would not have any impact upon the road network, with all site traffic giving way to the main flow of traffic on Victoria Road and all queuing, which the modelling suggests would be minimal, contained within the site.

The assessment then considers car parking. It advises that car parking provision accords with London Plan standards and that the loss of spaces within the Council car park would be offset by the increase in on-site parking and the level of convenience and amenity to visitors to the local centre will be unaffected. The car park will be repainted and security improved. It will be managed in accordance with the submitted draft Car Park Management Plan.

In terms of parking demand, with a 28% increase in trip generation as a result of the

proposal, there would similarly be a 28% increase in parking demand. With increased spend of both existing and proposed customers, the length of stay would also increase by some 15 minutes. Factoring this in, the analysis predicts that peak demand will occur on a Saturday at 12:30pm when 80% of the spaces would be occupied. There would also be enough availability to accommodate transferred demand from the Council car park and seasonal peaks in demand.

The report then provides a summary and concludes that the development is acceptable on traffic and transport grounds.

Delivery Servicing Plan:

The report sets out the proposed servicing strategy for delivery and refuse collection vehicles to and from the site and the delivery process to and at the store, along with a management plan for deliveries and servicing.

Draft Travel Plan:

The draft Travel Plan sets out existing and proposed travel patterns of colleagues and customers to and from the site. The plan sets out a strategy of managing travel through reducing the number of vehicle trips and promoting sustainable forms of travel.

Draft Demolition and Construction Management Plan:

This details various aspects of the proposed demolition and development work and actions required and defines those who will resume responsibility.

Archaeological Assessment:

The report provides an introduction and policy background to the study. The assessment then describes the site and the methodology employed. The archaeological and historical background from the various sources of evidence is set out, namely that the use of the site prior to the construction of the existing supermarket would appear to be for agricultural cultivation with the site forming part of a medieval open field with its enclosure within the 19th century leading to the establishment of Bourne Farm to the north of the site being the only historic development in the vicinity. It concludes with a discussion on the findings of the assessment and draws a conclusion regarding the potential archaeological impacts from the development.

Air Quality Assessment:

This report sets out existing legislation and guidance relating to air quality. The report describes the methods used to measure existing and proposed levels of air quality and assess the potential impact of the development on air quality.

BREEAM - Pre-Assessment Report:

The report details the expected interim design stage performance of the proposed development. The performance level is determined through the achievement of credits within a number of environmental sections - Management, Health & Wellbeing, Energy, Transport, Water, Materials, Waste, Land use & Ecology and Pollution.

Ecological Assessment:

This provides an introduction to the study, describes the site and its habitats and those in the surrounding areas. The assessment goes on to describe the legislative framework for the study and describes its methodology. The findings of the assessment are analysed and recommendations are provided for the ecological enhancement of the site.

Flood Risk Assessment:

The report provides the background to the study, describes the site and the development proposals. It sets out the national, regional and local planning policies in relation to flood risks along with sources of flooding. Assessments of the existing and proposed surface water drainage and flood mitigation measures are provided and conclusions and recommendations are made.

Geo-Environmental Site Assessment:

This provides a preliminary assessment of the chemical and physical properties of the underlying soil and was primarily designed to identify whether any soil or groundwater contamination is present. The report describes the various processes of site investigation, and assesses the results of the laboratory analysis, observed ground conditions, geotechnical and environmental results. A summary of the site investigation and a contaminated land risk assessment is provided and conclusions and recommendations are made.

Noise Impact Assessment:

This report sets out the existing noise levels and assesses the potential/expected noise levels from the proposed construction, operational road traffic and delivery arrangements of the proposed development and the potential impact on the surrounding area.

Renewable Energy and Energy Efficiency Assessment:

The report sets out the policy framework and describes Sainsbury's environmental targets and initiatives. Site energy use and emissions and alternative technologies are considered. Recommendations are made, including the use of ground source and air source heat pumps.

Statement of Community Involvement:

This report sets out the programme of consultation with residents and businesses within the local community, existing customers and other interested parties, along with the methods of consultation i.e. newsletters, flyers, on-line and an in-store exhibition. The report concludes with an analysis of the responses from the public consultation.

Documents/further information submitted in response to the GLA's Stage 1 comments:-

Supplementary Retail Statement:

This report provides further information on overtrading, comparison floorspace, vitality and viability, cumulative impact and impact on investment in response to the comments from the GLA. It concludes that existing supermarkets within the local area, including the existing store are trading well and show signs of overtrading, comparison floorspace will be ancillary to principal convenience offer, additional floorspace will address qualitative deficiencies in the store, there is no clear evidence that modest uplift in comparison goods floorspace is likely to adversely impact upon existing centres, there is very limited overlap in the catchment and anticipated trade draw of the proposal and other developments so that potential cumulative effects of the centres affected would be negligible; and vitality and viability indicators of neighbouring centres suggest that they are not vulnerable to decline.

Access Statement:

This provides additional information on the use, amount, layout, scale, landscaping, appearance, vehicular and transport links, inclusive access and more general issues relating to access arrangements on the scheme.

Letter to TfL, dated 7/2/13:

This provides additional information on car parking, trip rates, impact on highway network, cycling and walking, public transport infrastructure, travel plans and delivery and construction.

Letter to the EA, dated 19/2/13

This provides detail with regard to site drainage and SuDS. It goes on to advise that Sainsbury's are currently risk adverse to specifying green roofs/wall materials due to the long-term performance and maintenance legacy that they may leave. For instance, the integrity of green roofs cannot be guaranteed for a 25 year lifespan, alien species can colonise a roof, resulting in shabby, patchy and unkempt appearance, uniformity is not guaranteed, water attenuation over food store carries risk, although this can be minimised, leak detection is difficult, minor uplifts required for steelwork, additional maintenance costs of keeping rooflights clean and rainwater goods maintenance costs increase. As a result, rainwater harvesting will be incorporated as an alternative. These will be specified by specialist contractor but likely that a storage tank of between 20 - 30,000 litres would be required. Pervious pavements are also not suitable due to underlying ground conditions.

Letter from WSP Environmental UK:

This seeks to address various air quality issues raised by the Council and the Mayor.

3.3 Relevant Planning History

33667/APP/2006/2141 Sainsbury Store And Land Adjacent To Long Drive Ruislip
EXTENSION TO EXISTING STORE, PROVISION OF A NEW BOROUGH LIBRARY, DECKED CAR PARK AND ASSOCIATED LANDSCAPING

Decision: 13-11-2006 Approved

33667/APP/2009/116 Sainsbury Store And Land Adjacent To Long Drive Ruislip
Details in compliance with condition 3 (materials), condition 4 (boundary fencing), condition 7 (external litter bin facility scheme), condition 8 (programme for safe demolition of potentially contaminating materials), condition 15 (schedule of sustainability measures), condition 16 (construction and environmental management plan), condition 25 (tree protection and retention), condition 26 (landscaping scheme), condition 28 (landscape maintenance) and condition 29 (local training and employment needs); and in part-compliance with condition 21 (details of CCTV coverage and security lighting - relating to the store extension and car park only) of planning permission ref.33667/APP/2006/2141 dated 13/11/2006: Extension to existing store, provision of a new borough library, decked car park and associated landscaping.

Decision: 01-06-2009 Approved

Comment on Relevant Planning History

Planning permission (33667/APP/2006/2141) was granted on 13/11/06 on this site for an extension of the existing store, the provision of a new library, decked car park and associated landscaping. This included an additional 1,444 sq m (net) of retail floor space to create an enlarged Sainsbury's store of 4,998 sq m. Of this, 85% of the floor space was for non-food goods and 15% for food goods. Although the scheme largely remains unimplemented, works on this scheme were commenced and therefore the permission is extant.

The site also lies adjacent to the proposed route of HS2 which in this location, follows the route of the adjoining railway lines. Currently, it is proposed to tunnel this section of line

and it is not anticipated that this site would be directly affected by construction work. However, proposals may change and it would be expedient to keep the situation under review for the latest developments.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- | | |
|---------|--|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. Replaced by PT1.BE1 (2012) |
| PT1.18 | To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough. Replaced by PT1.H2 (2012) |
| PT1.19 | To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres. Replaced by PT1.E5 (2012) |
| PT1.20 | To give priority to retail uses at ground floor level in the Borough's shopping areas. |
| PT1.30 | To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities. |
| PT1.31 | To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps. Replaced with PT1.E5, PT1.CI1, PT1.CI2 & PT1.CI3 (2012) |
| PT1.32 | To encourage development for uses other than those providing local services to locate in places which are accessible by public transport. Replaced by PT1.T1 (2012) |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed. |
| PT1.BE1 | (2012) Built Environment |
| PT1.H2 | (2012) Affordable Housing |
| PT1.E5 | (2012) Town and Local Centres |
| PT1.CI1 | (2012) Community Infrastructure Provision |
| PT1.CI2 | (2012) Leisure and Recreation |
| PT1.CI3 | (2012) Culture |
| PT1.T1 | (2012) Accessible Local Destinations |

Part 2 Policies:

NPPF1

NPPF2

NPPF4

NPPF7

NPPF8

NPPF10

LPP 2.7 (2011) Outer London: economy

LPP 2.8 (2011) Outer London: Transport

LPP 2.15 (2011) Town Centres

LPP 4.7 (2011) Retail and town centre development

LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector

LPP 4.9 (2011) Small Shops

LPP 4.12 (2011) Improving opportunities for all

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.3 (2011) Sustainable design and construction

LPP 5.6 (2011) Decentralised Energy in Development Proposals

LPP 5.7 (2011) Renewable energy

LPP 5.9 (2011) Overheating and cooling

LPP 5.10 (2011) Urban Greening

LPP 5.11 (2011) Green roofs and development site environs

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.15 (2011) Water use and supplies

LPP 5.21 (2011) Contaminated land

LPP 6.3 (2011) Assessing effects of development on transport capacity

LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure

LPP 6.9 (2011) Cycling

LPP 6.10 (2011) Walking

LPP 6.13 (2011) Parking

LPP 7.1 (2011) Building London's neighbourhoods and communities

LPP 7.2 (2011) An inclusive environment

LPP 7.3 (2011) Designing out crime

LPP 7.4 (2011) Local character

LPP 7.5 (2011) Public realm

LPP 7.6 (2011) Architecture

LPP 7.13 (2011) Safety, security and resilience to emergency

LPP 7.14 (2011) Improving air quality

LPP 7.15 (2011) Reducing noise and enhancing soundscapes

LPP 7.21 (2011) Trees and woodland

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th January 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

592 neighbouring properties were consulted, the application has been advertised in the local press and 4 notices have been displayed on site. The supermarket has also undertaken its own customer surveys. 5 responses have been received, making the following comments:-

- (i) The proposed building is far too big and is not appropriate for the location. It will dwarf adjoining office building and will be disproportionate and over bearing in it's relationship to the existing street scene.
- (ii) The proposals will affect our ability to access and service the adjoining office building.
- (iii) The build programme required to implement and deliver the proposed new supermarket will be extensive and will cause an unacceptable level of disruption. We will undoubtedly suffer great inconvenience and disruption due to noise and dust and other issues that will arise during the construction process. Our ability to trade and run our business will be severely restricted if these proposals are granted planning permission,
- (iv) What are people meant to do whilst being built,
- (v) A superstore is planned on the old express dairies site and we do not need 2 with all the extra traffic,
- (vi) Application does not appear to address traffic disruption during construction. The local roads are at bursting point now. What provision is being made for all the additional construction traffic, will it affect Station Approach which is already at a standstill in the rush hours and at weekends.
- (vii) Noise levels during construction should be restricted to normal working hours,
- (viii) The application states that locals were consulted, but I don't know anyone who was.
- (ix) MoD Safeguarding office in Sutton Coldfield needs to be consulted. I wanted to ensure safeguarding issues during construction are covered. I would be grateful if a condition is imposed that the developer will consult senior Air Traffic Control Officer at RAF Northolt in respect of use of cranes on site given proximity of site to RAF Northolt runway,
- (x) The current store has been very good for the area. It does now need a rebuild/expansion and as long as it is done well it has to be welcome.

SOUTH RUISLIP RESIDENTS' ASSOCIATION:
No comments received.

GREATER LONDON AUTHORITY:

London Plan policies on retail/ town centres, employment, housing, urban design, access, climate change and transport are relevant to this application. The application complies with some of these policies but not with others, for the following reasons:

Retail: The assessment of impact should provide further evidence on trends within existing centres in context of the store delivery; the applicant should also confirm discussions with Ealing and Harrow Councils have taken place, this consultation should be evident in the impact assessment; the applicant should provide more extensive assessment of impact on investment in town centre hierarchy; the applicant should provide analysis of cumulative impact of the proposals in context of other potential and on-going applications including the Arla site in South Ruislip and Tesco's and Morrison's on Hillingdon Circus; Hillingdon Council work with GLA policy team in reviewing the town centre retail network and future change to table A2.1 town centre classifications and broad future directions.

Design: The quality of design is generally acceptable and modifications requested from pre-application discussions have been included in the finalised design. Given the large scale and mass of supermarket roof and car parking area, the applicant is requested to explore potential for a green/brown roof or roof elements this would have an impact in softening the bulk and massing of such a large building. Given the very significant increase in the size and scale of the proposed store redevelopment compared to the existing store and extant scheme. The applicant is required to make a proportionate contribution to the public realm and wider local higher to justify the impact of the extra floorspace and activity on this relatively small local/neighbourhood centre.

Access: The applicant should provide the requested additional information and respond to required clarifications in relation to the public realm, car parking and public facilities.

Climate change mitigation: The applicant should provide the requested additional information and respond to required clarifications in relation to energy efficiency standards, district heating, renewable energy technologies and overall carbon savings.

Air quality: The applicant should resubmit the air quality assessment responding to comments made in relation to air quality impacts of the proposed heating plant and mitigation measures to be adopted.

Flood risk: The applicant should consider including provision for rainwater harvesting to reduce mains water consumption and reduce operating costs for the supermarket; the applicant should assess the feasibility of a brown/green roof to reduce rainwater run off and other environmental benefits.

Transport: Further work is required on trip generation and modelling to understand the likely highway impact and its relation with the proposed level of car parking provision; an increase in the number of electric vehicle charging points is required; revisions to the travel plan are required; the introduction of a new northbound bus stop and improvements to the pedestrian environment around the store are required, including Legible London; the applicant should agree to Section 106 clauses and planning conditions.

PLANNING OFFICER COMMENT: Traffic modelling has been revisited, and the Council's Highways officer has advised that the revised modelling is acceptable, and as such it is considered that the GLA will be able to accept the scheme at Stage 2 (i.e. when the scheme is referred back to to the GLA post Committee).

Levels of parking are considered appropriate. Charging points will be secured by way of planning condition. The Travel Plan will be secured by the S106 legal agreement, as are enhancements to the public realm and bus stops.

ENVIRONMENT AGENCY:

We do not have any principle objections to the proposed development. Whilst the drainage scheme is acceptable, in that the appropriate storage volume has been provided and Greenfield has been achieved, the applicant has not demonstrated adequately that Sustainable Drainage Systems (SuDS) have been maximised to provide storage for surface water generated on site in line with the following policies:

- Policy EM6: Flood Risk Management of Hillingdon Local Plan Part 1
- Policy 5.13 of the London Plan
- National Planning Policy Framework paragraph 103

The FRA does not demonstrate whether other SuDS options have been considered or contain any justification as to why it is not viable or practical to do so.

Whilst we are pleased to see that the Greenfield runoff rate has been achieved, we consider that by using the hierarchical approach to SuDS, the applicant will be able to achieve an improved drainage scheme than proposed that delivers significant betterment in terms of sustainability and biodiversity. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

The variety of SuDS techniques available means that virtually any development should be able to include a scheme based around these principles. The supermarket store itself provides an ideal situation to implement a green roof; further advice can be found below regarding green roofs.

The applicant is advised to provide either:

- an alternative drainage scheme which better maximises the use of SuDS or
- demonstrate that alternatives have been considered together with justification as to why alternatives cannot be implemented.

If the applicant is unable to provide the above prior to determination we consider that the following condition can be applied to ensure that betterment can be achieved. Without the inclusion of this condition we consider the proposed development poses an unacceptable risk to the environment.

Condition

Notwithstanding the proposed drainage scheme contained within the Flood Risk Assessment by RSK, dated December 2012, reference 131833-R1(0), the development hereby permitted shall not be commenced until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority. The drainage scheme should:

1. maximises the use of SuDS or
2. demonstrate that alternatives have been considered together with justification as to why alternatives cannot be implemented.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reasons

Policies EM6: Flood Risk Management of Hillingdon Local Plan Part 1, 5.13 of the London Plan and NPPF paragraph 103 all require development to use SuDS unless it can be demonstrated there are practical reasons as to why they are not viable. Please note that health and safety is not sufficient justification as to the barriers of using SuDS.

The applicant must demonstrate through their surface water strategy that the use of SuDS has

been given priority over more traditional pipe and tank systems, providing justification where it is not considered practicable to utilise SuDS on site. The surface water strategy should be carried out in accordance with the National Planning Policy Framework and PPS25 Practice Guide.

Please find attached our SuDS guidance for developers which includes the SuDS hierarchy.

Advice to applicant on surface water drainage condition:

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration, existing and proposed runoff rates and how this falls in line with the London Plan, i.e. minimum 50% reduction in runoff rates.
- c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

Advice to LPA/Applicant

SuDS

Guidance on the preparation of surface water strategies can be found in the Defra/Environment Agency publication "Preliminary rainfall runoff management for developments". Guidance on climate change allowances can be found within the National Planning Policy Framework Technical Guidance.

The applicant should, as part of the surface water strategy, demonstrate that the requirements of any local surface water drainage planning policies have been met and the recommendations of the relevant Strategic Flood Risk Assessment and Surface Water Management Plan have been considered. The strategy should also meet Policy 5.13 of the London Plan (July 2011).

The CIRIA publication 'C635 Designing for exceedance in urban drainage-Good Practice' contains advice on surface water conveyance and storage. The document can be accessed at www.ciria.com/suds/ciria_publications.htm

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible.

Further information on SuDS can be found in:

- PPS25 Practice Guide
- CIRIA C522 document Sustainable Drainage Systems - design manual for England and Wales
- CIRIA C697 document SuDS manual

Green Roofs

The use of green roofs can help reduce runoff volumes and rates from development sites. They can also improve biodiversity, help ensure that developments are designed to adapt to climate change, and improve the quality of surface water runoff. This is supported by Policy 5.11 - Green roofs and development site environs (page 153) of the London Plan, which states that:

Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible, to deliver as many of the following objectives as possible:

- a. adaptation to climate change (ie aiding cooling)
- b. sustainable urban drainage
- c. mitigation of climate change (ie aiding energy efficiency)
- d. enhancement of biodiversity
- e. accessible roof space
- f. improvements to appearance and resilience of the building
- g. growing food.

Fluvial Flood Risk

We have no objections to the proposed development on fluvial flood risk grounds, but would recommend that finished floor levels for the proposed development are set no lower than 300 millimetres above the 1 in 100 chance in any year including an allowance for climate change flood level. Where this is not practical, flood resilience/resistance measures should be incorporated up to the 1 in 100 chance in any year including an allowance for climate change flood level. This is to protect the proposed development from flooding. We highly recommend this for the petrol station building, which will be located within Flood Zone 2.

Further information can be found in the document 'Improving the flood performance of new buildings' at: http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf

Additional guidance can be found in the Environment Agency Publication 'Prepare your property for flooding', which can be found on our website at <http://www.environment-agency.gov.uk/homeandleisure/floods/31644.aspx>

Petrol Station

Any facilities for the storage of oil, fuel or chemicals must be provided in accordance with the relevant regulations. Please refer to the following link on our Pollution Prevention Guidance (PPG). Some of the guidance may apply to activities taking place on your site. <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

If you would like more specific advice on Environmental Permits or waste you will need to contact the Environment Management Team on 01707632792 or look at available guidance on our website www.environment-agency.gov.uk/subjects/waste/

LONDON FIRE BRIGADE:

No objection.

METROPOLITAN POLICE:

No objection subject to the imposition of a Secure By Design condition on any consent granted.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

M.O.D SAFEGUARDING:

No objection.

HS2 SAFEGUARDING:

Part of the application site is shown in the safeguarding area. Due to the nature of the construction of the route (i.e, in tunnel) additional restrictions may ultimately be placed upon those wishing to develop land within the safeguarded area, though it may also assist them to avoid wasted development costs.

Considering the above, HS2 Ltd. would not raise an objection to the planning application. However, in the event that planning permission is granted for the development, an informative should be attached.

LONDON UNDERGROUND LIMITED:

London Underground Infrastructure protection has no comment to make on this planning application.

NETWORK RAIL:

No objection. Noted that as part of lease agreement, Sainsbury's should have consulted Network Rail directly on this proposal.

Internal Consultees

URBAN DESIGN:

This proposal has been subject to considerable pre-application discussion with the Conservation and Design Team. Overall, there are no objections to the scheme in principle.

The brick for the principle elevations should be red rather than yellow or buff, as shown in the design documents- this will more closely reflect the materials of the existing buildings within the area. The cladding to the rear of the buildings and secondary areas should be a dark brown rather than grey. The timber screening should also be stained, or oiled, which will help it recess in the streetscape. Samples of all external materials, illustrating their colours and finishes and details of the glazing, including the new shopfronts, should be required by condition if this application is recommended for approval.

Details of the layout and samples of the materials for the hardsurfacing around the new building should also be required via condition, together with details of new street furniture and lighting.

HIGHWAYS:

The proposals are to provide an improved shopping experience and provide greater choice in a more comfortable environment the proposed development is to demolish the existing store and replace it with a new store with additional floor space. The site already has consent, which is largely unimplemented, for an increase in GFA of the existing store to 7,561m². The proposed development also includes modifications to the petrol filling station (PFS), with the number of pumps increasing from four to nine.

The site is located in a PTAL 3 area with public transport facilities nearby. The development proposals will improve the relationship between the site and the Local Centre, re-orientating the main pedestrian entrance to face the Local Centre. The site will be accessible to pedestrians approaching from the north, east and west, and cycle parking will be provided in a convenient location subject to natural surveillance. The level of traffic impact is considered be not so significant to justify refusal against the economic benefits of the scheme.

The proposed level of parking provision will increase from 336 spaces to 552 spaces. This

proposed level of provision adheres to The London Plan standards and will accommodate demand, whilst providing flexibility to accommodate any changes in seasonal demand which may occur at Christmas and Easter. The provision of disabled, parent and child, and brown badge spaces will ensure the site is accessible to all and socially inclusive.

Subject to all off-site highways works being covered in the legal agreement, there is no objection from the Highways viewpoint.

TREES/LANDSCAPE OFFICER:

Landscape Context:

The superstore in South Ruislip is situated at the junction of Long Drive and Victoria Road. The store fronts onto Long Drive, with a surface level car park extending behind the store to the east, with vehicular access off Victoria Road. There is a petrol station within the car park near the Victoria Road entrance. The southern boundary is defined by the Chiltern Railway and Metropolitan Line, with industrial and large retail units continuing alongside the railway to the east. The north-west boundary is defined by Long Drive, a local centre with a shopping parade and South Ruislip Underground Station. The land across Victoria Road, to the north, is open space / school playing fields, which is bordered by residential streets. The railway boundary to the south is defined by off-site woodland and overgrown hedge planting. There are 8No. individual trees around the existing superstore (Victoria Road boundary) and 3No. groups of trees along the Long Drive boundary which are protected by Tree Preservation Order No.193. The other significant landscape feature is the line of established London Plane trees along the edge of the car park on the Victoria Road boundary.

Proposal:

The proposal is to demolish the existing store and erect a new larger retail unit, with additional commercial units, the refurbishment of the existing petrol station, a new service yard, decked car park, alterations to the existing public car park and associated landscaping and public realm works. Pre-application advice from the local planning authority included the need to retain trees where possible, justify tree removal where necessary and provide sufficient space and opportunity for a robust landscape scheme as part of the proposals.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement sets out the design objectives for the public realm in section 04.00, with the proposed landscape masterplan indicated in section 04.02.
- In the Design & Access Statement (section 08.00, Appendices) the masterplan and Arboricultural Implications Plan (MacFarlane Wilder, drawing No. 1479.101.C) confirms that a total of 41No. trees will be removed and 26No. replacement trees planted.
- Specific objectives supported by written description, plans, cross-sections and proposed views (computer generated images) are provided for the Long Drive and Victoria Road frontages (04.03 - 04.11).
- A tree survey, to BS 5837:2012, has been prepared by Arthur Amos Associates, dated September 2012. This assesses the quality and value of 71No. individual trees, or groups.
- The survey confirms that there are 3No. 'A' grade trees on the site (T18, T38 and T56). This category indicates trees of high quality and value whose retention is most desirable.
- There are 35No. 'B' grade trees which signify moderate quality whose retention is desirable.
- 30No. trees are 'C' grade, indicating low quality. These trees may be worthy of retention, although their removal is more easily justified - particularly if replacement planting is proposed. The remaining 3no. trees are 'U' grade, whose poor quality and condition and limited life expectancy justifies removal in the interests of sound management.
- The existing trees have been considered in the light of the proposed development, in an

Arboricultural Impact Assessment (Design & Access Statement, 04.12). To summarise:

- One 'A' grade tree (T38, Robinia pseudoacacia) is to be removed, with 2No. (T18, Platanus hispanica and T56, Quercus robur) to be retained.
- 19No. of the thirty five 'B' grade trees are to be retained and 16No. to be removed. 8No. 'C' grade trees will be retained and 25No. to be removed.
- With regard to Tree Preservation Order No.193, groups (G)1 and 3 on Long Drive will be retained (and supplemented) and on Victoria Road a group of Birch (G 4) and three individual trees (T3, Robinia, T4, Robinia and T7, Ginko) will be removed - and new trees planted as part of the landscape masterplan.
- In effect, the existing trees on the Long Drive frontage will all be retained as part of the proposed development, including the 12 metre high Oak at the north-east end, close to the junction with Victoria Road. The trees at the northern end of Victoria Road will be removed to permit an extension of the building footprint. To mitigate this loss, replacement street tree planting is proposed within a narrower >6.5metre wide corridor 'along the entire length of the proposed building' (see 04.07).
- As Victoria Road bends eastwards, beyond the footprint of the store building, much of the existing tree line will be retained, with selective removal of individual species, particularly at the east end where the footprint of the decked car park creates a 'pinch point'. Due to the juxtaposition of the car park with the footway edge, replacement tree will not be possible in this location. However, limited new tree planting is indicated in association with the new fuel station and site entrance at the east end of the site.
- Where space for tree planting 'runs out' on the north-east corner of the site, climbing plants should be planted (at ground level) and trained to cover the timber walls. This detail could extend along the car park wall. This would add colour and seasonal interest, and complement the (large expanse of) timber.
- Off-site tree planting could be added to the grass verge on Victoria Road (by agreement with the local planning and highway authorities) to the north of the car park. This would help to mitigate the loss of tree cover in front of the car park.

Recommendations:

Landscape conditions COM6, COM7, COM8, COM9 (parts 1, 2, 3, 4, 5 and 6), and COM10 are necessary to preserve and enhance the visual amenities of the development site and public realm, in accordance with the proposed masterplan.

A S.106 agreement should include the provision of off-site street tree planting in Victoria Road opposite the car park, by agreement with the local planning authority (and highway authority).

SUSTAINABILITY OFFICER:

Sustainability

I have no objections to the proposed development. The applicant has demonstrated intent to reach BREEAM very good for retail units. I support this goal and would recommend the following condition:

Condition

Prior to the commencement of development a certified design stage assessment showing that the proposed building is designed to achieve a BREEAM Very Good rating must be sent to the Local Authority. The development must proceed in accordance with the approved designs.

Prior to the occupation of the development, the applicant must submit completion stage certificate verifying that the building has been certified as BREEAM Very Good.

The final certificate must demonstrate that following:

- A minimum of 6 credits have been scored against ENE01 (Reduction of CO2)
- A minimum of 3 credits have been scored against ENE04 (use of low or zero carbon technology)
- A minimum of 4 credits have been scored against WAT01 (water consumption) including the use of rainwater and grey water recycling.

Reason

To ensure the developer delivers a sustainable development in accordance with London Plan policies 5.2, 5.3 and 5.15.

Ecology

Very limited information has been provided about how the development will contribute to the enhancement of ecology. The ecological assessment shows recommends the incorporation of the bat and bird boxes as well as some additions to the landscaping scheme.

However, there are no proposals commensurate with the scale of the development. In particular, there are no plans for green roofs, or living walls. The energy (and sustainability statement) simply states that green roofs are 'not currently favoured by Sainsbury's'. The London Plan (Policy 5.11) and Hillingdon's Local Plan Part 1 (Policy EM1) contain requirements for green roofs for new major development. In this instance, a contrived landscaping scheme in an area extensively used by people and vehicles is going to have limited impacts. A green roof would allow for significant biodiversity gains outside of the areas extensively used by the public, which result in a more natural environment. Accordingly, the following condition is required:

Condition or planning obligation:

Prior to the commencement of development plans showing the inclusion of a living roof and/or wall on the main retail store shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with the approved plans unless otherwise agreed in writing.

Reason

To comply with policies EM1 of the Hillingdon Local Plan (Part 1) and 5.11 of the London Plan.

Informative

If the applicant provides suitable justification as to why a living wall or roof cannot be provided, then alternative proposals for the enhancement of ecology must be submitted. Due to the onsite restrictions, it is likely that an offsite contribution will be required.

ACCESS OFFICER:

No objection subject to the imposition of relevant conditions on any consent granted.

ENVIRONMENTAL PROTECTION UNIT:

Draft demolition and construction management plan: This document is satisfactory except for section 7.8 Noise and Vibration, subsection 7.8.3 which states " work outside of these hours will only be permitted with written dispensation of the site manager". This should really be " with prior dispensation from the Environmental Protection Unit".

Noise impact assessment: The construction noise and delivery assessment is satisfactory.

With regards to the fixed plant noise assessment, table 11 shows the noise limits at each residential receptor i.e. Great Central Avenue, Long Drive and Victoria Road and there is a recommendation that the rating level should be 5dB below existing background noise level. As details of plants to be installed are not available at the present moment I suggest the following as a condition:

Noise affecting residential property

The rating level of noise emitted from the 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 Local Plan.

I also recommend the following as an informative:

Control of environmental nuisance from construction work (~ Informative 20)

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use best practicable means as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in The control of dust and emissions from construction and demolition: best practice guidelines , Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

ENVIRONMENTAL PROTECTION UNIT (LAND CONTAMINATION/ AIR QUALITY):

The following information was submitted with regard to air quality:

· Sainsbury's, South Ruislip Air Quality Assessment by WSP Environmental Ltd, dated December 2012

The following information was submitted with regard to land contamination:

· Sainsbury's, South Ruislip, HA4 0HQ Geo-environmental Site Assessment by RSK, dated December 2012

Please consider the following comments with regard to air quality. The air quality assessment would need to be reassessed in line with any changes to the transport assessment. We would

recommend any further assessment include the car park emissions as well, with further clarification regarding the petrol filling station. We need the air quality assessment to be consistent with the development to be implemented at the site.

With regard to the petrol filling station, it is not clear if the refurbishment includes additional tank installation works as well, to go along with the increase in the number of pumps to from 4 to 9, and/or additional fuel deliveries to the site.

We do not have any specific objections to the development on air quality grounds, as long as clarification is provided for the above and with regard to NO_x emissions at the site from the energy provision and adequate mitigation is incorporated into the development Travel Plan.

Air Quality

The proposed development is adjacent to the declared AQMA and in an area which currently appears to be under the European Union limit value for annual mean nitrogen dioxide (NO₂) based on CERC modelling for 2011.

The air quality assessment appears to be reasonably conservative, and may be overestimating the NO₂ levels in the area (all locations over the EU limit value of 40 µg/m³ in the vicinity of the site). It was indicated, in the transport assessment, the assumption was made a vacant site was still in use (Arla), and presumably this data was also used in the air quality assessment. The 'baseline', 'without development' and 'with development' NO₂ levels are indicated to have taken account of traffic generated by the current store.

The 2014 without development is indicated to be slightly higher than the 2012 baseline as it includes committed development. Further clarification is required with regard to the committed developments considered.

It is assumed the detailed assessment did not consider diesel trains (described as 'limited' and 'transient' emissions), car park emissions in relation to the development, and there is nothing specific to indicate vehicle movements associated with the petrol station were also considered. The contribution of NO_x emissions from energy generation at the site was not considered either (no onsite emission source has been identified based on the submitted information reviewed).

An increase of 0.4 µg/m³ is indicated at the proposed development, as a result of the proposed development, which is described as negligible. The highest increase indicated is 0.57 µg/m³, however, it is not located in the vicinity of a residential facade (tennis courts). Smaller increases are indicated for residential properties near the junction ranging from 0.18 to 0.25 µg/m³. There is a possibility, given the location, that these areas are close to the EU limit value, however as there is no monitoring information in this locality, it is difficult to say if they will be above the limit value as a consequence of the development. (As the assessment took a conservative approach the baseline data at these locations are all well above the EU limit value.) As the site is located outside the AQMA but adjacent to it, there may be potential implications for reviewing the AQMA, when considered alongside likely future developments.

As the development is in and will cause increases in an area already suffering poor air quality the following is requested:

Section 106: Section 106 obligation of £25,000 should be sought for contribution to the air quality monitoring network in the area.

Energy Proposals

The BREEAM pre-assessment indicates no points will be picked up for NO_x emissions as GSHP (ground source heat pump) associated emissions are extremely high. It is our understanding this is

due to the use of electricity to run the pumps, therefore it is anticipated any NOx emissions from this will not be located at the application site, however it would be helpful if the applicant can clarify what the NOx emissions at the site is likely to be from any energy sources which form part of the development, such as a boiler. The Renewable Energy and Energy Efficiency Assessment (December 2012) indicates both CHP and biomass have been excluded from the development. On this basis no conditions are recommended with regard to limiting emissions from the energy provision.

Travel Plan

The Transport Statement indicates a travel plan, delivery and servicing plan (doesn't seem to cover the petrol station) and car park management plan for the site. The application appears to include a total of 552 parking spaces. A draft travel plan has been submitted for the application. This needs to be given due consideration to ensure sustainable modes of transport are available to workers, and customers to provide some mitigation.

This development is within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. However, as this development is also on the boundary of a declared AQMA a detailed environmental management plan aimed at reducing emissions from the fleet is required for the operational phase of the development. This should include, for example, selecting a low emission vehicle fleet and delivery companies who can demonstrate their commitment to following best practice such as the Freight Operator Recognition Scheme (FORS). This would need to be submitted for approval prior to the operational phase of the development commencing.

Air Quality Condition 1 Environmental Fleet Management

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

Reason: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Local Plan.

Notes: This condition is used to ensure that the end development use does not increase pollutant emissions in the surrounding area. The environmental management plan should, where relevant, address issues such as environmental fleet management, travel plan etc.

LAND CONTAMINATION

Please consider the following comments with regard to land contamination. There are unlikely to be significant controlled water issues at the site which would be interest to the Environment Agency, however it is still advisable to consult with the Environment Agency with regard to this as the applicant has indicated GSHP (ground source heat pumps) will be used at the site.

The geo-environmental assessment report includes some intrusive ground investigation looking at soil, perched groundwater and ground gas. Consideration was also given to possible impact of ground contamination on the Yeading Brook (Eastern Arm) approximately 180 metres to the east of the site. The report indicated they could not investigate a large part of the western area of the site.

The report referred to 1.246 mg/kg and 0.089 mg/kg of TPH (total petroleum hydrocarbons) in BH1 (thought to be associated with an old spill in the location of the service yard) and BH2 (thought to be associated with a recent spill near the vicinity of the petrol station) associated with the perched groundwater. These results are not backed by laboratory data in the report for either soil or water

which do not indicate contamination. There were also references to trace concentrations of 4-bromophenyl phenyl ether, m-xylene, benzene compounds and chromium within the samples of perched water from BH1, BH2, and BH4. However, the laboratory data only indicated chromium in BH1 at 18 µg/l, with the other contaminants referred to being indicated to be below the detection limit in the boreholes. Clarification is required with regard to this.

Four rounds of gas monitoring was undertaken at the site including at low/falling atmospheric pressure. There were slightly elevated localised levels of gas (methane 0.5 % BH2 and carbon dioxide 11.9 % BH5) at the site with high flow rates in some boreholes ranging from 4-12 l/hr. Due to this the gas screening value (GSV) approach used indicates the development requires a high level of gas protection (characteristic situation 3). The report recommends further gas assessment, as the GSV was not reflective of sources with potential to generate gas at the site. Further information is required with regard to gas monitoring at the site and the level/details of the gas protection measures to be used at the site, bearing in mind the current proposal, which has a car park in the lower level and therefore would require adequate ventilation. If this design is implemented, it is recommended gas monitoring is undertaken in the foot print of the non-food retail area and the atrium in particular. Further clarification is also sought with regard to the source of the slightly elevated methane level due to its proximity to the petrol station.

Chapter 8 of the report refers to the reuse of waste (assume this includes soil and spoil) and materials from the site in accordance with the CL:AIRE Code of Practice. Any soils/materials reused may need further testing and the relevant information should also be submitted as part of the contaminated land condition advised below.

The standard contaminated land condition is advised for any permission that may be given alongside a separate soil contamination condition for landscaped areas (for any reused and imported soils). The condition would apply to ground gas as well. If you would prefer a separate gas condition, please let me know.

CONTAMINATED LAND CONDITION

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such

requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Local Plan.

Condition to minimise risk of contamination from garden and landscaped areas

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Local Plan.

WASTE STRATEGY OFFICER:

I would make the following comments on the above application regarding waste management.

a) The proposal is for a large commercial unit with smaller 'business start up units'. As the producers of waste from a commercial premises the occupiers have a Duty of Care to contain the waste safely until it is collected by a licensed waste carrier.

b) Sainsbury's would need to make their own arrangements with a licensed waste carrier for the collection of the waste produced.

c) It would be logical for waste and recycling from all business units to be dealt with as an integrated service, and the smaller units to use arrangements put in place by Sainsbury's for their own store.

d) The volume of waste produced would best be contained in larger sized bins. This could either be in the form of 12 cubic yard front end loader bins, or 40 cubic yard roll-on, roll-off bins. The latter would give to opportunity to be fed through compactors, to optimise the load being taken away, which is good practice.

e) Recyclable waste should be separated; in particular glass, paper, cardboard, metal cans, plastic bottles and possibly food waste. Some of the waste containers must be allocated to collect recyclable items, which is good practice.

f) The material used for the floor of the waste storage area must be able to withstand the weight of the bulk bins. If the 40 cubic yard roll-on roll-off bin option is chosen, then 40 Newton metre concrete would be required to withstand regular bin movements. Ideally the walls of the bin storage area should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

g) The store operators should take steps to control litter, by having litter patrols within the area of the store and perhaps extend this to 20 metres outside the perimeter.

h) The store should make arrangements for the retrieval of shopping trolleys taken out of the

grounds by customers.

SECTION 106 OFFICER:

Proposed Heads of Terms:

1. Transport: in line with the SPD a s278 agreement will be required to be entered into to address any and all highways matters arising from the proposal.
2. 10 Year Green Travel Plan.
3. Funding the cost of an addition bus stop on Victoria Road.
4. Contribution of £40,000 towards enhancements to bus and bus transit network.
5. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
6. Employment Training: An on site employment training initiative to address employment training needs made necessary as a result of the development.
7. A contribution of £400,000 towards capacity enhancements to the public realm within the vicinity of the site.
8. Air Quality: A financial contribution of £25,000 required for air quality monitoring made necessary by the development.
9. Either onsite delivery of Ecological Enhancements in the form of a Green Roof, or a financial contribution of £50,000 towards off site creation of Ecological Enhancements.
10. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

Please note that this scheme will also have a Mayoral CIL liability on the net increase in GIA for all parts of the scheme.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

SEQUENTIAL ASSESSMENT

Paragraph 24 of the National Planning Policy Framework (NPPF) establishes the requirement for a sequential assessment by advising that applications for main town centre uses such as retail development should be located within town centres, then in edge of centre locations and finally on out of centre sites. Annex 2 of the NPPF specifically includes local centres in the definition of town centres

This approach is carried forward in to the current London Plan and the Council's Local Plan Part 1: Strategic Policies, adopted in November 2012.

- London Plan Policy 4.7 (Retail and Town Centre Development) requires retail and town centre development to relate to the size, role and function of a town centre and that development should be focused on sites within the town centres themselves.

- London Plan Policy 4.8 encourages a proactive approach to retail planning and bringing

forward capacity for additional comparison goods retailing, particularly in the large international, metropolitan and major town centres with convenience retail supported in the district, neighbourhood and more local centres to secure a sustainable pattern of neighbourhood provision.

· Policy E5 of the Hillingdon Local Plan Part 1 (November 2012) states that the Council will accommodate additional retail growth within established centres in accordance with the conclusions of the latest evidence base. Growth for comparison goods will primarily be accommodated in District Centres as set out in Table 5.5 which excludes South Ruislip. Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests.

The application site is located within the South Ruislip Local Centre as designated within the existing and emerging local plan and a sequential assessment is not required. Although the London Plan (July 2011) does not designate South Ruislip as a town centre in terms of London Plan Policy 2.15 (Map 2.6 of the London Plan refers), the GLA has confirmed in their Stage 1 response that a sequential assessment would not be required in this instance.

SOUTHRUISLIP LOCAL CENTRE DESIGNATION

The NPPF (March 2012) places great emphasis on ensuring that town centres maintain their vitality and competitiveness. This involves the management of growth and defining a network and hierarchy of centres.

Policy 2.15 of the London Plan (July 2011) requires town centres outside London's Central Activities Zone to be the main focus for commercial development, sustaining and improving choice of goods and services in accessible locations. Identified deficiencies in the network can be addressed by promoting a centre to a higher level or designating new centres. Development in town centres should, amongst other criteria, sustain and improve vitality and viability, enhance competitiveness, quality and diversity and be in scale with the centre.

Centre hierarchy is important in order to ensure sustainable patterns of development. By way of example, centres with high levels of public transport accessibility, or within easy walking distance of residential concentrations are better suited to be higher order centres. This is because they are more easily accessed by shoppers using sustainable means of transport. It would, for example, be less sustainable to have higher order centres, which could only be accessed by cars.

South Ruislip is designated as a Local Centre. Annex 2 of the London Plan notes that local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. In its definition of Local Centres The London Plan states that they may include a small supermarket (typically up to around 500 sqm).

Whilst the existing Sainsbury's store is greater than 500sqm, officers are of the view that the function of South Ruislip is very much that of a local centre. Given the presence of an existing large foodstore it is not considered that the function of the centre would change by allowing the proposed expansion (post the expansion South Ruislip would still function in much the same way).

It must also be remembered that there is an extant permission for an expansion at the supermarket. The current proposal would simply represent a further increase to the

existing permission. The Retail Impact Assessment also highlights the fact that the existing store is trading at a higher than average level (£ per sqm). To some extent the proposal represents a larger area within which existing customers can shop (the larger store would trade at average rates). Given the way that the centre at South Ruislip functions, in this particular case, there is no objection raised in terms of the scale of the proposal.

SIZE AND SCALE

The Applicant's assessment advises that the need for the additional retail floorspace, as before, is due to the deficiencies and overtrading at the existing store, which have an adverse impact on the overall customer experience.'Whilst there is no requirement to assess alternative sites for the proposed development, this leaves the appropriateness of the scale of retail development and its retail impacts to be considered.

Of particular importance on this site is the previous planning permission (33667/APP/2006/2141) for an enlarged store on this site. The permission has been partially implemented and is therefore extant. The former permission was for an increase in net retail floorspace of 1,444 sqm which compares to the current proposed increase of 3,010 sqm, so that the extant permission accounts for 48% of the additional retail floorspace now being proposed. The previous report presented to North Planning Committee on the 30/10/06 stated at paragraph 3.28:-

'The site is located within a town centre and, as such, it is unlikely to have a detrimental effect on the vitality of South Ruislip.'

The report concluded at paragraph 6.1:-

'The proposed store extension would benefit the South Ruislip town centre as it would address an existing qualitative need within the centre. Furthermore, the scale of the extension proposed would not result in adverse impacts on the viability or vitality of other surrounding centres.'

The retail assessment then establishes that there will be no significant change to the catchment area of the store as a result of the uplift in floor space and that the vast majority (95%) of the stores turnover is derived from a broadly 10 minute drivetime from South Ruislip. This adds to the evidence that the proposal would not change the function of South Ruislip and a local centre.

The proposal would improve facilities and consumer choice within the centre, which would be likely to increase footfall and opportunity for 'spin-off' expenditure. Given the nature of the proposal and that existing facilities already trade successfully, it is unlikely that the proposal would have a detrimental impact upon the vitality of South Ruislip.

COMPARISON FLOOR SPACE

Over half of the floorspace proposed in this application is relates to comparison (non food) goods. Officers have discussed with the applicant how the increase in comparison floorspace will affect trade in South Ruislip. Paragraph 5.44 of the retail statement submitted with the application advises:-

'the store would not become a comparison retail destination in its own right. The range, scale and nature of goods would not be unusual by Sainsbury's or other retailers standards and represents an offer expected by the consumer on a main food shop.'

The extant permission referred to above already sets a precedent for additional comparison goods floorspace at the store. Some 1,444 sqm of the total floorspace permitted in the extant consent related to non food items. Officers accept that the amount of comparison floorspace proposed in this application is not significantly greater than that already permitted, however this should be capped by a condition to prevent further increases, which could be detrimental to nearby town centres.

IMPACT ON WIDER AREA

The Applicant's assessment predicts that due to rising population and expenditure per capita within the catchment area, available convenience and comparison goods expenditure is expected to increase. Taking into account various factors, the study concludes that this expenditure growth within the catchment area would support the increases in convenience and comparison floorspace. This view is to some extent supported by the conclusions of the Council's Convenience Goods Retail Study Update 2012, which states that:

'there could be a qualitative argument to support the provision of convenience goods floorspace in the northern half of the Borough. New floorspace here should provide additional facilities for main food shopping to anchor and complement the role of existing centres.'

The larger store would attract some new customers and the applicant's retail assessment considers the anticipated trading effects of the proposed store. The store would mainly compete with existing similar stores. In terms of the surrounding local centres, these are trading well with below national average vacancy rates. Ruislip district centre would experience the greatest loss of convenience goods spending (-5.2%), followed by Ruislip Manor local centre (-4.7%), Pinner district centre (-4.4%) and South Harrow district centre (-3.3%). However, in all the centres affected, the growth in convenience goods turnover from 2012 - 2017 would offset the loss from trade draw.

Taking comparison goods, the assessment establishes that Ruislip district centre would be the greatest impacted (-6.4%), followed by Pinner district centre (-5.5%), South Harrow (-4.8%) and North Harrow (-3.5%). Again, the growth in convenience expenditure from 2012 - 2017 is anticipated to offset any loss from trade draw.

Taking convenience and comparison goods expenditure together, Ruislip district centre would be the greatest affected, with an overall expected trade draw of -5.9%, followed by Pinner district centre (-4.8%), South Harrow district centres (-3.8%) and North Harrow local centre (-3.3%). Ruislip Manor local centre would lose -1.8% and Eastcote -1.0%. However, again, the increase in turnover is expected to more than offset the trade draw loss within all centres, with increases of 20.1%, 25.3% and 20.5% within Ruislip district, Ruislip Manor local and Eastcote local centres.

The retail assessment demonstrates that the proposal would not harm the vitality and viability of other local centres, given the anticipated trade draws. As such, the scheme is considered to be consistent with the NPPF and Local Plan.

7.02 Density of the proposed development

The development does not include residential units as part of this application.

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

The application site is not located within an Archaeological Priority Area or has any other archaeological designation. The application is supported by an Archaeological Desk-based Assessment which advises that there are no recorded archaeological remains from

any period within the area and that the development of the supermarket and associated petrol filling station would have disturbed any remains in the unlikely event that they were present in these areas, given the site's previous use for agricultural cultivation. The assessment concludes by stating that the potential for the presence of any archaeological remains appears very low.

The application site is not located within the vicinity of a listed building, nor sited within or close to the boundary of a conservation area or an area of special local character.

As such, it is considered that the proposals would not harm any known heritage assets.

7.04 Airport safeguarding

The application has been examined by the various safeguarding authorities who do not raise any safeguarding objections to the proposals.

An informative has been added to advise on the use of cranes.

7.05 Impact on the green belt

The site is not located within the Green Belt or sited close to its boundary. As such, no Green Belt issues are raised by this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area.

The proposed supermarket building would have a similar building line on Long Drive but have a greater massing than the existing building which provides for a building with greater presence and a more prominent focal feature on this important road junction. The proposed building would be of an appropriate scale and height within the context of the local centre, being of a similar overall height to the three storey parade opposite. The building would reduce in height to two storeys where it wraps around the adjoining two and a half storey office building.

The glazed atrium adds interest to the building and marks the entrance to the building. The building would have a strong modern design. The proposed separate commercial units on Long Drive with their separate shopfronts and canopies would provide an active frontage and add interest to this elevation, assisting with the integration of the building within the commercial street scene. The shopfront has also been returned along the elevation of the building facing the Council owned car park which also helps to break up the bulk of the building. The shopfront and window detail along Long Drive has been re-configured so that it better reflects the rhythm and proportion of the fenestration of the parade building opposite.

The decked car park and part of the atrium would be faced with a timber fin screen, some 6.0m - 6.5m high. The screen would assist with the screening of the decked car park along the Victoria Road frontage and its design would allow views through so that it would not appear as a solid structure.

Both the Council's Urban Design/ Conservation Officer and TfL consider that the overall design of the proposal is acceptable although the Council's Urban Design/ Conservation Officer is concerned about the choice of some of the materials and considers the impact of the screen should be reduced and be of a dark colour. TfL also do not want the atrium to be used for the storage of trolleys. Both of these issues can be dealt with via the imposition of conditions on any consent granted.

7.08 Impact on neighbours

The nearest residential properties to the application site are the residential units above the ground floor shops in the retail parade on the opposite side of Long Drive and the upper floor flats in the recently constructed library building and the adjoining two new flatted blocks being constructed on the opposite side of Victoria Road. Sun on the ground diagrams prepared by the Council demonstrate that the proposal would not result in any overshadowing of these properties. In relation to the residential units in the retail parade on Long Drive, the proposed new supermarket building would be sited some 34m from these units and present an elevation some 14.3m high. On Victoria Road, the nearest residential units would be sited some 27m from the proposed atrium which would have a height of some 9.35m and 36m from the main store building with a height of 14.85m above ground level on this elevation. These distances are sufficient to ensure that the proposed new store would not appear unduly dominant, particularly as the nearest flats are above ground level, with the only exception being the ground floor flats in the flatted blocks currently being constructed, but here the proposed store building is recessed to give greater separation. There would also not be an issue as regards overlooking given these separation distances.

The proposed supermarket would wrap around to the rear of the adjoining building fronting Long Drive which is in use by an electrical contractors business. The sun on the ground diagrams show that the rear elevation of this building would be overshadowed throughout the morning and the supermarket's 8.6m high elevation at this point would be sited some 12.5m from the rear elevation of the office building. However, as this building at the rear has security bars fixed to the ground floor windows, only a small first floor window and is solely in commercial use, it is considered that the impact of the new store on this building is acceptable and an adequate working environment would be maintained for its employees.

7.09 Living conditions for future occupiers

Not applicable to this application for retail/commercial development.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policies 6.3, 6.9, 6.10 and 6.13 of the London Plan (July 2011) and AM2, AM7, AM9, AM14 and AM15 of the Hillingdon Local Plan (November 2012) are concerned with traffic generation, road capacity, vehicle and cycle parking and access to public transport.

The submitted Transport Assessment demonstrates that the surrounding road junctions would still operate satisfactorily with the uplift in customers to the store, albeit with the optimization of signal timings and cycle times at the Long Drive/Victoria Road junction. Although the Council's Highway Engineer does not raise any concerns regarding the modelling undertaken, TfL considers that whilst the modelling is generally acceptable, further information/clarification should be submitted to support the findings. In the light of the above, TfL is not in a position to confirm the acceptability of the likely highway impact generated by the proposals and may recommend potential mitigation.

Currently, a total of 403 spaces are provided on site, of which 336 spaces are contained within the Sainsbury's car park and 67 within the Council's public car park. The relevant car parking standards are contained within the London Plan. As part of the pre-application discussions with TfL, it was accepted that 1 space per 23 sq.m of floor space was reasonable for the retail store in this location with a PTAL of 2-3, which would accord with maximum standards (18 - 25 sq.m), although given the traffic congestion in the area, the applicant was encouraged to reduce the number further from the 582 spaces then proposed. The current proposal is for 552 spaces and represents a ratio of 22.2 sq.m which fully complies with the standards.

The proposal would reduce the number of spaces within the Council-owned public car park by 34%. However, permission was previously granted for the total loss of this car park, with the committee report advising that the public could utilise the store's car park on a pay and display basis so that there would be no loss of the public facility.

The level of cycle parking is generally considered acceptable, although TfL recommends that staff cycle spaces should be accessible, secure and well lit and with lockers and showers provided. TfL would also welcome additional provision, given the store's central location.

The proposal would include a main new entrance to the store through the new atrium at the Long Drive/Victoria Road junction and a new ancillary pedestrian access point on Long Drive, close to the public car park. It is considered that the proposal would improve pedestrian links between the store and the surrounding local centre. TfL are supportive of these improvements and recommend that the measures identified in a pedestrian environmental review system (PERS) audit, including a new northbound bus stop be secured through the S106 and S278 agreements. TfL also advise that the submitted draft Travel Plan needs revision, and a Delivery Servicing Plan should be conditioned.

The Council's Highway Engineer advises that subject to all off-site highways works being covered in the legal agreement, there is no objection from the a highways viewpoint.

7.11 Urban design, access and security

Relevant planning issues have been discussed elsewhere in the report.

7.12 Disabled access

Policy 7.2 of the London Plan requires all new development to provide an inclusive environment that achieves the highest standards of accessibility and inclusive design.

The scheme would provide 24 disabled and 23 parent and child spaces on the ground floor and 5 disabled spaces on the first floor. In addition, there will be brown badge parking for Hillingdon residents over 65 years in priority location close to amenities but provision has yet to be confirmed and brown badge holders would also be able to use the parent and child spaces. TfL did not raise objection to the level of provision (although their comments appear to relate to the pre-application development).

TfL also advise that the new seating in the public realm areas should enable a range of people to use it and external furniture should not obstruct pedestrians especially blind and partially sighted people. Further information/clarification is required as regards entrance gradients and external furniture should not obstruct pedestrians especially blind and partially sighted people.

The applicants have submitted an Access Statement which seeks to provide clarification and further information of the issues raised.

7.13 Provision of affordable & special needs housing

Not applicable for this application.

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided when necessary.

The Council's Tree Officer advises that the scheme generally makes adequate provision for the retention of existing trees on site, some of which are protected by TPO 193,

justifies tree removal where this is necessary and provides for replacement tree planting where necessary and provides a robust landscaping scheme.

In particular, the existing trees on the Long Drive frontage will all be retained as part of the proposed development, including the 12 metre high Oak at the north-east end, close to the junction with Victoria Road.

The trees at the northern end of Victoria Road will be removed to permit the new atrium. To mitigate this loss, replacement street tree planting is proposed within a narrower corridor along the length of the proposed building. Also, much of the existing tree line further along Victoria Road will be retained, with selective removal of individual species, particularly at the east end where the footprint of the decked car park creates a 'pinch point'. Here, replacement tree will not be possible due to the juxtaposition of the car park with the footway edge. However, limited new tree planting is indicated in association with the new fuel station and site entrance at the east end of the site.

Furthermore, where space for tree planting 'runs out' on the north-east corner of the site, climbing plants should be planted (at ground level) and trained to cover the timber walls. This detail could extend along the car park wall. This would add colour and seasonal interest, and complement the (large expanse of) timber. Also off-site tree planting could be added to the grass verge on Victoria Road (by agreement with the local planning and highway authorities) to the north of the car park. This would help to mitigate the loss of tree cover in front of the car park.

On this basis, the Tree Officer considers the scheme to be acceptable, subject to conditions. Also, any S.106 agreement should include the provision of off-site street tree planting in Victoria Road opposite the car park, by agreement with the local planning authority (and highway authority).

As regards ecology issues, the accompanying Ecological Assessment advises that on-site habitats are of low or negligible ecological value although they may provide nesting and foraging habitat for birds. The buildings may provide roosting opportunities for bats, but the likelihood of bats using identified features such as lifted roof tiles, missing ridge tile mortar etc. is low, due to the relatively small population of bats in this urbanised location, the local abundance of more suitable buildings and their immediate environs and the well lit nature of the site with security lighting. Existing trees on site were also surveyed and not found to be of a suitable age or condition to support roosting bats. No evidence relating to the presence or potential presence of any other protected species was found on site. The assessment goes on to make recommendations and advises on ecological enhancements including the provision of bird and bat boxes and some bird friendly planting.

The Council's Sustainability Officer advises that the ecological enhancements proposed, namely the proposed landscaping scheme with the provision of bird and bat boxes is not commensurate with the scale of development. The proposed landscaping scheme in an area which will be extensively used by people and vehicles is going to have only a limited impact. The most notable omission is for green roofs and/or living walls (the omission of which is also objected to by the GLA). A green roof would allow for significant biodiversity gains outside of the areas extensively used by the public, which would result in a more natural environment. The energy (and sustainability statement) simply states that green roofs are 'not currently favoured by Sainsbury's'. The London Plan (Policy 5.11) and Hillingdon's Local Plan Part 1 (Policy EM1) contain requirements for green roofs for new major development.

The revised information submitted by Sainsbury's in response to the Mayor's Stage 1 response does not include a new proposal for a green/brown roof. The provision of a green/brown roof has been conditioned and if it can be demonstrated that it is not practicable or feasible, a financial contribution to ensure that ecological enhancements are made in the vicinity would be sought as part of the S106 Agreement.

7.15 Sustainable waste management

Sainsbury's would be responsible for their own waste management with a licensed waste carrier. On this basis, the Council's Waste Services Officer does not raise any objection to the scheme.

7.16 Renewable energy / Sustainability

The application is supported by an accompanying Renewable Energy & Energy Efficiency Assessment and a BREEAM 2011 Pre-Assessment Report. The former advises that a ground source heat pump would be used to provide the heating and hot water requirements and an air source heat pumps would provide heating and cooling and the latter that demonstrates that it is intended to reach a BREEAM standard of very good for retail units.

The Council's Sustainability Officer advises that there are no objections to the proposal, subject to a condition.

The GLA advise that further revisions and information is required before the proposals can be considered acceptable and carbon dioxide savings verified. In particular, the applicant should demonstrate how the demand for cooling will be minimised. Modelling output should also be provided to support the 40% reduction in carbon dioxide emissions. Applicant should investigate whether there are any existing or planned district heating networks in the vicinity and provide commitment that development is designed to allow future connection should one become available. The applicant should also confirm that site heat network will be installed. Further details have been submitted.

7.17 Flooding or Drainage Issues

The application site is within Flood Zones 1 and 2, although it also forms part of a Critical Drainage Area. The application is supported by a Flood Risk Assessment.

The GLA and the Environment Agency confirm that the principle of development is acceptable within this area as regards flood risk. The Flood Risk Assessment states that the eastern edge of the site, centred around a culvert, is at risk from surface water flooding and that the surface water run-off from this site contributes to that risk. The GLA and EA are therefore concerned that this development minimises that risk. Although the run-off rates with the use of storage tanks under the car park would be controlled, the proposals do not include provision for rainwater harvesting. The proposal also does not include provision for a green/brown roof which on such a large building is a missed opportunity to provide multiple benefits, including a reduction in rainwater run-off.

The EA recommend a condition requiring details of the drainage system to be submitted, which has been attached. The applicant has confirmed that they would be prepared to provide rainwater harvesting, but they are risk adverse to providing a green/brown roof. As Sainsburys' justification is not sufficiently robust, the need for a green/brown roof has been conditioned.

7.18 Noise or Air Quality Issues

The application is supported by an Air Quality Assessment and a draft Demolition and Construction Management Plan.

The Council's Environmental Health Officer advises that the Noise Impact Assessment is acceptable, although a condition is required to ensure noise levels at the nearest residential properties are kept 5dB below background levels. As regards, the draft Demolition and Construction Management Plan, the plan has now been amended in accordance with the officer's suggestion and is now satisfactory.

The application site lies adjacent to an Air Quality Management Area and the application is accompanied by an Air Quality Assessment. Both the Council's Environmental Protection Officer and the GLA make detailed comments on the assessment and advise on the clarification/further information required. Further information has now been received.

A condition has also been attached requiring details of a fleet management plan to be submitted.

The Council's Environmental Health Officer advises that a £25,000 contribution is required for air quality monitoring within the locality.

7.19 Comments on Public Consultations

As regards the comments received to the Council's consultation on this application, points (i), (iv), (vi), (vii) and (ix) are dealt with in the main report. In terms of point (ii), the application site boundary does lie immediately adjacent to the flank elevation of the office building but this is not an unusual situation. Access to the rear yard area would be through the building. Point (iii) is an environmental health matter and not a reason to withhold planning permission. Points (v), (viii) and (x) are noted.

7.20 Planning Obligations

1. Transport: in line with the SPD a s278 agreement will be required to be entered into to address any and all highways matters arising from the proposal.
2. 10 Year Green Travel Plan.
3. Funding the cost of an addition bus stop on Victoria Road.
4. Contribution of £40,000 towards enhancements to bus and bus transit network.
5. Construction Training: A financial contribution or delivery on site of a construction training scheme (to address training during the construction phase of the development).
6. Employment Training: An on site employment training initiative to address employment training needs made necessary as a result of the development.
7. A contribution of £400,000 towards capacity enhancements to the public realm within the vicinity of the site.
8. Air Quality: A financial contribution of £25,000 required for air quality monitoring made necessary by the development.
9. Either onsite delivery of Ecological Enhancements in the form of a Green Roof, or a financial contribution of £50,000 towards off site creation of Ecological Enhancements.
10. Project Management and Monitoring Fee: in line with the SPD a contribution equal to 5% of the total cash contributions will be sought to enable the management and monitoring of the resulting agreement.

As regards the public realm contribution, the previous scheme on the site (referenced in the planning history section of the committee report) refers to a library forming part of the store re-development, that was to be a replacement of the old South Ruislip library. This substantive S106 contribution cannot be reciprocated as part of this development, as the Council has re-provided a library already in South Ruislip and S106 contributions are subject to a variety of tests including a requirement that the contribution be required to offset the impacts of the development.

Nonetheless the scale of this development is such that it would have a substantive impact on the streetscene in South Ruislip (see the landscape officers comments which refer to the need for major investment in new trees/public realm to offset the impacts of the development). Furthermore the scale of the retail impact will be felt on surrounding town centres/retail parades in the north of the Borough, the greatest trade draw being on Ruislip town centre and Ruislip Manor town centre (as referenced in the main body of this report), thus justifying improvements to these town centres.

Officers have extensive experience of negotiating public realm contributions in the above context gained from dealing with other major developments in the Borough; hence we have upto date data of the costs per square metre of everything from major footway improvements and structural landscaping to new refuse bins (furthermore such costs have been agreed as acceptable by a planning inspector on a development in Hayes very recently). The public realm contribution of £400,000 is based on detailed data on actual costs of streetscene improvements, combined with an assessment of what is reasonable taking into account the impact on the streetscene and retail impact on South Ruislip, Ruislip town centre and Ruislip Manor town centre.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Land Contamination

The application is supported by a Geo-environmental Site Assessment. The Council's Environmental Health Officer (Land Contamination) provides detailed comments on the report and recommends that details of a scheme to deal with land contamination needs to be submitted. This is controlled by the recommended condition. Imported soils also need to be clean from contamination which would be controlled by condition.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is

unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The store is considered to be acceptable in terms of its retail impacts and the design of the scheme is appropriate and linkages of the site and integration of the building with the surrounding local centre would be improved.

The operation of the surrounding road junctions would remain satisfactory, even after this proposal, committed development and the re-development of surrounding vacant sites is factored in, although the phasing and timings of the Long Drive/Victoria Road junction would need to be altered to accommodate the additional traffic.

The proposal would also involve the uplift of car parking on site from 336 to 552 spaces with the new decked level which would accord with the Mayor's car parking standards for the enlarged store and would be capable of accommodating demand and the provision of disabled, parent and child and brown badge spaces will ensure that the site is accessible to all and is socially inclusive.

Neighbouring properties would not be adversely affected. Sustainability objectives would be satisfied and although a green/brown roof is not currently proposed, its provision has been conditioned.

The scheme also provides a full package of planning benefits secured as part of the S106/278 Agreement, commensurate with the scale of development, including a requirement for off-site ecological enhancement works should a Green /Brown roof not be forthcoming.

Furthermore, the Mayor does not raise any in principle objections to the scheme in his Stage 1 report.

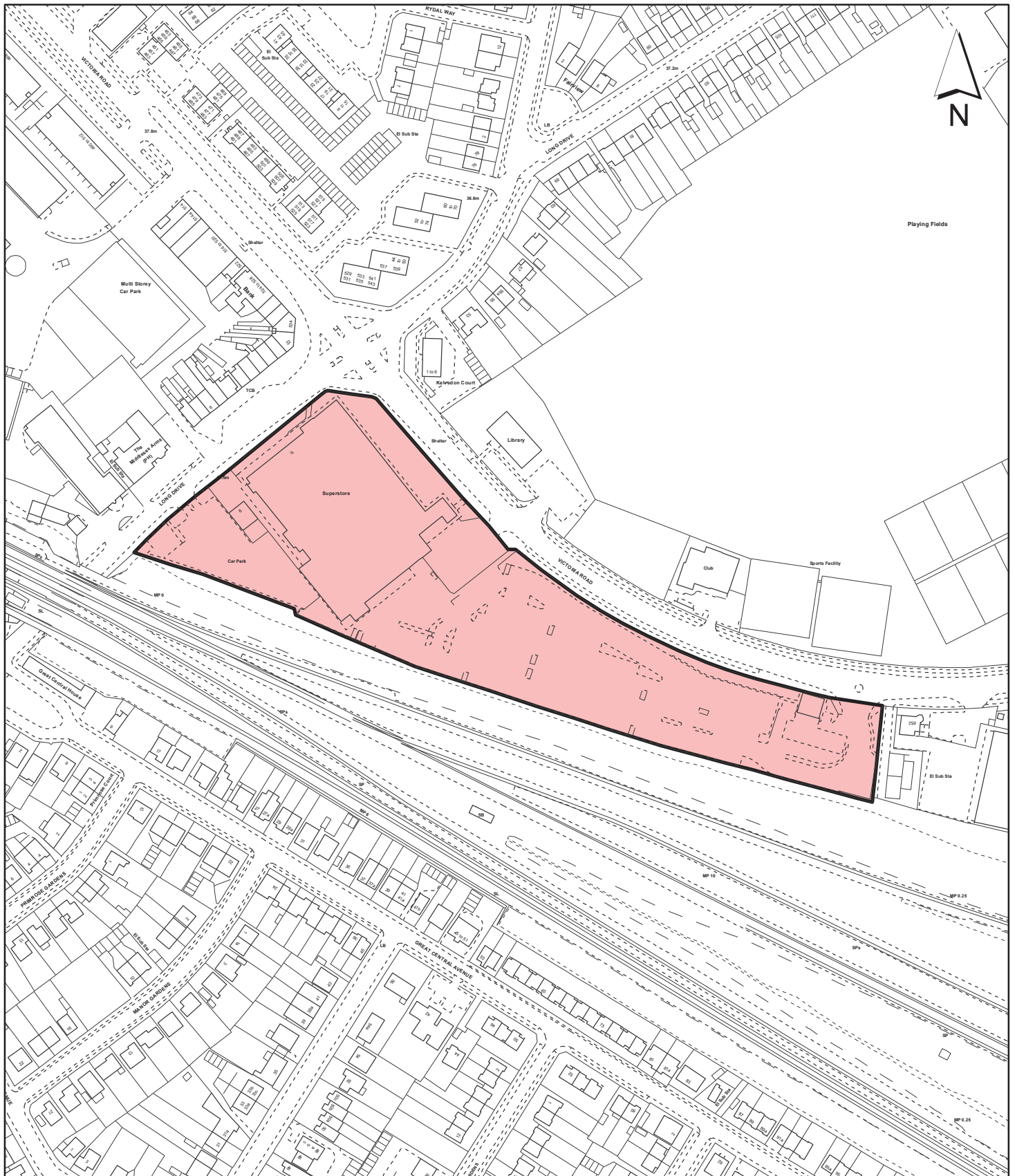
The application is recommended favourably, but needs to be referred back to the Mayor.

11. Reference Documents

National Planning Policy Framework (March 2012)
London Plan (July 2011)
Hillingdon Local Plan (November 2012)
HDAS: 'Accessible Hillingdon'
Consultation responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Sainsbury's Superstore
Long Drive
Ruislip**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

33667/APP/2012/3214

Scale

1:2,500

Planning Committee

North

Date

**February
2013**



HILLINGDON
LONDON