



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Steve Tuckwell MP (Chairman)
Councillor Adam Bennett (Vice-Chairman)
Councillor Roy Chamdal
Councillor Philip Corthorne
Councillor Jas Dhot
Councillor Elizabeth Garelick
Councillor Tony Gill

Date: WEDNESDAY, 11
OCTOBER 2023

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE

**Meeting
Details:** Members of the Public and
Media are welcome to attend.
This meeting may also be
broadcast live.

This Agenda is available online at:
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camera and scan the code below:



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Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
Phase II, Civic Centre, High Street, Uxbridge, UB8 1UW

Useful information for residents and visitors

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It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

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A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

Petitions – Those who have organised a petition of 20 or more people who live in the Borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes. The Chairman may vary speaking rights if there are multiple petitions

Ward Councillors – There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members – The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the meeting works

The Planning Committees consider the more complex or controversial proposals for development and also enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee discuss the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

How the Committee makes decisions

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under 'The London Plan' and Hillingdon's own planning policies. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

Major Applications without Speaking Rights

| | Address | Ward | Description & Recommendation | Page |
|---|--|--------------|--|-----------------------|
| 6 | West Drayton Leisure Centre 75127/APP/2023/1646 | West Drayton | <p>Minor material amendment (s73) to condition 2 (approved plans) and 3 (general compliance with supporting documents) of planning consent reference: 75127/APP/2022/2395 dated 13-03-2023 "Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work).</p> <p>The amendments include the removal of the car park deck and re-arrangement of the parking layout and provision of a switch room within the site.</p> <p>Recommendation: Approval</p> | 7 – 50 70 - 75 |

| | | | | |
|---|--|------------------|--|------------------------|
| 7 | The Barn Hotel, Ruislip 7969/APP/2023/1833 | Ruislip Manor | Application for Listed Building Consent for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking (In connection with Full Planning Application reference 7969/APP/2023/1473). Recommendation: Approval | 51 – 68 76 - 83 |
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PART I - Plans for Major Applications Planning Committee

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Minutes



Major Applications Planning Committee

14 September 2023

Meeting held at Committee Room 5 - Civic Centre

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| | <p>Committee Members Present: Councillors Adam Bennett (Vice-Chairman in the Chair) Darran Davies Roy Chamdal Philip Corthorne Jas Dhot Elizabeth Garelick Tony Gill</p> <p>Officers Present: Ed Laughton – Strategic Applications and PPA Manager Richard Phillips - Principal Planning Officer Richard Michalski - Highways Engineer Sehar Arshad - Senior Planning Lawyer Jimmy Walsh - Planning Lawyer Ryan Dell – Democratic Services Officer</p> |
| 29. | <p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Steve Tuckwell MP with Councillor Darran Davies substituting.</p> |
| 30. | <p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>No declarations were made during this item.</p> <p>However, during item 6, Councillor Philip Corthorne declared a non-pecuniary interest due to a relationship with a supermarket chain. Legal officers clarified that it was not necessary for the Councillor to leave the room.</p> |
| 31. | <p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 26 July 2023 be agreed as an accurate record.</p> |
| 32. | <p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p> |

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| 33. | <p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part I and would be considered in public.</p> |
| 34. | <p>PETS AT HOME, ELYSTAN BUSINESS CENTRE, SPRINGFIELD ROAD. (<i>Agenda Item 6</i>)</p> <p>Variation of Condition 7 (Restriction on Sale of Goods) of planning permission ref. 2621/APP/2010/2407, dated 20-12- 2010: Application for the variation of Condition 7 (to allow for the sale of pets and pet products (including food for non-human consumption)) of planning permission ref: 2621/APP/2010/1283 dated 14/09/2010: Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.) to allow food and convenience goods (for consumption off the premises) to be sold from Unit C1 (formerly known as Unit C3).</p> <p>Officers introduced the application. It was noted that the site boundary within the report was incorrect and was verbally revised to include the area to the south, and an access road. It was also noted that a third Heads of Term would be added, in relation to a 5% project management fee, which had been agreed by the applicant.</p> <p>Members asked about the shopping trolley park and noted that trolleys were occasionally left in the middle of the car park, and not within the trolley park. Members asked how this could be managed. Officers noted that there was an existing condition which could be strengthened.</p> <p>Members also asked about parking management and suggested that a new food store would likely cause increased strain on the availability of parking. Officers clarified that the transport assessment showed that even in worst case scenarios, i.e., at peak times, there would still be spare capacity. The suggestion of time restrictions in the car park was noted. However, officers advised that the car park served a number of different outlets.</p> <p>The Chairman asked about any nearby parking management schemes. Officers noted that the local area was well controlled. It was noted that capacity was finite and there was heavily restricted on-street parking in the area. It was further noted that the current site had a shared car park. Furthermore, it was acknowledged that people often parked to visit more than one store. The Council did monitor parking situations in general, and parking far away was inconvenient for shoppers.</p> <p>The Chairman noted that it was not unusual to have to wait for parking at peak times, and Members had to be fair to other shared car parks.</p> <p>Officer noted that the retail park contained a gym, whose users may park for longer time periods. The applicant would consider parking restrictions should the need become apparent.</p> <p>Members referenced the 'sequential assessment' contained within the report, and asked if this was conducted by the applicant or with the applicant. Officers clarified that this was conducted by the applicant and reviewed by officers. Officers had requested amendments and so more tests had been carried could. It was noted that it would be unreasonable to expect the new occupants to split into two separate stores.</p> |

Members also highlighted the need, and officers noted that need was not a material planning consideration.

Members questioned the impact of the application. Officers noted a nearby Sainsburys and a Lidl in Uxbridge Town centre. The impact on these stores was considered not significant. At this point, Councillor Corthorne declared a non-pecuniary interest due to a relationship with a supermarket chain. Legal officers clarified that it was not necessary for the Councillor to leave the room.

Members noted the nearby football club, Hayes & Yeading United, and asked whether there had been consideration given to spectators using this site to park, especially if peak times for parking were between 12:00 and 15:00. The Chairman noted that if parking had been an issue with the previous store, the landowner would likely have acted already. Officers further noted that sometimes supermarkets would put up signs to advise of enforcement of a car park, which often was not actually enforced. If problems were to appear, enforcement would be taken to resolve the issue.

Members noted the close vicinity to the junction of Springfield Road with Uxbridge Road. If cars were queueing, this could cause a traffic jam onto the Uxbridge Road. Weekend car park management would be necessary. Officers noted that the site was quite sizeable and could contain some waiting vehicles. Further overflow would be unusual. The store itself was not the largest. Highways were content that traffic overflow was not a cause for concern. It was noted that the area would be monitored.

Members further noted that the report referred to 'modest turnover' which would not adversely impact in public and private sector investment within existing centres or their overall vicinity and viability. Members asked for clarity of what 'modest' meant in reference to the current application. Officers noted that the unit was not of vast size and was small in comparison to a major supermarket.

Members also asked about the impact on other local supermarkets/ Cash & Carry's. Officers noted that all nearby stores had been considered.

Members referenced the nearby school, and noted that often, parents would use the car park while waiting to pick up their children at around 15:00. It was further noted that existing stores often attracted white van drivers, who often took up one and a half parking spaces. Officers highlighted that the submitted transport statement had identified 11:30-11:45 on a Saturday morning as maximum occupancy time of the car park, and even at this time, had concluded that there was still spare capacity in the car park. Whether this assessment had been carried out during school holidays was unclear. Officers advised against a planning condition on parking. An informative could be added to monitor the car park with action to be taken if appropriate.

Members raised the possibility of conducting a complete review of parking and delegating powers to the Chairman to review with officers. Officers noted that if the retail units within the vicinity were to experience issues with parking, action would be taken on enforcement of the car park. Officers further noted that adjoining roads were self-regulating as they were not convenient to park on and were restrictive. Customers also would not want to walk too far. The Chairman noted the existence of a number of empty retail outlets within the Borough.

Officers clarified there would be an amendment to the conditions to include management of shopping trolleys. There would also be an added informative in relation

to parking.

Officer's recommendations were moved, seconded and, when put to a vote, unanimously agreed, with the additional informative and strengthened condition.

RESOLVED: That the application be approved, subject to the additional informative and strengthened condition.

35. **THE CHIMES, HIGH STREET, UXBRIDGE** (*Agenda Item 7*)

Application to modify the Section 106 agreement associated with planning permission ref. 42966AH/96/1862 granted 11-11-1997 relating to the Chimes Shopping Centre, High Street, Uxbridge (for the introduction of Class E Commercial, Business and Service use and associated revocation of Class A1 Retail use).

Officers introduced the application. Officers noted that the Section 106 Class A did not allow for negotiation, therefore any changes that Members may make to the details would be subject to challenge. This was not a planning application, but a deed of variation to an existing legal agreement.

The Use Classes Order categorised different types of property and land into use classes. Change between uses within the same class did not constitute development and therefore did not require planning permission. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) identified some permitted development rights allowing the change of use from one use class to another, subject to conditions.

The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 altered the established use classes. Under the use class order changes, many of the former classes vanished altogether. In their place, a number of different business types – including many of those previously labelled as A1, A2, A3, B1, B2, D1 and D2 – were brought together under the new Use Class E.

Currently, the Section 106 attached to The Chimes stated that not less than 80% of the retail floor space must be Class A1. The change for The Chimes would be not less than 80% must be Class E.

What the applicants were attempting to do was to align the Section 106 with the national position on the new classes. The 80% restriction on Class E would be retained and the 20% restriction on alternative uses would be retained.

In The Chimes, there were now numerous vacant units comprising 32% of the lettable floor space, and the former Debenhams store comprised 18% of this void and had been vacant for over two years.

There were some permitted development rights for Class E uses. Class E could change to Class C3 – residential, without requiring planning permission. There was a restriction on this that the total floor space of the existing building be no greater than 1,500 square metres, which The Chimes was in excess of. Class E could also change to a state-funded school, although there was low risk if this at The Chimes site.

There was one correction, which was that the report stated that the owner will submit to the Council, every two years, information in respect of each unit of occupancy. The

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| | <p>Chimes had now confirmed that they did not agree to this requirement. This was something that the Council could choose to monitor. There were two comments in support of the proposal and one objection received. The Planning Policy Manager's comments were: "There is no, in principle, rationale for restricting the occupiers of the Chimes more than any other former use class A1 units within the Town Centre. Indeed, to argue an alternative position would be contrary to recent National policy".</p> <p>The Chairman noted the statistic that one third of the retail space was currently vacant, and it was noted that this item was a deed of variation. Legal officers clarified that this was an application which could be appealed to the Planning Inspectorate.</p> <p>Members noted that it would have previously been a luxury to define what was needed in local shopping centres when they were full. Times were hard, and it was important to ensure that shopping centres were occupied. Members further noted that this was about protecting high streets.</p> <p>Officers' recommendations were moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p> |
| | <p>The meeting, which commenced at 7.00 pm, closed at 8.00 pm.</p> |

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell - Democratic Services at democratic@hillington.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

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Report of the Head of Development Management and Building Control

Address: WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/
ROWLHEYS PLACE WEST DRAYTON

Development: Minor material amendment (s73) to Condition 2 (Approved Plans) and Condition 3 (General Compliance with Supporting Documents) of planning consent reference: 75127/APP/2022/2395 dated 13-03-2023 (Minor material amendment application (s73) to amend Condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work).

The amendments include the removal of the car park deck, re-arrangement of the parking layout and provision of a switch room within the site.

LBH Ref Nos: 75127/APP/2023/1646

Drawing Nos: APL001 Rev B
Design and Access Statement Addendum May 2023
M9534 HUN APL004 Rev J
M9534 HUN APL005 Rev J
Cover Letter 31 May 2023
ATZ Assessment ITB14708-006A TN
Travel Plan Statement SJ/RW/HC/ITB14708-003B
Transport Statement SJ/RW/ITB14708-005 R
M9534 HUN APL019 Rev G

Date Plans received: 07-06-2023 **Date(s) of Amendments(s):** 07-06-2023

Date Application valid 26-06-2023

1. SUMMARY

The is a s73 planning application that seeks to vary Condition 2 (Approved plans) and Condition 3 (General Compliance with Supporting Documents) attached to planning consent reference 75127/APP/2022/2395 dated 13-03-23. That application was itself a s73 application to vary Condition 3 (General Compliance with Supporting Documents) of an original consent reference 75127/APP/2019/3221 dated 27.04.20 for 'Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work'.

The previous s73 application approved the replacement of the approved Arboricultural Impact

Assessment following the requirement to remove and replace 2 trees to the front of the Leisure Centre, 1 tree to the western side of the Leisure Centre phase and 1 to the front of the proposed car park phase.

The current s73 application proposes the replacement of the approved landscaping drawings and layout plans with the removal of the car park deck from the development and the introduction of a switch room. The entire site is located within the West Drayton Green Conservation Area, however the changes proposed relate only to the car park phase of the site. Given the sensitive nature of site, the removal of the two-level car park deck structure which would have occupied most of the car park phase site area, and would have measured 4.1m height, would redress some of the less than substantial harm identified in the assessment of the original application (ref 75127/APP/2019/3221).

In relation to the proposed switch room, it is noted that the scheme proposes to segregate the functions within the approved substation into 2 buildings. The first is the actual substation itself which will be reduced in size and benefits from both planning consent and permitted development rights. The second is the introduction of the new switch room structure adjacent to the substation. This building is relatively modest in scale and would not give rise to impacts upon the street scene or the Conservation Area.

Notwithstanding the benefit identified above in terms of removal of the car park deck, the proposal would result in a reduction in car parking from 199 spaces to 144 spaces. The originally consented car park included 92 spaces at ground level and 99 spaces on the car park deck. It is now proposed to remove the car park deck and increase parking at ground level to 135. Therefore 36 of the spaces lost through the removal of the deck are proposed to be introduced at ground floor level. The increase in parking at ground level results in a minor loss of soft landscaping, however through efficiencies in design and layout, plus the removal of the access ramp and stair cores, the loss of landscaping has been minimised as far as possible.

With regards to the loss of car parking, the applicant has submitted a Transport Assessment which contains parking survey data and comparisons with other local leisure centres. These details, in addition to the Trip Rate Information Computer System (TRICS) data modelling for this development demonstrate the level of car parking to be retained will be sufficient and would not result in a potential overspill of parking into the local area. It is noted that additional cycle parking is required to be secured by way of condition and the proposal includes the provision of improvement works to key cyclist and pedestrian routes identified in the submitted Active Travel Zone (ATZ) Assessment. Subject to conditions and the securing of a financial contribution to deliver the ATZ works, no objection has been raised on highway grounds.

Turning to the loss of landscaping, this is considered to be relatively minor and the provision of new trees within the rows of car parking spaces, not possible when the deck was proposed, will break up what is an area dominated by hard surfacing. Further planting details are required, and these will be secured by way of an appropriately worded condition.

Appropriate weight needs to be afforded to the benefits of the scheme and judgement applied to whether these benefits outweigh the potential harm. The reduction in car parking provision has been demonstrated not to lead to parking overspill on to neighbouring roads. The loss of some soft landscaping would have a minor detrimental impact, however if the landscaping were to be retained the parking provision would be further reduced, which may cause concerns relating to the impact upon the local highway network. The removal of the car park deck would redress part of the harm attributed to the development in the approval of the main application and is therefore supported. As such, more weight is afforded to providing a car park which serves the purposes of the leisure centre

and prevents disruption on surrounding roads, than the minor loss of landscaping.

For these reasons the application is recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment to GRANT planning permission, subject to the following:

A. The Council enters into an Deed of Variation to secure all previously agreed Section 106 obligations; which included:

- 1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278) including funding for controlled parking in Rowleys Place, review of options to install Santander bikes;**
- 2. The provision of a Travel Plan, including a bond of £20,000;**
- 3. Construction Training: either an in-kind scheme delivered during the construction phase of the development or a financial contribution;**
- 4. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £108,582;**
- 5. A contribution of £15,000 towards the provision of a Santander Bike Hire scheme;**
- 6. A contribution to mitigate the impact of the development particularly if they may be required off site, as a result of any basement implications following a discussion with the Local Lead Flood Authority; and**
- 7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

The proposed application seeks to secure the following:

- 8. A contribution of £93,412,00 for highway improvement works**

B) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

C) If the Legal Agreements have not been finalised by 11-01-24 (or such other timeframe as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highway improvement works contrary to Policies DMT 2, DMT 6 and DMCI 7.'

D) That subject to the above, the application be deferred for determination by the Director of Planning, Regeneration and Environment under delegated powers.

E) That if the application is approved, the following conditions be attached:-

1. 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:

APL001 Rev. B,
APL016 Rev. D,
APL020 Rev. A,
APL004 Rev. J,
APL021 Rev. C,
APL017 Rev. B,
APL005 Rev. J,
APL022 Rev. A,
APL006 Rev. B,
APL010 Rev. B,
APL009 Rev. D,
APL008 Rev. D,
APL007 Rev. D,
APL013 Rev. C,
APL014 Rev. B,
APL011 Rev. C,
APL015 Rev. C,
APL012 Rev. C,
APL019 Rev G

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: Part Two Development Management Policies (2020) and the London Plan (2021).

2. COM5 General compliance with supporting documentation

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

LBH Population Projection dated January 2019
Assessment of Need dated December 2019
Applicant Consultee Response
Fire Strategy Report Rev. 01 by Alfor
Flood Risk Assessment and Drainage Strategy dated August 2019
Transport Technical Note Ref: dated November 2019
Acoustic Assessment dated December 2019
Preliminary Ecological Appraisal dated July 2019
Design and Access Statement dated September 2019
Covering Letter dated September 2019
Archaeological Assessment and Heritage Statement dated September 2019
Acoustic Report Ref: 26535REP-D
Air Quality Assessment Ref: AQ107192-3
Arboricultural Impact Assessment Method Statement & Tree Protection Plan (to BS:5837 2012) dated 2nd November 2022

Transport Statement Ref: SJ/RW/ITB14708-005 R
Travel Plan Statement Ref: SJ/RW/HC/ITB14708-003B
Flood Risk Assessment and Drainage Report Ref: 3478-ROWH-ICS-XX-RPC-001A
Sustainability Statement Ref: 20204.R4 RIBA Stage 2 LC Scheme Report
Active Travel Zone Assessment ITB14708-006A TN
Design and Access Statement Addendum May 2023

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Development Management Policies (2020) and the London Plan (2021).

3. NONSC Non Standard Condition

The youth zone hereby approved shall be provided in accordance with approved plan ref: APL009 Rev. C, prior to the occupation of the unit, details of access arrangements and operation shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the provision shall remain in place for the lifetime of the development.

REASON

To ensure the proposal would not result in the loss of an existing community facility in accordance with Policy DMCI 1 of the Local Plan: Part Two Part Two - Development Management Policies (2020), Policy S1 of the London Plan (2021), policy CI1 of the LPP1 (2012) and para 98 of the NPPF (2021).

4. M1 Details/Samples to be Submitted

The Leisure Centre Phase of the development hereby permitted shall be constructed in accordance with the details approved under application reference 75127/APP/2022/2821.

The development shall only be carried out in accordance with the approved details.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 4, DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020), Policy HE1 of the LPP1 (2012).

5. NONSC Non Standard Condition

The leisure centre building hereby approved shall not include any windows on the western elevation without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the residential amenities of neighbouring residents along West Drayton Park Avenue in accordance with Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020).

6. COM8 Tree Protection

The development hereby permitted shall be constructed in accordance with the details proposed within submitted Arboricultural Impact Assessment, Method Statement & Tree Protection Plan BS:5837 2012 dated Date: 2nd November 2022.

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 DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

7. COM9 Landscaping (car parking & refuse/cycle storage)

The Leisure Centre Phase of the development hereby permitted shall be constructed in accordance with the details approved under application reference 75127/APP/2022/2820.

Prior to commencement of any above ground level works, a landscape scheme shall be 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 and to include pollution absorbing planting.

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments including shutters to the car parking area and gates/boundary fencing across the development

2.d Car Parking Layouts (including the layout of 25 car parking spaces reserved for blue badge holders, 12 spaces for brown badge holders, 8 spaces for parent and child parking and 10 motorcycle parking spaces and that 20% of all parking spaces are served by electrical charging points and 20% of spaces served by passive electric charging points)

2.e Hard Surfacing Materials

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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 DMHB 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and and Policy G5 of the London Plan (2021).

8. 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. New planting shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

9. NONSC External Fixtures

No additional lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials or satellite dishes shall be fixed or installed on the external face of the buildings.

REASON

To protect the character of the surrounding Conservation Area in accordance with Policy DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy HE1 of the LPP1 (2012).

10. B37 Archaeology - Written Scheme of Investigation

The development hereby permitted shall be implemented in accordance with the details approved under application reference 75127/APP/2022/986; Written Scheme of Investigation.

REASON

To protect and the archaeological interests of site in accordance with Policy DMHB 7 of the Local Plan: Part Two - Development Management Policies (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2021).

11. COM26 Ecology

For the Leisure Centre Phase, the development hereby permitted shall be constructed in accordance with the details approved under application reference 75127/APP/2022/2284.

With regards to the Car Park Phase of the development, prior to above ground works, a full ecological protection and enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must include a clear and appropriately scaled plan showing the retention of the ecological features of interest and the specific measures to enhance opportunities for wildlife, including but not limited to; bat and bird boxes appropriately located, artificial refugia within the landscaping areas; wildlife specific planting (i.e. nectar rich planting) and a specific area within the landscaping that is developed specifically to enhance opportunities for

wildlife.

The scheme shall also incorporate a report with a commentary on the proposed enhancement features, how these will benefit wildlife and how the scheme will be managed and maintained to maximise the opportunities for wildlife over the lifetime of the development. The development thereafter proceed in accordance with the approved scheme.

REASON

To ensure the development protects and enhances ecology in accordance with the national planning policy framework and EM7 of the Local Plan Part One (November 2012), policy DMEI 7 of the LPP2 (2020), Policy G6 of the London Plan (2021) and chapter 15 of the NPPF (2021).

12. NONSC Non Standard Condition

The development hereby permitted shall be implemented in accordance with the details approved under application reference 75127/APP/2022/1194; "Revised Bird Hazard Management Plan".

REASON

It is necessary to manage the flat roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy DMAV1 of the Local Plan: Part Two - Development Management Policies (2020).

13. COM30 Contaminated Land

The development hereby permitted shall be constructed in accordance with the Land Contamination and Remediation Strategy details approved under application reference 75127/APP/2022/1091.

AND

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report 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 DMEI 12 of the Local Plan: Part Two - Development Management Policies (2020).

14. NONSC Non Standard Condition

The development hereby approved shall not be occupied until details of the parking management and allocation arrangements have been submitted to and approved in writing by the Local Planning Authority; and the development shall not be occupied until the approved arrangements have been implemented.

REASON

To ensure that adequate car parking facilities are provided and to help mitigate the site's impact local congestion and highways safety in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

15. COM31 **Secured by Design**

The building, car park and site 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 exercising 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 Policy D11 of the London Plan (2021) and Policy DMHB 15 of the LPP2.

16. SUS1 **Carbon Reduction**

The development hereby permitted shall be constructed in accordance with the details approved under application reference 75127/APP/2022/2964 which details the photovoltaic (PV) array the specifications of the PV panels to be used and their fixing mechanism to the roof.

The development must proceed in accordance with the approved details.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy SI2 of the London Plan (2021) and policy DMEI 2 of the LPP2 (2020).

17. NONSC **Non Standard Condition**

All non-Road mobile Machinery (any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork) of net power between 37kW and 560kW used on the site for the entirety of the demolition and construction phase of the development hereby approved shall be required to meet Stage IIIA of EUDirective 97/68/EC. The site shall be registered on the NRMM register for the demolition and construction phase of the development.

REASON

Reason: To safeguard the amenities of the adjoining occupiers, the area generally and contribution of developments to the air quality of the borough in accordance with the requirements of Policies DMT 2, DMEI 1, and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies 2020.

18. NONSC **Green Wall/Roof**

The development hereby permitted shall be constructed in accordance with the Green Wall details approved under application reference 75127/APP/2022/2266, to provide a green wall on the northern elevation of the Leisure Centre building.

The development must proceed in accordance with the approved scheme.

REASON

To increase the amount vegetation for the benefit of design, wildlife and air quality improvements in accordance with EM7 and EM8 of the Local Plan: Part One (November 2012) and Policy DMEI 1 of the Local Plan: Part Two - Development Management Policies (2020).

19. SUS5 Sustainable Urban Drainage

The development hereby permitted shall be implemented in accordance with the details approved under application reference 75127/APP/2022/992; "WDLC-BH-XX-XX-D-C-0006 REV C02"

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMEI 10 of the Local Plan: Part 2 Development Management Policies (2020), (2020) and Policy SI 12 of the London Plan (2021), National Planning Policy Framework (2021) and the Planning Practice Guidance (for Flood Risk and Coastal Change August 2022).

20. NONSC Basement Impact Assessment

The development hereby permitted shall be constructed in accordance with the Basement Impact Assessment details approved under application reference 75127/APP/2022/1191.

The development shall only be undertaken in accordance with those approved details, and the approved scheme shall be implemented prior to the first use of the development hereby permitted and retained for the duration of the development.

REASON

The manage groundwater flood risk in accordance with Policy EM6 of the Local Plan: Part One (November 2012), Policy DMHD 3 of the Local Plan: Part 2 Development Management Policies (2020), Policy D10 of the London Plan (2021) Planning Practice Guidance (Flood Risk and Coastal Change August 2022).

21. ST1 Opening Hours

The leisure centre hereby approved shall only be open to the public between the hours of 06:00 and 22:00 hours and members of staff until 23:00 on any day.

REASON

In the interests of neighbouring amenity and to accord with Policy DMT2 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

22. NONSC Servicing and Delivery Hours

Servicing and deliveries to the leisure centre hereby approved shall only take place between the hours of 07:00 and 21:00 hours on any day.

REASON

In the interests of neighbouring amenity and to accord with Policy DMT2 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

23. OM19 Construction Management Plan

The development hereby permitted shall be constructed in accordance with the Construction Management Plan details approved under application reference 75127/APP/2022/988.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas and manage highways impacts in accordance with Policy DMHB 11, DMT2 and DME14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

24. NONSC Servicing and Delivery Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

25. OM2 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 DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and Policy BE1 of the LPP1 (2012).

26. NONSC External Noise

External noise level emitted from plant, machinery/ equipment shall be lower than the lowest existing background noise level by at least 5dBA, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity. The noise levels shall be maintained for the lifetime of the development.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

27. NONSC Anti-Vibration Measures

Prior to the use of machinery, plant or equipment, the extract and ventilation system and ducting shall be mounted with proprietary anti-vibration isolators; fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

REASON

To safeguard the amenity of neighbouring properties and open spaces in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

28. NONSC Acoustic Screen

Prior to the commencement of development hereby approved, an acoustic screen shall be erected, along the western boundary of the site and thereafter retained and maintained in its entirety for the lifetime of the development.

REASON

To safeguard the amenity of neighbouring properties and open spaces in accordance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

29. NONSC Low Emissions Strategy

The development hereby permitted shall be constructed in accordance with the Low Emission Strategy details approved under application reference 75127/APP/2022/2334.

The measures in the agreed scheme shall be implemented and maintained throughout the life of the development.

REASON

To reduce the impact on air quality within an Air Quality Management Area and Focus Area in accordance with policy EM8 of the Local Plan: Part One (November 2012), policy DMEI 14 of the Local Plan: Part Two (2020), London Borough of Hillingdon Air Quality Local Action Plan 2019-2024, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

30. NONSC Piling (Thames Water)

The development hereby permitted shall be constructed in accordance with the Piling Method Statement details approved under application reference 75127/APP/2022/1314.

REASON

To protect ground water resources in accordance with Policy DMEI 11 of the Local Plan: Part Two - Development Management Policies (2020).

31. M3 Boundary treatment - details

The development hereby permitted shall be constructed in accordance with the boundary treatment details "WDLC-HUN-800-XX-D-A-60700 Rev P06" approved under application reference 75127/APP/2023/441.

REASON

To safeguard the visual amenities of the area in accordance with Policy DMHB 4 of the Local Plan: Part Two - Development Management Policies (2020) and policy BE1 of the LPP1 (2012).

32. OM11 Floodlighting

For the Leisure Centre phase, the development hereby permitted shall be constructed in accordance with the Lighting details approved under application reference 75127/APP/2022/2333.

With regards to the Car Park Phase of the development prior to the above ground works isolux diagrams and illumination calculations based on the actual external lighting products to be used on the site shall be submitted to and approved, in writing, by the Local Planning Authority. Once approved the development should be completed fully in accordance with the approved details.

REASON

To protect neighbouring amenity and the character of the surrounding Conservation Area in accordance with Policy DMHB 4 and DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) and policies HE1 and BE1 of the LPP1 (2012).

33. DIS2 Access to Buildings for People with Disabilities

The development hereby permitted shall be constructed in accordance with the details approved under application reference 75127/APP/2022/2267 detailing the dedicated dial-a-Ride or taxi/cab vehicle stop and wait facility, accessible toilet facilities and changing places facility.

The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy DMCI 2 of the Local Plan: Part Two - Development Management Policies (2020).

34. OM12 External Litter Bins

The development hereby permitted shall be constructed in accordance with the External Litter Bin details approved under application reference 75127/APP/2022/2268.

The approved details shall be implemented in accordance with the agreed scheme and thereafter permanently maintained.

REASON

To protect the visual amenities of the street scene and the surrounding area and to safeguard the interests of the amenities of the occupiers and adjoining residents, in accordance with Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020).

35. NONSC Non Standard Condition

Notwithstanding the approved plans submitted as part of applications 75127/APP/2019/3221, 75127/APP/2021/546, 75127/APP/2022/115, 75127/APP/2019/322 or 75127/APP/2022/2820, prior to the occupation of the development the applicant shall submit and have approved in writing by the Local Planning Authority details relating to cycle car parking provision. The details shall demonstrate the provision of 19no. long-stay spaces and 58no. short-stay spaces.

REASON

To ensure the adequate provision of cycle spaces to encourage sustainable travel in accordance with Policy DMT 6 of the Local Plan: Part Two (2020) and Policy T6 of the London Plan.

36. NONSC Non Standard Condition

Definitions; All reference to:

'Leisure Centre Phase' refers to the land to the north of Rowlheys Place and west of Harmondsworth Road;

'Car Park Phase' refers to the land to the south of Rowlheys Place and west of Harmondsworth Road.

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. I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

3. I3 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 - Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4. I15 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 or Bank Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) 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.

5. I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

6. I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

7. I60 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn 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 www.aoa.org.uk/publications/safeguarding.asp).

8.

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar

and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety>.

153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan (2012 and 2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan 2021 and national guidance.

| | |
|---------|--|
| DMCI 1 | Retention of Existing Community Sport and Education Facilities |
| DMCI 2 | New Community Infrastructure |
| DMCI 6 | Indoor Sports and Leisure Facilities |
| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 11 | Protection of Ground Water Resources |
| DMEI 12 | Development of Land Affected by Contamination |
| DMEI 14 | Air Quality |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 7 | Biodiversity Protection and Enhancement |
| DMEI 9 | Management of Flood Risk |
| DMHB 1 | Heritage Assets |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| DMHB 4 | Conservation Areas |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP D10 | (2021) Basement development |
| LPP D12 | (2021) Fire safety |
| LPP D14 | (2021) Noise |
| LPP D4 | (2021) Delivering good design |
| LPP D5 | (2021) Inclusive design |
| LPP D8 | (2021) Public realm |
| LPP E10 | (2021) Visitor infrastructure |
| LPP G4 | (2021) Open space |

| | |
|----------|---|
| LPP G5 | (2021) Urban greening |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| LPP GG1 | (2021) Building strong and inclusive communities |
| LPP GG2 | (2021) Making the best use of land |
| LPP HC1 | (2021) Heritage conservation and growth |
| LPP S1 | (2021) Developing London's social infrastructure |
| LPP S4 | (2021) Play and informal recreation |
| LPP S5 | (2021) Sports and recreation facilities |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI4 | (2021) Managing heat risk |
| LPP SI7 | (2021) Reducing waste and supporting the circular economy |
| LPP T2 | (2021) Healthy Streets |
| LPP T3 | (2021) Transport capacity, connectivity and safeguarding |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T5 | (2021) Cycling |
| LPP T6 | (2021) Car parking |

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated on the western side of Harmondsworth Road and is bisected by Rowlheys Place which runs east-west. The site comprised a Youth Centre to the north which was made up of a part single, part 3 storey building and a family centre to the south which is occupied by a single storey building (Use Class D1). The north side contained an area of hardstanding for car parking, a tarmac sports area, small areas of grass and several associated smaller outbuildings. The south side of the site also contains an area of hardstanding for car parking, surrounding grass and associated smaller outbuildings. The southern edge of the boundary of the site also takes in a small parcel of the West Drayton Cemetery Allotment Site. It is noted that there is approximately a 2m drop between Harmondsworth Road carriageway and the site.

Immediately to the north of the site is a community centre, beyond which is a new residential development. To the west is are residential dwellinghouses. To the south is an allotment garden and the site is bound by Harmondsworth Road to the east. To the east of Harmondsworth Road, are a parade of shops and residential dwellinghouses.

The application site lies entirely within the West Drayton Green Conservation Area. The Conservation Area encompasses the historically important buildings in the old village and includes the surrounding open areas. The development site is located towards the south eastern corner of the Conservation Area to the north of the Cemetery and close to The Dell public open space to the east. The site also lies within an archaeological priority zone however there are no listed buildings within the vicinity of the application site.

Works have commenced on site to deliver the Leisure Centre building which is known as the 'Leisure

Centre Phase' or first phase of this previously approved development.

Harmondsworth Road forms part of the Borough's classified road network and benefits from a 30 mph speed limit and street lighting on both sides of the carriageway. There is a grass verge on either side of the Harlington Road behind which is a shared use footway. The nearest bus stops are located on Station Road 300 metres to the north of the application site. These bus stops are served by the 222 Uxbridge - West Drayton - Hounslow services, 350 Hayes - Yiewsley - West Drayton - Heathrow Terminal 5 service and 698 West Drayton - Hayes - Ickenham school service. West Drayton station is located 1.3 kilometres north of the site. The site has a public transport accessibility level of 2.

3.2 Proposed Scheme

This is a s73 planning application that seeks to vary Condition 2 (Approved plans) and Condition 3 (General Compliance with Supporting Documents) attached to planning consent reference 75127/APP/2022/2395 dated 13-03-23. That application was itself a s73 application to vary Condition 3 (General Compliance with Supporting Documents) of an original consent reference 75127/APP/2019/3221 dated 27.04.20 for 'Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work'.

The application proposes the replacement of the approved landscaping drawings and layout plans with the removal of the car park deck from the development and the introduction of a switch room. The entire site is located within the West Drayton Green Conservation Area, however the changes proposed relate only to the car park phase of the site.

The removal of the parking deck would result in a reduction in car parking provision from 199 spaces to 144 spaces. The originally consented car park included 92 spaces at ground level and 99 spaces on the car park deck. It is now proposed to increase parking at ground level to 135. Therefore 36 of the spaces lost through the removal of the deck are proposed to be introduced at ground floor level. The increase in parking at ground level results in a minor loss of soft landscaping, however through efficiencies in design and layout, plus the removal of the access ramp and stair cores, the loss of landscaping has been minimised as far as possible. Additional tree planting is proposed within the rows of car parking spaces, which would not have been possible when the deck was proposed.

In relation to the proposed switch room, it is noted that the scheme proposes to segregate the functions within the approved substation into 2 buildings. The first is the actual substation itself which will be reduced in size and benefits from both planning consent and permitted development rights. The second is the introduction of the new switch room structure adjacent to the substation. The switch room would measure 3.5m in height, 3m in width and 4.3m in depth, and would be green in colour.

In order to regulate the changes proposed, the wording of the previous Condition 2 would be amended as set out below. It should be noted that given the scheme has now commenced the previous Condition 1, which set the time limit for commencement, shall fall away and the below will become the new Condition 1:

'The development hereby permitted shall not be carried out except in complete accordance with the

details shown on the submitted plans, numbers:

APL001 Rev. B,
APL016 Rev. D,
APL020 Rev. A,
APL004 Rev. J,
APL021 Rev. C,
APL017 Rev. B,
APL005 Rev. J,
APL022 Rev. A,
APL006 Rev. B,
APL010 Rev. B,
APL009 Rev. D,
APL008 Rev. D,
APL007 Rev. D,
APL013 Rev. C,
APL014 Rev. B,
APL011 Rev. C,
APL015 Rev. C,
APL012 Rev. C,
APL019 Rev G;

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: Part Two Development Management Policies (2020) and the London Plan (2021).'

3.3 Relevant Planning History

75127/APP/2019/3221 Yiewsley & West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place West Drayton

Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.

Decision: 18-03-2020 Approved

75127/APP/2021/546 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place West Drayton

Section 96a (Non-Material Amendment) application seeking amendments to Condition 2 (Approved Plans) of planning permission ref: 75127/APP/2019/3221 (27-04-2020) for the redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works; namely to insert a fixed gazing window to Function Room with louvred ventilation top panel and aluminium double doors with fixed top light at ground floor level on the western elevation.

Decision: 18-03-2021 Approved

75127/APP/2022/1091 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to the partial discharge of condition 14 parts (i) (a), (b) and (c) (contaminated land) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 10-05-2022 Approved

75127/APP/2022/115 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Non Material Amendment (S96a) to amend condition 2 of planning consent ref 75127/APP/2019/322 (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.

The amendments include the follow:

- Reduced basement floorspace
- Reduction in the building footprint
- Proposed retention of the brick crobel detailing on the front elevation
- Rationalisation of the elevation detailing.
- Amendments to the wording of condition 31

Decision: 14-04-2022 Approved

75127/APP/2022/1191 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to condition 21 (Basement Impact Assessment) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 04-07-2022 Approved

75127/APP/2022/1194 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to condition 13 (bird hazard management) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 24-06-2022 Approved

- 75127/APP/2022/1314 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to condition 31 (Piling Method Statement) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 04-07-2022 Approved
- 75127/APP/2022/2267 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to condition 34 (changing places) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 12-09-2022 Approved
- 75127/APP/2022/2268 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to Condition 35 (External Litter Bins) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 04-10-2022 Approved
- 75127/APP/2022/2284 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to condition 12 (ecology) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 15-09-2022 Approved
- 75127/APP/2022/2333 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to the partial discharge (Leisure Centre phase) of Condition 33 (External Lighting) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works).
- Decision:** 11-10-2022 Approved

- 75127/APP/2022/2334 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to condition 30 (LES) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 26-09-2022 Approved
- 75127/APP/2022/2395 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work). AMENDED PLANS 02/12/22
- The amendments include the replacement of the arboricultural survey to confirm the trees to be removed, retained and new trees to be planted.
- Decision:** 18-01-2023 Approved
- 75127/APP/2022/250 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to condition 7 (Tree Protection and Arboricultural Method Statement) of planning permission ref. 75127/APP/2019/3221; Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.
- Decision:** 27-04-2022 Approved
- 75127/APP/2022/2820 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to the partial discharge (Leisure Centre phase) of condition 8 (landscaping) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020; (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)
- Decision:** 30-09-2022 Approved
- 75127/APP/2022/2821 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton
- Details pursuant to the partial discharge (part 1) of Condition 5 (facing materials - Leisure Centre) of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking,

(including a decked car park), landscaping and associated works.)

Decision: 01-11-2022 Approved

75127/APP/2022/2964 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to condition 17 (PVs) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 03-11-2022 Approved

75127/APP/2022/986 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to Condition 11 (Archaeology) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 11-05-2022 Approved

75127/APP/2022/988 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to condition 24 (Construction Management Plan) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 04-07-2022 Approved

75127/APP/2022/99 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.

Decision: 22-07-2022 No Further
Action(P)

75127/APP/2022/992 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to conditions 20 (SUDS) and 26 (finished floor levels) of planning permission ref. 75127/APP/2019/3221 dated 27-04-2020: (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement

to provide a leisure centre(Use Class D2) with access, car parking (including a decked car park), landscaping and associated works)

Decision: 13-04-2023 Approved

75127/APP/2023/441 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Details pursuant to Condition 32 (boundary treatments) as attached to planning permission ref: 75127/APP/2022/2395 dated 13-03-2023 (Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work). AMENDED PLANS 02/12/22 - The amendments include the replacement of the arboricultural survey to confirm the trees to be removed, retained and new trees to be planted).

Decision: 11-05-2023 Approved

75127/APP/2023/956 West Drayton Leisure Centre, Harmondsworth Road/ Rowlheys Place
West Drayton

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend the description of development for planning consent reference 75127/APP/2022/2395 from "Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work). AMENDED PLANS 02/12/22" to "Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking, landscaping and associated work). AMENDED PLANS 02/12/22

Decision: 28-04-2023 Approved

Comment on Relevant Planning History

75127/APP/2019/3221 - Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works. Approved dated 27-04-20

75127/APP/2021/546 - Section 96a (Non-Material Amendment) application seeking amendments to Condition 2 (Approved Plans) of planning permission ref: 75127/APP/2019/3221 (27-04-2020) for the redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works; namely to insert a fixed gazing window to Function Room with louvred ventilation top panel and aluminium

double doors with fixed top light at ground floor level on the western elevation. Approved 18-03-21

75127/APP/2022/115 - Non Material Amendment (S96a) to amend condition 2 of planning consent ref 75127/APP/2019/322 (Redevelopment of the site including the demolition of the existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated works.

The amendments include the follow:

- Reduced basement floorspace
- Reduction in the building footprint
- Proposed retention of the brick crobel detailing on the front elevation
- Rationalisation of the elevation detailing.
- Amendments to the wording of Condition 31.

Application approved 14-04-22.

75127/APP/2022/2395 - Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work). The amendments include the replacement of the aboricultural survey to confirm the trees to be removed, retained and new trees to be planted. Approved 13-03-23.

A number of planning conditions have also been discharged on site and the conditions contained within this report have been updated where relevant.

4. Planning Policies and Standards

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.

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

PT1.CI1 (2012) Community Infrastructure Provision

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM1 (2012) Sustainable Waste Management
1

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM5 (2012) Sport and Leisure

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 2 New Community Infrastructure

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMCI 6 Indoor Sports and Leisure Facilities

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 11 Protection of Ground Water Resources

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 4 Conservation Areas

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D10 (2021) Basement development

LPP D12 (2021) Fire safety

LPP D14 (2021) Noise

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP E10 (2021) Visitor infrastructure

LPP G4 (2021) Open space

LPP G5 (2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP G7 (2021) Trees and woodlands

LPP GG1 (2021) Building strong and inclusive communities

LPP GG2 (2021) Making the best use of land

LPP HC1 (2021) Heritage conservation and growth

LPP S1 (2021) Developing London's social infrastructure

LPP S4 (2021) Play and informal recreation

- LPP S5 (2021) Sports and recreation facilities
- LPP SI12 (2021) Flood risk management
- LPP SI13 (2021) Sustainable drainage
- LPP SI4 (2021) Managing heat risk
- LPP SI7 (2021) Reducing waste and supporting the circular economy
- LPP T2 (2021) Healthy Streets
- LPP T3 (2021) Transport capacity, connectivity and safeguarding
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 2nd August 2023

5.2 Site Notice Expiry Date: 27th September 2023

6. Consultations

External Consultees

509 consultation letters were issued alongside a press notice, and a site notice was erected outside of the site. All methods of consultation expired on 02-08-23.

1 response was received stating no concerns with the amendment. 1 response was received objecting to the proposals and raising the following points:

1. More parking needed in the longer run
2. The cost savings from such an amendment would be huge, where the cost savings will be reassigned is not forthcoming
3. There are a very low number (20%) of active electric chargers (7.2 kw and above) on site and these should be placed closest to the entrance of the leisure centre
4. The parking area should be administered by the Leisure Centre and not the Council and should be managed by Leisure Centre giving monthly parking passes to members, danger of electrocution and injury when operated in the rain.

The application seems to have a dubious and disingenuous nature and needs to be corrected.

Case Officer Comment:

The applicant is required to deliver 5% active and 5% passive EVCP across the site. The application

secured in excess of 20% which is above the policy requirement. With regards to the parking point this is addressed in section 7.1 of this report. The reassignment of monies generated by cost savings are not a material planning consideration.

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

While applauding the 'green' reasons provided for this new design of the parking area associated with the Leisure Centre, we suspect the driving force is the need to cut costs. In some ways a single-storey parking arrangement is an improvement on the previously approved design, but the lack of a through route in the proposed layout will mean much greater degree of turning in narrow spaces or reversing, especially when the car park is nearing capacity. We hope the reduced number of parking spaces is adequate to serve the numbers of people who will use the Leisure Centre, as if not the surrounding residential roads will be used, leading to conflicts with residents. There is also likely to be unauthorised parking on the verges of Harmondsworth Road, in the layby outside the cemetery, and around The Dell - to the detriment of the street scene in the Conservation Area.

We are dismayed to see that coach bays are proposed alongside Harmondsworth Road, presumably as though coaches are an environmentally friendly means of transport, they would take up too much space in new on-site parking layout - another intrusion into the green open-ness of the Conservation Area.

We are disappointed at the low number of trees along the north and east boundaries of the proposed car park which would help screen it from Harmondsworth Road and The Dell. We hope this will be improved, perhaps by planting a vigorous hedge immediately inside the proposed metal fence. The fence itself should be of the 'park railings' rather than industrial type, and preferably painted green to reduce its visibility against the adjacent planting.

Case Officer Comment:

The comments on the improvement to the design are noted. The car park layout has been reviewed by Highways Officers and no objections have been raised. The coach parking arrangements were approved under the original consent for the development. Details of landscaping and fencing will be secured through the discharge of the landscaping condition in consultation with the relevant specialist to ensure the details are acceptable.

Internal Consultees

CONSERVATION AND URBAN DESIGN

The amendment is to the car park south of Rowlhey's Place. The proposals remove the previously proposed prefabricated double deck car park to be replaced with surface car park. To deliver as many car parking spaces as possible this amendment results in an increased area of hard surfacing and less green space around the peripheral of the site to accommodate landscaping. Subject to agreement with the transport department on the number of car parking spaces required a further reduction would allow for more tree planting, particularly in the southwest corner of the site. To mitigate for the increased hard surfacing and reduction in green edge every effort should be employed to enhance the remaining edge planting to the car park. The landscape details should include:

- the extent of the planting along Harmondsworth Road to be retained;
- impact on the retained existing tree roots where the boundary fence is within the Root Protection Zone;
- additional hedging along Rowlhey's Place to reduce the visual impact of the fence;
- tree pit/trench construction detail for the trees within the car park to ensure these trees are given sufficient soil volume to reach maturity;
- increased areas of Native wildflower meadow mix along Rowlhey's Place to the north of the car park.

Case Officer comment:

The approved landscaping condition is yet to be discharged for this phase of the development. It is therefore proposed that the above details be secured, in consultation with the relevant officer, through the discharge of the landscape condition.

HIGHWAYS

Proposal and site description

In 2020 the Planning Authority granted permission for the construction of a new Leisure Centre with gross internal floor area of 5,850sq.m on the site of the former West Drayton Young People and Family Centre, Rowhleys Place, West Drayton. Rowhleys Place is a residential road with a 30mph speed limit, the application site is close to the junction with Harmondsworth Road which forms part of the classified road network. Rowhleys Place provides access to the residential development at Stainby Close.

This application proposes to amend Condition 2 of application ref 75127/APP/2022/2395 to allow a reduction in the number of car parking spaces to be provided. The original proposal was to provide 8no. car parking spaces immediately in front of the Leisure Centre with a further 191no. being provided in a decked car park over the road on the southern side of Rowhleys Place. This planning application proposes to retain the 8no. car parking spaces in front of the Leisure Centre but replace the decked car park with a 136no. space surface car park. The proposal would therefore reduce the number of car parking space provided overall from 199no. to 144no., a reduction of 55no. spaces. Vehicular access to the 8no. spaces in front of the Leisure Centre and the 136no. in the surface car parking would remain as originally approved. A zebra crossing would be provided over Rowhleys Place offering a safe crossing facility between the surface car park and the Leisure Centre itself. The site has a PTAL ranking of 2 indicating that access to the proposal by public transport is limited suggesting that some visitors would travel to the Centre by private car.

As mentioned above the site has a PTAL ranking of 2, nevertheless the closest bus stops are located just 300m away on Station Road, these provide access to bus services 222, 350, and 698. Additional bus stops 430m away on Porters Way provide access to the U5 bus service and stops 450m away provide access to the U3 bus service.

West Drayton station is located just 1.3km north of the site, this is around a 15-minute walk or 5-minute cycle journey away. Train services to Reading, London Paddington and Didcot Parkway call at this station as does the new Elizabeth Line.

Access

As mentioned above access to the site would be similar to that proposed under application 75127/APP/2022/2395, as the reduction in car parking spaces is likely to reduce the number of vehicle movements generated these arrangements would remain acceptable.

Pedestrian access to the site from the car park on the southern side of Rowhleys Place would be via a new zebra crossing which again would be similar to the approved application. This zebra crossing would particularly benefit school groups arriving by coach who would be required to cross Rowhleys Place to enter and exit the site. There would be 2no. coach parking bays provided on the western side of Harmondsworth Road.

Parking

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 does not include car parking or cycle parking standards for Leisure Centres so instead the Highway

Authority has referred to the Hillingdon Local Plan: Part 2 Development Management Policies (2020). This states that the parking standards for developments including Health Clubs, Licensed Clubs, and Sports Facilities without Licensed Club House, Swimming Pools should be determined on "an individual basis using a transport assessment and travel plan, and in addition to provision for taxi and bus/coach access and parking". To confirm whether 144no. spaces would be sufficient to cater for demand the applicant has compared car parking at the proposed development to the Hillingdon Leisure Centre. The Hillingdon Leisure Centre is located off Park Road around one mile to the north of Uxbridge town centre in an area with a PTAL ranking of 1b. The Leisure Centre has a car park that provides 207no. spaces. In the Transport Statement the applicant has provided the results of parking surveys undertaken at this site. The results show that there were times when this car park reached capacity, but this was for just one 15-minute period on a weekday. However, it must be taken into account that this car park serves not only the Leisure Centre, it is also used by people using the adjacent football pitches, dog walkers and visitors to the private leisure complex next door. It is reported that the car park is also used by Uxbridge College. Considering that this 207 no. space car park is used by people not just visiting the Leisure Centre and that it is in a location less accessible by public transport would indicate that the 144no. car parking space proposed at the applicant site would be sufficient to cater for demand.

Disabled persons parking

The London Plan disabled parking standards for retail, recreation, hotels and leisure are 6 per cent designated spaces and 4 per cent enlarged spaces. The proposal would provide 8no. disabled persons parking spaces at the front of the Leisure Centre with a further 17no. in the surface car park, this equals 17% of all spaces which is in accordance with the London Plan standard and is accepted.

Electric vehicle charge points (EVCP)

The Local Plan demands that 5% of all car parking spaces are provided with active EVCPs with a further 5% have passive provision. The applicant proposes to provide 28no. car parking spaces with active provision which is above the standard and is welcomed. However, there is no mention of passive provision, the Local Plan would require 8no. The applicant reports that the active EVCP space would be managed so that they are available for non-EV use whilst / should the number of EVs visiting the site remain limited. However no further details are provided regarding how this would be managed. The Highway Authority would require a planning condition to secure a Car Parking Design and Management Plan that explains this regime and confirms that at least 5% of all car parking spaces, 8no. in, total would have passive EV provision.

Cycle Parking

The published London Plan (2021) Table 10.2 - Minimum Cycle Parking Standards requires that 1no. long-stay cycle parking space is provided per 8no. full time staff and 1no. short-stay cycle parking space is provided per 100m² (GEA) which would require 19no. long-stay spaces and 58no. short-stay spaces. The application proposes to provide 48no. long-stay and 24no. short-stay which does not comply with these standards and will not be acceptable. The Highway Authority believe the required standard could be provided allowing this to be addressed by way of a planning condition. Revised drawings will be required.

Trip generation and parking accumulation

To determine the impact the proposal would have upon the surrounding road network the applicant has compared trip generation associated with the West Drayton Young People and Family Centre site with the site in use as Leisure Centre. As the Young People and Family Centre is currently not in use and the Leisure Centre not yet opened, the applicant has referred to the industry standard TRICS (Trip Rate Information Computer System) database. The sites selected for comparison purposes have been reviewed and are considered representative. The developer reports that both the Young People and Family Centre and Leisure Centre are busiest during the PM Peak hour.

In its current use during the PM peak 17:00 to 18:00h the site generates 39no. arrivals, 28no. departures or 67no. two-way trips in total. By comparison the proposed Leisure Centre would generate 78no. arrival and 72no. departures, 150no. two-way trips in total. With the Leisure Centre built-out there would be a net increase of 39no. arrivals, 44no. departures equivalent to 83no. two-way movements.

Based on the findings above, the applicant has undertaken a parking accumulation assessment. This demonstrates how many cars would be parked on-site at any one time based on arrival and departures forecasts. Occupancy of the car park is expected to peak between 18.00 and 19.00h when 83no. vehicles are expected to be parked. This represents 58% of the parking spaces being used with 42% remaining vacant.

The Highway Authority has no reason doubt the reliability of the above, but as with any development of this scale it is necessary to have measures in place that reduce and manage travel to the proposal by private car.

As mentioned above the application site is situated in an area with a PTAL ranking of 2 indicating that access to public transport is limited compared to London as a whole. This suggests that for some visitors travel to the Leisure Centre by public transport is not always a genuine alternative to driving in a private car. If someone does drive to the Leisure and finds the car park full there is a risk that they may park on the surrounding streets resulting in parking stress which increases the road safety risk and hinders the free flow of traffic. This is also likely to be a nuisance to local residents and a cause of concern/complaint. If parking problems manifest themselves then local residents could bring this matter to the attention of the Council who could then deliver parking management controls, one option would be the introduction of a Parking Management Scheme that restricts parking to local residents that are scheme members. If a Leisure Centre visitor was then to park within the Parking Management Scheme area, they risk being issued with a Penalty Charge Notice. Mindful of parking restrictions in the vicinity of the Leisure Centre the visitor is likely to consider travelling to the Centre at a time when the car park is less likely to be full or use an alternative mode of transport. The Highway Authority note that the applicant is "prepared to consider introducing a local parking management scheme in Rowhleys Plan and Stainby Close should there be local support for such a measure".

Healthy Streets

Included in the Transport Assessment is an Active Travel Zone assessment. This identified four key routes and provided an audit of the walking, cycling and public transport access provision. This together with an assessment by the Highway Authority itself identified the measures listed below that are required to encourage and enable active travel and trip making by public transport. Taking into account the significant reduction in car parking spaces being applied for, a contribution towards the measures identified in the Active Travel Zone assessment are required as they would increase visitors travel choice thereby reducing their reliance on the private car for trip making to and from the Leisure Centre. If this investment is not provided visitors may resort to driving instead and if parking is not available on-plot they may park injudiciously on-street leading to parking stress. In turn this would increase the road safety risk and hindering the free flow of traffic. This would be contrary to the published London Plan Policy T4 Assessing and mitigating transport impacts which requires that 'development proposal should not increase road danger.'

Planning conditions and contributions

The Highway Authority expect a planning condition requiring that details are submitted to the Council for approval showing of the provision of 19no. long-stay spaces and 58no. short- stay spaces in accordance with the published London Plan 2021 Policy T5 Cycling.

The Highway Authority requires that the applicant enter a legal agreement obliging the developer to fund

the delivery of the following Healthy Streets measures:
Tactile paving and dropped kerbs 21no. locations - £77,000.00
2no. Street benches - £2,500.00
6no. Street trees - £1,920.00
Fees 10% - £11,992.00
Total - £93,412.00

Recommendation

Subject to all the above there are no highway objections to this proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of development has been established through the original grant of planning consent for the development under application reference 75127/APP/2019/3221 dated 27.04.20.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

The application site lies within an archaeological priority zone and the West Drayton Green Conservation Area. However, there are no listed buildings within the vicinity of the application site.

Archaeology

Policy DMHB 7 of the Local Plan: Part Two (2020) ensures that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving, and reporting of any archaeological finds.

Condition 11 of the original permission required the applicant to submit a written scheme of investigation which included further survey work across the site to ensure that remains of archaeological interest were not present. The details submitted to discharge the condition were reviewed by GLAAS who raised no objection, and the condition was discharged dated 11-05-22. The proposal seeks minor amendments to the approved scheme which include the removal of the car park deck, a minor increase in hardstanding and re-arrangement of the car park to facilitate additional spaces at ground level. Given the site's archaeological value has already been assessed and details found to be acceptable no further information is considered to be necessary. Therefore Condition 11 will be amended to become a compliance condition.

Conservation Area

In this case, the primary issue relates to preserving or enhancing the character and appearance of West Drayton Green Conservation Area. A proposal which would cause harm should only be permitted where there are strong planning considerations which sufficiently outweigh the harm caused. The NPPF requires its own exercise to be undertaken as set out in its Chapter 16.

Conserving and enhancing the historic environment.

Policy HE1 of the Local Plan: Part One (November 2012) seeks to conserve and enhance the distinct and varied environment of the West Drayton Green Conservation Area.

Policy DMHB 4 of the Local Plan: Part Two (2020) requires new development within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area.

The approved car park deck measures approximately 4.1m in height and would cover almost the entire ground floor area of the proposed car park to the south of Rowlheys Place. Given its significant size the structure was considered to be partly associated to the less than substantial harm to the Conservation Area identified by the Case Officer when recommending the approval of application reference 75127/APP/2019/3221 to the Major Applications Planning Committee. Its removal from the application in conservation terms would be a benefit and would assist with reducing the less than substantial harm upon the character and appearance of the Conservation Area. In assessing the main application an on-balance recommendation was made with members agreeing that the benefits set out within the committee report did in fact outweigh the potential harm. This application seeks to reduce the harm whilst retaining the aforementioned benefits and is therefore considered to be acceptable and beneficial to the Conservation Area.

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

The application site is not located within the Green Belt therefore this section is not relevant to the consideration of this application.

7.06 Environmental Impact

The application proposes to reduce car parking and through highways improvements to the active travel zone will encourage visitors to the site to use sustainable modes of transport. In addition, the omission of the steel and reinforced concrete structure results in significant savings in embodied CO2 emissions.

7.07 Impact on the character & appearance of the area

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) states that all development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design which includes ;

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
 - building plot sizes and widths, plot coverage and established street patterns;
 - building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
 - architectural composition and quality of detailing; local topography, views both from and to the site;
- and

· impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and undesignated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

Policy DMHB 4 states :

New development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

- A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.
- B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.
- C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

As stated within Section 7.03 of this report, the removal of the car park deck would have a positive impact upon the Conservation Area. It would have a similar effect on the street scene due to the fact that removing the building would enable more distant and unobstructed views of the leisure centre to be visible. The design of the car park deck was more functional than aesthetically pleasing, therefore it would have resulted in an element of negative change to the townscape. The removal of this structure would have a positive impact on the character and appearance of the streetscene and wider townscape.

The proposal also involve the segregation of the switch room from the substation. The structure would measure 3.5m in height, 3m in width and 4.3m in depth, and would be green in colour which is standard for substations and similar structures. Whilst this is a new structure it is minor in scale and is required due to the the segregation of the substation, which benefits from planning permission as part of the original consent (and also benefits from permitted development rights). Given the switch room proposed is minor scale and the presence of existing permission for the substation, the proposal to accommodate the switch room facilities in a separate building is considered to be acceptable.

The proposal would not give rise to additional harm upon the character and appearance of the street scene, and would preserve the character and appearance of the Conservation Area. As such the proposal would comply with DMHB 11 and DMHB 4 of the Local Plan: Part Two - Development Management Policies (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) sets out principles of good design which will ensure the amenities of surrounding properties are protected.

To the south of the application site, the residential properties along Stainby Close are sited approximately 40m from the proposed decked car park and these are the closest residential properties to the structure. The decked car park would have been over 4m in height and as such its removal does not raise concerns and the proposal is considered to comply with Policy DMHB 11 of the Local Plan: Part Two (2020).

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The key consideration for this application is whether the removal of the car park deck and subsequent reduction of car parking spaces would result in significant harm upon the highway network, as such the following policies are relevant:

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

The application site is situated on the western side of Harmondsworth Road, West Drayton just south of the busy Station Road / Thornton Road / Sipson Road / Harmondsworth Road signalised junction. Harmondsworth Road forms part of the Borough's classified road network and benefits from a 30 mph speed limit and street lighting on both sides of the carriageway. There is a grass verge on either side of the Harlington Road behind which is a shared use footway.

The site benefits from a PTAL rating of 2 which means there is a moderate reliance on the motor vehicle. It should be noted that whilst the PTAL rating is useful in giving an indication of a site's access to sustainable modes of transport, it is clear that the site is within walking/cycling distance to the Town Centre, bus stops and the West Drayton Station which benefits from access to the Elizabeth Line. As such the real life assessment of the site's sustainability would indicate that it is higher than the PTAL rating suggests.

Access into the site would be from Rowheys Place which currently serves both the West Drayton Young People Centre and the West Drayton Family Centre. Footways are provided on either side of Rowheys Place as well as street lighting on both sides of the carriageway. Rowheys Place dissects the site and leads on to Stainby Close serving a number of residential dwellings.

Access

In terms of access, the two access points off of Rowheys Place which will serve both the leisure centre phase and car park phase are retained and remain unaltered.

Parking / Trip Rates

The proposed removal of the car park deck would result in a reduction in car parking spaces from 199 to 144, a net loss of 55 spaces. The applicant has submitted a Transport Assessment which includes a parking comparison with Botwell Leisure Centre and Hillingdon Leisure Centre as evidence to support the loss of car parking being admissible. The document includes parking surveys undertaken which give an indication capacity at both peak and off peak times.

The applicants TA demonstrates that during the evening peak hour, there could be up to 78 vehicles arriving at the leisure centre and 72 departing the leisure centre across the hour. This equivalent to just over one vehicle arriving and one vehicle departing every minute.

A thorough assessment of the adequacy of the 143 spaces was completed. A total of three key assessments were undertaken to ensure the quantum of parking is sufficient for demand. These were:

- (1) A parking accumulation assessment - based on forecast level of use and hourly in/out movements using the TRICS database and the forecast traffic generation agreed as part of application 75127/APP/2019/3221.
- (2) Comparison with Hillingdon Sports and Leisure Centre - based on a parking accumulation survey at that site.
- (3) Comparison with Highgrove Pool and Fitness Centre - based on a parking accumulation survey at that site.

The forecasted traffic movements within the TA are those which were agreed as part of the main planning application. The data demonstrates that that the occupancy of the car park is expected to peak between the hours of 18.00-19.00 with 83 vehicles expected to be parked on the site between those hours. The occupancy peaks at 83 vehicles representing 58% of the parking spaces being used, i.e. 42% are forecast to remain available.

To further demonstrate the proposed level of parking is in excess of what is required, a parking survey of the Hillingdon Sports and Leisure Complex in Gattling Way, Uxbridge was completed during school holidays, and pre-pandemic:

- The sports centre has 207 spaces and is a PTAL 1b (lower than the Proposed Leisure Centre).
- The facilities here are extensive and of a much greater scale than the proposed use.

The survey is summarised below:

- Only one 15-minute period over the two-day survey was the car park full.
- For all other 15-minute periods of the day there was available spaces with a range of free spaces varying between 13 free spaces at 10:30 to 137 free spaces at 08:30.
- The weekend survey showed there were always spaces available.

The outcome of the parking survey demonstrates that demand for parking was only met once at Hillingdon Sports Centre, which is of greater scale and poorer public transport accessibility. There were plenty of available spaces for the majority of the survey period. The proposed scheme is much smaller in the scale of the building and the number of facilities available, the proposed scheme is better situated in relation to public transport (it has a higher PTAL) and Elizabeth Line services are now operating nearby and the inclusion of cycle hire scheme, cycle parking and additional public transport services will lead to reduced demand for car parking than that at the Hillingdon Sports Centre.

A review of the Highgrove Pool and Fitness Centre in Ruislip was undertaken and included within the TA. It is noted that the centre increased parking from 99 spaces to 142 spaces. The centre has a

PTAL score of 1a (the lowest score). A survey undertaken in 2011 considered a total of 42 days worth of data to determine average parking demand. The survey data indicated that there is a peak demand of 120 cars at around 10am and 6pm. The proposed leisure centre has more car parking than the Highgrove centre, but has better access to public transport. The survey concludes that the 142 spaces for the Highgrove is in excess of the peak demand (120 vehicles).

All of the above information demonstrates that parking demand for leisure centres is often overprovided and the applicants modelling of expected car park occupancy levels is far below the level of provision. Given the evidence provided the reduction in car parking is supported. It is noted that the applicant is "prepared to consider introducing a local parking management scheme in Rowleys Plan and Stainby Close should there be local support for such a measure".

Accessible Parking

The London Plan disabled parking standards for retail, recreation, hotels and leisure are 6 per cent designated spaces and 4 per cent enlarged spaces. The proposal would provide 8no. disabled persons parking spaces at the front of the Leisure Centre with a further 17no. in the surface car park, this equals 17% of all spaces which is in accordance with the London Plan (2021).

Electric vehicle charge points (EVCP)

The Local Plan requires that 5% of all car parking spaces are provided with active EVCPs with a further 5% have passive provision. The applicant proposes to provide 28no. car parking spaces with active provision which is above the standard and is welcomed. However, there is no mention of passive provision, the Local Plan would require 8no. passive spaces are provided. The applicant reports that the active EVCP spaces would be managed so that they are available for non-EV use whilst / should the number of EVs visiting the site remain limited. However no further details are provided regarding how this would be managed. A planning condition to secure a Car Parking Design and Management Plan that explains this regime and confirms that at least 5% of all car parking spaces, 8no. in, total would have passive EV provision is therefore recommended to be attached to any approval of the application.

Cycle Parking

In accordance with the London Plan (2021) the proposal should provide 1no. long-stay cycle parking space per 8no. full time staff and 1no. short-stay cycle parking space is provided per 100m² (GEA) which would require 19no. long-stay spaces and 58no. short-stay spaces. The application proposes to provide 48no. long-stay which therefore does not conform to London Plan standards. It is acknowledged that the original consent pre-dates the adoption of the London Plan, however given that this s73 application needs to be assessed in line with the most up to date policies and that the scheme proposes to reduce car parking, a request to increase the cycle parking provision from 48 to 58 is reasonable and is proposed to be secured by way of an appropriately worded condition.

Healthy Streets

The applicants Transport Assessment also includes an Active Travel Zone (ATZ) Assessment. The scope of the ATZ has been agreed as acceptable, however the Council has undertaken it's own ATZ review and considers improvement works are necessary to the key routes which have been agreed in order to improve pedestrian and cyclist connectivity. It is suggested that the following works are paid for by way of a financial contribution secured by a legal agreement:

Tactile paving and dropped kerbs 21no. locations - £77,000.00
2no. Street benches - £2,500.00
6no. Street trees - £1,920.00
Fees 10% - £11,992.00
Total: £93,412.00

The applicant has confirmed they agree to this contribution.

Conclusion

The application proposes the loss of 55 of the car parking spaces that were granted consent as part of application reference 75127/APP/2019/3221. The submission demonstrates that the remaining 144 spaces would adequately serve the leisure centre and would prevent the potential parking overspill onto surrounding roads. In addition to the evidence submitted, a suite of improvement works which will improve pedestrian and cyclists connectivity are proposed to be secured, thus reducing the reliance on the motor vehicle to access the site.

7.11 Urban design, access and security

Urban design matters are assessed in sections 7.3 and 7.7 of this report. Access and security matters were assessed as part of the original application and remain unchanged.

7.12 Disabled access

The application proposes no changes to the consented leisure centre, only alterations to the parking arrangements and the introduction of a switch room. The proposal would provide 8no. disabled persons parking spaces at the front of the Leisure Centre with a further 17no. in the surface car park, this equals 17% of all spaces which is in accordance with the London Plan (2021).

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, Landscaping and Ecology

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

In order to minimise the loss of car parking, the car park is proposed to be redesigned to incorporate more of the spaces lost by the removal of the car park deck. This change does not result in removal of additional trees above that which was approved as part of s73 application 75127/APP/2022/2395. The total number of trees to be removed across the site is 45 and these will be replaced with new trees and a further 57 trees are to be planted.

For the car park phase the new trees are set away from the substation and switch room and have been placed within the rows of car parking spaces to break up what is an area dominated by hardsurfacing.

The Councils Urban Design Officer has requested further details regarding the provision of planting within the car park phase. It should be noted that the landscaping condition for the car park phase is yet to be discharged and this application does not seek to discharge the condition. Further planting details will be secured by the existing condition discharge in consultation with the Councils Urban Design Officer.

Moreover, in considering the merits of the scheme, the potential harm resultant of the loss of soft landscaping needs to be balanced against the impact arising from the loss of further car parking. The removal of the car park deck is a benefit to the preservation of the Conservation Area, and whilst additional landscaping at street level may break up the views of what will be an area of hardstanding, further landscaping would result in the loss of further parking, which may result in parking overspill on to surrounding roads. In this case the benefits of the proposals are considered to outweigh the potential harm arising from the minor loss of soft landscaping.

Taking the above points into consideration, the proposed development would on-balance accord with DMHB 14 of the Hillingdon Local Plan: Part 2- Development Management Policies (January 2020).

7.15 Sustainable waste management

Not relevant to the consideration of this application. Appropriate details have previously been approved.

7.16 Renewable energy / Sustainability

Not relevant to the consideration of this application. Appropriate details have previously been approved.

7.17 Flooding or Drainage Issues

No applicable to the application. Details of sustainable urban drainage for the site have been secured through the discharge of a condition attached to the original consent. The amended proposals will be required to be in accordance with those details.

7.18 Noise or Air Quality Issues

Air Quality

In more general terms, a reduction in parking provision would be linked to a lower level of trips, which would have a positive impact upon Air Quality. In this instance, the trip rate modelling remains consistent with the original application and therefore there would be no reduction in the number of trips according to the data presented. However, it is proposed that there would be less of a reliance on the private car to access the site due to the improvements secured within the highway contribution.

7.19 Comments on Public Consultations

See Section 6.1 of this report.

7.20 Planning Obligations

Policy DMCI 7 (Planning obligations and CIL) of the Local Plan Part 2 Development Management

Policies (2020) seeks contributions or planning obligations which may be required in order to mitigate the impacts of the development. The proposed development is required to complete a deed of variation to secure this to the original legal agreement. The original planning permission secured the following planning obligations:

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278) including funding for controlled parking in Rowhleys Place, review of options to install Santander bikes;
2. The provision of a Travel Plan, including a bond of £20,000;
3. Construction Training: either an in-kind scheme delivered during the construction phase of the development or a financial contribution;
4. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £108,582;
5. A contribution of £15,000 towards the provision of a Santander Bike Hire scheme;
6. A contribution to mitigate the impact of the development particularly if they may be required off site, as a result of any basement implications following a discussion with the Local Lead Flood Authority; and
7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

The proposed application seeks to secure the following:

8. A contribution of £93,412,00 for highway improvement works.

A Deed of Variation to secure the above is therefore required under this planning permission. subject to entering into this Deed of Variation, the scheme complies with Policy DMCI 7 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020).

7.21 Expediency of enforcement action

Not applicable to the application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The application proposes the removal of the car park deck, the segregation of the substation and switch room and the reconfiguration of the ground level car park. The removal of the deck would result in a reduction of car parking which the evidence submitted by the applicant and interrogated by the Council's Highways Officer demonstrates is acceptable. It would result in the reduction of the less than substantial harm to the Conservation Area and encourage users to access the site via more sustainable methods of transport. The minor loss of landscaping derived from the need to introduce some of the displaced parking at ground level is considered to be outweighed by the benefits of the proposal. The introduction of the relatively modest switch room building is deemed to be acceptable.

Taking these points into consideration, the application is recommended for approval subject to conditions and securing a contribution towards active travel zone improvements as set out within the

report.

11. Reference 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)

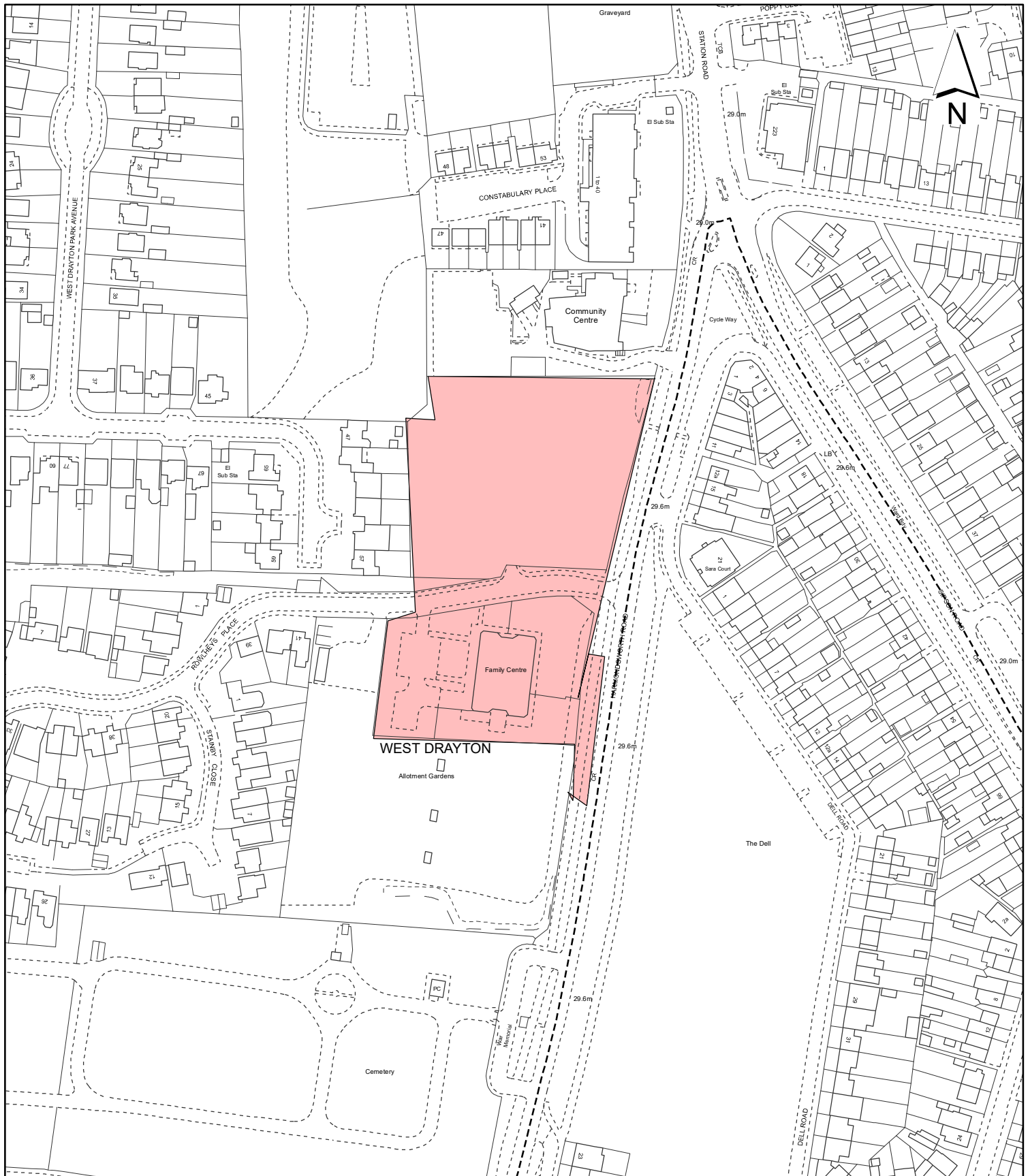
NPPF (2021)

Contact Officer:

Christopher Brady

Telephone No:

01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

West Drayton Leisure Centre

Planning Application Ref:

75127/APP/2023/1646

Planning Committee:

Major Page 50

Scale:

1:2,000

Date:

October 2023

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111



HILLINGDON
 LONDON

Item No. Report of the Head of Development Management and Building Control

Address: THE BARN HOTEL WEST END ROAD RUISLIP

Development: Application for Listed Building Consent for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking (In connection with Full Planning Application reference 7969/APP/2023/1473).

LBH Ref Nos: 7969/APP/2023/1833

Drawing Nos: 22 0063-3 A
22 0063-501
22 0063-502
22 0063-401
Heritage & Townscape Visual Impact Assessment May 2023
Demolition and Construction Method Statement 23.06.23
22 0063-503 D
22 0063-402 A

Date Plans received: 23-06-2023 **Date(s) of Amendments(s):** 23-06-2023

Date Application valid 23-06-2023

1. CONSIDERATIONS

1.1 Site and Locality

The site measures 0.96 hectares and is located to the south of Ruislip Station. The application site comprises a varied collection of buildings at the centre of which are the Grade II Listed Buildings consisting of Sherley's Farm House, the Leaning Barn and the Oak Room.

The northern section of the site by the Metropolitan Underground line is occupied by two buildings reasonably sympathetic in style and materials but arranged in long blocks ("I" and "T" blocks). These provide the main accommodation for the hotel. The farmhouse is also used for accommodation purposes. The main dining and reception area occupy the Leaning Barn and Oak Room and the extensions to them. To the south lie 1-38 Gardens Close, residential apartment blocks, and to the east the rear gardens of the properties in Eversley Crescent. The existing hotel accommodation on site comprises 73 bedrooms.

The site is not within a conservation area, however the Ruislip Village Conservation Area and the Midcroft Area of Special Local Character are situated approximately 100m to the north and to the

south of Pond Green is an area designated as Green Belt. The general character of the area to the south of the Metropolitan Underground line is distinctly different to the town centre typography to the north. It is generally made up of 2-storey arts and crafts styled suburban family dwellinghouses with generous front and rear gardens. It is also to be noted that Ruislip Station and the Signal Box is Grade II Listed.

1.2 Proposed Scheme

The application seeks Listed Building consent for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking. The proposed plans indicate that the later additions to the two Grade II Listed Buildings would be demolished and a new lightweight extension is proposed to the Leaning Barn and Oak Room. Further works are proposed internally and externally to facilitate the conversion of the buildings to two dwelling houses.

1.3 Relevant Planning History

7969/APP/2023/1473 THE BARN HOTEL WEST END ROAD

Redevelopment of the site for residential use involving the partial demolition of the existing Grade II Listed Building and conversion to 2 new residential units, demolition of surrounding buildings and erection of 2 new residential blocks with associated amenity space, landscaping and parking

Decision: Refused **Appeal:**

7969/APP/2007/2781 THE BARN HOTEL WEST END ROAD

ERECTION OF A GLASS CONSERVATORY TO THE OAK ROOM AND A GLAZED PORCH TO THE REAR ACCESS OF THE EXISTING BAR AREA WITH NEW RAISED EXTERNAL DECKING TO THE FRONT (APPLICATION FOR LISTED BUILDING CONSENT).

Decision: 15-11-07 Refused **Appeal:**

7969/APP/2007/2780 THE BARN HOTEL WEST END ROAD

ERECTION OF A GLASS CONSERVATORY TO THE OAK ROOM AND A GLAZED PORCH TO THE REAR ACCESS OF THE EXISTING BAR AREA WITH NEW RAISED EXTERNAL DECKING TO THE FRONT.

Decision: 15-11-07 Refused **Appeal:**

7969/APP/2006/1792 THE BARN HOTEL WEST END ROAD

ERECTION OF A SINGLE-STOREY EXTENSION TO THE OAK ROOM TO PROVIDE A GARDEN ROOM (APPLICATION FOR LISTED BUILDING CONSENT)

Decision: 06-10-06 Refused **Appeal:** 21-02-07 Dismissed

7969/APP/2006/1793 THE BARN HOTEL WEST END ROAD

ERECTION OF A SINGLE-STOREY EXTENSION TO THE OAK ROOM TO PROVIDE A GARDEN ROOM

Decision: 06-10-06 Refused **Appeal:** 21-02-07 Dismissed

7969/APP/2006/94 THE BARN HOTEL WEST END ROAD

CREATION OF NEW ROADWAY ENTRANCE, NEW ARRANGEMENT OF PARKING LAYOUT, RELOCATION OF 3 DEMOLISHED RESIDENTIAL GARAGES, CREATION OF 3 STAFF PARKING SPACES, RE-ARRANGEMENT OF SERVICE YARD AREA (INVOLVING DEMOLITION OF EXISTING ENTRANCE LODGE).

Decision: 05-09-07 Not Determined **Appeal:** 05-09-07 Allowed

7969/APP/2005/1462 THE BARN HOTEL WEST END ROAD

CONSTRUCTION OF UNDERGROUND WINE CELLAR WITH ACCESS STAIRS, AND STEEL RAILING AROUND ENTRANCE

Decision: 09-09-05 Approved **Appeal:**

7969/APP/2004/603 THE BARN HOTEL WEST END ROAD

ERECTION OF A TWO STOREY ACCOMMODATION BLOCK CONTAINING 10 BEDROOMS AND 3 SUITES

Decision: 23-11-04 Approved **Appeal:**

7969/APP/2001/610 THE BARN HOTEL WEST END ROAD

REBUILDING OF ACCIDENTALLY DEMOLISHED ENTRANCE TO HOTEL RECEPTION AREA (APPLICATION FOR LISTED BUILDING CONSENT)

Decision: 09-05-01 Approved **Appeal:**

7969/APP/2000/2686 THE BARN HOTEL WEST END ROAD

ERECTION OF NEW RECEPTION AND STAFF ROOMS TO REPLACE PARTIALLY DEMOLISHED RECEPTION AREA, CONSERVATORY AND EXTENSION TO REAR (APPLICATION FOR LISTED BUILDING CONSENT)

Decision: 04-04-01 Approved **Appeal:**

7969/APP/2000/1825 THE BARN HOTEL WEST END ROAD

ERECTION OF NEW BEDROOM/OFFICE/GYM WING, NEW RECEPTION AND CANOPY, CONFERENCE FACILITIES, STAFFROOMS AND GARDEN ROOM

Decision: 18-10-00 Refused **Appeal:**

7969/APP/2000/1826 THE BARN HOTEL WEST END ROAD

ERECTION OF NEW BEDROOM/OFFICE/GYM WING, NEW RECEPTION AND CANOPY, CONFERENCE FACILITIES, STAFFROOMS AND GARDEN ROOM INCLUDING DEMOLITION OF LEAN-TO ADJOINING THE C1600 BARN (APPLICATION FOR LISTED BUILDING

CONSENT)

Decision: 18-10-00

Refused

Appeal:

7969/BE/98/2100

THE BARN HOTEL WEST END ROAD

Details of materials in compliance with condition 2 of planning permission ref.7969AW/97/1011 dated 01/06/98 and details of Leaning Barn wall treatment, kitchen door, rafters and floor levels in compliance with conditions 2,3,4 and 5 of Listed Building Consent ref.7969AX/97/1160 dated 01/06/98; Extension to lounge bar, erection of conservatory and roof alterations

Decision: 04-01-99

Approved

Appeal:

7969/BB/98/0713

THE BARN HOTEL WEST END ROAD

Erection of single storey extensions to detached bedroom accommodation and administration block

Decision: 22-01-99

Approved

Appeal:

7969/BA/98/0663

THE BARN HOTEL WEST END ROAD

Erection of single storey extensions to detached bedroom accommodation and administration block (Application for Listed Building Consent)

Decision: 22-01-99

Approved

Appeal:

7969/AX/97/1160

THE BARN HOTEL WEST END ROAD

Demolition of roof over bar/lobby and replacement with flat roof; erection of conservatory and extension to bar/lounge, and including variation of condition 6 of planning consent reference 7969AW/97/1011 (Application for Listed Building Consent)

Decision: 01-06-98

Approved

Appeal:

7969/AW/97/1011

THE BARN HOTEL WEST END ROAD

Extension to lounge bar; erection of conservatory, extensions to ancillary accommodation; alterations to roof involving demolition of bar/lobby

Decision: 01-06-98

Approved

Appeal:

7969/AT/97/0586

THE BARN HOTEL WEST END ROAD

Replacement of floor in leaning barn (Application for Listed Building Consent)

Decision: 22-05-97

Approved

Appeal:

7969/AR/97/0345

THE BARN HOTEL WEST END ROAD

Installation of fire doors to entrance to Leaning Barn Restaurant (Application for Listed Building Consent)

Decision: 10-06-97

Approved

Appeal:

7969/AP/95/1665 THE BARN HOTEL WEST END ROAD
 To use the Oak Room and Leaning Barn Restaurant for the conducting of registry marriages
 (Application for a Certificate of Lawfulness for a proposed use or development)
Decision: 19-01-96 General Perm.Devt. **Appeal:**

7969/AL/94/1870 THE BARN HOTEL WEST END ROAD
 Reinstatement of demolished structures, internal alterations and alterations to existing bar roof
 fenestration
Decision: 11-04-96 Approved **Appeal:**

7969/AM/94/1871 THE BARN HOTEL WEST END ROAD
 Reinstatement of demolished structures, internal alterations and alterations to existing bar roof
 and fenestration (Application for Listed Building Consent)
Decision: 11-04-96 Approved **Appeal:**

7969/AJ/93/1266 THE BARN HOTEL WEST END ROAD
 Erection of a single-storey extension to form kitchens and lobby plus internal alterations and
 refurbishment
Decision: 23-03-94 Refused **Appeal:**

7969/AG/93/0652 THE BARN HOTEL WEST END ROAD
 Demolition of outbuildings and erection of a single-storey extension to form kitchens and lobby
 plus internal alterations and refurbishment (Application for Listed Building Consent)
Decision: 23-03-94 Refused **Appeal:**

7969/AF/93/0458 THE BARN HOTEL WEST END ROAD
 Erection of a single storey rear extension to lounge bar
Decision: 23-03-94 Refused **Appeal:**

7969/AB/93/0284 THE BARN HOTEL WEST END ROAD
 Erection of a single-storey extension to hotel entrance and reception to form new entrance
 (retrospective application)
Decision: 23-03-94 Approved **Appeal:**

7969/W/87/2068 THE BARN HOTEL WEST END ROAD
 Erec of 2-Storey extn to south end of "Twenties Block" for 10 double bedrooms(L.B.CONSENT)
Decision: 15-03-88 Approved **Appeal:**

7969/T/87/2039 THE BARN HOTEL WEST END ROAD

Erection of 2-storey extensions to southern end of Twenties Block to provide 10 double bedrooms

Decision: 15-03-88 Approved **Appeal:**

7969/L/86/2163 THE BARN HOTEL WEST END ROAD
Listed building consent to dev/alter (P)

Decision: 25-02-87 Approved **Appeal:**

7969/K/86/2133 THE BARN HOTEL WEST END ROAD
Listed building consent to dev/alter (P)

Decision: 24-02-87 Approved **Appeal:**

7969/H/86/2081 THE BARN HOTEL WEST END ROAD

Internal & external alterations including fire escape to provide revised bedroom accommodation.

Decision: 11-03-87 Approved **Appeal:**

Comment on Planning History

The application site is subject to a long history of both planning and listed building consent applications which are set out above. A full planning application under reference 7969/APP/2023/1473 was submitted for a wider redevelopment of the site and the change of use from hotel to residential use comprising of 96 residential units across 2 six storey blocks, 7 terraced properties and the converted listed barns. That application was refused on 15-09-23 for the following reasons:

1. The proposed development by reason of its size, scale, bulk, massing, siting and design would be an inappropriate, over-development of the site that would be detrimental to the setting of these Grade II listed buildings, thus resulting in less than substantial harm to these heritage assets. Furthermore, the proposal lacks necessary detail in respect to the physical impact on and treatment of the historic fabric of the listed buildings. Thus, the level of harm to the fabric of the listed buildings, whilst less than substantial, cannot be fully determined. Consequently, the applicant has failed to demonstrate that the benefits of the proposal would outweigh the identified and potential harms. The application is therefore contrary to Policies HE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy HC1 of the London Plan (2021) and Chapter 16 of the National Planning Policy Framework (2021).
2. The proposed development by reason of its size, scale, bulk, massing, design, appearance, layout and visual prominence would result in a visually dominant, overdevelopment of the site, that would be at odds with the distinctive suburban character of the surrounding area, harming the visual amenity and character of the area. As such the proposal fails to accord with Policy BE1 of the Hillingdon Local Plan: Part One (November 2012), Policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan: Part Two Development Management Policies (2020), Policies D3 and D8 of the London Plan (2021) and Chapter 12 of the National Planning Policy Framework (2021) including paragraphs 130 and 134.
3. The proposed unit mix fails to provide sufficient family sized units, as required by the latest

information on housing need in the Borough. The proposed development fails to contribute towards mixed and balanced communities and the range of housing types required within the Borough contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).

4. The proposed cycle parking design does not conform to the London Cycling Design Standards which would result in the impractical design of cycle parking, thus reducing the level of cycle use. The application submission is therefore contrary to Policy DMT 5 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) and Policy T5 of the London Plan (2021).

5. The application fails to demonstrate that the scheme provides the necessary level of overheating mitigation to prevent the unnecessary overheating of the proposed residential units, thus resulting in poor quality and unsustainable living conditions for prospective residents. The application submission is therefore contrary to Policy SI4 of the London Plan (2021) .

6. The application fails to demonstrate that the proposed development would be provided with adequate levels of daylight and sunlight amenity, thus resulting in poor quality living conditions for prospective residents. The application submission is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020), Policy D6 of the London Plan (2021), and the BRE Guidelines: Site layout planning for daylight and sunlight (2022).

7. The application fails to demonstrate that suitable and appropriate sustainable drainage systems have been incorporated into the design. The application submission is therefore contrary to Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (2012), London Plan Policies SI 5, SI 12 and SI 13 (2021) and paragraph 169 of the National Planning Policy Framework (2021).

8. The submitted ecology report fails to provide adequate information to demonstrate that the proposed development would not result in detrimental harm to bat roosts. The application submission therefore fails to demonstrate the protection of bats and is contrary to Policy G6 of the London Plan (2021) and Policy EM7 and DMEI 7 of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020) respectively.

9. The proposal fails to provide adequate provision of disabled units designed to accessible standards and therefore fails to adhere to the requirements of inclusive design. As such, the proposed development fails to accord with Policies D5 and D7 of the London Plan (2021) and Chapters 8 and 12 of the National Planning Policy Framework.

10. The application fails to provide adequate levels of amenity space to serve the occupants of the development, resulting in poor quality living conditions for prospective residents, contrary to Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020).

11. In the absence of a completed section 106 agreement, the applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (air quality mitigation, employment and construction training, carbon offset, health, travel plan and monitoring, public open space, highway improvement works, affordable housing and the prevention of future occupiers from joining the local parking management scheme). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan Part 2 Development Management Policies (2020), the London Borough of Hillingdon

Supplementary Planning Document on Planning Obligations (2014) and Policy DF1 of the London Plan 2021).

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date: 2nd August 23

2.2 Site Notice Expiry Date: 7th July 23

3. Comments on Public Consultations

Consultation letters were sent to 167 neighbouring properties, a site notice was placed outside of the site for a period of 21 days and the application was advertised in the local press. All methods of consultation expired 02-08-23. In response to the public consultation the Council received 171 objections and 3 representations in favour of the development. A summary of the objections is set out below:

- Lack of local infrastructure to support the development
- Traffic and congestion impact
- Overpopulated area
- Over-development
- Noise
- Pollution
- Out of keeping with the area
- Loss of privacy
- Public Safety
- Visual amenity
- Loss of light
- Loss of valued homes
- Disruption to residents during construction
- Loss of employment
- Flooding
- Detrimental harm to the listed buildings

Case Officer Comment:

It should be noted that the majority of matters listed above, relate to the wider redevelopment of the site that was proposed (and recently refused) under planning application reference 7969/APP/2023/1473. The matters have been listed for completeness, however only those matters relevant to the determination of the listed building consent application can be taken into account in the decision, namely the impact of the proposed physical works to the listed buildings on their significance. Material issues raised are assessed within the main body of this report.

LOCAL WARD COUNCILLORS:

We oppose this application. The proposals will undermine the benefits of the Listed parts of the hotel and any change will be to the overall detriment of the site and its place in the Ruislip

community. Further, such approvals would only assist an over development of the site out of character with the reason and intention for the Listed buildings.

RUISLIP RESIDENTS ASSOCIATION:

The Ruislip Residents' Association are opposed to this application as the proposed incongruous form of overdevelopment will be detrimental to the setting of the two Grade II listed buildings originally part of Sherley's Farm on the site, and the adjacent Grade II listed building north of the site at Ruislip Station. The setting of the two low level listed buildings on the site and the space between them and the railway line and the listed building at the station will be severely compromised. The proposed two large 6 storey buildings will be over dominant and out of scale with general surroundings and the street scene. In particular, the size, scale, bulk, massing and height will overwhelm the two listed buildings that will be hemmed in by two tall buildings. It is argued that there are already high blocks in Ruislip for instance Kings Lodge further north of the railway line, North West of Ruislip Station. Being further away it does not affect the Barn Hotel. The original office building (Times House) was extended in height in late 1990s, 10 years before the Ruislip Village Conservation Area (RVCA) was extended to the SE corner of the High Street. It should be considered to be an outlier. The choice of white and pale colour bricks for the development will fail to harmonise with the appearance of the existing historic Grade II listed buildings on the site and the information provided does not clarify how the listed buildings will be improved by partial demolition and the other changes intended. They should not be impacted by this type of inappropriate development. We request that this application be refused as the harm that would be caused by these proposals would not be outweighed by public benefits.

EASTCOTE RESIDENTS ASSOCIATION:

The Barn Hotel has long been a community asset and this together with its listed building status make it a site worthy of being sympathetically retained.

It is not in our Residents' Association and Conservation Panel area but it is for these reasons we want to state our complete support for the objections made by the Ruislip Residents' association, the Ruislip, Northwood and Eastcote Local History Society and the very many residents we know have also supported them.

In summary:-

- The proposals result in an over development of the site which takes away the setting of the two listed buildings.
- The size, bulk and massing of the two blocks of flats will dwarf these listed buildings and will not harmonise with the surrounding buildings and the Ruislip Conservation Area. Contrary to the applicant's view, the lower level of the land on the site does not mitigate these facts.
- The proposed alterations to the listed buildings do not suggest that they will be enhanced as a result, given the partial demolition detailed.
- The narrow entrance/exit to the hotel onto the small but very busy roundabout has always been a difficult one and the very substantially increased numbers of people using it far more regularly suggest real highway safety concerns, together with traffic congestion issues, given the directions of the main roads that feed into the roundabout. These roads give access to and from a Doctors Surgery and Waitrose, Ruislip High Street and the A40.
- If parking on site proves insufficient, it is hard to see where any on street parking would be available in the vicinity and it would certainly cause considerable additional stress to the adjacent streets.

We ask that this application be refused.

RUISLIP, NORTHWOOD AND EASTCOTE LOCAL HISTORY SOCIETY:

The Ruislip, Northwood and Eastcote Local History Society is totally opposed to this application as the proposed development will completely overwhelm and swamp the two listed buildings. The setting of the buildings will be severely compromised and they will be left marooned in unsympathetic surroundings. The materials to be used in the new builds will be out of keeping with the appearance of the listed buildings. There are other high level buildings near Ruislip Station but they are not close enough to severely affect the Barn Hotel. However allowing two blocks of six storey flats to be built in the grounds of the hotel will be very detrimental to the listed buildings. The developer argues that the height of the blocks of flats will be mitigated by the proposed improvements to the listed buildings. The Society does not accept this premise. In fact the proposals do not make it clear how the buildings will be improved by the partial demolition of the walls or other changes to the fabric. The original farmhouse dates in part from the 16th century and is an important reminder of Ruislip's rural history which should be protected from inappropriate development. The proposed development will be over dominant and visible from the neighbouring roads. It will have a detrimental effect on the street scene. For all these reasons we request that this application be refused.

Case Officer comment:

It is noted that concerns raised by the Ruislip Residents' Association, Eastcote Residents' Association and Ruislip, Northwood and Eastcote Local History Society mainly relate to the impacts borne from the wider redevelopment of the site, however this is understandable given the application for Listed Building Consent (LBC) contains a number of plans indicating the wider proposals to redevelop the site and the full application for these works was submitted prior to the submission of the LBC. However these plans are not relevant to the assessment of the application for Listed Building Consent as it is only the impact resultant of the physical works to the listed buildings which can be considered.

CONSERVATION OFFICER (final comments):

I've had a look at the amended plan for the Oak Room/Leaning Barn and it is in line with my previous conservation comments.

There is now one bedroom on the first floor with an ensuite bathroom while the ground floor of the Oak Room is subdivided. The windows on the north elevation ground floor are now preserved as is the window on the west elevation. Overall this is a more sympathetic approach and the level of direct harm has been lowered.

What is now needed is more detail on the framing of the Oak Room and how the bathroom integrates into this, what form would the studwork take, what the impact of soil vent pipes and other pipework is and how the bathroom would be ventilated to prevent issues with moisture.

Case Officer comment:

There has been negotiation during the course of the application process to satisfy the Council's Conservation Officer that the proposals considered under this Listed Building Consent application are acceptable. The above details are proposed to be secured by condition.

HISTORIC ENGLAND:

You are hereby authorised to determine the application for listed building consent referred to above as you think fit.

In so doing Historic England would stress that it is not expressing any views on the merits of the proposals which are the subject of the application.

4. Local Plan Designation and London Plan

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

Part 1 Policies:

| | |
|---------|--------------------------|
| PT1.HE1 | (2012) Heritage |
| PT1.BE1 | (2012) Built Environment |

Part 2 Policies:

| | |
|---------|---|
| DMHB 1 | Heritage Assets |
| DMHB 2 | Listed Buildings |
| DMHB 11 | Design of New Development |
| LPP HC1 | (2021) Heritage conservation and growth |
| NPPF16 | NPPF 2021 - Conserving & enhancing the historic environment |

5. MAIN PLANNING ISSUES

The planning issues to consider under this application for Listed Building Consent relate to the impact that the proposed works to convert the Grade II Listed Buildings would have on the historic fabric and significance of the heritage assets.

It should be noted that the submission includes a number of plans which are not relevant to the assessment of the application. A full planning application was submitted under reference 7969/APP/2023/1473, in tandem to this application, for the wider redevelopment of the site. A number of plans relevant to that application were included in this submission. As set out above, full planning application reference 7969/APP/2023/1473 has now been refused. However, an application for Listed Building Consent relates to the works undertaken to the heritage asset only. Matters such as the impact the wider development may have on the setting of the listed building have been assessed as part of the full planning application.

STATUTORY AND POLICY CONTEXT:

Section 16 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that: "In considering whether to grant listed building consent for any works the local planning authority or the

Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses."

Chapter 16 of the NPPF (2021) sets out the exercise required to assess and determine development applications affecting listed buildings and conserving and enhancing the historic environment. Paragraph 199 requires consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. Where there is harm identified Paragraph 202 states that "Where a proposal will lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use".

Paragraph 206 of the NPPF (2021) is also relevant and states: "Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably."

Policy HC1 of the London Plan (March 2021) states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the asset's significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) The Council will expect development proposals to avoid harm to the historic environment.

Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and
- vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

B) Development proposals affecting designated heritage assets need to take account of the effects of climate change and renewable energy without impacting negatively on the heritage asset. The Council may require an alternative solution which will protect the asset yet meet the sustainability objectives of the Local Plan.

C) The Council will seek to secure the repair and reuse of Listed Buildings and monuments and improvements to Conservation Areas on the Heritage at Risk Register, through negotiations with owners, the provision of advice and guidance, the use of appropriate legal action, and through bids for external funding for improvement works.

Policy DMHB 2 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Applications for Listed Building Consent and planning permission to alter, extend, or change the

use of a statutorily Listed Building will only be permitted if they are considered to retain its significance and value and are appropriate in terms of the fabric, historic integrity, spatial quality and layout of the building. Any additions or alterations to a Listed Building should be sympathetic in terms of scale, proportion, detailed design, materials and workmanship.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the building and the impact of the proposals on its significance.

C) The substantial harm to or total loss of significance of a statutory Listed Building will only be permitted in exceptional circumstances when the nature of the heritage asset prevents all reasonable use of the building, no viable use can be found through marketing, grant-funding or charitable or public ownership and the loss is outweighed by bringing the site back into use. In such circumstances, full archaeological recording of the building will be required.

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

The above policies are also supported by Policies HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012), and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

ASSESSMENT:

The Site and Heritage Assets:

The site accommodates Sherley's Farmhouse, which dates back to the early 17th Century and is of a traditional timber-framed construction that is 2-storeys in height and L-shaped in plan with irregular fenestration. The external framing has been painted black with the masonry infill painted white. The building is finished with an old, tiled roof. Internally, the building still retains much of its original timber framing and its bay configuration can still be clearly discerned along with other features of interest.

The two Grade II Listed barns also the subject of this application for Listed Building Consent are situated to the southeast of the farmhouse and are believed to date back to the late 16th or early 17th Century. The 'Leaning' Barn is formed of two-bays and constructed from traditional timber framing with queen strut roof truss and has been restored.

The other barn (the Oak Room) is also a traditional timber-framed construction and has had a later floor installed. The external appearance to the barns is similar to the house with the timber-framing picked out in black and the masonry infill panels painted white. The roofs are also finished in old clay tiles. The barns have been extended and joined extensively with later single-storey extensions of little or no architectural interest to provide facilities and function rooms for the running of the hotel.

Collectively, the listed buildings form an important surviving group of late medieval buildings.

The existing development on site has grown slowly in a piecemeal fashion, as the hotel has gradually expanded since the 1950s. The post war development now greatly outnumbers the original listed buildings and covers a larger area and volume. This has caused harm to what was the remaining original open rural setting of the buildings that was left following the 1930s suburban expansion. Notwithstanding this, the new buildings / extensions in the farm's curtilage are relatively low key and have not been designed to make an architectural statement. In most instances the new additions sit quietly on the site, owing to a traditional form and construction and no more than two-storeys in height respecting the listed buildings to some degree, as well as the suburban residential development adjacent to the site.

Consideration of the Proposed Works:

The proposal seeks to partially demolish and convert the Grade II Listed Buildings to form 2no. residential dwellings. The change of use (in planning terms) of the buildings from hotel to residential was a matter for the associated planning application. It is the physical alterations to the listed buildings that are for consideration in this Listed Building Consent application.

The proposal involves the removal of some of the latter additions / extensions to the listed buildings. The removal of the extensions is considered to be acceptable in principle, as they are of little architectural significance and detract from the earlier phases of development. It is recognised that the removal of the latter additions has the potential to better reveal the historic significance of the buildings and would be considered as a heritage benefit.

The proposals for the Leaning Barn and Oak room, include the erection of a new lightweight single storey link extension between the two structures. The Council's Heritage Officer is satisfied that this is acceptable. There is also no objection to the proposed closing up of the door on the south elevation of the Leaning Barn, as this is a modern insertion. Nor is there an objection to the creation of a window in the opening at the south end of The Oak Room.

It is noted that the ground floor of The Oak Room is not as well preserved as the first floor. Initial concerns were raised regarding the internal works and more specifically the proposal to construct multiple partitions at first floor level, to this building. Revised plans have been submitted which address these concerns and the proposal is therefore considered to be acceptable. The revised plans also reinstate a window that was initially proposed to be removed, addressing this initial concern.

Turning to the Farmhouse, only minor and acceptable alterations are proposed, namely the removal of later partitions inserted due to the building's use as hotel accommodation.

Whilst the proposed works are considered acceptable in principle, it is considered that further detailed information is required in order to appropriately safeguard the listed buildings and their features of architectural and historic significance. The information required includes: a detailed survey of the timber framing of the Oak Room and Leaning Barn; a Structural Report including detailed methodology and specification for works to ensure the integrity of the buildings during and following removal of the structures to be demolished; details of how exposed elevations will be treated; details related to proposals for pipework and electrical wiring; details of proposed materials and a schedule of repair works.

It is considered that the above information can satisfactorily be secured by condition in this case, as there is sufficient comfort that details could be agreed to sufficiently minimise the level of harm to the buildings, such that the harm would be outweighed by the positive elements of the listed building consent proposal. This is in contrast to the refusal of the planning application, where concerns were raised about the lack of this information preventing a full understanding of the precise degree of harm. This was of concern for the planning application (but not the listed building consent application), because the planning application assessment also needed to take account of and weigh the significant harm caused to the setting of the listed buildings by the wider proposed redevelopment. It was concluded that the harm arising from the planning application would not be outweighed by public benefits of the scheme and thus this formed one of the reasons for refusal (as detailed in section 1.3 of this report, above).

Balance of Harm vs Public Benefits:

In respect of the listed building consent application, it is acknowledged that the works proposed to facilitate the conversion of the buildings would result in some harm to the fabric of the listed buildings, however, subject to the recommended conditions, it is considered that the degree of harm to the buildings would be satisfactorily minimised. It is concluded that the level of harm which would be caused to the Heritage Assets would be less than substantial having regard to the NPPF definitions. In accordance with paragraph 202 of the NPPF, this harm should be weighed against the public benefits of the proposal, including securing the optimum viable use of the heritage asset.

In terms of public benefits, the proposal would support the long-term retention of the listed buildings (albeit it is noted that the associated planning application for change of use of the buildings to residential use and the wider redevelopment of the site has been refused planning permission). Moreover, the removal of the latter extensions/additions would be beneficial to the preservation of the heritage assets, by helping to better reveal their significance. It is considered that the public benefits associated with the Listed Building Consent application would outweigh the less than substantial harm arising from it.

The details of the proposals have been reviewed by the Council's Conservation Officer and they have also raised no objection, subject to conditions pertaining to the submission of further construction and demolition details which have been included in the recommendation. Historic England has been consulted and has confirmed that it authorises the Local Planning Authority to determine the application as the Local Planning Authority deems fit.

Having regard to the above, it is concluded that the proposed works accord with Policy HE1 and BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMHB 1, DMHB 2 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policy HC1 of the London Plan (2021) and chapter 16 of the NPPF (2021).

Subject to conditions pertaining to the submission of details, the proposal is therefore recommended for approval.

OTHER MATTERS

Members are advised to note that as the associated planning application has been refused, should the application for Listed Building Consent be approved as recommended, any works proposed that also require planning permission could not be carried out. This would include the change of use to residential use and the erection of the extension. Notwithstanding the above, this would not represent a reason to refuse to grant Listed Building Consent.

6. RECOMMENDATION

APPROVAL subject to the following:

1. LB1 Time Limit (3 years) - Listed Building Consent

The works hereby permitted shall be begun before the expiration of three years from the date of this consent.

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to prevent the accumulation of unimplemented listed building consents and to enable the Local Planning Authority to review the situation at the end of this period if the development has not begun.

2. RES4 Accordance with Approved Plans

The works hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

22 0063-3 A
22 0063-503 D
22 0063-402 A

and shall thereafter be retained/maintained for as long as the works remain in existence.

REASON

To ensure the works comply with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3. NONSC LBC additional details

Prior to the commencement of works (including any demolition) the applicant shall submit and have approved in writing by the Local Planning Authority the following:

- (i) A schedule of demolition.
- (ii) A detailed survey of the timber frame of the Oak Room/Leaning Barn clearly illustrating what is historic and what is more recent.
- (iii) A structural report covering the method and specification of works for ensuring the structural integrity of the Farmhouse and the Oak Room/Leaning Barn both during and following the removal of the link between the two and the extensions around the Oak Room/Leaning Barn. All structural works hereby agreed shall be carried out only in accordance with the specification of works and method statement contained in the approved structural report.
- (iv) A clear set of proposals on how the exposed elevations of the listed buildings will be made good and presented going forward including any new external finishes or repair works.
- (v) A report including drawings laying out the impact of building regulations, pipework and electrical runs for the listed buildings.
- (vi) Full details of new windows covering form, materials, glazing, method of opening.
- (vii) A schedule of proposed repair works.
- (viii) Details of the materials used to construct the extension to the Oak Room/Leaning Barn.

Thereafter, the works shall only be carried out in strict accordance with the approved details and shall be retained/maintained as such for as long as the works remain in existence.

REASON

To safeguard the special architectural and/or historic interest of the buildings in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) Policy HC1 of the London Plan (2021) and Chapter 16 of the NPPF (2021).

4. LB2 Making good of any damage

During works the existing buildings including fixtures, fittings and features would need to be appropriately safeguarded. Any damage or disturbance caused to the buildings in execution of the works shall be made good to the satisfaction of the Local Planning Authority within six months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the buildings in accordance with Policies DMHB 1 and DMHB 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) Policy HC1 of the London Plan (2021) and Chapter 16 of the NPPF (2021).

INFORMATIVES

1. The decision to GRANT Listed Building Consent 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).

153 The decision to GRANT Listed Building Consent has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMHB 1 Heritage Assets

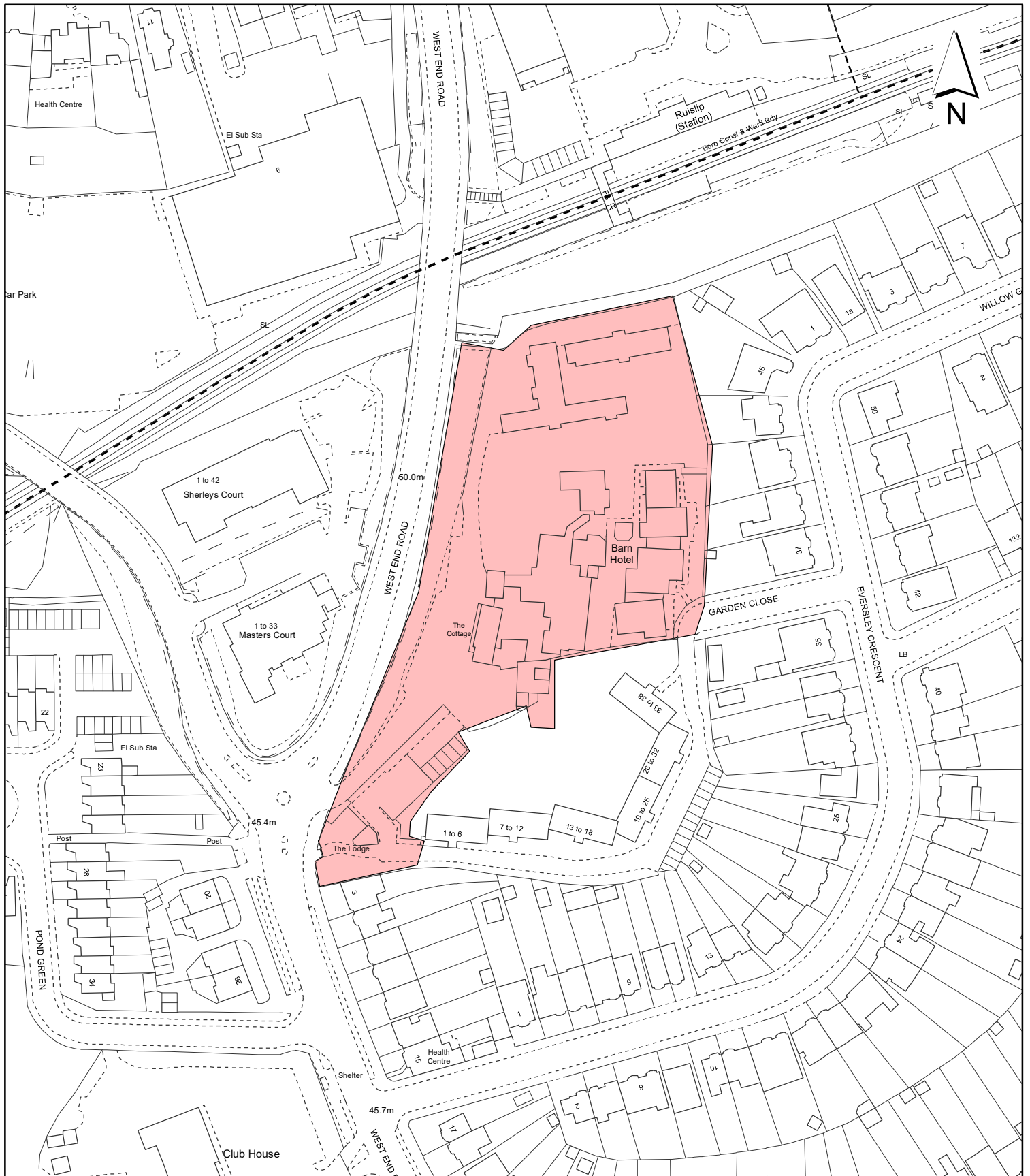
DMHB 2 Listed Buildings

DMHB 11 Design of New Development

LPP HC1 (2021) Heritage conservation and growth

NPPF16 NPPF 2021 - Conserving & enhancing the historic environment

Contact Officer: Christopher Brady **Telephone No:** 01895 250230



Notes:

 Site boundary

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Site Address:

The Barn Hotel

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
7969/APP/2023/1833

Scale:
1:1,500

Planning Committee:
Major Page 68

Date:
October 2023



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 11th October 2023



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Head of Development Management and Building Control

Address:

WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/
ROWLHEYS PLACE WEST DRAYTON

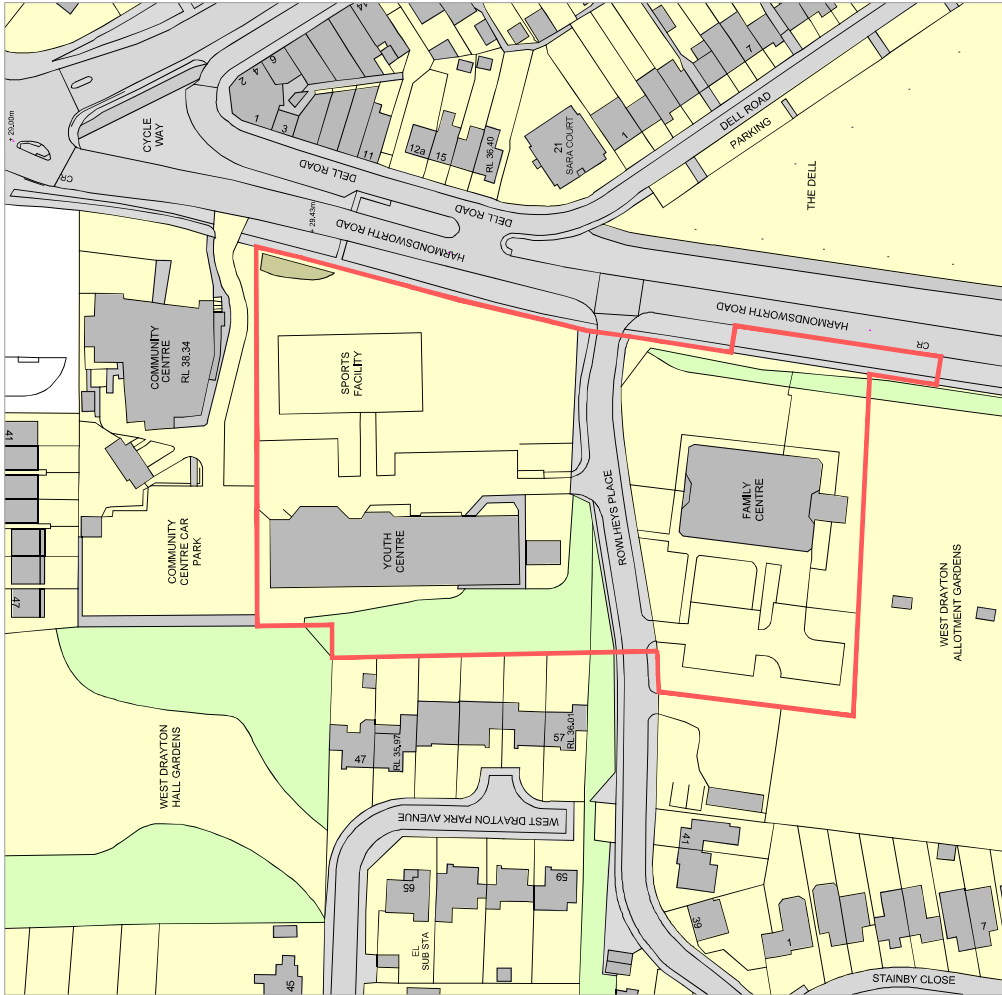
Development:

Minor material amendment (s73) to condition 2 (approved plans) and 3 (general compliance with supporting documents) of planning consent reference: 75127/APP/2022/2395 dated 13-03-2023 "Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work).

The amendments include the removal of the car park deck and re-arrangement of the parking layout and provision of a switch room within the site.

LBH Ref Nos:

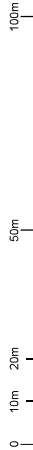
75127/APP/2023/1646



Application Site Address
 Rowleys Place
 West Drayton
 London Borough of Hillingdon

Application Boundary

Application Boundary Area
 1.189 Hectares (2.939 Acres)



SITE LOCATION PLAN 1:1250@A3

YIEWSLEY & WEST DRAYTON LEISURE CENTRE
HARMONDSWORTH ROAD / ROWLHESY PLACE
 SITE LOCATION PLAN

project name: **YIEWSLEY & WEST DRAYTON LEISURE CENTRE**
 drawing reference: **HARMONDSWORTH ROAD / ROWLHESY PLACE**
 job number: **M9534**
 status: **PLANNING**
 cad ref: **M9534_APL001_B_Site Location Plan_1-1250_A3.dwg**

date: **AUGUST 2019**
 sheet: **GH**
 scale: **1:1250@A3**
 drawing number: **APL001**
 revision: **B**

drawn: **GH**
 checked:

Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications. The drawing is the property of Hunters & Partners Limited. All rights reserved.

status: **PLANNING**
 job number: **M9534**
 drawing number: **APL001**
 revision: **B**

project name: **YIEWSLEY & WEST DRAYTON LEISURE CENTRE**
 drawing reference: **HARMONDSWORTH ROAD / ROWLHESY PLACE**
 job number: **M9534**
 status: **PLANNING**
 cad ref: **M9534_APL001_B_Site Location Plan_1-1250_A3.dwg**

date: **AUGUST 2019**
 sheet: **GH**
 scale: **1:1250@A3**
 drawing number: **APL001**
 revision: **B**

drawn: **GH**
 checked:

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status: **PLANNING**
 job number: **M9534**
 drawing number: **APL001**
 revision: **B**

project name: **YIEWSLEY & WEST DRAYTON LEISURE CENTRE**
 drawing reference: **HARMONDSWORTH ROAD / ROWLHESY PLACE**
 job number: **M9534**
 status: **PLANNING**
 cad ref: **M9534_APL001_B_Site Location Plan_1-1250_A3.dwg**

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 revision: **B**

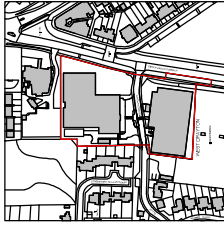
drawn: **GH**
 checked:

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Stokes Croft, Beadon Road
 London W6 0EA
 T 020 8237 8200
 F 020 8741 2814
 mail@hunters.co.uk
 www.hunters.co.uk





PARKING SCHEDULE

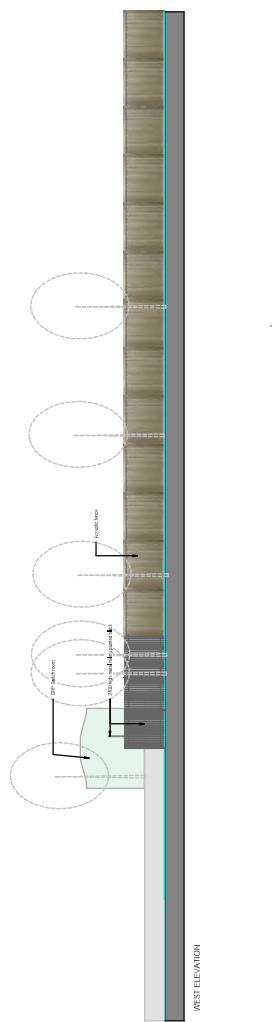
| | Blue Badge Spaces | Brown Badge Spaces | Spaces |
|----------|-------------------|--------------------|--------|
| Entrance | 08 | 00 | 00 |
| Car Park | 17 | 8 | 110 |
| TOTAL | 25 | 8 | 110 |
| | | | 141* |

* 16 blue badge spaces off site provided at the entrance (spaces 143-158 = 16)

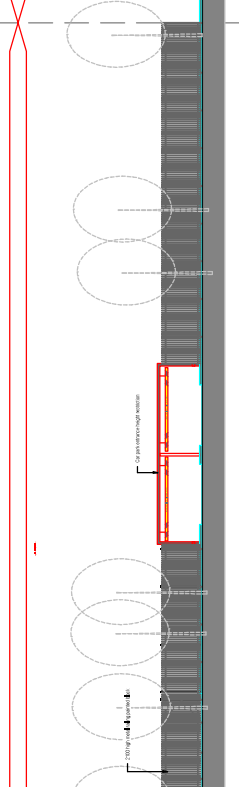
12 Cycle parking spaces provided at the entrance
 200 cycle parking spaces provided at the entrance
 200 cycle parking spaces provided at the entrance
 200 cycle parking spaces provided at the entrance

EV 200 marked EV charging points (50 nos. spaces with 100% provision allowance)
 Blue badge motor space
 Blue badge motor space

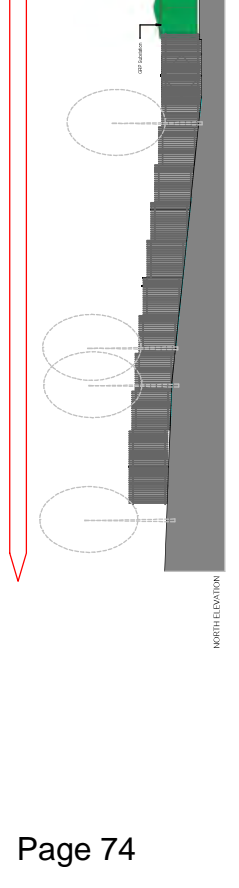
Fig 2: Car park indicating other surrounding roads



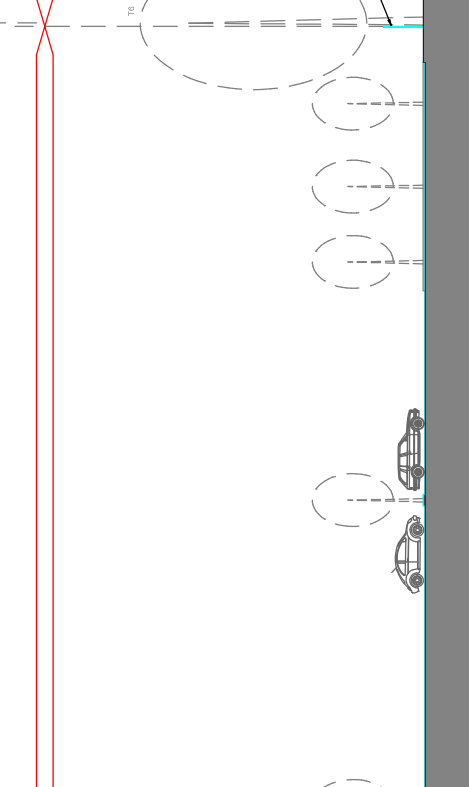
ALLOTMENT GARDENS



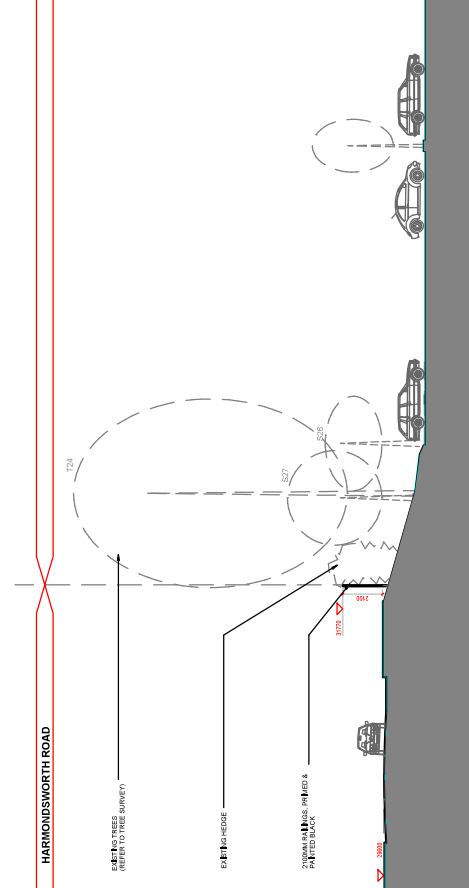
PROPOSED CAR PARK



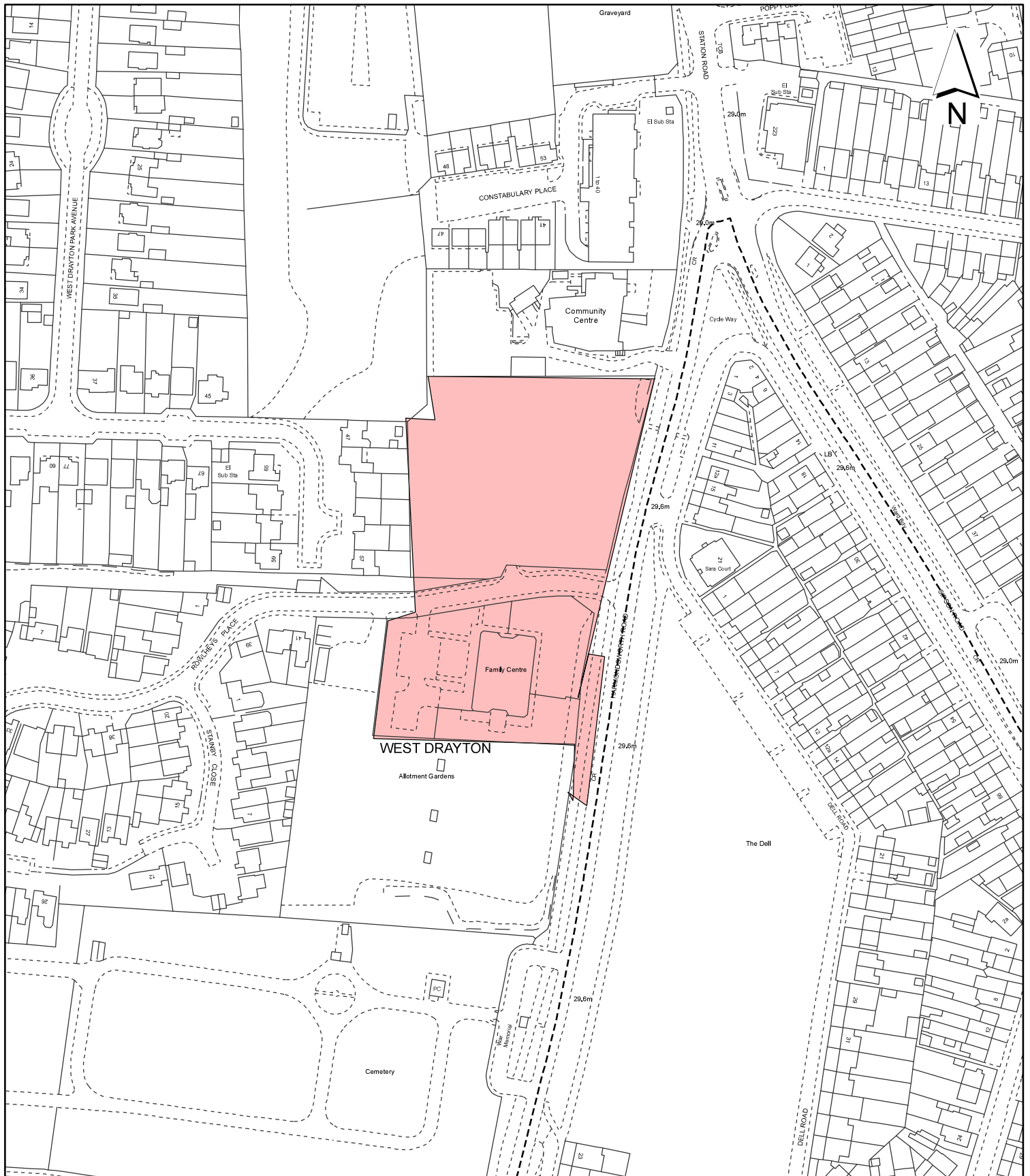
ALLOTMENT GARDENS



PROPOSED CAR PARK



| NO. | REVISION | DATE |
|-----|-------------------|------------|
| 1 | ISSUED FOR PERMIT | 2024/08/27 |
| 2 | ISSUED FOR PERMIT | 2024/08/27 |
| 3 | ISSUED FOR PERMIT | 2024/08/27 |
| 4 | ISSUED FOR PERMIT | 2024/08/27 |
| 5 | ISSUED FOR PERMIT | 2024/08/27 |
| 6 | ISSUED FOR PERMIT | 2024/08/27 |
| 7 | ISSUED FOR PERMIT | 2024/08/27 |
| 8 | ISSUED FOR PERMIT | 2024/08/27 |
| 9 | ISSUED FOR PERMIT | 2024/08/27 |
| 10 | ISSUED FOR PERMIT | 2024/08/27 |



Notes:

 Site boundary

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Site Address:

West Drayton Leisure Centre

Planning Application Ref:

75127/APP/2023/1646

Planning Committee:

Major Page 75

Scale:

1:2,000

Date:

October 2023

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 01895 250111



HILLINGDON
LONDON

Report of the Head of Development Management and Building Control

Address:

THE BARN HOTEL WEST END ROAD RUISLIP

Development:

Application for Listed Building Consent for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking (In connection with Full Planning Application reference 7969/APP/2023/1473).

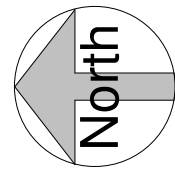
LBH Ref Nos:

7969/APP/2023/1833

Chase new Homes
 Jasmine House
 8 Parkway
 Walwyn Garden City
 AL8 6HG



The Excitement is Building Tel: 01707 660660



| | | | | |
|------------|---|--------------------|------------|------|
| REV | A | red line realigned | 09/02/2023 | DATE |
| AMENDMENTS | | | | |

PROJECT
 THE BARN HOTEL, WEST END ROAD, RUISLIP, HA4
 6JB

| | | | |
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| SHEET | | Location plan | |
| Date | 02/01/23 | Project number | Scale (@ A3) |
| Drawn by | | Project Number | 1 : 1250 |
| Author | | DFG NUMBER | 22 0063-3 A |

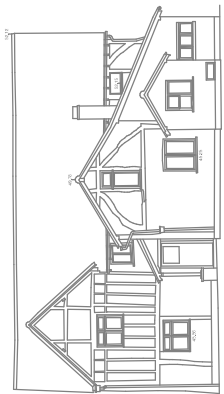
Location plan
 1 : 1250

CHASE NEW HOMES
 8 Parkway
 Wilwyn Garden City
 AD3 5YF
 Tel: 01707 860 860

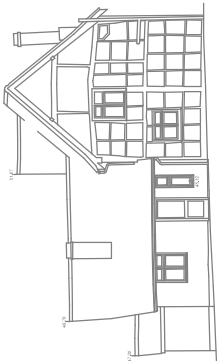
CHASE
 NEW HOMES

The Excitement is Building

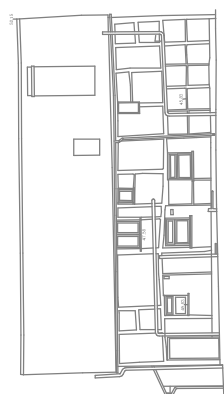
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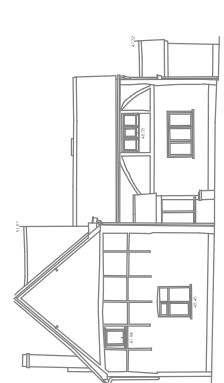
existing south elevation



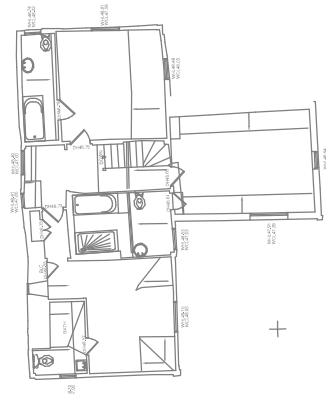
existing east elevation



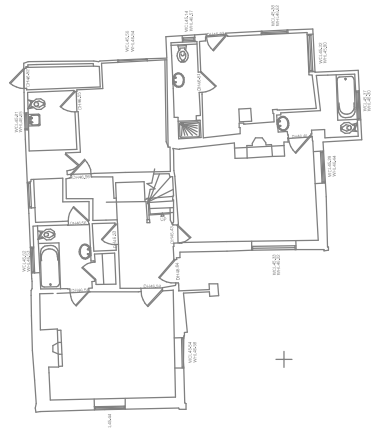
existing north elevation



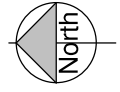
existing west elevation



existing first floor plan



existing ground floor plan



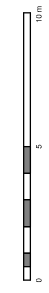
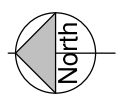
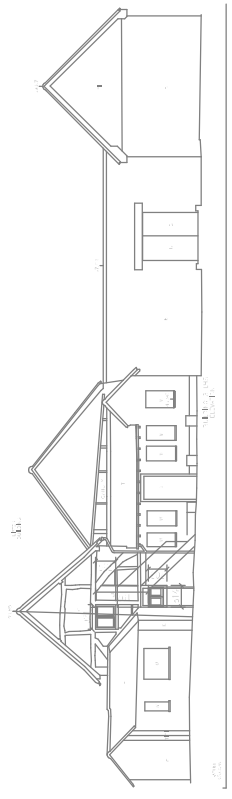
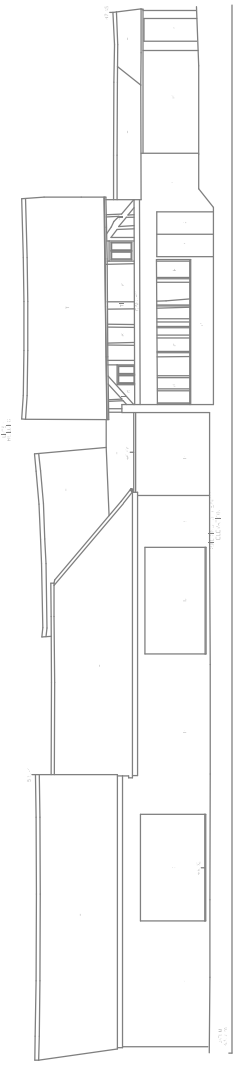
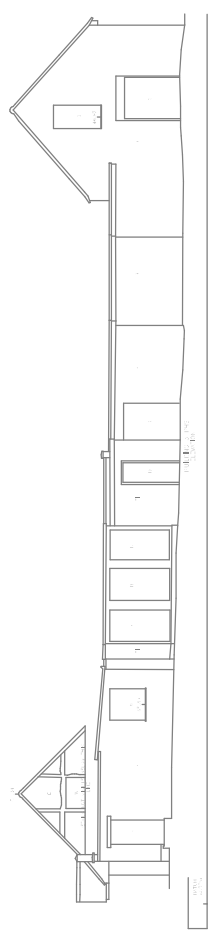
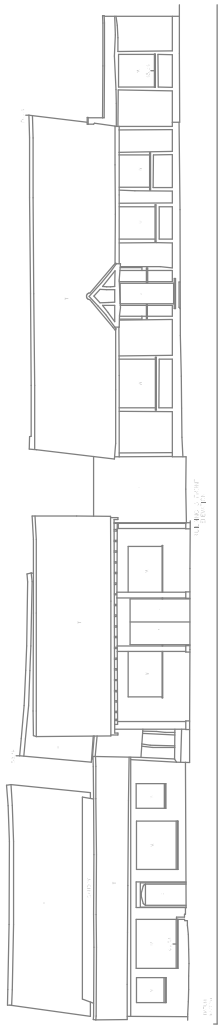
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| DESIGNED BY | DATE | |
| SCALE/DATE | PROJECT NUMBER | |
| 1:100 | Project Number | |
| CHECKED BY | APPROVED | |
| Drawn | | |
| FILE Farm house conversion/working plans | | |
| PROJECT THE BARN HOTEL WEST END ROAD, RULSIP, HAM & IS | | |
| DRAWN BY JAMES | | |
| 22.0063-401 | | |

Chase New Homes
 8 Parkway
 Watlington, Oxfordshire
 OX10 9PC
 Tel: 01707 660 660

CHASE
NEW HOMES

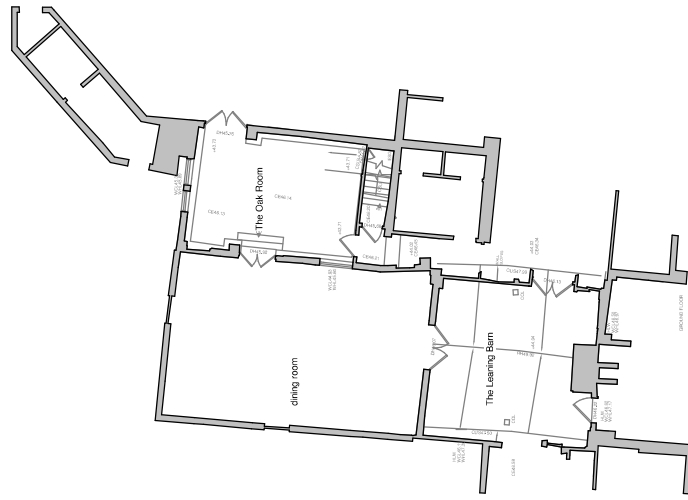
The Excitement is Building

NOTES

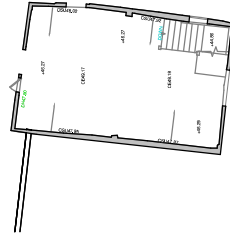


Existing hotel elevations
 1:100

| | | |
|----------------|--|------|
| NO | REVISIONS | DATE |
| | | |
| DESIGNED BY | DATE | |
| DRAWN BY | PROJECT NUMBER | |
| CHECKED BY | PROJECT LEADER | |
| | APPROVED | |
| TITLE | Existing hotel elevations | |
| PROJECT | THE BARN HOTEL WEST END ROAD, RULSIP, HM 6, 8B | |
| DRAWING NUMBER | 22 0065-502 | |



Existing ground floor plan
1 : 100

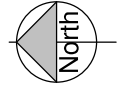


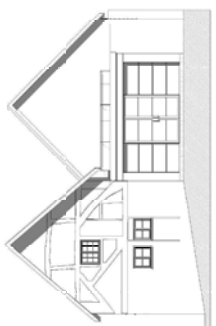
Existing first floor plan
1 : 100

| NO. | REVISIONS | DATE |
|-----|-----------|------|
| | | |
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| | | |

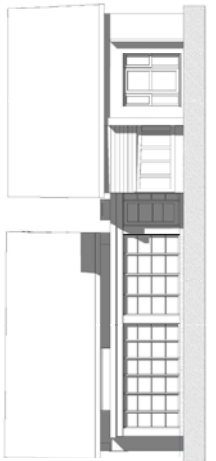
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| DRAWN BY | DATE |
| SCALE DRAWN AS | PROJECT NUMBER |
| 1:100 | 22.0065.501 |
| CHECKED BY | APPROVED |
| DATE | |

| | |
|----------------|--|
| TITLE | The Leaning Barn and The Oak Room existing floor plans |
| PROJECT | THE BARN HOTEL WEST END ROAD, WALWYN GARDEN CITY |
| DRAWING NUMBER | 22.0065.501 |

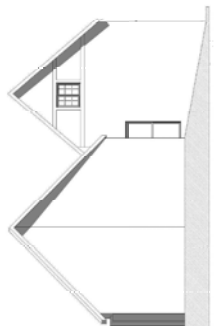




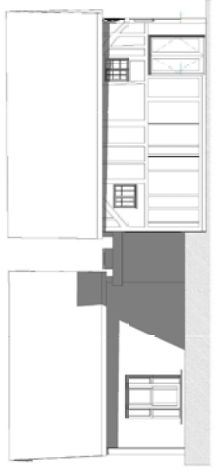
North elevation
 1:100



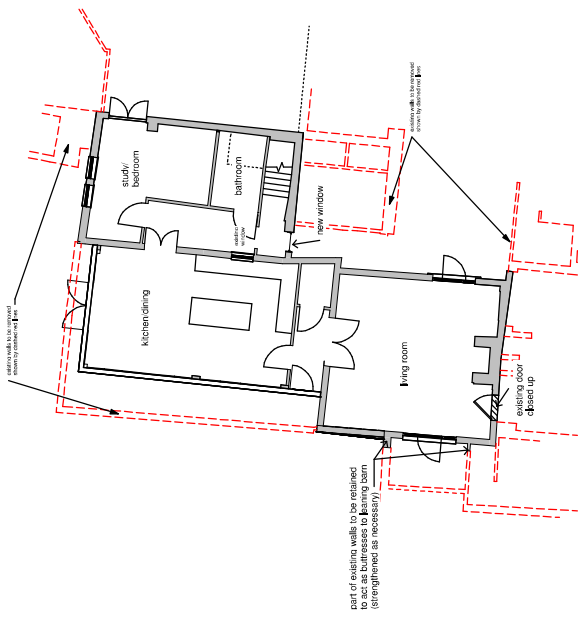
West elevation
 1:100



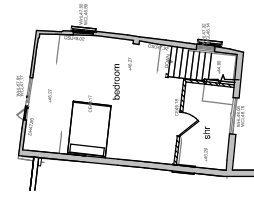
South elevation
 1:100



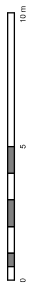
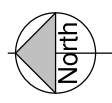
East elevation
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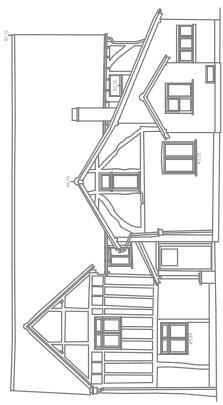
Proposed ground floor plan
 1:100



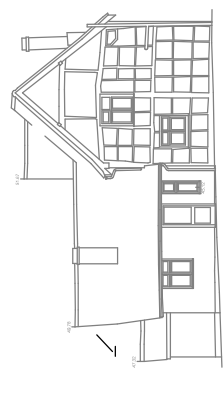
Proposed first floor plan
 1:100



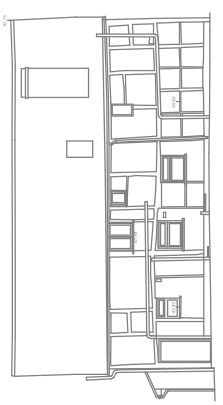
| | | | |
|----------------|---|----------------|--|
| DESIGNER | CHASE NEW HOMES | DATE | |
| SCALE | 1:100 | PROJECT NUMBER | |
| PROJECT NAME | THE BARN HOTEL WEST END ROAD, RUSHLEIGH, HAMPSHIRE | APPROVED | |
| FILE | The Living Barn and oak floor proposal for plans and elevations | | |
| PROJECT | THE BARN HOTEL WEST END ROAD, RUSHLEIGH, HAMPSHIRE | | |
| PROJECT NUMBER | 22 0065-503 D | | |
| DATE | 17/08/2023 17:05:42 | | |



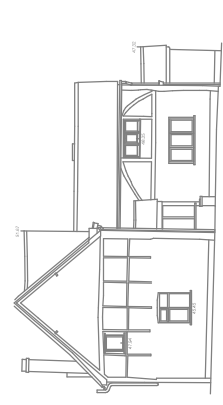
south elevation



east elevation

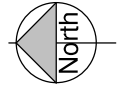
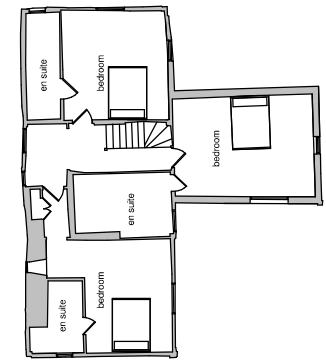
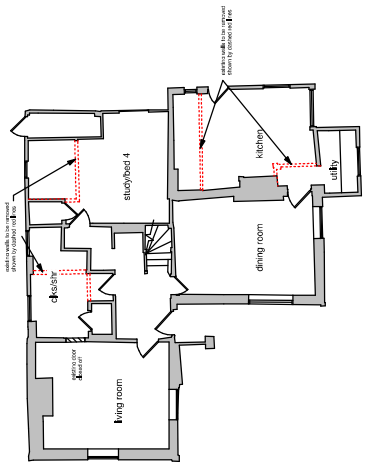


north elevation



west elevation

Proposed elevations
1 : 100



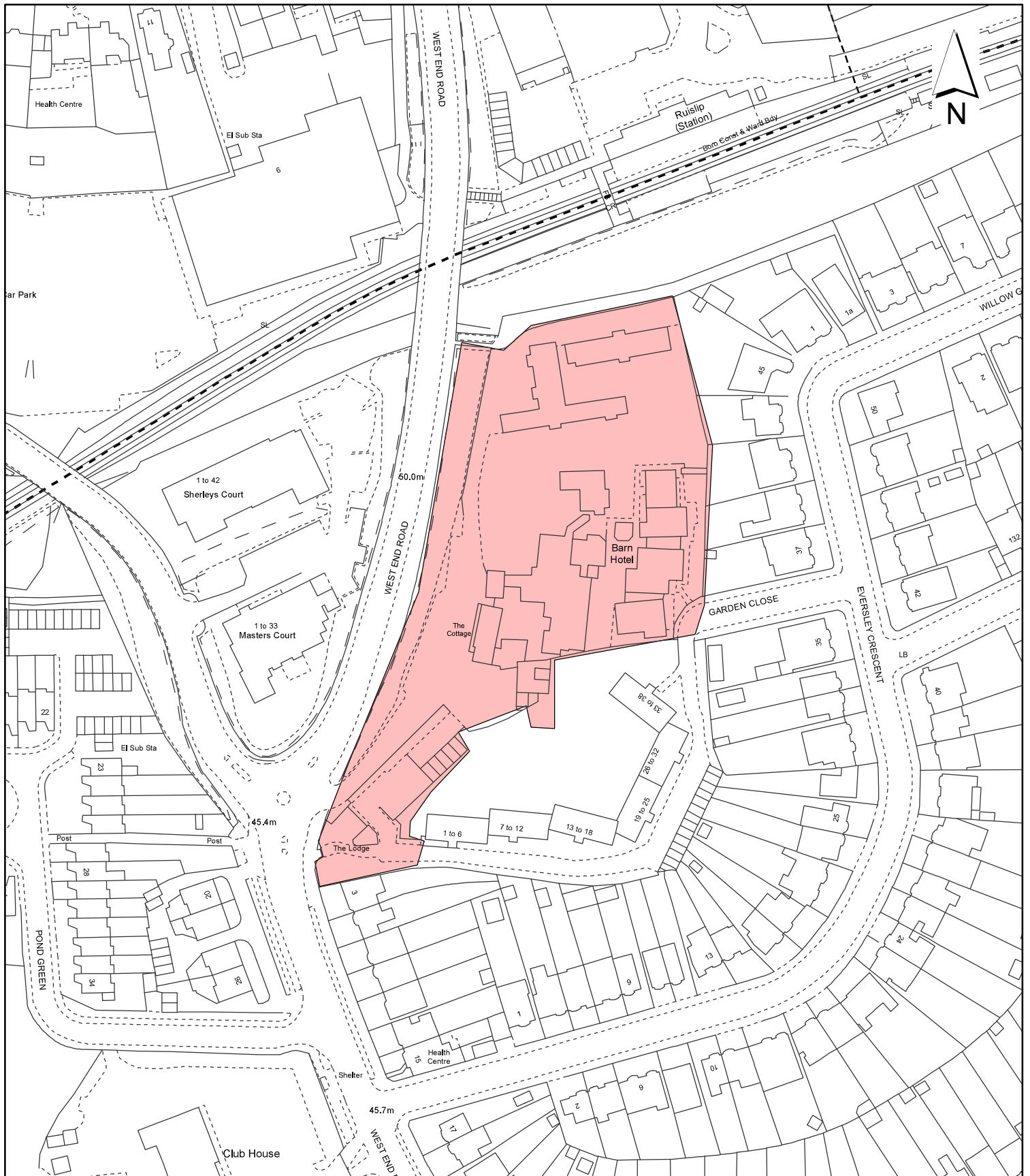
| | | |
|----|----------------------------|------------|
| NO | REVISIONS | DATE |
| 1 | As per client requirements | 16/02/2023 |
| 2 | As per client requirements | 16/02/2023 |
| 3 | As per client requirements | 16/02/2023 |
| 4 | As per client requirements | 16/02/2023 |

| | |
|-------------|----------------------|
| DESIGNED BY | DATE |
| SCALE | PROJECT NUMBER |
| 1 : 100 | 22 0063-402 A |
| APPROVED BY | APPROVED |
| DATE | FILE |
| | Farm house extension |

PROJECT
THE BARN HOTEL WEST END ROAD RUSKIP HA1 6JB

DRAWN BY JAMES

22 0063-402 A



Notes:

 Site boundary

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Site Address:

The Barn Hotel

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:
7969/APP/2023/1833

Scale:
1:1,500

Planning Committee:
Major Page 83

Date:
October 2023



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