

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL		Select an Option
1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	<input type="checkbox"/>
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	<input type="checkbox"/>
3.	There is no Committee resolution for the enforcement action	<input type="checkbox"/>
4.	There is no effect on listed buildings or their settings	<input type="checkbox"/>
5.	The site is not in the Green Belt (but see 11 below)	<input type="checkbox"/>
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	<input type="checkbox"/>
7.	No petition of 20 or more signatures has been received	<input type="checkbox"/>
8.	Application has not been supported independently by a person/s	<input type="checkbox"/>
9.	The site is not in Green Belt (but see 11 below)	<input type="checkbox"/>
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	<input type="checkbox"/>
11.	Householder application in the Green Belt	<input type="checkbox"/>
COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT		
12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	<input type="checkbox"/>
13.	Refusal of change of use from retail class A1 to any other use	<input type="checkbox"/>
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	<input type="checkbox"/>
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	<input type="checkbox"/>
16.	Certificate of Lawfulness (for existing use or Development)	<input type="checkbox"/>
17.	Certificate of Appropriate Alternative Development	<input type="checkbox"/>
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	<input type="checkbox"/>
19.	PRIOR APPROVAL APPLICATION	<input type="checkbox"/>
20.	OUT-OF-BOROUGH OBSERVATIONS	<input type="checkbox"/>
21.	CIRCULAR 18/84 APPLICATION	<input type="checkbox"/>
22.	CORPSEWOOD COVENANT APPLICATION	<input type="checkbox"/>
23.	APPROVAL OF DETAILS	<input type="checkbox"/>
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	<input type="checkbox"/>
25.	WORKS TO TREES	<input type="checkbox"/>
26.	OTHER (please specify)	<input type="checkbox"/>

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

Item No. Report of the Interim Director of Planning, Regeneration & Public Realm

Address: VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP

Development: The demolition of fuel pumps and the creation of charging zone, erection of EV chargers, sub-station enclosure and associated forecourt works.

LBH Ref Nos: 4254/APP/2023/106

Drawing Nos: 13664-P01-656 B
13664-LP-656
13664-P02-656 E
13664-P03-656 A
13664-P04-656
Technical Note 1, Motion, dated 9 November 2022
Covering letter, Carney Sweeney, dated 12 January 2023

Date Plans received: 12-01-23 **Date(s) of Amendments(s):**

Date Application valid 12-01-23

1. SUMMARY

The application proposes the demolition of fuel pumps and the creation of charging zone, erection of EV chargers, sub-station enclosure and associated forecourt works. The proposal would have limited impacts on the visual amenities of the street scene and as revised, the scheme would be acceptable in terms of accessibility and highway safety.

2. RECOMMENDATION

APPROVAL subject to the following:

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 13664-LP-656, 13664-P02-656 E, 13664-P03-656 A, 13664-P04-656, and shall thereafter be retained/maintained for as long as the development

remains in existence.

REASON

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

3. NONSC Electric vehicle waiting space sign

The electric vehicle waiting space shall be either signed or lined "For Electric Vehicle Use Only".

REASON

In the interests of highway safety in accordance with Policy DMT 6 of the Hillingdon Local Plan Part 2 (January 2020).

4. NONSC Accessibility

The electric vehicle charging points hereby approved shall ensure that a minimum of one charging point is fully accessible to wheelchair users and people of short stature, in accordance with BS1 PAS 1899:2022, which shall remain in place for as long as charging facilities remain on-site.

REASON

To ensure an inclusively designed environment in accordance with Policy D5 of the London Plan (2021).

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. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

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

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered

favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a rectangular plot of land measuring 1246 SQ.M located on the North-Eastern side of Victoria Road. The site currently houses petrol garage, forecourt and associated sales building.

The site is bound to to the North-West and South-East by Victoria Road highway. Directly opposite the site, to the East is St Gregory the Great Catholic Church, a large building which lies on the junction with Victoria Road. To the North-East of the site lies an MOT garage, which shares a boundary with the application site. To the rear, of the site lies the boundary with a low rise flatted development. The flank wall of the residential properties are approximately 7.8m away from the application site.

The site is located within the Developed Area as identified in the Hillingdon Local Plan: Part Two and also lies in a Critical Drainage Area.

3.2 Proposed Scheme

The application proposes the demolition of fuel pumps and the creation of charging zone, erection of EV chargers, sub-station enclosure and associated forecourt works.

Revised plans have been received with the following changes:

- Existing Site Plan no. 13664-P01-656 revB. The only change here is to label the existing 'No Entry' sign adjacent to the exit.
- Proposed Site Plan no. 13664-P02-656 revE. This plan shows
 - An additional No Entry sign adjacent to the exit
 - A new EV waiting bay, adjacent to the Air/Vac space
 - A new DDA compliant EV bay, complete with a 1200mm transfer zone to both sides and rear of the bay.
- EV Charger Detail plan no. 13664-P03-656 revA. This shows the screen and charger cable to be between 800mm and 950mm above ground level.
- The substation has been moved further into the site.

3.3 Relevant Planning History

4254/APP/2022/1330 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
Installation of 4 x EV bays and associated infrastructure

Decision: 17-06-2022 Refusal

4254/APP/2018/4081 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
Installation of jet wash, alterations to shopfront and side elevation and installation of ATM involving removal of LPG facility

Decision: 18-02-2019 Approval

- 4254/APP/2016/3890 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
Removal of condition No. 6 (Operating hours) of planning permission ref: 4254/APP/2000/1325 dated 12/10/2000 (Redevelopment to provide a new forecourt (including canopy, pump islands and underground tanks), sales building (class A1) including 108 sq. metre net sales area, cash machine, parking and associated access).
- Decision:** 15-12-2016 Approval
- 4254/APP/2012/2920 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
Installation of above ground LPG tanks with metal palisade fence, steel vehicle protection barrier rail and lamp post, involving decommission of existing underground LPG tanks.
- Decision:** 01-02-2013 Approval
- 4254/APP/2012/2740 61 ANGUS DRIVE RUISLIP
Change of use from Sui Generis to Use Class B2 (General Industrial) for MOT testing, servicing and mechanical repairs of motor vehicles to include a new overhead door and entrance screen to front and alterations to rear elevation
- Decision:** 07-08-2013 Approval
- 4254/APP/2011/287 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
Variation of condition 6 (to change the hours of operation from 5am to 11pm to allow temporary 24 hour opening) of planning permission ref. 4254/APP/2000/1325 dated 12/10/2000:
Redevelopment to provide a new forecourt (including canopy, pump islands and underground tanks), sales building (class A1) including 108 sq. metre net sales area, cash machine, parking and associated access.
- Decision:** 21-04-2011 Withdrawn (P)
- 4254/ADV/2005/109 NORTHERN MOTORS ANGUS DRIVE RUISLIP
INSTALLATION OF INTERNALLY ILLUMINATED AND NON-ILLUMINATED FASCIA AND WALL-MOUNTED SIGNS AND ONE FREE-STANDING INTERNALLY ILLUMINATED TOTEM SIGN
- Decision:** 14-12-2005 Approval
- 4254/APP/2005/2942 NORTHERN MOTORS ANGUS DRIVE RUISLIP
INSTALLATION OF ALUMINIUM CLADDING TO EXTERIOR OF CAR SHOWROOM BUILDING
- Decision:** 14-12-2005 Approval
- 4254/APP/2004/2685 VICTORIA ROAD SERVICE STATION VICTORIA ROAD RUISLIP
REMOVAL OF CONDITION 6 TO ALLOW THE SALES BUILDING TO TRADE ON A 24 HOUR BASIS OF PLANNING PERMISSION REF.4254/ APP/2000/1325 DATED 12/10/2000:
REDEVELOPMENT TO PROVIDE A NEW FORECOURT (INCLUDING CANOPY, PUMP ISLANDS AND UNDERGROUND TANKS) AND SALES BUILDING
- Decision:** 28-01-2005 Withdrawn (P)
- 4254/APP/2001/856 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP

RELOCATION OF UNDERGROUND TANK FARM WITH ASSOCIATED ALTERATIONS TO ABOVE GROUND VENTS AND OFFSET FILLS; RELOCATION OF UNDERGROUND LPG TANK, PROVISION OF AN LPG DISPENSER; INCREASE IN CANOPY WIDTH AND LENGTH; REMOVAL OF ONE CAR PARKING SPACE AND NEW SOUTH EASTERN BOUNDARY

Decision: 17-07-2001 Approval

4254/APP/2001/704 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
DETAILS OF NOISE ATTENUATION MEASURES IN COMPLIANCE WITH CONDITION 7 OF PLANNING PERMISSION REF.4254/APP/2000/ 1325 DATED 12/10/00; REDEVELOPMENT OF FILLING STATION

Decision: 07-12-2001 Approval

4254/APP/2000/2757 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
VARIATION OF CONDITION 6 TO ALLOW THE 24 HOUR SALES OF BOTH PETROL AND OTHER GOODS OF PLANNING PERMISSION REF. 4254/APP/2000/1325 DATED 12/10/00; REDEVELOPMENT TO PROVIDE A NEW FORECOURT (INCLUDING CANOPY, PUMP ISLANDS AND UNDERGROUND TANKS) AND SALES BUILDING

Decision: 12-03-2001 Refusal **Appeal:** 23-01-02 Dismissed

4254/ADV/2000/122 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
INSTALLATION OF INTERNALLY ILLUMINATED AND NON-ILLUMINATED SIGNAGE

Decision: 21-03-2001 Approval

4254/APP/2000/1325 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
REDEVELOPMENT TO PROVIDE A NEW FORECOURT (INCLUDING CANOPY, PUMP ISLANDS AND UNDERGROUND TANKS), SALES BUILDING (CLASS A1) INCLUDING 108 SQ. METRE NET SALES AREA, CASH MACHINE, PARKING AND ASSOCIATED ACCESS

Decision: 12-10-2000 Approval

4254/AF/98/2193 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
Details of materials and noise levels in compliance with conditions 2 and 7 of planning permission ref.4254/98/671 dated 22/09/98; Demolition of existing sales building and erection of replacement sales building for petrol filling station with various forecourt alterations

Decision: 14-06-2001 No Further
Action(P)

4254/AE/98/1312 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
Installation of an ATM (Automatic Teller Machine)

Decision: 11-11-1998 Approval

4254/AB/98/3037 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP
Installation of signage to petrol filling station

Decision: 13-08-1998 Approval

Decision: 05-01-1983 Approval

4254/G/78/1905 VICTORIA SERVICE STATION VICTORIA ROAD RUISLIP

Erection of new canopy, new pumps, formation of new sales area within exist. building shop front.

Decision: 11-01-1979 Approval

Comment on Planning History

This application is a resubmission to the recent refusal of planning permission under ref: 4254/APP/2022/1330 which was refused for the following reason:

1 Parking in the vicinity of the site is restricted and the development proposal would result in drivers parking injudiciously which would present a risk to road safety and hinder the free flow of traffic. The development proposal would therefore increase the risk of danger to highway safety contrary to Policy T4 of The London Plan 2021.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: Not applicable

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

Neighbours and South Ruislip Residents Association were consulted by letter dated 20-01-23. One letter of objection was received citing concerns regarding accessibility.

Officer comments:

Revised plans have been received which have addressed the objection made by the access officer.

Consultee responses:

Access: (revised)

Further to the accessibility comments provided on 24/01/2023 and revised plans received 28/03/2023, no further concerns are raised subject to the following condition attached to any approval: The electric vehicle charging points hereby approved shall ensure that a minimum of one charging point is fully accessible to wheelchair users and people of short stature, in accordance with BSI PAS 1899:2022, which shall remain in place for as long as charging facilities remain on-site. REASON: to ensure an inclusively designed environment in accordance with London Plan policy D5.

Highways:

In response to earlier highway comments the application has been amended to include a car parking space for EV drivers to use until an EV charge point becomes available. The Highway Authority welcomes this change but requires that this space is either signed or lined "For Electric Vehicle Use Only". There are no highway objections to this proposal subject to a planning condition

requiring the EV waiting space to be either signed or lined "For Electric Vehicle Use Only".

6. Local Plan Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHD 1	Alterations and Extensions to Residential Dwellings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
NPPF9	NPPF 2021 - Promoting sustainable transport
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment

In addition: Development Plan:

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations:

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Not applicable to this application. Having regard to the current use of the site and the nature of the proposal, it is considered there would not be any resulting amenity impacts on neighbouring dwellings.

7.2 Impact on Street Scene

Policy BE1 of the Hillingdon Local Plan: Part One Strategic Policies (2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy DMHB 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - The Council will expect development proposals to avoid harm to the historic environment.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that new development will be required to be designed to the highest standards and incorporate principles of good design.

Policy DMHB 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development should be well integrated with the surrounding area.

The charging points would be located along the northeast boundary in front of the sales building, following removal of the existing LPG tanks. The charging points are each 2.2metres in height and 85cm wide with a depth of 42cm.

The proposal would require reducing the number of fuel pumps and size of the canopy. The proposal also requires the installation of associated equipment in the form of a new cranked vent and new combi unit which are to be sited alongside the north boundary.

In addition, a small GRP substation with enclosure is proposed to be sited towards the northeast corner of the site. The substation enclosure would have a height of 2.5metres and a width and depth of 2.8metres and would have a dark green colour exterior. The revised site plan has moved the substation into the site to ensure visibility of the neighbouring sign is not impacted on and without it impacting the parking bay.

The agent has confirmed the existing canopy will be adapted rather than replaced (i.e. it will be cut back and fitted with a new fascia).

Having regard to the existing site context and use, the proposal would not result in any undue visual impacts on the street scene.

The site is adjacent to the Church of St Gregory the Great, a grade II listed building of 1965, built on

an unusual oval plan. The two are at a distance of some 50 metres from one another, with the minor road of Angus Drive between them. The proposal is of a limited scale and compatible with the existing use of the site as a service station. As such the proposal is not of a scale to have an impact on the setting of the listed building.

7.3 Traffic Impact/Pedestrian Safety

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Policy T4 of The London Plan (2021) states -

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, networkwide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger.

Revised plans have been received and having reviewed, the highway authority have no objection to subject to a condition requiring additional signage for the electric vehicle waiting bay. The previous reason for refusal (1) of 4254/APP/2022/1330 is considered to be overcome.

7.4 Carparking & Layout

See 'Traffic Impact/Pedestrian Safety' section.

7.5 Urban Design, Access and Security Considerations

- Access

Policy D5 of the London Plan (2021) states - Development proposal should achieve the highest standards of accessible and inclusive design.

Revised plans have been received and having reviewed, the access officer has no objection subject

to a condition requiring a minimum of one charging point is fully accessible to wheelchair users and people of short stature.

7.6 Other Issues

No other issues are identified.

8. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (2020)

London Plan (2021)

National Planning Policy Framework (2021)

Contact Officer:

Christos Chrysanthou

Telephone No:

01895 250230