

Reference 2382/APP/2023/2906

Location BROADWATER LAKE MOORHALL ROAD HAREFIELD

Proposal Redevelopment of the site to create the Hillingdon Watersports Facility and Activity Centre including demolition of existing Broadwater Lake Sailing Club (BSC) clubhouse at the north of the lake and erection of a building to be occupied by HOAC and BSC including changing facilities, meeting rooms, storage, Workshop and seasonal worker accommodation (sui generis), activity shelters; installation of pontoons and concrete slipways; boat shed; equipment storage huts (north of lake and at entrance); boat parking and racking areas; camping area; outdoor activity areas; ecological enhancement throughout the site; new pedestrian routes through the peninsula; landscaping including new woodland, dense vegetation screens and boundary treatment; new access and access road; localised dredging and land reclamation; relocation of existing sailing area and creation of floating and fixed islands within the lake; coach drop off and turning area; vehicle parking; cycle parking; and associated works.

Overview

As part of the construction of the HS2, the Hillingdon Outdoor Activity Centre (HOAC), Harvil Road has been forced to move. A planning application has been received seeking approval to develop a replacement facility to be known as the Hillingdon Watersports Facility and Activity Centre (HWSFAC) at Broadwater Lake, Harefield. HOAC is a registered Youth Educational Charity providing outdoor and environmental education for the whole community but with priority given to young people and those who are disadvantaged or disabled. HOAC users predominately include school and other educational groups of children ranging from ages eight to 18 years. The site would be open all year round with the number of visitors peaking on weekdays across the summer months April to September when a maximum of 120no. children would visit weekdays. At weekends the number would be 35no. During the winter months just 8 to 10no. visitors would be present most of whom it is expected would arrive by car. Core operational hours would be 10:00 to 15:00h. The applicant reports that many school children or groups such as Scouts, Guides and Cadets would travel together by coach or minibus.

At weekends during the summer overnight camping would be available for up to 60no. children, during the day 10no. adults would be present to supervise falling to 6no. overnight. The proposal would employ 8no. permanent and 14no. seasonal members of staff.

Broadwater Lake is currently used by Broadwater Sailing Club (BSC) and Gerrards Cross and Uxbridge District Angling Society (GCUAS). As part of the development new facilities would be provided for both these organisations forming part of the new Hillingdon Watersports Facility and Activity Centre (HWSFAC).

Site Characteristics

The proposal site is located one kilometre to the northeast of Denham National Rail Station, within the Colne Valley Regional Park and is bound by the River Colne to the west and the Grand Union Canal to the east. Access would be taken from a private driveway leading off Moorhall Road named Boyers Pit. Moorhall Road connects Harvil Road with the A412. The site has a PTAL ranking of 1a indicating that access to public transport is poor compared to London as a whole, the 331bus service operates along Moorhall Road connecting Ruislip Station with Uxbridge via Northwood and Denham. The site is oblong shaped with the

southern end connecting with Moorhall Road. Within the site most activity would take place to the north at the waterfront.

The land is currently occupied by GRS Bagging - a construction material wholesaler, Harleyford Aggregates - a sand and gravel supplier. There are also a small number of residential dwellings. These land uses are accessed from a road named Boyers Pit, this access offers a low standard of provision, there are no footways or edging treatments, no street lighting and no road markings. The start of the access has an asphalt surface which later transitions to being unmade.

In the vicinity of the site, Moorhall Road benefits from footways and streetlighting on both sides of the road, to the west, there are sections with no footways. In some locations where there are side roads, the footways that are provided are missing tactile paving and dropped kerbs. A 40mph speed limit is in operation. There are hatched road markings together with a right turn pocket in the centre of Moorhall Road at its junction with Boyers Pit. Double yellow lines have also been provided. To the west is a bus stop and bus cage, the 331 Uxbridge to Ruislip station via Denham station and Northwood station calls at this stop.

Description of the development

The proposal would be arranged on a north–south axis, with an access road running through the site. At the southern boundary, the road would connect to Moorhall Road in the same position as Boyers Pit, the northern end would form the main area where activities take place. The access road would be surfaced with black asphalt at the junction with Moorhall Road changing to concrete then buff coloured asphalt in the zone where activities are taking place. This access road would have a 20mph speed limit; buildouts with priority working would be provided to calm the speed of traffic and provide opportunities for on-coming vehicles to pass. At the southern end of the access road there would be perpendicular car and minibus parking, also, at the southern end there would be a coach drop-off/pick-up point together with a reversing bay.

The applicant reports in the Hillingdon Watersports Facility and Activity Centre, Transport Assessment Addendum (November 2025) that the existing site currently has no formal parking arrangements though there is space for approximately 45no. vehicles to park informally. Cycle parking is not currently provided.

As part of the development there would be 56no. car parking spaces in total comprising of the following type:

Parking type	Number
Standard	42
Active electric vehicle charge point	6
Blue badge parking	6
Mini-bus parking	2
Total	56

In addition to the above there would be a minibus, coach and car drop-off/pick-up points. The proposal would have 42no. cycle parking spaces.

The number of blue badge disabled persons parking spaces proposed is in accordance with the published London Plan (2021) standard. Policy T6.5 Non-residential disabled parking – requires that for Leisure used Highway Authorities refer to the Sport England Accessible Sports Facilities Design Guidance Note 2010. This requires that at this development 6% of all car parking spaces should be blue badge disabled persons parking, 5no. spaces in total.

As shown above there would be 6no. active electric vehicle charge points, this is in full accordance with the policy as set out in the Hillingdon Local Plan: Part 2 Development Management Policies (2020).

The development would provide a total of 18no. long stay cycle parking spaces and 24no. short stay cycle parking spaces. From the information provided it is not clear where the cycle parking would be located, a Parking Design and Management should be provided to clarify this matter and to confirm all long-stay cycle would be sheltered, secure and accessible.

Vehicle access

As mentioned above access to the site would be taken from Moorhall Road, the intersection would be in the same location as the existing junction of Boyers Pit j/w Moorhall Road. The entrance to HWSFAC would be gated, these gates would be set back 400m from Moorhall Road, offering more than sufficient space for vehicles to wait without overhanging into Moorhall Road. Alongside the access road would be a segregated footway, this would extend as far as the coach drop-off/pick-up facility, beyond this point the access road would become shared space, this is considered a satisfactory arrangement taking into account the number of vehicles passing would be few and vehicle speeds would be low.

Swept path drawings have been provided that demonstrate that a large car, ambulance, fire tender and refuse vehicle could all access their relevant destinations, turn and leave in a forward gear.

As part of the proposal the junction of the Boyers Pit and Moorhall Road would be remodelled, the width of the bellmouth would be increased to provide a larger turning radius in and out. In addition, the existing right turn pocket would be enlarged, this would allow coaches and other large vehicles approaching from the east to turn into the site without holding up traffic behind. To allow the Moorhall Road access to be remodelled and improved, the Highway Authority require a planning condition obliging them to sign a 1980 Highways Act s.278 agreement secured by a s.106 agreement of the 1990 Town & Country Planning Act.

The applicant has mentioned the intention that the Highway Authority to adopt Boyers Pit from its junction with Moorhall Road north. This matter has not yet been resolved, however whether it is adopted or not these comments would apply/remain unchanged.

Trip Generation

As mentioned above, the proposal would provide a new location for the HOAC formerly located at Dews Lane, Harefield, 1.5km to the southeast of Broadwater Lake. The applicant advises that the trip assessment presented in the Transport Assessment uses “real world” data collected from the Dews Lane site. The Highway Authority welcomes the use of this expressed travel behaviour. The applicant highlights that trips produced by HOAC at the new site are existing on the wider highway network as HOAC operations are only suspended following displacement by HS2 works.

The applicant reports that “*Demand, travel behaviour and origin of trip locations for HWSFAC at the Broadwater Lake site is expected to remain in line with former HOAC operations*” (Hillingdon Watersports Facility and Activity Centre, Transport Assessment Addendum (November 2025))

As is to be expected, the Centre would be busiest during the summer, on a typical weekday it is estimated that a maximum of 120no. children would be on-site. As HWSFAC operations are targeted towards large groups of users, particularly educational groups, children would mostly travel in large groups by coach from one starting destination such as a school or

college. Users with special educational needs and disabilities would be dropped-off and collected by minibus. Minibuses would stay on-site all day. All visitors would generally arrive between 08:00 and 08:30h and leave between 17:30 and 18:00h. Trips by children would generate 3no. coach two-way trips in the AM Peak and a further 3no. two-way movements in the PM Peak. There would be 3no. two-way mini-bus movements and 3no. car two-way movements. At weekend there would be an estimated 35no. users on-site who would either travel by car or minibus, it is reported there would be no coach traffic generated.

When the site is busiest during the summer months the site is forecast to generate 2no. service and delivery movements per day. Deliveries would typically arrive by car and light vans though on occasions larger vehicles such as mobile cranes would be required to replace pontoons on Broadwater Lake. Otherwise, the largest service and delivery vehicles accessing the site would be refuse collection trucks. Bin stores are positioned at several points along the site access road to allow easy collection, ensuring dragging distances are kept below 5 metres.

Refuse vehicles would briefly stop along the site access road to collect waste and would be required to turn within a turning circle to the north of the site, this facility would minimise reversing and turning manoeuvres. As already mentioned, swept path analysis illustrating refuse collection vehicle access has been provided which shows the proposed arrangement would operate satisfactorily, the applicant advises that refuse collection would occur in the morning prior to visitors arriving to the site.

Swept path drawings have also been provided that demonstrate that emergency service vehicles can access buildings within the site as well as the shores of the lake.

Travel Plan

Alongside the planning application the applicants have submitted a Travel Plan. This has been reviewed by the Highway Authority who have taken into account that an outdoor activity centre needs to be in rural location, such locations are remote and places where the provision of public transport can be unviable, trip lengths are also longer meaning and walking and cycling is not always a genuine alternative to trip making by the private car. Nevertheless, many trips to the centre would be made by sustainable modes – coach and minibus which is supported, as use of these modes reduces the traffic impact of the proposal on air quality and climate change.

In lieu of an Active Travel Zone assessment being provided by the applicant the Highway Authority has undertaken an assessment itself. This exercise has identified location where footways do not have dropped kerbs and tactile paving. The Highway Authority requires the developer enter a 1990 Town and Country Planning Act agreement with the Council obliging the develop to fund the provision of these facilities. These works would encourage and enable trip making to the site on foot which would contribute towards the attainment of the London Plan's 2021 objective of increasing mode share for walking, cycling and public transport (excluding taxis) of 53% by 2041.

Construction Logistics Plan

A framework Construction Logistics Plan has been submitted outlining how construction traffic management would be managed during the construction phase of the proposal. The Highway Authority require that a full Construction Logistics Plan is submitted to the Council for approval prior to the commencement of works on site. This should be secured via planning condition.

Delivery and Servicing Plan

Delivery and Servicing Plan (DSP) has also been submitted setting out the delivery and

servicing strategy for HWSFAC. The aim of the DSP is to minimise impact of delivery and servicing activity on the local highway network during peak times, and to improve highway safety in and out of the Site. The Highway Authority requires that a full Delivery and Servicing Plan is submitted to the Council for approval before the site is put into use. An area of particular focus should be the management of coach and all other large vehicles arrivals and departures, this is to minimise the likelihood of such vehicle encountering one another on the access road. This should be secured via planning condition.

s.278 Highway Works

The Highway Authority require that the applicant enters a 1980 Highways Act s.278 Agreement obliging them to remodel the junction of Boyers Pit with Moorhall Road including resurfacing and upgrading the footway towards the Broadwater Lock Grand Union Canal towards Harefield bus stop.

Active Travel Zone contributions

To encourage and enable travel to the site on-foot and by public transport the Highway Authority require the applicant to make an active travel contribution of £37,800 to fund the installation of tactile paving and dropped kerbs at 5no. locations and the provision of 2no. street benches.

Parking Design and Management

The Highway Authority require a planning condition requiring that a Parking Design and Management Plan (PDMP) is submitted to the Council for approval. This should set out access, parking, drop-off and collection strategies for the site.

Decision

There are no highway objections to this proposal subject to the following conditions and heads of terms.

Planning conditions

1. The Highway Authority require that the applicant enters a 1990 Town and Country Planning Act s.106 legal agreement with the Council committing them to enter a 1980 Highways Act s.38 legal agreement that would allow the bellmouth junction of Boyers Pit and Moorhall Road to be adopted by the Highway Authority. The full costs of this adoption shall be borne by the applicant. REASON to be in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 2: Highway Impacts.
2. As part of the development junction of Boyers Pit and Moorhall Road would need to be remodelled, if this the case the developer should enter a 1990 Town and Country Planning Act s.106 agreement obliging them to sign a 1980 Highways Act Section 278 Agreement to of the Highways Act 1980 (as amended) and secured by a Section 106 agreement of the 1990 Town & Country Planning Act.
3. The Highway Authority require that a Service and Delivery Plan is submitted for approval. REASON To be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.
4. The Highway Authority require that a Construction Logistics Plan is submitted for approval. REASON To be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing, and construction.

5. The Highway Authority require that a Parking Design and Management Plan is submitted for approval. REASON to be in accordance with the published London Plan 2021 Policy T6 Car parking.
6. The Highway Authority require that a Travel Plan is submitted for approval. REASON to be in accordance with the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts.
7. The Highway Authority require that drawings are submitted to the Council for approval showing the designs for the reconstruction of Boyers Pit. The site shall not be occupied until Boyers Pit has been rebuilt.

Alan Tilly

27th February 2026