

Report of the Head of Development Management and Building Control

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

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

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

LBH Ref Nos: 75127/APP/2023/1646

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

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

Date Application valid 26-06-2023

1. SUMMARY

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

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

Major Applications Planning Committee - 11th October 2023

PART 1 - MEMBERS, PUBLIC & PRESS

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

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

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

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

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

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

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

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

For these reasons the application is recommended for approval.

2. RECOMMENDATION

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

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

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

The proposed application seeks to secure the following:

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

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

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

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

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

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

1. COM4 Accordance with Approved Plans

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

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

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2. COM5 General compliance with supporting documentation

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

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

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

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

REASON

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

3. NONSC Non Standard Condition

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

REASON

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

4. M1 Details/Samples to be Submitted

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

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

REASON

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

5. NONSC Non Standard Condition

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

REASON

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

6. COM8 Tree Protection

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

REASON

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

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

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

Prior to commencement of any above ground level works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate and to include pollution absorbing planting.

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

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

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

2.e Hard Surfacing Materials

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 4, DMHB 11, DMHB 12, DMHB 14 and DMT 6 of the Local Plan: Part Two - Development Management Policies (2020) and and Policy G5 of the London Plan (2021).

8. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped. New planting shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

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

REASON

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

9. NONSC External Fixtures

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

REASON

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

10. B37 Archaeology - Written Scheme of Investigation

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

REASON

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

11. COM26 Ecology

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

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

wildlife.

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

REASON

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

12. NONSC Non Standard Condition

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

REASON

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

13. COM30 Contaminated Land

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

AND

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DMEI 12 of the Local Plan: Part Two - Development Management Policies (2020).

14. NONSC Non Standard Condition

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

REASON

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

15. COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policy D11 of the London Plan (2021) and Policy DMHB 15 of the LPP2.

16. SUS1 Carbon Reduction

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

The development must proceed in accordance with the approved details.

REASON

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

17. NONSC Non Standard Condition

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

REASON

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

18. NONSC Green Wall/Roof

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

The development must proceed in accordance with the approved scheme.

REASON

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

19. SUS5 Sustainable Urban Drainage

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

REASON

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

20. NONSC Basement Impact Assessment

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

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

REASON

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

21. ST1 Opening Hours

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

REASON

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

22. NONSC Servicing and Delivery Hours

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

REASON

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

23. OM19 Construction Management Plan

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

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

REASON

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

24. NONSC Servicing and Delivery Plan

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

REASON

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

25. OM2 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020) and Policy BE1 of the LPP1 (2012).

26. NONSC External Noise

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

REASON

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

27. NONSC Anti-Vibration Measures

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

REASON

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

28. NONSC Acoustic Screen

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

REASON

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

29. NONSC Low Emissions Strategy

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

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

REASON

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

30. NONSC Piling (Thames Water)

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

REASON

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

31. M3 Boundary treatment - details

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

REASON

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

32. OM11 Floodlighting

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

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

REASON

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

33. DIS2 Access to Buildings for People with Disabilities

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

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

REASON

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

34. OM12 External Litter Bins

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

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

REASON

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

35. NONSC Non Standard Condition

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

REASON

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

36. NONSC Non Standard Condition

Definitions; All reference to:

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

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

INFORMATIVES

1. I52 Compulsory Informative (1)

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

2. I24 Works affecting the Public Highway - General

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

3. I3 Building Regulations - Demolition and Building Works

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

4. I15 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays or Bank Holidays.

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

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

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

5. I18 Storage and Collection of Refuse

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

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

6. I19 Sewerage Connections, Water Pollution etc.

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

7. I60 Cranes

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

8.

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

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

153 Compulsory Informative (2)

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

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

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

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

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

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

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

3.2 Proposed Scheme

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

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

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

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

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

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

details shown on the submitted plans, numbers:

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

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3.3 Relevant Planning History

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

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

Decision: 18-03-2020 Approved

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

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

Decision: 18-03-2021 Approved

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

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

Decision: 10-05-2022 Approved

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

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

The amendments include the follow:

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

Decision: 14-04-2022 Approved

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

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

Decision: 04-07-2022 Approved

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

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

Decision: 24-06-2022 Approved

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

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

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

Decision: 01-11-2022 Approved

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

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

Decision: 03-11-2022 Approved

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

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

Decision: 11-05-2022 Approved

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

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

Decision: 04-07-2022 Approved

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

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

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

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

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

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

Decision: 13-04-2023 Approved

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

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

Decision: 11-05-2023 Approved

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

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

Decision: 28-04-2023 Approved

Comment on Relevant Planning History

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

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

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

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

The amendments include the follow:

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

Application approved 14-04-22.

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

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

4. Planning Policies and Standards

Development Plan

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

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

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

Material Considerations

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

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM1 (2012) Sustainable Waste Management
1

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

PT1.EM5 (2012) Sport and Leisure

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

PT1.HE1 (2012) Heritage

Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 2 New Community Infrastructure

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMCI 6 Indoor Sports and Leisure Facilities

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 10 Water Management, Efficiency and Quality

DMEI 11 Protection of Ground Water Resources

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

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PART 1 - MEMBERS, PUBLIC & PRESS

DMEI 2 Reducing Carbon Emissions

DMHB 1 Heritage Assets

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 4 Conservation Areas

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 5 Pedestrians and Cyclists

DMT 6 Vehicle Parking

LPP D10 (2021) Basement development

LPP D12 (2021) Fire safety

LPP D14 (2021) Noise

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP E10 (2021) Visitor infrastructure

LPP G4 (2021) Open space

LPP G5 (2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP G7 (2021) Trees and woodlands

LPP GG1 (2021) Building strong and inclusive communities

LPP GG2 (2021) Making the best use of land

LPP HC1 (2021) Heritage conservation and growth

LPP S1 (2021) Developing London's social infrastructure

LPP S4 (2021) Play and informal recreation

Major Applications Planning Committee - 11th October 2023

PART 1 - MEMBERS, PUBLIC & PRESS

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 2nd August 2023

5.2 Site Notice Expiry Date: 27th September 2023

6. Consultations

External Consultees

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

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

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

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

Case Officer Comment:

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

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

WEST DRAYTON CONSERVATION AREA ADVISORY PANEL

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

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

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

Case Officer Comment:

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

Internal Consultees

CONSERVATION AND URBAN DESIGN

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

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

Case Officer comment:

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

HIGHWAYS

Proposal and site description

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

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

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

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

Access

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

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

Parking

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

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

Disabled persons parking

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

Electric vehicle charge points (EVCP)

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

Cycle Parking

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

Trip generation and parking accumulation

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

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

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

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

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

Healthy Streets

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

Planning conditions and contributions

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

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

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

Recommendation

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

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

Archaeology

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

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

Conservation Area

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

Conserving and enhancing the historic environment.

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

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

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

7.04 Airport safeguarding

Not relevant to the consideration of this application.

7.05 Impact on the green belt

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

7.06 Environmental Impact

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

7.07 Impact on the character & appearance of the area

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

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

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

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

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

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

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

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

Policy DMHB 4 states :

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

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

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

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

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

7.08 Impact on neighbours

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

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

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

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

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

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

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

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

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

Access

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

Parking / Trip Rates

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

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

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

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

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

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

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

The survey is summarised below:

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

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

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

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

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

Accessible Parking

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

Electric vehicle charge points (EVCP)

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

Cycle Parking

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

Healthy Streets

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

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

The applicant has confirmed they agree to this contribution.

Conclusion

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

7.11 Urban design, access and security

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

7.12 Disabled access

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

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of this application.

7.14 Trees, Landscaping and Ecology

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

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

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

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

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

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

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

7.15 Sustainable waste management

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

7.16 Renewable energy / Sustainability

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

7.17 Flooding or Drainage Issues

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

7.18 Noise or Air Quality Issues

Air Quality

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

7.19 Comments on Public Consultations

See Section 6.1 of this report.

7.20 Planning Obligations

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

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

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

The proposed application seeks to secure the following:

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

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

7.21 Expediency of enforcement action

Not applicable to the application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

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

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

report.

11. Reference Documents

The Local Plan: Part 1 - Strategic Policies (2012)

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

The Local Plan: Part 2 - Site Allocations and Designations (2020)

The West London Waste Plan (2015)

The London Plan (2021)

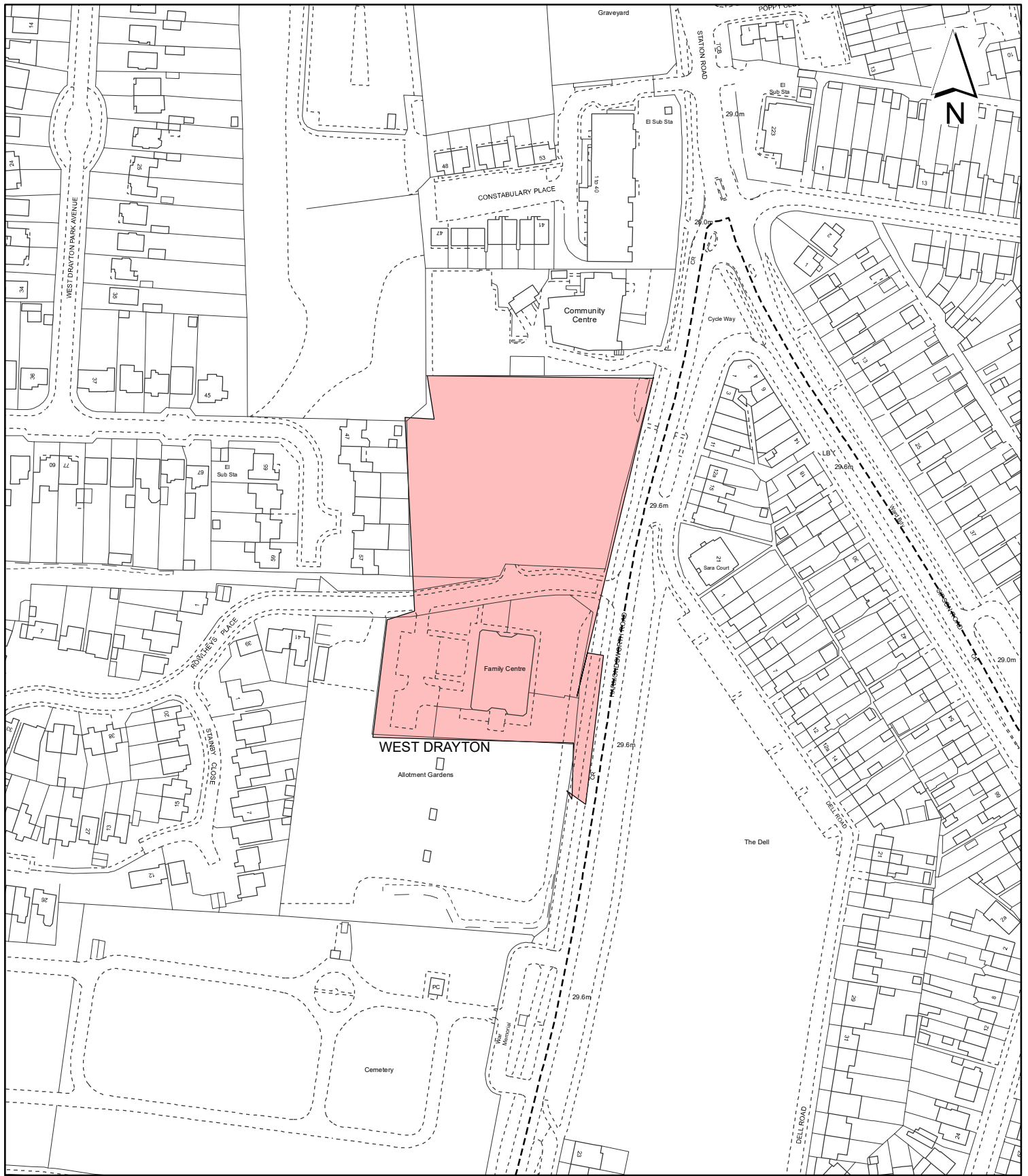
NPPF (2021)

Contact Officer:

Christopher Brady

Telephone No:

01895 250230



Notes:

 Site boundary

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Site Address:

West Drayton Leisure Centre

Planning Application Ref:

75127/APP/2023/1646

Planning Committee:

Major

Scale:

1:2,000

Date:

October 2023

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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



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