

Report of the Head of Planning, Transportation and Regeneration

Address	YIEWSLEY & WEST DRAYTON LEISURE CENTRE, HARMONDSWORTH ROAD/ ROWLHEYS PLACE WEST DRAYTON
Development:	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.
LBH Ref Nos:	75127/APP/2019/3221
Drawing Nos:	Sustainability Statement Ref: 20204.R4 â RIBA Stage 2 LC Scheme Report Flood Risk Assessment and Drainage Report Ref: 3478-ROWH-ICS-XX-RP-C-001A Air Quality Assessment Ref: AQ107192-3 Arboricultural Impact Assessment Ref: TH 2122/B Transport Statement Ref: SJ/SN/ITB14708-001C R Travel Plan Statement Ref: SJ/JN/RW/ITB14708-003A APL001 Rev. B APL002 Rev. A APL003 Rev. A APL016 Rev. A APL020 Rev. A 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 APL004 Rev. D Preliminary Ecological Appraisal dated July 2019 APL021 Rev. B APL017 Rev. B LBH Population Projection dated January 2019 Assessment of Need dated December 2019 Applicant Consultee Response Flood Risk Assessment and Drainage Strategy dated August 2019 Transport Technical Note Ref: dated November 2019 Acoustic Assessment dated December 2019 APL005 Rev. D APL022 Rev. A APL006 Rev. A APL010 Rev. A APL014 Rev. A APL009 Rev. C APL008 Rev. C APL007 Rev. C APL013 Rev. B APL011 Rev. B APL015 Rev. B APL012 Rev. B APL019 Rev. C

Date Plans Received:	30/09/2019	Date(s) of Amendment(s):	18/12/2019
Date Application Valid:	03/10/2019		23/01/2020
			07/02/2020
			03/10/2019
			04/12/2019

1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a new leisure centre (Use Class D2) following the demolition of the existing family centre to the south side of the site and the youth centre to the north of the site (Use Class D1). The leisure centre would provide a range of facilities including indoor play pitches, an eight lane swimming pool and splash pool and a rooftop football pitch. The principle of development is supported. The site lies entirely within the West Drayton Green Conservation Area. The proposal is identified by the Conservation Officer as resulting in less than substantial harm, however the public benefits provided by the proposed development outweigh the identified harm. The proposal would not result in unacceptable harm to the amenities of neighbouring occupants or the local highway network. This application is recommended for approval subject to planning conditions and a legal agreement.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Transportation and Regeneration to GRANT planning permission subject to:

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

1. 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.

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 4th August 2020 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration 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 highways works, travel plan, construction training and air quality contrary to Policy DMT 2, DMT 6, DMCI 7, DMEI 14.'

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

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

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the Council).

2 T8 Time Limit - full planning application 3 years

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

3 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. A, APL020 Rev. A, APL004 Rev. D, APL021 Rev. B, APL017 Rev. B, APL005 Rev. D, APL022 Rev. A, APL006 Rev. A, APL010 Rev. A, APL014 Rev. A, APL009 Rev. C, APL008 Rev. C, APL007 Rev. C, APL013 Rev. B, APL011 Rev. B, APL015 Rev. B, APL012 Rev. B, APL019 Rev. C 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 (2016).

4 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 Ref: TH 2122/B
Transport Statement Ref: SJ/SN/ITB14708-001C R
Travel Plan Statement Ref: SJ/JN/RW/ITB14708-003A
Flood Risk Assessment and Drainage Report Ref: 3478-ROWH-ICS-XX-RPC-001A
Sustainability Statement Ref: 20204.R4 RIBA Stage 2 LC Scheme Report

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 (2016).

5 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 3.19 of the London Plan (2016), policy CI1 of the LPP1 (2012) and para 97 of the NPPF (2019).

6 M1 Details/Samples to be Submitted

Prior to the commencement of above ground construction works, detailed plans and samples shall be submitted to and approved in writing by the local planning authority. The information should include the following:

- 1) Drawings and samples of the facing materials for the proposed Leisure Centre building. Plans should be annotated to show where the materials are to be located and a sample of brickwork showing texture, colour and bond (1m by 1m panel);
- 2) Drawings and samples of the facing materials for the proposed Decked Car Park include manufacturers specifications;

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) and Policy 7.18 of the London Plan (2016).

7 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).

8 COM8 Tree Protection

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

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

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

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

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

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

2.b No materials or plant shall be stored;

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

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

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

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

9 COM9 Landscaping (car parking & refuse/cycle storage)

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 surfacing/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 Policies 5.11 and 5.17 of the London Plan (2016).

10 COM10 Tree to be retained

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

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

buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy 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.

11 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).

12 B37 Archaeology - Written Scheme of Investigation

No demolition or development shall take place on the north site until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing in consultation with GLAAS. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

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 7.18 of the London Plan (2016) and para 189 of the NPPF (2019).

13 COM26 Ecology

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 7.19 of the London Plan (2016), policy G6 of the Draft London Plan (Intend to publish version 2019) and para 190 of the NPPF (2019).

14 NONSC Non Standard Condition

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Aerodrome Safeguarding. The submitted plan shall include details of the management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

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).

15 COM30 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

(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 DME1 12 of the Local Plan: Part Two - Development Management Policies (2020).

16 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).

17 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 Policies 7.1 and 7.3 of the London Plan (2016).

18 SUS1 Carbon Reduction

Prior to above ground works, details of the photovoltaic (PV) array shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the specifications of the PV panels to be used, their fixing mechanism to the roof and their impact on the carbon emissions in accordance with the outline energy strategy (Qoda, 20204.R4). The details shall also include roof plans and elevations showing the inclusion of the PV panels. 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 5.2 of the London Plan (2016) and policy DME1 2 of the LPP2 (2020).

19 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 policy DMT 2, DMEI 1, and DMEI 14 of the emerging Hillingdon Local Plan: Part Two - Development Management Policies with Modifications (March 2019).

20 NONSC Green Wall/Roof

Prior to the above ground works, a scheme for the inclusion of green/living walls/screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate the inclusion of green/living walls/screens that include nectar rich planting on two or more elevations. 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).

21 SUS5 Sustainable Urban Drainage

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage:

i. Surface water discharge - the submitted drainage strategy must confirm the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes an off-site connection through a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that provide wider biodiversity, water quality and amenity benefits.

iii. Infiltration drainage - where infiltration drainage is proposed, a ground investigation must be provided to establish the level of groundwater on the site; to demonstrate the suitability of infiltration techniques proposed on the site by providing the results of infiltration testing

in line with BRE Digest 365; and to confirm the suitability of infiltration drainage based on any encountered ground contamination.

iv. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change. Any increases above greenfield rates must be adequately justified and may be subject to developer contributions.

v. Drainage calculations - include calculations to demonstrate the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

vi. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes, maintenance frequencies and responsible authority (Private Management Company, homeowner, etc.).

iii. Where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

REASON

To ensure that surface water 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 DME1 10 of the Local Plan: Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

22 NONSC Basement Impact Assessment

Prior to the commencement of development (excluding site clearance and demolition), a Basement Impact Assessment shall be submitted to and be approved in writing by the

Local Planning Authority. The assessment shall include:

- a. the results of an appropriate site investigation that has identified the nature of the underlying geology and confirmed the depth of any groundwater beneath the site (taking into account the seasonal variability of groundwater);
- b. an assessment to identify any mitigation measures that need to be put in place to maintain the passage of groundwater around the building without impacting local groundwater levels;
- c. details on the planting (including soil depth) above the basement where it extends beyond the footprint of the building; and,
- d. shallow infiltration rates to inform the utilisation of Sustainable Drainage Systems (SuDS) on the site.

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 5.12 of the London Plan (2016), NPPF (2019) and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

23 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).

24 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).

25 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit in writing a demolition and construction management plan to the Local Planning Authority for its written approval in consultation with Highways England. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur.
- (iii) Measures to mitigate against noise during construction.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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).

26 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).

27 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).

28 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).

29 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).

30 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).

31 NONSC Low Emissions Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall be linked to and consistent with the Travel Plan agreed for this development.

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, Policy 7.14 of the London Plan (2016), and paragraph 170 of the National Planning Policy Framework (2019).

32 NONSC Piling (Thames Water)

No piling shall take place until a Piling Method Statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

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

33 M3 Boundary treatment - details

Prior to above ground works, boundary details for the entirety of the site including the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the local planning authority a plan. The boundary treatment shall be completed before the buildings is occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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).

34 OM11 Floodlighting

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).

35 DIS2 Access to Buildings for People with Disabilities

Prior to above ground works, details of a dedicated dial-a-Ride or taxi/cab vehicle stop and wait facility, accessible toilet facilities and changing places to meet the needs of people with disabilities shall be submitted to and approved in writing by the Local Planning Authority. 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).

36 OM12 External Litter Bins

Prior to above ground works, a scheme shall be submitted to, and approved in writing by, the Local Planning Authority detailing how an external litter bin facilities for customers will be provided. This shall include a timescale for the provision of this facility. The approved means, siting and timescale for the provision of the facility 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).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including

Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

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
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
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 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.19	(2016) Sports Facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.6	(2016) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking

LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

3 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

4 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).

5 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.

6 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).

7 119 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).

8 160 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)

9

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>.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated on the western side of Harmondsworth Road. The application site is bisected by Rowleys Place which runs east-west. The existing site comprises a Youth Centre to the north which is 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 contains an area of hardstanding for car parking, a tarmacked 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 Family Centre. Both buildings are used infrequently and are dilapidated.

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 is unlisted and it 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.

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

The proposal seeks full planning permission for the redevelopment of the site which includes the demolition of existing buildings known as the Youth Centre and Family Centre (Use Class D1) and replacement with a part 2, part 3 storey building and a basement to provide a leisure centre (Use Class D2). The proposal includes new access, car parking, landscaping with associated works.

Amended Plans

Amended plans were submitted in January 2020 which includes a youth zone at second floor level measuring 232 sq.m. 10 dedicated motorcycle parking bays are proposed

Land Use

As part of the application, there would be a change of use from a youth centre (Use Class D1) to a new leisure centre (Use Class D2).

Layout and Access

The main Leisure Centre complex would be sited to the north to the north of Rowheys Place with its associated car parking on the land to the south, with Rowheys Place dividing the site. The proposal includes a new decked car park to the south of Rowheys Place. 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. The site would be gated to provide security and deter anti-social behaviour. The building and the car park are set away from Harmondsworth Road by 12m at its nearest point, and set back from Rowheys Place by approximately 16m.

Amount

The proposal seeks to provide a part 2, part 3 storey building and a basement which comprises the following:

- An 8 lane swimming pool;
- Sauna and steam rooms;

- Changing rooms, showers, lockers and toilets;
- Sensory room;
- Fitness gyms and multi use studios;
- Climbing centre;
- Four court sports hall which allows for 5 a side football, hockey, badminton, cricket and other sport;
- Equipment stores;
- Soft play area; and
- Flexible community use space.

The proposal would have a maximum width of 56m and a depth of 58m. The building is proposed to be approximately 17m in height at its highest. Overall, the building would have a footprint of 7,700 sq.m.

Design

The proposal seeks to erect a part two storey and part three storey building on the northern part of the site which would accommodate the new leisure centre. The leisure centre is expressed as one compact building mass with the facade being broken up into a series of bays separated by brick pillars. The main entrance is on the southern face of the building, with the lobby, cafe, soft play, climbing area and main circulation areas located just off the main building entrance. The pool area occupies the northern portion of the ground floor with associated changing facilities. On level 01 the gym as well as the double- height sports hall can be found. On level 02 the outdoor football pitch sits directly above the main pool area.

The proposed elevational treatment includes distinctive vertical and horizontal brick features framed glazing and feature brick panels. The primary facing brickwork is to be blue brick which will be broken up with colourful glazed brick panels and brise-soliel incorporated into the design.

The proposed car park will be on two levels to the south of Rowleys Place on the site currently occupied by the West Drayton Family Centre. The car park will occupy much of the site and will be clad in timber battens with climbing plants to help soften its appearance

Car Parking

199 car parking spaces are being provided of which 99 would be sited on the upper deck. There are 25 'blue badge' spaces and 12 'brown badge' spaces being made available in the most accessible locations. The proposal also includes parent and child car parking spaces. Twenty percent of all car parking spaces would be provided with active electric vehicle charging points. The car parking area will have ANPR/CCTV cameras and will be managed in line with other leisure centre car park within the London Borough of Hillingdon. The entrance to the car park will include shutters, the final details of which will be agreed by way of a condition.

Trees and Landscaping

The proposal involves the removal of 37 trees and at least 30 new trees will be planted following the construction of the leisure centre. The proposal involves tree protection measures to ensure retained trees are not affected by construction. Extensive hard and soft landscaping is proposed, particularly around the perimeter of the site along Rowleys Place and Harmondsworth Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is limited planning history related to the site.

4. Planning Policies and Standards

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)

West London Waste Plan (2015)

The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and

(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight

may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

UDP / LDF 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.CI2	(2012) Leisure and Recreation
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
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
LPP 2.2	(2016) London and the wider metropolitan region
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LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
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LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology

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
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LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th November 2019**

5.2 Site Notice Expiry Date:- **23rd November 2019**

6. Consultations

External Consultees

The application was consulted on between 08-10-2019 and 23-11-2019 with a further consultation undertaken in December 2019 following the submission of revised plan and again in January 2020. 514 letters were issued alongside a press notice which expired on 13-11-19 and site notices around the application site.

52 individual responses were received which include:

- 21 objections
- 11 comments were received
- 21 responses supporting the application were made

In addition to the individual responses 4 petitions were also lodged to the application. The comments, objections and petitions are summarised below:

OBJECTIONS

Use

- The Council will have to borrow £30+ million along with interest charges. This money would be best used for more essential services within the borough.
- The swimming pool that used to be in Otterfield Road, West Drayton closed many years ago. Due to the increasing housing/flats in the area, the traffic is becoming a real problem in the area. Introducing this leisure centre will only increase the traffic.
- A shuttle bus between West Drayton and Uxbridge should run so residents can access Uxbridge Leisure Centre.
- There are swimming pools at hotels nearby and there is a goals football facility nearby, it would be cost effective for the Council to work with existing businesses and operators.
- the council have not indicated where the Young Peoples Services that currently occupies the site in which the leisure centre will be built, will be accommodated within the borough. This suggests that those services will simply be cut which is unacceptable as the council is going to make vulnerable groups much more isolated from the local community.
- The council needs to provide guarantees that vulnerable groups are not going to lose out in the councils quest to generate additional income from the site.
- Yiewsley had a pool, which was demolished, now the land stands empty, perfect site for a leisure centre no residents to disrupt, car park already in place.
- Nothing has changed since the original application proposal, the proposal will attract crime and anti-social behaviour;
- Has ongoing maintenance costs been factored in?
- Road surveys were done covertly and as such are unethical and unreliable;
- The funding proposal is unclear;
- The revised colour scheme is out of keeping with the Conservation Area;
- Objections to both entrances located off Rowheleys Place which will cause significant disruption to residents and traffic resulting in accidents and potential deaths as neither pavement will be clear for residents or members of the public to cross.

Officer comment: How the leisure centre is funded is not a material planning consideration. It is therefore not taken into account in assessing the application.

Design

- Objections to the use of colour which will look garish, it should be muted within the Conservation Area.
- The architecture is inappropriate in this location.
- The proposal would result in an impact on the Conservation Area.
- It makes little to have a leisure centre across two sites with a road running between it, this is more suitable further down Harmondsworth Road.

Trees and Landscaping

- At present the trees and shrubbery along Rowlheys Place are not regularly maintained making it extremely difficult for pedestrians to walk along the footpath. Once the facility is completed it is even less likely that the council will be inclined to regularly maintain the new trees that will be planted, given that they will no longer have a budget for the same.
- it is not acceptable for the existing trees and greenery in a conservation area to be removed and not be replaced on a like for like basis. This is going to have a negative effect on the existing habitat in the area.
- a resident of Rowlheys Place, had to recently undergo substantive planning through the council to remove two trees at the front of their property, due to the trees being within a conservation area, no such application has been submitted for the removal of the 30, in order to clear the land for the facility.
- It is unfair that residents are expected to go through different avenues and the council.
- The Woodland Trust has invited everyone to pay £1.50 for an extra tree to be planted. Why are established trees being cut down?

Amenity

- Rowlheys Place and Stainby Close is a quiet cul-de-sac location where young families and retired people live. The proposal is going ahead despite objections.
- This would result in huge disruption to the residents of Rowlheys Place and Stainby Close
- The proposal would result in littering and anti social behaviour
- The proposal would result in dust, light spillage and noise pollution
- With opening hours from 6.00am to 10.00pm this will result in the lives of the residents in Rowlheys Place & Stainby Close being blighted.

Highways Safety

- The entrance should be re-routed from Rowlheys Place
- The proposal would disrupt the cycle way and pedestrian footway resulting in safety concerns for existing residents
- The proposed coach drop off is dangerous.
- The proposed road layout will create a huge amount of disruption, both during construction and continuously afterwards in operation.
- Using the proposed car park as a lay-down area during construction means that every nut, bolt, brick, joist and pane of glass will need to be carried across Rowlheys Place with inevitable impact on the residents who require access to their homes in this cut-de-sac.
- If Rowlheys Place were to be re-routed to go around the proposed car park and emerge on to Harmondsworth Road adjacent to the allotments then no pedestrians would be at risk and no residents would be inconvenienced.
- primary relates to the proposed design, there are strong concerns that the leisure centre and its car park being on opposite sides of Rowlheys Place;
- there will be major disruption during construction and we would like routing to be directed away from Rowheys Place;
- the proposal would result in traffic and congestion worsening air quality within the local area;
- The proposed narrowing of the road would result in delays should emergency vehicles;

- Change speed profiles and in some circumstances can lead to higher emission and noise levels. Changes in speed have been shown to bring about changes in injury accidents;
- Cyclists and Motorcyclists would be uncomfortable and dangerous Pinch points can make matters worse because motorists sometimes accelerate to overtake cyclists ahead of them. In doing so, they may leave insufficient clearance when passing and cut in too early. Unless cyclists can bypass a narrowing, riders can feel threatened by having to squeeze through a gap shared with passing motor vehicles; and
- Narrow carriageway, where there is traffic flow, can cause further congestion We are already disrupted with the build of the leisure centre should it go ahead and the changes in traffic flow on our streets, we wouldn't want to add another disadvantage to the list, therefore we oppose to it. Road narrowing measures should be removed.

Car Parking

- Concerns that if users of the gym are charged for car parking, they are likely to park on surrounding roads,
- The leisure centre development should fund a car parking zone which should come at no cost to the existing residents

Air Quality

- The proposal fails to take into account the impact of increase in vehicle numbers once Heathrow expansion has taken place which will cause a substantive increase in air pollution with flights having changed their circling direction prior to having clearance for landing at the current runways.
- Once building starts we have all the noise, mess and disruption of that for 2 years. Why should a quiet road as ours be subjected to this. We have enough now with planes taking off over our houses this year, never heard a plane up to then.

Other

- The information provided and the data supplied appear to be inconsistent and incomplete relating to public consultation exercises.
- None of the documents provided have been produced without bias, the data is inaccurate and unethical.
- The data is not conclusive and the proposal does not address the issues residents had raised.
- it is not in the residents benefit to have a local council drowning in debt who will then need to increase local taxation via council tax to bail out their poor financial planning.
- This largely serves the residents of Yiewsley ward and not West Drayton.
- Other similar facilities in the borough are in locations with existing businesses that operate under similar hours and in high foot fall locations they are not on a quiet leafy conservation road and therefore have little impact on the lives of their residents.
- Why is money being borrowed to fund this.

SUPPORT

- The leisure centre is welcomed
- the project because it will hugely benefits the residents of Yiewsley and West Drayton and beyond. A leisure centre is much needed here.
- this looks like a great potential fitness centre and hope it is build to a high standard with adequate access and parking.
- This will be an asset to the area.
- This is a long overdue for local residents.
- This is a perfect location as it will provide leisure facilities in a part of the borough which doesn't have any.

- There are 5 primary schools in this area which will benefit hugely from this.
- It will enhance the work of the large community centre next door. It is also on the edge of two large housing estates with many young families and very close to the ever increasing Drayton Garden Village.
- the leisure centre would greatly improve the area;
- this will be a huge boost to the local community, as we are growing at a ever increasing rate. There are very few amenities in the area, apart from the community centre. This will give the area a much needed boost.
- This would support the growth of the local community, residents look forward to the new provision;
- It is fantastic to have a local leisure facility here, it will be used greatly;
- The new leisure centre would be good for West Drayton and will keep young people off the street;
- It should be built as soon as possible;
- West Drayton needs a leisure centre, it's too far to go to Uxbridge;
- It is a great idea.

COMMENTS

- Ensure that the cafe sells choices of meals and snacks that are Gluten Free; Vegan etc. Currently it is common place for example to offer Gluten free brownies as the only choice for someone with coeliac disease. Neither a healthy, satisfying snack or light meal.
- Gates should be secured at night
- The council should ensure there will be discounted rates for residents.

PETITIONS

To date 4 petitions have been received which are summarised below:

Petition 1

A petition was received with 40 valid signatures which asked the Council to consider the following:

- that a new library be placed within the new leisure centre as the existing library is difficult to reach and does not have readily accessible car parking spaces;
- A new library would provide more flexibility for the space to be used in different ways to meet the needs of the growing population.

Petition 2

A petition was received with 25 signatures which asked the Council to consider the following in respect the narrowing of the carriageway:

The proposal does not add benefits and will cause disruption and result in the following:

- The proposal would will adversely affect the response times of emergency service vehicles, particularly fire engines and ambulances;
- Change speed profiles may result in higher emissions and noise levels and the change in speed is likely to result in injury and accidents;
- Cyclists and Motorcyclists would be uncomfortable and dangerous because motorist may overtake cyclist ahead of them. In doing so, the proposal would result in a narrow gap being left.
- The proposal would result in congestion by limiting traffic flow.

Petition 3

A petition was received with 12 signatures which objected to the application on the following grounds:

- Access will place an unacceptable stress on the junction which is already difficult for residents to use;
- The proposal would be detrimental to local roads, particularly at peak times;
- The cost of parking in the car park would result in cars being parked on surrounding residential streets;
- In the event the application proceeds, local residents would need to be consulted on a proposed car parking management scheme;
- Traffic calming measures should be considered to deter leisure centre users from progressing into Rowhleys Place and Stainby Close in addition to additional signs directing users away from Rowhleys Place.

Petition 4

A petition was received with 24 signatures which objected to the proposal on the following grounds:

- Whilst it is acknowledged the proposed Leisure Centre would increase public amenities in West Drayton, there are grave concerns about the access arrangements to the car park.
- There are concerns relating to the loss of community facilities. The existing Youth Centre provides a range of opportunities and youth have ownership over this space. Once removed, young people will not have a permanent young people centred facility for development.
- The residents call upon the Council to provide a designated space for young people in the form of a youth centre or an appropriate facility within reasonable distance of West Drayton.

STATUTORY CONSULTATION

West Drayton Conservation Area Advisory Panel

This property is in the West Drayton Green Conservation Area. The new facilities provided by the proposed leisure centre with its associated car parking and landscaping are welcomed. We note the amendments made to the original application and in particular the use of a more muted palette for the coloured panels on the external elevations which partially addresses our previous concern about the use of bright colours, out of keeping with the existing buildings in the Conservation Area. The drawings showing that the building would be largely screened by trees are also reassuring in this respect.

Highways England

Highways England is interested in the potential impact that the development might have upon the SRN, in particular, at M4 Junction 4. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of development. We have read through the Transport Statement provided and from our understanding it is clear there will be an increase in vehicle trips to and from the site. It is noted there will be an additional 33 trips in the AM peak and an additional 92 trips in the PM peak. However, noting the location of likely users and trip distributions we consider it unlikely for these additional trips to impact the SRN despite the sites close proximity to M4 Junction 4. Given that the site is located within the Hillingdon AQMA, Highways England is encouraged to see an Air Quality Management Plan provided as part of this application. However, we note a Construction Traffic Management Plan has not been submitted at this stage. Highways England will be interested in understanding the routing of the construction vehicles, given the sites close proximity to M4 Junction 4. Without this, we are not able to assess the construction impacts and if this would affect the safety or operation of the SRN (the tests set out in DfT paras 9 & 10 and MHCLG NPPF para 109). Within our formal response

attached, we have recommended a condition concerning the inclusion of a Construction Traffic Management Plan. If the Construction Traffic Management Plan demonstrates that there is the potential for a severe impact on the SRN, further assessments may be required.

Environment Agency

Part of the site lies on an historic landfill, 'North of Laurel Lane'. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect groundwater quality from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can re-mobilise and cause groundwater pollution.
- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.
- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

We recommend you consult with your Environmental Health Department in relation to the nature of the material in the historic landfill any potential issues that may arise from that.

Transport for London

The site is accessed by 4 bus routes, with the nearest bus stops located on Station Road and Porters Way. Access to the rail network is gained via West Drayton station, approximately 1.3kms to the north of the site and thus outside of the maximum walking parameters used in PTAL calculations. West Drayton station will be part of the Elizabeth Line when it becomes operational. The site records a public transport access level (PTAL) of 2, on a scale of 0 to 6b, with 6b being the best. The nearest part of the Transport for London Road Network the A4 Bath Road to the south of the site, at nearly 2kms. The nearest part of the Strategic Road Network is A408 Stockley Road, approximately 1km to the east of the site. The cycle parking is compliant with the draft London Plan. The application includes details of the location and form of long-stay cycle parking for members/staff and short-stay cycle parking for visitors. Visitor cycle parking is located outside the main entrance of the site. The proposal includes 199 car parking spaces, including 8 blue badge spaces near the main entrance and 17 blue badge spaces in the car park. The applicant sought to justify the level of car parking based on a parking occupancy survey undertaken at a comparable site in the borough. Instances of maximum occupancy of the car park were observed but the survey also observed periods when only a small number of vehicles were parked in the car parking. It is also noted that the car park of a larger leisure facility than the subject proposal was surveyed, suggesting that maximum occupancy at the proposed car park is likely to be less than assumed. In TfL's view, notwithstanding that the site has moderate access to public transport, the level of car parking does not reflect an ambition to promote walking and cycling. It is accepted that private car remains the predominant mode of travel to such facilities but the applicant should demonstrate how they have

maximised opportunities for public transport and active modes. Vehicle access to the site is taken from Rowhleys Place. The access arrangements is considered acceptable. A new pedestrian crossing will be introduced in Rowhleys Place, providing a safe pedestrian route between the car park and the main entrance. It is assumed that the pedestrian crossing has been road safety audited. Additionally, it is noted that a lay-by to accommodate coaches will be provided in Harmondsworth Road along the frontage of the car park. The lay-by will ensure that coaches do not need to enter Rowhleys Place and is therefore supported from the perspective of Vision Zero. The proposed highway safety improvements in Rowhleys Place is noted, such as the narrowing of the carriageway and provision of adequately wide footway and the setback of the car park with planting on its perimeter. These enhancements are consistent with TfL's Healthy Streets approach. In summary, TfL does not submit an objection to the proposal and accepts that a high proportion of journeys will be made by car but it is felt that car parking levels do not reflect an ambition to promote travel by public transport and active modes. Cycle parking accords with the draft London Plan. The highway improvements accords with Healthy Streets and Vision Zero. Servicing and delivery and coach provision are acceptable. A CLP and Parking Design and Management Plan should be conditioned.

Heathrow Aerodrome Safeguarding

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions relating to Bird Hazard Management Plan and informatives are attached relating to cranes and wind turbines.

Sport England (Summary)

Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are; Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; and Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance.

The application proposes a new leisure centre containing an 8-lane 25m swimming pool, leisure pool, courts, sports hall, climbing wall, gym, exercise studio, artificial grass pitch (AGP), soft play and other facilities. Sport England is unaware that the Council has a Built Sport Facility Strategy, or equivalent, that sets out the borough's strategic need for built sports facilities. The submitted documentation also does not adequately explore the strategic need for the facility. As a result, the need for the proposed facility and the facility mix in this particular location within the borough is not clear therefore Sport England would question whether the proposal is based on a robust assessment for need and modelling. Sport England has examined its Facility Planning Model (FPM) for the borough which suggests that there is a current undersupply of sports halls but an oversupply of waterspace. It must be stressed this is based on borough wide current need rather than focused in the particular area of the site and taking into consideration local trends and future needs. Further examination suggests, however, that the highest unmet demand for sports halls and swimming pools in the borough appears to be in the Yiewsley, West Drayton and west Haynes area but further bespoke modelling and forecasting would be required to consider whether this level on unmet demand would be significant to justify a new facility rather than exploring other options. It should also be noted that this is on the basis that the FPM database is up-to-date and correct and takes no account of planned changes in supply (e.g. recent facility closures) or demand (e.g. population growth). In relation to particular sports, the ECB have indicated that there is a significant local demand for indoor cricket facilities for both practice and matches while the proposed AGP has been identified in the Local Facility Football Plan. Swim England have indicated that given that there is a large amount of waterspace currently in private use/membership only, the area could benefit from a community swimming facility however Hillingdon Leisure Centre is the prime aquatic facility locally.

Sport England would expect to find the strategic need for a facility of this sort to be set out as part of the planning application and based on a robust needs assessment informed by a borough wide strategy. No such justification has been included within the supporting documents which accompany this application and Sport England is not aware of any other robust and extensive local justification for its provision to fundamentally conclude that the proposed Leisure Centre is required in this particular location. As such, it is not possible for Sport England, at this stage, to conclude that this proposal will be of benefit to the development of sport within the borough. Facility Design Sport England notes that the Design and Access Statement indicates that the proposed facilities would be designed and constructed in line with Sport England guidance. Sport England strongly recommends this does happen. Please also ensure that certain elements that are bespoke to particular sports are designed in accordance with the relevant Sport National Governing Body technical guidance, for example indoor cricket nets should meet ECB TS3 guidance.

Sport England, however, would have the following initial design observations at this stage: There are no doors or screens on the women's and men's showers in the wet change changing village therefore it appears that as someone leaves the communal shower they will walk directly into an area that is clearly visible from the rest of the changing area. It is not ideal for men to walk through the whole gym to get changed and then once changed having to walk back through the gym area to leave. The gym, sports hall and AGP only have communal changing. Please note that some users may be uncomfortable using communal changing areas or are unable to use them for cultural or religious reasons. In the interest of safety, doors should not open into the sports hall. Furthermore, please ensure doors are flush with the internal sports hall wall including no protruding hinges. Ideally, it would be better if the studios are not accessed through the gym. The AGP and sports hall do not have officials changing which would limit the level of play that those facilities could accommodate. The second floor changing rooms are quite small if the intention is to serve both the AGP and function room. Communal showers are proposed within these changing rooms which deter some users as they may be uncomfortable using communal showers or are unable to use them for cultural or religious reasons. The AGP should be designed and constructed in accordance with FIFA and FA guidance. The plans are not overly clear whether this would be the case. In relation to the swimming pools, Swim England have the following comments: Where would the balance tank access be? Below deck level at deep end, lane rope storage could be utilized. Glare will need checking with such large glazing.

Although the application proposes a new facility it is not clear that the proposed Leisure Centre and its facility mix is based on a clear, robust and up-to-date strategic need that such facility is required in this location within the borough. In addition there are some design aspects that Sport England would recommend are reconsidered. In consequence, as Sport England are unclear on the need it is unable to form a substantive view on the application.

Sport England - Summary (December 2019)

Sport England welcome the strategic need for the facility has been set out by the Council in the Assessment of Need document which provides a justification of need. In relation to design/layout, many of Sport England's previous comments have clearly been considered and addressed in the revised design and layout which is welcomed.

Sport England - Summary (February 2020)

Sport England have assessed the revised scheme and does not consider that there are any significant amendments that results in it's view on the application having to change. As a result, Sport England's position is as set out in its previous comments sent on 17th December 2019. Sport England confirmed in a follow up email that there are no objections to the application.

Thames Utilities

Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Swimming Pools - Where the proposal includes a swimming pool, Thames Water requests that the following conditions are adhered to with regard to the emptying of swimming pools into a public sewer to prevent the risk of flooding or surcharging: - 1. The pool to be emptied overnight and in dry periods. 2. The discharge rate is controlled such that it does not exceed a flow rate of 5 litres/second into the public sewer network.

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed

development to the pumping station we consider that any occupied premises should be located at least 15m away from the pumping station as highlighted as best practice in Sewers for Adoption (7th edition)'. The amenity of those that will occupy new development must be a consideration to be taken into account in determining the application as set out in the National planning Policy Framework (NPPF) 2019 at paragraphs 170 and 180. Given the close proximity of the proposed development to the pumping station we consider that it is likely that amenity will be impacted and therefore object. Notwithstanding this objection, in the event that the Local Planning Authority resolve to grant planning permission for the development, we would request that the following informative is attached to the planning permission: "The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

GLAAS

NPPF section 16 and the London Plan (2011 Policy 7.8) make the conservation of archaeological interest a material planning consideration. NPPF paragraph 189 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley.

If you grant planning consent, paragraph 199 of the NPPF says that applicant should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The site lies within an area of well documented archaeological potential with particular reference to prehistoric occupation of the Langley Silt (brickearth) geology. The nearest significant recorded remains are the postholes of a Bronze Age roundhouse found behind the cemetery c250m southwest of the application site but any area of surviving undisturbed brickearth in this area has potential for new discoveries.

I agree with the applicant's desk- based assessment's conclusion that the south site has no archaeological potential due to previous quarrying. The north site may also have been quarried in the 19th century but the evidence for the extent of these workings is equivocal so some buried remains could survive.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. A condition is therefore recommended.

Historic England

Made no comments on this application.

Metropolitan Police

I do not wish to object to this site, but do request that a SBD accreditation condition is given to ensure that the site is built in such a way that it is resilient to the crime types that it will face for this area. If further justification is required for this request please contact me. I met with the representatives from the application in May 2019 and mention of this is made on page 42 of the DAS. A summary of points from our meeting is made, please be aware this is not an exhaustive list and I would advise that I meet the applicant again prior to construction to ensure that they are on track to achieve SBD.

Internal Consultees

Flood Water Management Officer

There are no objections to the proposed Leisure Centre following the submission of the FRA and Drainage Strategy by Infrastructure dated August 2019. However the proposals are dependant on further investigation on site to indicate all the proposals are feasible. This is particularly important where a basement is proposed and only a desktop study has indicated groundwater levels initially. Therefore a SuDs condition should be applied.

Access Officer

In the lead up to this application submission, the Council's Accessibility Officer has had involvement early on in the design process, however, the following matters should be resolved at this planning stage:

1. Although a 'drop off' point is shown on plan, it is unclear how the arrangement would work in practice. The facility should allow for a Dial-a-Ride or taxicab vehicle to stop and wait (up to 30 minutes) within an enlarged 6 x 6 m parking bay, but without blocking other parked vehicles or restricting traffic movements.
2. Many of the accessible toilet facilities shown on the 1st and 2nd floors are too small. All such facilities should be designed to BS 8300-2:2018. As such, they should provide internal dimensions of 2.2 m long by 1.7 m wide, clear of finished wall surfaces.
3. The 'Changing Places' facility should similarly be designed and fitted to meet the requirements of BS 8300-2:2018, subsection 18.6.

Conclusion: acceptable, subject to the conditions.

Planning Policy Officer

The proposal would result in the loss of both the West Drayton Young People's Centre situated to the north and the Family Centre situated to the south. From the information provided to date, both of these facilities are considered to operate under the D1 use class in terms of the Town and Country Planning Use Class Order.

It is noted that, in addition to offering occupational training, the West Drayton Young People's Centre can also be utilised for activities that are defined under Assembly and Leisure (D2), such as a dance studio and basketball court. It is considered that equivalent facilities would be reprovided within the proposed development, through for example the multi-use studios and sports hall.

In regards to the proposed loss of the D1 facilities through this redevelopment, the Local Plan: Part 1

- Strategic Policies (2012) outlines in Policy CI1 that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations. This is to be achieved through the following:

1. Resisting of the loss of community facilities, and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss;
4. Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;
9. Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status;

Policy 3.16 of the London Plan (2016) also outlines that proposals that would result in a loss of these types of facilities in an area of need would not be supported unless there is realistic re-provision of these facilities.

The Local Plan: Part 2 - Development Management Policies (2020) outlines in greater detail how the loss of community facilities such as these should be assessed in Policy DMCI 1. Of particular importance to this scheme will be demonstration that the loss of these facilities will not lead to a shortfall in provision within the local catchment area, either by replacing them on site or confirmation that they can be relocated to a facility of at least equal quality. This includes clarification as to whether any of the facilities could be relocated to the 330 sqm 'Multi-Function Room' outlined within the proposal.

Further evidence is therefore required to demonstrate the extent to which these existing facilities will be relocated locally or re-provided on site, in order to allow the case officer to assess whether an over-riding public benefit exists to permit the development.

The scheme proposes a new large facility to provide high quality sports and leisure for the local area. The proposals include the provision of an eight-lane 25 metre swimming pool, a leisure pool, a sports' hall with four marked courts, a climbing wall and soft play area for younger visitors. Other facilities include a gymnasium, exercise studios, a health suite, ancillary cafe and an outdoor sports pitch on the roof of the building.

The Local Plan: Part 1 - Strategic Policies (2012) outlines in Policy CI2 that the Council will see to secure good quality leisure and recreational facilities to meet the needs of the local community. This includes improving the geographical spread of leisure and recreational facilities across the borough.

Policy 3.19 of the London Plan (2016) also outlines that proposals that increase or enhance the provision of sports and recreation facilities will be supported. This includes additional support for multi-use public facilities for sport and recreational activity, as well as the provision of sports lighting, subject to any potential harm to the local community or biodiversity.

The Local Plan: Part 2 - Development Management Policies (2020) outlines in greater detail how the proposals for indoor sports and leisure will be supported in principle subject to the following:

- i) They are of a scale and type intended to cater for local demands and needs of people living within a 1.6 km radius of the site; or
- ii) They are intended to serve a wider public and are located in town centres or other areas where they are accessible by public transport for all potential users; and
- iii) They are not detrimental to the amenity of the surrounding area.

Details of the specific catchment area have not been provided, however it is considered that this

facility would meet the local demand of residents who are not currently within the local catchment area of either Hillingdon Sports and Leisure Complex or Botwell Green Sports and Leisure Centre. The scheme is within 400m of West Drayton Town Centre and would be served by nearby Porters Way bus stop, from which users would have access to three different bus services. The scheme is therefore considered to be accessible by public transport. Comments relating to any potential impacts on local amenity should be sought from the appropriate specialist officer.

Notwithstanding the requirement for further information in relation to the loss of D1 facilities, there is clear in principle support within the Development Plan for new high quality leisure facilities of this type.

As part of an ongoing Council wide capital investment programme, existing facilities have been reviewed and it found that retrofitting the existing centre would be costly and the facilities would remain sub-standard. The applicant has provided details noting the existing community uses are proposed to be relocated or incorporated into the new leisure centre. A breakdown of the re-provision is as follows:

- the existing motor vehicle workshop to be relocated to a more suitable site within West Drayton;
- the relocation of the family centre which is a borough wide service to the Mezzanine of the Civic Centre so it is more centrally located and accessible to all residents; and
- relocation of the youth zone within the leisure centre at second floor level.

Highways Officer

The main Leisure Centre complex is to the north of Rowlheys Place with its associated car parking on the land to the south. Car parking would be provided within a new decked car park, the proposed Leisure Centre would have a gross internal floor area of 5,850sqm. A total of 199 car parking spaces are proposed including 25 'blue badge' spaces and 12 'brown badge'. Twenty percent of all car parking spaces would be provided with active electric vehicle charging points.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking 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 applicant in their Transport Assessment explains that the figure of 199 car parking spaces has been derived from parking surveys carried out similar sites in comparable locations. The highways authority is satisfied that the comparable locations provide robust comparisons for the purposes of calculating the number of car parking spaces needed at the proposed development. The provision of 199 car parking spaces at a smaller Leisure Centre is considered adequate and in accordance with the Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking.

The proposed development would generate much more vehicular traffic than the site in its current use. It is therefore important to understand by how much road traffic will increase and whether the local road network is able to cope with this uplift. This matter is discussed in a Transport Statement submitted alongside this planning application which considers the existing trip generation of the West Drayton Young People Centre and the West Drayton Family Centre currently on the site compared to the proposed Leisure Centre. To determine how well the Rowlheys Place / Harmondsworth Road junction would perform both 'with' and 'without' the leisure centre development, traffic surveys have been undertaken as it necessary to include also include vehicular trips generated by the residential dwellings at the far end of Rowlheys Place / Stainby Close. To help forecast how much traffic the leisure centre development would generate, the applicant has referred to the TRICS database. The TRICS database is the industry accepted source of trip generation data. The sites used for comparison purposes have been reviewed and are considered

representative. The results forecast that at its busiest time, the PM peak 17:00 to 18:00 hours, the Leisure Centre development would generate 159 two-way vehicle movements. The applicant reports that the existing use the West Drayton Young People Centre and West Drayton Family Centre generates 67 two-way trips; as these building will be demolished and will no longer generate trips the net uplift in vehicular trips will be 92 two-way vehicle movements.

Having established the amount of traffic the Leisure Centre development will generate, the applicant has then gone on to establish where visitors to the Leisure Centre will originate. Based on the drive time to the Leisure Centre and population size, the applicant forecast that nearly half of all visitors would come from the West Drayton area itself with a round a quarter originating from Harmondsworth / Sipson. Just under a fifth would come from Yiewsley. The Highway Authority considers that the methodology used is appropriate and that the results provide a good indication of the Leisure Centre developments trip distribution profile. Overall, three quarters of visitors will be travelling from the north Borough.

The applicant reports that it is anticipated that the Leisure Centre will open in 2022. To be able to assess the net impact of the development on the local highway network when it opens, road traffic growth must also be taken into account. The applicant has done this by applying TEMPRO growth factors to the observed 2019 flows. At the busiest time, the net impact of the development would result in traffic flows along Harmondsworth Road north bound in the PM Peak increasing from 869 to 939 vehicles or by 8%. Using these figures the applicant has gone on to test the performance of the Rowlheys Place / Harmondsworth Road junction 'with' the development and background road traffic growth. In 2022 'with' the new development and background traffic growth during the PM peak there would be a 10 second delay to traffic queuing along Rowlheys Place along as they wait to join Harmondsworth Road. The Highway Authority considers this acceptable.

As some visitors to the Leisure Centre would arrive by coach a coach layby is proposed on the western side of Harlington Road just south of Rowlheys Place. The Highway Authority raised objections to the original design of this coach lay-by as passengers would be set down on the shared use footway placing them at risk of being hit by a cyclist. At the request of the Highway Authority the coach lay-by and shared use footway has been redesigned, cyclists will now be required to cycle on-street around the lay-by. This arrangement has overcome the Highway Authorities original concerns. Engineers have checked the design of the coach lay-by and can confirm that the requisite visibility splays have been achieved.

Also as part of the development the applicant is proposing to provide a zebra crossing on Rowlheys Place providing a pedestrian link between the Leisure Centre and the car park. The Highway Authority supports the installation of this zebra crossing and requires that the developer funds in full the cost of its provision. This obligation should be secured by way of a S278 agreement.

The developer is also proposing to narrow Rowlheys Place with kerb build-outs just west of the proposed zebra crossing and car park entrance. This would reduce the carriageway width to one-way working requiring drivers to give way to one another. The purpose of this 'pinch point' is to deter Leisure Centre visitors from proceeding along Rowlheys Place into the residential area either to park or pick up / set down passengers etc. The design of this 'Pinch Point' would need to be carefully considered as the Highway Authority would not want it to create a situation where people giving way to drivers coming in the opposite direction leads to a queue of cars forming outside the Leisure Centre and car park entrance possibly as far back as the proposed zebra crossing. In principle and subject to detailed design and a Road Safety Audit the Highway Authority does see merit in this 'pinch point'. Similar to the proposed zebra crossing the developer would be expected to fund in full the cost of providing this 'pinch point'. This includes the cost of both formal and informal consultation with residents.

In support of their planning application the applicant has also provided a Technical Note (Ref;

SJ/AI/ITB14708-004 TN) that summarises the points raised at a consultation event with local residents. One of the concerns raised was Leisure Centre visitors parking along Rowlhelys Place. They may be incentivised to do this if for example the cost of the parking in the Leisure Centre car park was considered expensive. As mentioned above the Highway Authority is satisfied that the number of parking spaces to be provided is sufficient to cater for demand. These operate by prohibiting on-street parking except for permit holders who would be the residents of Rowlhelys Place and Stainby Close. Usually using Transport for London (TfL) Local Implementation Plan funds the Council does implement residents parking management schemes but only where these are requested by and supported by those residents affected. The Council does not impose these schemes on local residents. Requests for residents parking management schemes are usually made by way of a petition. If local residents themselves made request a residents parking management scheme and if it is supported as part of the informal consultation process together with no objections at the formal consultation process stage the Highway Authority would have no objections to one being introduced; again this should be funded in full by the developer, this funding should be secured by way of a S278 agreement. As mentioned above a Transport Statement was submitted alongside this planning application. This considered the traffic impact the development would have on the surrounding network. This matter was further discussed in the Technical Note. The methodology used has been assessed and the results are considered valid.

Alongside the planning application a Travel Plan has been submitted. Overall this is considered satisfactory however there are a number of comments including details regarding the number of employees working at the Leisure Centre and an explanation of the measures proposed to reduce the number of driver only staff member car trips they generate. Within the Travel Plan the Highway Authority would welcome a commitment to work with the Council upon initiatives that encourage and enable safe travel by bicycle, scooter and walking such as the Council's 'Led Rides', hosting Dr Bike events and supporting Bikeability.

The Highway Authority supports the expansion of the Brunel University Santander Bike Hire Scheme. It is considered that the Leisure Centre is an ideal location for the installation of new Santander Bike Hire Scheme cycle racks. Furthermore a developer's contribution towards the operation of this scheme in the West Drayton area is considered appropriate.

All servicing will take place on-site, swept path drawings have been provided that demonstrate there is sufficient room for vehicles to manoeuvre and leave the site in a forward gear. Refuse collection will be managed by Leisure Centre maintenance staff who will bring the bins to a temporary on-site bin collection point close to Rowlhelys Place on collection day. Again drawings have been provided that show there is room for refuse vehicle to manoeuvre and leave the site in a forward gear.

The Highway Authority requires that any forthcoming planning approval should include a suitably worded condition requiring the applicant to prepare and submit a Construction Logistics Plan and Service and Delivery Plan. These should be produced based on the guidance produced by TfL tailored to the development and local circumstances. This guidance is available at:-

Construction Logistic Plans:-

<http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf>

Service and Delivery Plans:-

<http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf>

The developer should be aware that the Local Plan: Part 2 (2020) requires that cycle parking spaces are provided. These must be located in a safe, secure and accessible location and covered parking should be provided wherever possible. Cycle spaces should be located as near as possible to the building entrance

As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand

which allows both the frame and wheels of a cycle to be secured without risk of damage. Further design guidance is available in TfL's Cycling Design Standards.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type, the Highway Authority requires that 10% of car parking must be for blue badge holders. This equates to 20 spaces, the 25 proposed is more than adequate. Parking provision for electric vehicles should be in accordance with the 2016 London Plan which requires that at least 20% of spaces should have active charging facilities, with a further 20% having passive provision. The parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces. Policy DMT% requires that a development of this type provide a maximum of 1 bicycle parking space per 10 members of staff and 1 bicycle parking space per 20 peak period visitors. Parking for disabled people, active electric vehicle charging points, passive electric vehicle charging points, motorcycle parking and bicycle parking should be secured by way of a suitably worded condition.

There are no highway objections to this application.

Contaminated Land Officer

No objection to the application subject to condition.

Sustainability Officer

No objections to the proposed development as it achieves the 35% onsite reduction in CO2 emissions however, the position is subject to condition.

Ecology Officer

There are no objections to the application on ecology grounds. The updated ecology appraisal the recommendations from the Phase 1 habitat survey and includes more specific survey data.

This shows the site is of limited value for ecology and the impacts would be minimal. The retention of the tree belt to the north eastern part of the site is important for the protection of bat foraging areas. Consequently, it is not considered likely that European protected species (bats) would be harmed and their conservation undermined.

Notwithstanding that, a condition is necessary to seek to secure an enhanced ecological footprint on the site following completion of the development.

EPU Officer

The applicant has demonstrated the following:

That the noise climate is dominated by road traffic noise from Harmondsworth road, which is relatively low during the day but is still the dominant noise in that vicinity. noise from traffic and future traffic flow because of the proposed development have been calculated and have been described as both "negligible" and "minor adverse impact". The assessment aim is to show the changes in noise levels across the entire day.

Nearest sensitive receptors have been identified as residential properties, particular those having gardens facing the development. The noise climate has been assessed between the hours of 06.00 to 23:00, which is similar to the hours of operation for the leisure centre.

External noise from the Roof top Football Pitch has been assessed as 31 dB(A) at the boundary of properties on West Drayton Park Avenue, this is deemed acceptable according to WHO guidelines for external noise in amenity places.

External noise criteria for plant and equipment has been provided and is satisfactory.

The applicant has shown that the residential dwellings that exist above the commercial units along Harmondsworth Road will not be affected by the noise at the proposed site as the activities will be masked by dominant traffic noise. Roof top activity noise levels are lower than road traffic noise, cited as 49 and 63 dB(A) respectively.

The acoustic report has shown that through the noise assessments and calculations noisy activities from the proposed leisure centre, will be adequately controlled through acoustic features of specified acoustic fencing, external glazing to the building envelope, will be controlled.

There are no objections to the proposed development, subject to planning conditions.

Conservation and Design Officer (Summary)

The development is located within the West Drayton Conservation Area. The development is considered to have 'less than substantial harm' in accordance with paragraph 196 of the National Planning Policy Framework. Since the proposal is considered to have some harm to the conservation area the local planning authority therefore needs to consider in the context of the benefits of the development. Paragraph 196 states:

This harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

If the planning authority considers that the harm is outweighed by the benefits of the scheme then the following needs to be considered:

The building could be improved if it was made less prominent by the replacement of the vibrant coloured glazed bricks with more muted colours. This will help the building to sit more quietly within its context and not draw further undue attention than necessary. It is, therefore, suggested that dark green coloured glazed bricks be considered as an alternative so that it blends in better with the canopies of the trees.

Further planting could also be introduced to thicken the screening and further soften the development so that the buildings are less noticeable and the verdant character of this part of the conservation area is retained as much as possible.

The proposals will require two buildings to be demolished in the conservation area the Youth Centre and the West Drayton Family Centre. The buildings are of no architectural or historic interest and date from the second half of the 20th century. Their modest size and functional designs largely screened by mature trees and hedging allow the buildings to sit quietly within the conservation area. The buildings are considered to be neutral contributors to the character and appearance of the West Drayton Conservation Area as they blend into the townscape by virtue of their form, scale and materials. Their overall design quality, however, fails to make a positive contribution to the conservation area and there is no objection to their demolition.

The height scale and bulk of the leisure centre and car park is substantial and occupy much of their plots. The buildings are at odds with the wider conservation area which comprises smaller buildings and suburban houses which have spacious and verdant settings. The large blocks would neither preserve nor enhance the character and appearance of this part of West Drayton Conservation Area.

Notwithstanding the above the detailed design of the leisure centre and car park are generally considered to be of a higher standard for buildings of their type. They include more architectural detailing than more standardised leisure centre and car parking facilities that quite often have an industrial shed like or utilitarian appearance. The elevational treatment has distinctive vertical and horizontal brick features framing glazing and feature brick areas provide a visual quality and richness to the leisure centre helping to prevent a stark monolithic appearance. Mitigation measures have also been introduced into the elevational treatment of the car park with softer materials comprising timber slatted cladding and climbing plants.

The Statutory and Locally Listed Buildings within the conservation area would not be affected by the proposals as they are a sufficient distance away and the development site is well screened by mature tree coverage.

NPPF paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Notwithstanding the above it is still considered that the scheme could be amended to further reduce its impact on the character and appearance of the conservation area. The building could be made less prominent by the replacement of the vibrant coloured brickwork to the elevations with more muted colours so that it sits more quietly within its context and does not draw further undue attention. It is, therefore, suggested that dark green coloured tiles be considered as an alternative so that it blends in better with the tree canopies. Further planting could also be introduced to thicken the screening and further soften the development so that the buildings are less noticeable and the verdant character of this part of the conservation area is retained as much as possible.

Trees and Landscaping Officer

This site is composed of two plots of land located to the west of Harmondsworth Road. A Youth Centre and games court with parking and open space is situated to the north of Rowleys Place, with a Family Centre and car park to the south - at a lower level than Harmondsworth Road. Both sites are defined on the east boundary by mixed native hedging. The Youth Centre site features some mature specimen trees, which are clearly visible from the road and the surrounding area - and contribute to the character and appearance of the area. All trees (with a stem diameter of 75mm (+), measured at 1500mm above ground level), are protected by virtue of their presence within the West Drayton Green Conservation Area.

A tree report, dated September 2019, by Trevor Heaps has been submitted as a supporting document. The report identifies and assesses the condition and value of 97 individual trees, groups of trees, hedges and shrubs in accordance with BS5837:2012. Six trees have been classified as 'A' grade trees; T3, T5, T32, T34, T41 and T43. 20 trees have been classified as 'B' grade trees. 'A' and 'B' grade trees are the most valuable trees which are normally worthy of retention on development sites. Six trees are 'U' grade trees which should be removed in the interest of good management, with the remaining trees classified as 'C' grade. The report confirms that two 'A' grade trees, T3 and T32 will be removed to facilitate the development as will 20 of the 'B' grade trees and 15 'C' grade trees. Approximately 37 of the 97 trees will be removed to facilitate the development with others potentially affected by indirect causes. The report provides tree protection and working method statements to safeguard the retained trees. A schedule of recommended arboricultural monitoring and tree protection supervision is also provided. The site layout has been designed to safeguard some of the most prominent individual trees (including the two oaks, T43 and T44) and most of the

boundary trees. The retention of T28, T29, T34, T35 and T84 is proposed, however, these trees appear to be particularly vulnerable due to their proximity to road and footpath access. The proposed layout indicates replacement planting where space permits on the leisure centre site, however the car park landscape is disappointing, with inadequate tree planting and no safe /dedicated pedestrian routes through the car park.

No objection subject to the above comments and landscape conditions. Arboricultural supervision and monitoring as specified in section 12.0 of the tree report must be adhered to as per pre-commencement condition COM8. Post-commencement conditions COM9 (parts 1,2,3,4,5 and 6) and COM10.

Air Quality Officer (Summary)

The application is not air quality neutral as it generates NOx and PM2.5 emissions from associated transport for at an equivalent damage cost of £108,582.

Therefore, a section 106 agreement with the LAP of £108,582 is to be paid to contribute to Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels. Conditions are also recommended requiring a Green Wall and Travel Plan.

Waste Strategy Officer

Suitable for waste and recycling requirements.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Loss of Existing Community Facilities

Paragraph 97 of the NPPF (2019) notes that existing sport and recreational buildings should not be built on unless:

- an assessment has been undertaken buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

London Plan (2016) and draft London Plan (2019) recognise the importance of social and recreation facilities in community wellbeing. Specifically, London Plan Policy 3.19 and draft London Plan (2019) Policy S5 seek to enhance sports and recreation facilities, where multiple uses of the facilities have been secured, it resists the loss of any existing facilities unless it can be demonstrated that there is no ongoing or future demand. London Plan Policy 3.19 and draft London Plan Policy S5 state that applications for sports facilities on existing open space must be considered carefully in light of protecting open space

Policy CI1 of the Local Plan: Part One (November 2012) ensures that community and social infrastructure provided in Hillingdon caters for the needs of the existing community by encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location. It requires health facilities, and leisure facilities to be provided in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity.

Policy DMCI 1 of the Local Plan: Part Two (2020) requires proposals involving the loss of existing community facilities to demonstrate:

i) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

a) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

b) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and

c) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.

iii) the redevelopment of the site would secure an over-riding public benefit.

The proposal seeks to replace existing community facilities that although valued by service users, are utilised by a relatively modest number of people compared with the likely usage of the proposed leisure centre. As part of an ongoing Council wide capital investment programme, existing facilities have been reviewed and it found that retrofitting the existing centre would be costly and the facilities would more efficiently provided at alternative locations. The applicant has provided details to satisfy that the existing community uses are proposed to be relocated or incorporated into the new leisure centre. A breakdown of the re-provision is as follows:

- the existing motor vehicle workshop to be relocated to a more suitable site within West Drayton;

- the relocation of the family centre which is a borough wide service to the Mezzanine of the Civic Centre so it is more centrally located and accessible to all residents; and

- relocation of the youth zone within the leisure centre at second floor level. Condition 05 secures the youth zone within the development and ensures it is retained for the lifetime of the development.

The proposal would not result in the loss of community facilities as existing services are being located to other sites that are more convenient to its users and accessible. Furthermore, the redevelopment of the site would provide an over-riding benefit to the local community by providing a leisure centre that is accessible to all. The leisure centre includes a range of services and activities to facilitate healthy lifestyles and improve the well being of the local community.

Proposed Leisure Centre

At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, requiring development proposals that accord with the Development Plan to be approved without delay (para 11). The NPPF requires Local Planning Authorities to proactively drive and support sustainable economic development to businesses and infrastructure and thriving places that the country needs; encourage the effective use of land by reusing land that has been previously developed (brownfield land); promote mixed use developments and encourage multiple benefits from the use of land in urban areas; and focus significant development in locations which are or can be made sustainable (para 118).

Paragraph 91 of the NPPF (2019) requires planning decisions to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs for example through the provision of safe and accessible green infrastructure and sports facilities.

Draft London Plan Policy S5 (2019) and London Plan (2016) Policy 7.18 seek to maximise the multiple use of facilities, including the co-location of services for sports facilities, schools and community groups.

The application proposal seeks to replace an existing facility that is used infrequently and replace it with a multi use leisure centre to serve Yiewsley and West Drayton. The proposed leisure centre will provide: the provision of an eight-lane 25 metre swimming pool, a leisure pool, a sports' hall with four marked courts, a climbing wall and soft play area for younger visitors. Other facilities include a gymnasium, exercise studios, a health suite and cafe and an outdoor sports pitch on the roof of the building. In addition, the provision of a multi-function space is being considered which could be used by local groups. It is understood that the proposed leisure centre would be used by local schools. The proposal is supported by the above mentioned policies.

Policy CI2 of the Local Plan: Part One (November 2012) states the Council will seek to secure good quality, well maintained leisure and recreation facilities to address identified deficiencies and meet the needs of local communities, particularly deprived groups.

Policy DMCI 6 of the Local Plan: Part Two notes the Council will promote a network of accessible local sports halls and centres throughout the Borough. Accordingly it will regard proposals in developed areas of the Borough for indoor sports and leisure and entertainment facilities as acceptable in principle provided

- i) they are of a scale and type intended to cater for local demands and needs of people living within a 1.6 km radius of the site; or
- ii) they are intended to serve a wider public and are located in town centres or other areas where they are accessible by public transport for all potential users; and
- iii) they are not detrimental to the amenity of the surrounding area.

The applicant has provided an Assessment of Need in support of the proposed leisure centre in this location. Some of the key issues highlighted in the Assessment include:

- Hillingdon experiences a higher prevalence of cardiovascular disease (1.19%) and diabetes (7.43%) than England and London;
- In West Drayton, the life expectancy is estimated at 78.6 years for males and 80.5 years for females. This is below the averages for Hillingdon and England.
- The prevalence of mental health issues in Yiewsley is 0.91%, which is higher than England;
- The prevalence of osteoporosis in Yiewsley is 0.98%, which is higher than England, London and Hillingdon; and
- The prevalence of obesity in West Drayton is 9.95%, which is higher than England, London and Hillingdon.

The report highlights there is a need within this part of the Borough to provide accessible opportunities for residents to take part in physical activity and to drive up participation levels that would improve their health and well being. The report also notes that a total of 1,112 new homes will be built within West Drayton and Yiewsley by 2024. The Need Assessment highlights the latest population projections 2019 (source: LBH Business Performance Team Joint Strategic Needs Assessment Population Projections 2019) shows the population is expected to increase by 27,762 by 2029. The current population catchment is approximately 17,000 within 1 mile of the new leisure centre. The population will increase with new housing developments by approximately 2,557 based on an average household of

2.3 persons. Whilst there are swimming pools in hotels serving Heathrow Airport, there are no publicly available swimming pools in the catchment of the proposed new leisure centre. The Needs Assessment provides that there is an identified need for swimming pool within this location.

The proposed leisure centre would provide a safe and inclusive environment that facilitate sports and recreation to the local area. The proposed leisure centre would be full accessible to regardless of age, background or ability and would provide opportunities to improve physical and mental wellbeing, individual development, social development and economic benefits through jobs and services.

The proposal would not result in the loss of existing community facilities as the existing services are either being incorporated into the multi-purpose leisure centre, or services are being provided at more accessible location to better serves the needs of the Borough. In accordance with Policy DMCI 6 of the Local Plan: Part Two (2020), the applicant has demonstrated the proposed leisure centre would serve the needs of residents within Hillingdon, particularly the residents within Yiewsley and West Drayton and the principle of development is supported by the NPPF, London Plan and Local Plan policies.

7.02 Density of the proposed development

Not applicable to 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 building within the vicinity of the application site.

Archaeology

Paragraph 189 of the NPPF says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley.

Policy 7.8 of the London Plan (2016) expects new development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.

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.

The Greater London Archaeological Advisory Service (GLAAS) has commented on this application noting the site lies within an area of well documented archaeological potential with particular reference to prehistoric occupation of the Langley Silt (brickearth) geology. The nearest significant recorded remains are the postholes of a Bronze Age roundhouse found behind the cemetery c250m southwest of the application site but any area of surviving undisturbed brickearth in this area has potential for new discoveries.

GLAAS agree with the desk based assessment which concludes that the south site has no archaeological potential due to previous quarrying. The north site may also have been quarried in the 19th century but the evidence for the extent of these workings is equivocal so some buried remains could survive. GLAAS recommend field evaluation is needed to determine appropriate mitigation.

Although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, GLAAS advise that given the archaeological interest and practical constraints, a two stage archaeological condition could provide an acceptable safeguard. A condition is included within the draft decision notice attached to this report and subject to the inclusion of the condition, the proposal complies within Policy DMHB 7 of the Local Plan: Part Two (2020) and Policy 7.8 of the London Plan (2016).

Impact on Conservation Area

In considering development affecting a conservation area, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires that local authorities shall pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area when considering applications relating to land or buildings within that Area. The duties imposed by section 72 of the Act are in addition to the duty imposed by section 3(6) of the Planning and Compulsory Purchase Act 2004, to determine the application in accordance with the development plan unless material considerations indicate otherwise.

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 countervailing 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. Paragraphs 184-202 require consideration of the impact of a proposed development on the significance of a designated heritage asset and assessment of the identification of any harm. In particular, where there is harm identified. Paragraph 196 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".

Policy 7.8 of the London Plan (2016) requires new developments to identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate. It notes, development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

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 proposal seeks to provide a part 2, part 3 storey building to the north of the site and a

decked car park to the south of the site following the demolition of the existing buildings. The Conservation Officer has commented on this application noting the proposal will require two buildings to be demolished in the conservation area the Youth Centre and the West Drayton Family Centre. The buildings are of no architectural or historic interest and date from the second half of the 20th century. Their modest size and functional designs largely screened by mature trees and hedging allow the buildings to sit quietly within the Conservation Area. The buildings are considered to be neutral contributors to the character and appearance of the West Drayton Conservation Area as they blend into the townscape by virtue of their form, scale and materials. Their overall design quality, however, fails to make a positive contribution to the conservation area and there is no objection to their demolition.

With regards to the proposal for the leisure centre, the Conservation Officer has commented noting: "the height scale and bulk of the leisure centre and car park is substantial and occupy much of their plots. The buildings are at odds with the wider Conservation Area which comprises smaller buildings and suburban houses which have spacious and verdant settings. The large blocks would neither preserve nor enhance the character and appearance of this part of West Drayton Conservation Area."

The Conservation Officer goes on to note that "notwithstanding the impact on the Conservation Area, the detailed design of the leisure centre and car park are generally considered to be of a higher standard for buildings of their type. They include more architectural detailing than more standardised leisure centre and car parking facilities that quite often have an industrial shed like or utilitarian appearance."

NPPF paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, such as a Conservation Area, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.

In this respect, the harm identified above would be less than substantial and it is necessary in line with NPPF (2019) paragraph 196 that the identified harm is weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Historic England Guidance notes that public benefits can cover a wide range of considerations and may go beyond straightforward heritage issues. The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress, as defined by paragraph 7 of the NPPF (2019). The public benefits that this proposal will deliver are as follows:

- A new publicly maintained multi purpose leisure centre in Yiewsley and West Drayton where there is an identified need for this use;
- The proposed leisure centre would encourage people to become physically and socially active improving the sense of community and health of local residents;
- The new swimming pool would be used for competitive sports as well as recreational use. The pool would be accessible and available for those with physical impairments;
- There are eight schools nearby that could benefit from the use of this facility, the dedicated coach parking would facilitate visits allowing children to participate in physical sport and learn to swim;
- The proposal, whilst it is a large footprint, has been designed to respond to the

characteristics of the Conservation Area. Key features such as mature trees are retained,

- A set back from sensitive views and landscaping have been retained within the proposed development;
- The proposal would employ the equivalent of 150 staff as well as provide associated local businesses with increased footfall and the proposal is likely to benefit the viability of local businesses in the local area.

The harm identified is considered to be less than substantial. Consequently, the test set out in paragraph 196 of the NPPF is appropriate to the decision making process in this instance. The harm identified is the scale of the proposed building and its site coverage in an area that is generally characterised by a suburban setting. Notwithstanding the size of the building, the proposal has retained features of the site which contribute considerably to the site's setting such as mature trees and soft landscaping. The building has been set back from Harmondsworth Road by at least 8m stepping back to 16m and from Rowhley Place by 18m and the proposal seeks to include soft planting along the perimeter boundary of the site to mitigate against the impact of the building. The perimeter boundary includes soft landscaping and the replacement of trees. The proposal has been designed carefully to mitigate its impact on the West Drayton Green Conservation Area.

In assessing this proposal, considerable weight to the desirability of preserving the setting of the West Drayton Green Conservation Area. However, the limited number of adverse impacts identified in this case, and its localised nature would not significantly and demonstrably outweigh the benefits of delivering a multi purpose leisure centre, when assessed against the policies of in the Framework taken as a whole. The proposal is therefore considered to be consistent with the NPPF and Policy HE1 of the Local Plan: Part One (2012) and Policy DMHB 4 of the Local Plan: Part Two (2020).

7.04 Airport safeguarding

Policy DMAV1 of the Local Plan: Part Two (2020) notes that the Council will support the continued safe operation of Heathrow Airport and will consult with the airport operator on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

NATS and Heathrow Aerodrome Safeguarding were consulted on this application and raised no objections to the proposals subject to a condition requiring a bird hazard management plan and informatives relating to wind turbines and cranes. The relevant condition and informatives are attached the draft decision notice and the proposal complies with Policy DMAV1 of the Local Plan: Part Two (2020).

7.05 Impact on the green belt

The application does not fall within land that is designated as Green Belt. As such, the proposal would not impact the Green Belt.

7.07 Impact on the character & appearance of the area

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to make be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use

of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The proposal seeks a comprehensive redevelopment of the site. The proposed Leisure Centre is located on the northern part of the site with the associated car park being located on the southern end, with Rowheys Place dividing the two sites. The Leisure Centre is expressed as one building with the facade being broken up into a series of bays separated by brick pillars. The main entrance is on the southern face of the building, with the lobby, cafe, soft play, climbing area and main circulation areas located just off it. The service road is located to the west of the proposed building which provides bin stores and cycle stores. The pool area occupies the northern portion of the ground floor with associated changing facilities. On level 1 the gym as well as the double-height sports hall can be found. On level 2 the outdoor football pitch sits straight above the main pool area.

The proposed car park will be on two levels measuring upto 4.1m in height to the south of Rowheys Place. The car park will occupy much of the site and will be clad in timber battens with climbing plants to help soften its appearance and mitigate against light spillage.

The layout responds positively to the site's geometry, offering strong frontage onto Rowheys Place that strengthens its primacy as the main route into the site. The car parking layout has been amended to provide a stronger pedestrian link between the car park and the proposed crossing leading to the front entrance of the proposed leisure centre.

The elevational treatment has distinctive vertical and horizontal brick features framed glazing and feature brick panels. The primary facing brickwork is to be blue brick which will be broken up with colourful glazed brick panels and brise-soliel incorporated into the design.

The overall scale of the leisure centre building is greater than the existing buildings with dimensions of 56 metres by 58 metres and a maximum height of 17 metres, but this is necessary given the mix of facilities proposed. The scale of the building proposed, its siting and the design approach adopted, would sufficiently break up the overall mass and would reduce any potential visual impact and would provide a suitable architectural response. In addition, the site would be well landscaped to further reduce the impact of the development.

The detailed design of the leisure centre and car park are generally considered to be of a high quality design that includes architectural detailing. The elevational treatment has distinctive vertical and horizontal brick features framing glazing and feature brick areas provide a visual quality and richness to the leisure centre helping to prevent a stark monolithic appearance. Mitigation measures have also been introduced into the elevational treatment of the car park with softer materials comprising timber slatted cladding and climbing plants. The proposal would not result in an adverse impact to the visual amenities from West Drayton allotments as a result of the proposed decked car park.

Given the proposed leisure centre use of the proposed building its appearance is generally dictated by the need to meet the set standards in terms of the sporting facilities within the building. Nevertheless, the design approach adopted is appropriate in this location responds to the site's context and is of an appropriate form. The proposal is considered to accord with Chapter 12 of the NPPF, Policy 7.6 of the London Plan (2016), Policy BE1 of the Local Plan: Part One (2012) and Policies DMHB 11 and Policy DMHB 12 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential property is located 27.5m to the west of the site. At this point, the height of the application site is approximately 15m. The application site has been designed to minimise its impact on the residential properties backing onto the site by locating the servicing area to this part of the site. There are no windows proposed along the western elevation and as such the proposal would not result in the loss of privacy to residents situated to the west of the leisure centre. A condition is attached to limit servicing between 07:00 and 21:00 to minimise the impact of noise and disturbance to residents along West Drayton Park Avenue. An acoustic fence is also proposed along this boundary secured by condition.

The nearest residential building to the north is located 57 m away, the building is separated by the community centre and a service road and as such, it is envisaged that the proposal would not result in a detrimental impact of the amenities of residents to the north.

To the south of the application site, the residential properties along Stainby Close are sited approximately 40m from the proposed decked car park. The decked car park would be 4m in height and as such with soft landscaping along the boundary, it is not expected to result in overshadowing to neighbouring properties or their gardens. 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 applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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.

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.

The Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking 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 applicant in their Transport Assessment explains that the figure of 199 car parking spaces has been derived from parking surveys carried out similar sites in comparable locations. The highways authority is satisfied that the comparable locations provide robust comparisons for the purposes of calculating the number of car parking spaces needed at the proposed development. The provision of 199 car parking spaces at a smaller Leisure Centre is considered adequate and in accordance with the Local Plan: Part 2 Development Management Policies (2020) Policy DMT6: Vehicle Parking.

A Transport Statement submitted alongside this planning application considers the existing trip generation of the West Drayton Young People Centre and the West Drayton Family Centre currently on the site compared to the proposed Leisure Centre. To determine how well the Rowheys Place / Harmondsworth Road junction would perform both 'with' and 'without' the leisure centre development, traffic surveys have been undertaken as it necessary to include also include vehicular trips generated by the residential dwellings at the far end of Rowheys Place / Stainby Close. To help forecast how much traffic the leisure centre development would generate, the applicant has referred to the TRICS database. The TRICS database is the industry accepted source of trip generation data. The sites used for comparison purposes have been reviewed and are considered representative. The results forecast that at its busiest time, the PM peak 17:00 to 18:00 hours, the Leisure Centre development would generate 159 two-way vehicle movements. The applicant reports that the existing use the West Drayton Young People Centre and West Drayton Family Centre generates 67 two-way trips; as these building will be demolished and will no longer generate trips the net uplift in vehicular trips will be 92 two-way vehicle movements.

Based on the drive time to the Leisure Centre and population size, the applicant forecast that nearly half of all visitors would come from the West Drayton area itself with a round a quarter originating from Harmondsworth / Sipson. Just under a fifth would come from Yiewsley. The Highway Authority considers that the methodology used is appropriate and that the results provide a good indication of the Leisure Centre developments trip distribution profile.

The applicant reports that it is anticipated that the Leisure Centre will open in 2022. To be able to assess the net impact of the development on the local highway network when it opens, road traffic growth is taken into account. The applicant has done this by applying TEMPRO growth factors to the observed 2019 flows. At the busiest time, the net impact of the development would result in traffic flows along Harmondsworth Road north bound in the PM Peak increasing from 869 to 939 vehicles or by 8%. Using these figures the applicant has gone on to test the performance of the Rowlheys Place / Harmondsworth Road junction 'with' the development and background road traffic growth. In 2022 'with' the new development and background traffic growth during the PM peak there would be a 10 second delay to traffic queuing along Rowlheys Place along as they wait to join Harmondsworth Road. On balance the Highway Authority considers this acceptable.

As some visitors to the Leisure Centre would arrive by coach a coach lay by is proposed on the western side of Harlington Road just south of Rowlheys Place. The Highway Authority raised objections to the original design of this coach lay-by as passengers would be set down on the shared use footway placing them at risk of being hit by a cyclist. At the request of the Highway Authority the coach lay-by and shared use footway has been redesigned, cyclists will now be required to cycle on-street around the lay-by. This arrangement has overcome the Highway Authorities original concerns. Engineers have checked the design of the coach lay-by and can confirm that the requisite visibility splays have been achieved.

Also as part of the development the applicant is proposing to provide a zebra crossing on Rowlheys Place providing a pedestrian link between the Leisure Centre and the car park. The Highway Authority supports the installation of this zebra crossing and requires that the developer funds in full the cost of its provision. This obligation should be secured by way of a S278 agreement.

The developer is also proposing to narrow Rowlheys Place with kerb build-outs just west of the proposed zebra crossing and car park entrance. This would reduce the carriageway width to one-way working requiring drivers to give way to one another. The purpose of this 'physical build out' is to deter Leisure Centre visitors from proceeding along Rowlheys Place into the residential area either to park or pick up / set down passengers etc. The design of this 'physical build out' would be agreed with the Highway Engineers to ensure a situation where people giving way to drivers coming in the opposite direction leads to a queue of cars forming outside the Leisure Centre and car park entrance is deterred. In principle and subject to detailed design and a Road Safety Audit the Highway Authority considers the physical build out acceptable. Similar to the proposed zebra crossing the developer would be expected to fund in full the cost of providing this 'physical build out'. This includes the cost of both formal and informal consultation with residents.

In support of their planning application the applicant has also provided a Technical Note (Ref; SJ/AI/ITB14708-004 TN) that summarises the points raised at a consultation event with local residents. One of the concerns raised was Leisure Centre visitors parking along Rowlheys Place. They may be incentivised to do this if for example the cost of the parking

in the Leisure Centre car park was considered expensive. As mentioned above the Highway Authority is however satisfied that the number of parking spaces to be provided is sufficient to cater for demand. Furthermore, in line with leisure centre car parking across the Borough, members of the leisure centre would be able to use the parking at no additional cost. Visitors to the car park from within the Borough would pay a nominal amount. Usually using Transport for London (TfL) Local Implementation Plan funds the Council does implement residents parking management schemes but only where these are requested by and supported by those residents affected. The Council does not impose these schemes on local residents. Requests for residents parking management schemes are usually made by way of a petition. If local residents themselves made request a residents parking management scheme and if it is supported as part of the informal consultation process together with no objections at the formal consultation process stage the Highway Authority would have no objections to one being introduced; again this should be funded in full by the developer, this funding should be secured by way of a S278 agreement. As mentioned above a Transport Statement was submitted alongside this planning application. This considered the traffic impact the development would have on the surrounding network. This matter was further discussed in the Technical Note. The methodology used has been assessed and the results are considered valid.

Alongside the planning application a Travel Plan has been submitted. Overall this is considered satisfactory subject to further details being secured by a legal agreement. Within the Travel Plan the Highway Authority would welcome a commitment to work with the Council upon initiatives that encourage and enable safe travel by bicycle, scooter and walking such as the Council's 'Led Rides', hosting Dr Bike events and supporting Bikeability.

All servicing will take place on-site, swept path drawings have been provided that demonstrate there is sufficient room for vehicles to manoeuvre and leave the site in a forward gear. Refuse collection will be managed by Leisure Centre maintenance staff who will bring the bins to a temporary on-site bin collection point close to Rowleys Place on collection day. Again drawings have been provided that show there is room for refuse vehicle to manoeuvre and leave the site in a forward gear.

The Highway Authority requires that any forthcoming planning approval should include a suitably worded condition requiring the applicant to prepare and submit a Construction Logistics Plan and Service and Delivery Plan. These should be produced based on the guidance produced by TfL tailored to the development and local circumstances.

The Highway Authority supports the expansion of the Brunel University Santander Bike Hire Scheme. It is considered that the Leisure Centre is an ideal location for the installation of new Santander Bike Hire Scheme cycle racks. Furthermore a developer's contribution towards the operation of this scheme in the West Drayton area is considered appropriate.

Policy DMT6 the Local Plan: Part 2 Development Management Policies (2020): Vehicle Parking states that development proposals must comply with the relevant parking standards. For a development of this type, the Highway Authority requires that 10% of car parking must be for blue badge holders. This equates to 20 spaces, the 25 proposed is acceptable and above the requisite standards. These conditions have been included.

Parking provision for electric vehicles should be in accordance with the 2016 London Plan which requires that at least 20% of spaces should have active charging facilities, with a further 20% having passive provision. The parking spaces for motorcycles, mopeds and

scooters should be provided at the rate of 5% of car parking spaces. Policy DMT6 requires that a development of this type provide a maximum of 1 bicycle parking space per 10 members of staff and 1 bicycle parking space per 20 peak period visitors. Parking for disabled people, active electric vehicle charging points, passive electric vehicle charging points, motorcycle parking and bicycle parking are secured by way of a suitably worded condition.

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. The Metropolitan Police has commented on this application noting a meeting was held with the Applicant and physical measures have been incorporated that design out crime. A secured by design condition has been recommended within the draft decision. The proposal accords with Policy 7.13 of the London Plan.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

In the lead up to this application submission, the Council's Accessibility Officer has had involvement early on in the design process. The Access Officer had commented on the original site plan and commented on accessibility matters. A revised site plan was provided in December 2019 which a clearer arrangement for the drop off zone and the accessible car parking bays. Following a review of the amended plan, the Access Officer has commented on the application noting the arrangements are acceptable subject to a suitably worded planning condition.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

A Youth Centre and games court with parking and open space is situated to the north of Rowleys Place, with a Family Centre and car park to the south with car parking at a lower level than Harmondsworth Road. Both sites are defined on the east boundary by mixed

native hedging. The Youth Centre site features some mature specimen trees, which are clearly visible from the road and the surrounding area.

A tree report has been submitted as a supporting document which accords with BS5837:2012 standards. Six trees have been classified as 'A' grade trees; T3, T5, T32, T34, T41 and T43 and 20 trees have been classified as 'B' grade trees. 'A' and 'B' grade trees are the most valuable trees which are normally worthy of retention on development sites. Six trees on site are categorised as 'U' grade trees which should be removed in the interest of good management, with the remaining trees classified as 'C' grade. The proposal retains the most significant trees of merit and seeks to replace all trees that are being lost. Boundary treatment is considered appropriate and it is considered to respond to the characteristic of the area through the use of railings and hedging.

The trees and landscaping officer has raised no objection subject to the inclusion of landscaping conditions whereby details of hedging and pollution absorbing trees are required to be submitted. The proposal accords with the policy requirements of Policy DMHB 14 of the Local Plan: Part Two (2020).

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The Ecology Officer has commented on this application noting the site is of limited value for ecology and the impacts would be minimal. The retention of the tree belt to the north eastern part of the site is important for the protection of bat foraging areas. Consequently, it is not considered likely that European protected species (bats) would be harmed and their conservation undermined. Subject to a condition that requires an ecological protection and enhancement scheme to be submitted before any above ground works take place, the proposal is considered to comply with Policy DMEI 7 of the Hillingdon Local Plan: Part Two (2020).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) sets out the Mayors Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

The applicant has provided details for servicing arrangements and waste which has been reviewed by both the waste strategy and highways officers. The proposed waste arrangement accords with Policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low

carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The Sustainability Officer has reviewed the proposal and has raised no objection to the application as it achieves 35% onsite reduction in CO₂ emissions. The Sustainability Officer has recommended that planning conditions are attached to the decision. Subject to the inclusion of the recommended condition, the proposal complies with Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The flood water management officer has commented on the application noting there are no objections to the proposed Leisure Centre following a review of the Flood Risk Assessment and Drainage Strategy by Infrastruct dated August 2019. However, the proposals are dependant on further investigation on site to indicate all the proposals are feasible. A pre-commencement flood water management condition is included with the draft decision.

7.18 Noise or Air Quality Issues

Noise

Policy DMEI 4 of the Local Plan: Part Two (2020) requires new visitor attraction to ensure no deleterious impact on neighbouring land use by noise, traffic and congestion, visual intrusion, safety, loss of privacy or amenity.

The application is supported by an acoustic report which was reviewed by the EPU Officer. The EPU Officer has commented on the application noting the nearest sensitive receptors have been identified as residential properties along the West Drayton Park Avenue, particular those having gardens facing the development. The noise climate has been assessed between the hours of 06.00 to 23:00 , which is similar to the hours of operation for the leisure centre. External noise from the Roof top Football Pitch as been assessed as 31 dB(A) at the boundary of properties on West Drayton Park Avenue, this is deemed

acceptable according to WHO guidelines for external noise in amenity places.

External noise criteria for plant and equipment has been provided and is considered satisfactory. The applicant has shown that the residential dwellings that exist above the commercial units a long Harmondsworth Road will not be affected by the noise at the proposed site as the activities will be masked by dominant traffic noise. Roof top activity noise levels are lower than road traffic noise, cited as 49 and 63 dB(A) respectively/ The acoustic report has shown that through the noise assessments and calculations noisy activities from the proposed leisure centre, will be adequately controlled through acoustic features of specified acoustic fencing, external glazing to the building envelope, will be controlled.

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The Air Quality Officer has commented on the application noting the proposed development is located within the West Drayton / Yiewsley Focus Area, producing traffic emissions which will add to current high ambient annual mean values and exceedences of nitrogen dioxide in this sensitive area. Although officers consider the impacts on air quality are likely to be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the impacts of the development.

The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development along with extensive screening and planting of pollution absorbing trees and barriers. In addition, in the event of an approval, conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development.

Appropriately worded conditions and legal obligations are attached to the draft decision that require effective and tangible air quality mitigation measures to be delivered on site and off site, within the vicinity of the proposed development.

7.19 Comments on Public Consultations

In response to consultation to this application, a number of objections raised the issue of

finances. The proposed leisure centre was approved by Cabinet on 30 May 2019. In this regard how the Leisure Centre is funded is not a material planning consideration. Other comments or objections made to the application have been addressed within the main body of the report.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);
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
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.

Community Infrastructure Levy

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides more than 100 sq.m of commercial floorspace. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

The contaminated land officer has commented on the application noting historic maps indicate southern area of site was a clay pit during mid 1930s. It is possible the old clay pit was infilled. The Borough's records outlines a 250m gas buffer zone from the old clay pit. There is no evidence of significant changes to surrounding levels and topography shown on historic mapping and current Google Maps Street View. Maps indicate the northern area (local to present day Youth Centre) was earlier connected to Drayton Hall. Mapping records suggests the sites have not been subjected to historical contaminating activities and as such there are no significant concerns in respect of the proposal. Subject to the inclusion of a planning condition relating to Contaminated Land, the proposal complies with Policy DMEI 12 of the Local Plan: Part Two (2020).

No other issues identified.

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

Not applicable.

10. CONCLUSION

This application seeks full planning permission for the redevelopment of the site to provide a new leisure centre (Use Class D2) following the demolition of the existing family centre to the south side of the site and the youth centre to the north of the site (Use Class D1). The principle of development is supported by the National Planning Policy Framework, the London Plan and the Local Plan. As noted above, Paragraph 195 outlines that where a proposal would lead to less than substantial harm to a designated heritage asset, which is considered to be the level of harm identified by this proposal, Local Planning Authorities should refuse consent. This harm can only be overcome by demonstrating that the public benefits of the scheme outweigh the harm to the Heritage Asset. The case put forward would therefore need to establish whether the wider public benefits of the proposal outweigh the less than substantial harm to the Heritage Asset. The proposal would facilitate healthy lifestyles and access to sport and recreation in the local area including to disabled users for which there currently isn't capacity in the local area. In terms of economic benefits, the proposal would provide the equivalent of 150 full time staff and increase footfall to this area. Taking into account the environmental, economic and social

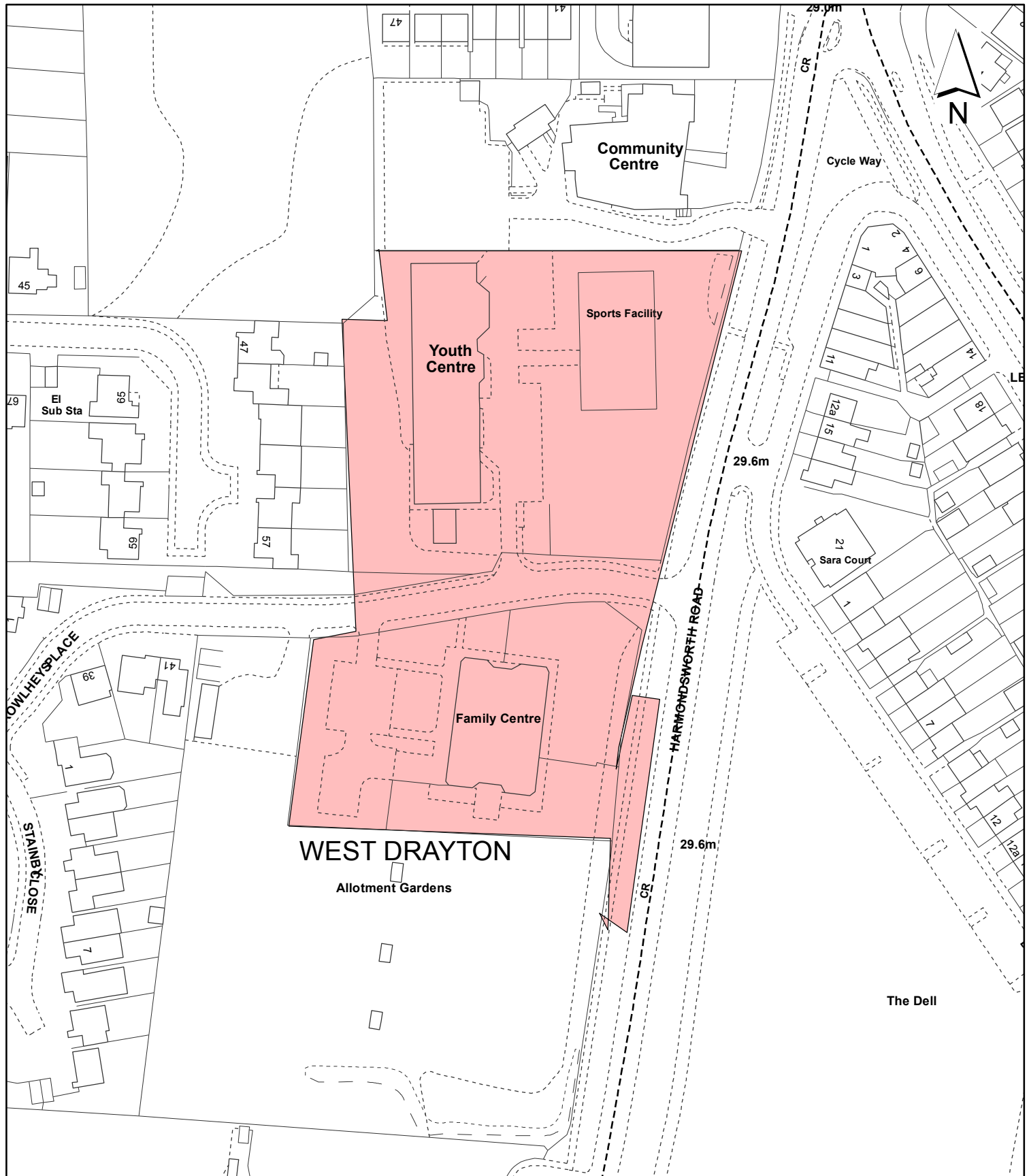
benefits of the proposed development. It is acknowledged that the proposed leisure centre demonstrate public benefits to address the less than substantial harm to the heritage asset in making a balanced judgement. Due to its siting and design, the proposal would not harm the amenities of neighbouring properties and the highways officer is satisfied that the proposal would not result in a detrimental impact to the local highway network. For the reasons outlined in the above report, it is recommended that application is approved subject to condition and a legal agreement.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
Hillingdon Local Plan: Policies Map (2020)
London Plan (2016)
Draft London Plan (2019)
National Planning Policy Framework (2019)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Yiewsley & West Drayton Leisure Centre
Harmondsworth Road/Rowlheys Place
West Drayton**

Planning Application Ref:

75127/APP/2019/3221

Planning Committee:

Major

Scale:

1:1,250

Date:

March 2020

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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