

1. SUMMARY

This application seeks outline planning consent for a masterplan for the major redevelopment of The Old Vinyl Factory (TOVF) on Blyth Road, Hayes, in the form of a mixed use development within a high quality public realm. The scheme is designed to stimulate the regeneration of the site and the wider Hayes environs with a range of new uses and buildings, the refurbishment and reuse of historic buildings, and the provision of a high quality public realm. The design of the masterplan seeks to compliment and enhance the heritage of the site which was originally the primary location for the production of music records from the early 1900s through to the 1980s, employing, at its peak, some 14,000 people.

The site has been largely vacant since the late 1980s despite planning consents in 2001, Ref: 51588/APP/2000/1827 & 51588/APP/2000/1418, for the refurbishment and reuse of the existing office buildings and surface parking for some 1590 cars. While part of these consents have been implemented, the site has failed to attract new tenants in significant numbers and, as a result, a number of the existing buildings have fallen into disrepair and the regeneration has not materialised.

This application seeks to create a new urban quarter with the potential for up to 4,000 jobs on the site with further jobs created, indirectly, off site.

The proposals include:

- up to 7,886sqm of additional B1 floorspace
- up to 4,000sqm of A1 - A5 uses
- up to 510 residential units
- up to 4,700sqm D1 (Non Residential Institutions) and D2 (Assembly and Leisure)
- an energy centre
- car parking
- landscaping

The proposals will facilitate the refurbishment of the dilapidated buildings that are to be retained, and which are located in a Conservation Area noted for being 'at risk'. The new and refurbishment buildings will create a 'campus' style environment containing employment/commercial floorspace integrated with new residential, leisure and cultural uses that, combined, have the potential to create a new community within a highly active and animated environment.

The proposed scheme reinforces the regeneration objectives for Hayes Town Centre by creating a new mixed use quarter with a range of employment opportunities. It is to have its own Energy Centre on the site, achieve Sustainable Homes Code Level 4 in relation to the new residential uses and BREEAM efficiencies up to 'EXCELLENT' levels, where possible, for the non residential new build elements. The development therefore includes a range of energy efficient measures that are also designed to reduce emissions of CO2.

There are good levels of private and public outdoor amenity spaces including dedicated areas for children's play. The indicative landscape designs show an appropriate balance of hard and soft landscaping that will facilitate a range of passive and active recreational facilities.

The provision of easily accessible on-site car parking will also enable the site to help attract new business occupiers, offering similar standards to 'competing' business complexes, as well as attracting new residents and visitors to the site.

The scheme is considered an imaginative and progressive restoration and regeneration

of TOVF that promotes sustainable economic and physical development through the provision of new jobs, leisure uses and new homes for local people. It has the potential to transform Hayes and assist in the Council's regeneration objectives for the area.

2. RECOMMENDATION

1. That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).

2. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning & Enforcement to grant planning permission, subject to any relevant amendments requested by the Government Office for London or the Greater London Authority and the following:

A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) and/or Section 278 and S38 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

1. Employment Safeguarding: A programme of work to secure the refurbishment of the record store building. The programme to ensure phased restoration of the Record Store building to shell and core status. Shell to be refurbished prior to occupation of the 140th unit, with the ground floor also being fitted out to core standards at that time. At the time the ground floor is 75% let then the owner shall then fit out the first floor to core standards inclusive of the lifts. At the time the first floor is 75% let then the core works to the second shall be completed. This process to continue until the shell and core of all floors of the building have been refurbished.

2. Construction Training: Either a contribution equal to the formula as contained in the planning obligations SPD or an in-kind scheme delivered during all the construction phases of the development is to be agreed and implemented.

3. Employment Strategy: An employment strategy for the site which facilitates and promotes the employment of local people on site.

4. Energy Centre Provision: An obligation to secure delivery of the Energy Centre and any necessary alternative energy measures.

5. Public Realm/Town Centre Improvements: a financial contribution of £187,428.07.

6. Affordable Housing: 5% of the total scheme is to be delivered as affordable housing. A review mechanism will be incorporated into the s106 agreement to identify and secure additional affordable housing in the event of an uplift in land value as a result of improved economic conditions in the future (any increase will either be delivered on site or as a payment in lieu).

7. Education: A financial contribution in line with the formula as contained in the Planning Obligations SPD, revised Chapter 4 Education will be delivered.

8. Community Facility: Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.

9. Health: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £216.67 per person.

10. Libraries: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £23 per person.

11. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

12. Public Transport: A contribution in the sum of £20,000 has been sought by TfL: £10,000 for bus stop improvements on Clarendon Road and £10,000 towards Legible London Signing.

13. Travel Plans: Travel Plans are to be prepared and adhered to for the different aspects of this mixed use scheme.

14. Controlled Parking Scheme: To undertake a parking study and implement the findings of the study the cost of which is to be met by the developer. The use of the existing s106 funds from the partially implemented extant scheme of £32,805.07 are to be utilised towards any parking scheme that is required as a result of the study. In the event that no controlled parking measures are required then these funds are to be incorporated into the Public Realm/Town Centre contribution.

15. Air Quality: A contribution in the sum of £25,000 for the local air quality monitoring network is required.

16. Project Management and Monitoring Fee: in line with the Planning Obligations SPD a contribution equal to 5% of the total cash contribution secured from the scheme to enable the management and monitoring of the resulting agreement is required.

17. Crossrail Contribution/Mayoral CIL: Payment to the GLA either the Mayoral CIL or a Cross Rail contribution (required under the operative Crossrail SPG), which ever is the greater amount.

B. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

C. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

D. If the Legal Agreement/s have not been finalised within 6 months, delegated authority be given to the Head of Planning, Sport and Green Spaces 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 education, housing, construction and employment training facilities and off site highways works). The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Hillingdon Unitary Development Plan Saved Policies September 2007.'

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

1 COM1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

2 NONSC Reserved Matters Time Limit

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission:

- a) Appearance
- b) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

3 COM2 Outline Reserved Matters

Unless otherwise agreed in writing by the Local Planning Authority, approval of the details of the appearance and landscaping of the relevant parts of the individual phases of the development (hereinafter called Reserved Matters) shall be obtained in writing from the Local Planning Authority for each phase of the development, before development of that phase is commenced.

Detailed drawings and supporting documentation to be submitted shall include the following:

a) Full plans of the buildings, including roof form, details of photovoltaic panels, living roofs, lift overruns, plant and any other features/installations/projections. The submitted details shall demonstrate the residential units hereby are in accordance with the Mayor's London Housing Design Guide.

b) Elevations of the buildings and a schedule of all materials to be used on all the external faces of the buildings (to be submitted on a materials palette board and drawings of appropriate scale or as sample materials as the Local Planning Authorities request). The extent of active frontage as set out in the Parameter plan P_0005 Rev 2 will include no less than include no less than 80% of active uses and no more than 10 consecutive metres of inactive uses. Active uses is defined as the predominantly visually permeable* facade at ground level that is occupied by A1, A2, A3, A4, A5, B1, D1, D2 uses and/or Car Park pedestrian entrance.

(*The word predominantly is used to allow for structural piers, solid fenestration and other elements of the facade which may not be visually permeable.)

c) Full plans, elevations and sections at an appropriate scale showing showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 - A5 Uses. Alternatively, plans shall be submitted showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork;

d) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

i) A method statement outlining the sequence of development on the site including tree protection measures during demolition and building works;

ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval.

iii) Planting plans (at not less than 1:100 or an appropriate scale to be agreed with the Local Planning Authority);

iv) Written Specification of planting and cultivation works to be undertaken;

v) Schedule of existing and proposed plants giving species, plant sizes, and proposed numbers/densities where appropriate implementation programme;

vi) Existing and proposed finishing levels and contours;

vii) Means of enclosure and boundary treatments including the positions, design, materials and type of treatments;

viii) Outdoor children's play space including design and specification of play equipment including style of enclosure and security measures;

ix) Minor artefacts and structures (such as furniture, refuse storage and signs, and shall include lighting for amenity spaces and streets as well as the buildings themselves);

x) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines or associated structures);

xi) A scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation.

e) Accessibility plans including drawings, specifications and supporting details which shall include:

i) Clearly defined vehicle free pedestrian routes to be provided through the site with crossing points clearly defined with blister tactile paving;

ii) Seating/rest points will be provided within the public realm at 50m intervals to aid people unable to walk long distances;

iii) The use of street furniture should be minimised to promote free pedestrian movement. The final design should feature furniture-free pedestrian corridors to provide a zone where visually impaired people can walk with confidence. Unavoidable items, such as lamp columns, should feature a contrast band, 150 mm tall, starting at a height of 1.5 m above ground level.

iv) A strategy for providing shared space in the predominately pedestrian elements of the site and the choice of materials to ensure the spaces are clear and legible to all users, and

specifically for people with sight impairments. A levels plan (topographical survey) should also be submitted at an appropriate stage.

v) A strategy for surface material, kerbs and drainage grates.

vi) A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

Thereafter and prior to the occupation of each relevant phase, the scheme shall be completed in strict accordance with the approved details for the relevant phase, and be maintained for the life of the development unless otherwise agreed in writing by the local planning authority.

REASON

To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Unitary development Plan Saved Policies (2007); to ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary development Plan Saved Policies (2007); to safeguard the amenity of the surrounding areas in accordance with Policy BE24 of the Hillingdon Unitary development Plan Saved Policies (2007).

4 NONSC Phasing Plan

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase an updated phasing plan shall be submitted to an approved in writing by the Local Planning Authority. The phasing plan shall accord with the provision of Phasing Plan Ref: 9004 rev 05, unless otherwise justified in writing by the applicant.

Thereafter, the relevant phase of development scheme shall be completed in strict accordance with the approved details.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 COM8 Tree Protection

Unless otherwise agreed in writing by the Local Planning Authority, no site clearance or construction work shall take place until the details relevant to each phase have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

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 BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 NONSC Drainage & Sustainable Water Strategy

Unless otherwise agreed in writing by the Local Planning Authority:

a) No development shall commence on site until an overarching drainage and sustainable water management (SUDS) strategy for the whole of the site, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the following:

i) The surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

ii) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

iii) Include a timetable for its implementation; and

iv) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the SUDS throughout its lifetime.

b) Prior to the commencement of each phase of development hereby approved, a detailed surface water drainage scheme for that specific phase, based on the approved strategy (as per item a. above), shall be submitted to and approved in writing by the local planning authority. The drainage details relevant for each phase should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme approved for each phase shall subsequently be implemented in accordance with the approved details before the overall development of each relevant phase is completed.

The scheme shall also include details of:

- Green roofs, as proposed in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

- Rainwater harvesting, in accordance with the details shown in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

- Permeable paving, in accordance with the details shown in the Environmental Statement - Appendix 3.2 Flood Risk Assessment, dated July 2012.

c) Prior to the commencement of each phase of the development, details demonstrating delivery of the SUDS strategy as it relates to the associated development phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan.

The submitted details shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling within each relevant phase

and will:

- i). provide details of water collection facilities to capture excess rainwater;
- ii). provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To prevent the increased risk of flooding on- and off-site; to improve and protect water quality; improve habitat and amenity, and ensure future maintenance of the drainage scheme. This is in line with your UDP Saved Policy OE8.

7 NONSC Traffic, Parking and Servicing

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, detailed drawings and supporting documentation for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority in respect of the following:

a) A Construction Phase Parking Management Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the site during the construction works of each relevant phase. Thereafter, the car parking shall be allocated and retained in strict accordance with the approved details until the completion of construction works for the relevant phase;

b) A Parking Allocation Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the site and the buildings to be erected.

c) A Car Parking Review and Viability Report shall be submitted to and approved in writing by the Local Planning. The Car Parking Viability Report shall establish if the agreed quantum of B1 parking space can be increased on a site wide basis. The Report shall provide a baseline comparison of the following criteria taken from the date of approval:

- i) Locally and regionally adopted car parking standards;
- ii) Modal split of workers for the B1 use units at the site;
- iii) Financial appraisal;
- iv) Potential to decrease car parking spaces at the site

d) Secure electric charging points including details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided in the following designations

Residential	20%
Employment	20%
Leisure	10%

In addition passive provision should be made at car parking spaces as follows:

Residential	20%
Employment	10%
Leisure	10%

Notwithstanding, all car parking spaces are to be designed to be able to be easily fitted with electric charging points in the future;

e) Provision for wheelchair disabled people and blue and brown badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.8m wide, or at least 3.0m wide where two adjacent bays may share an unloading area and which shall be cited in close proximity to entrances they serve and shall comprise a total of 7% and 3% of overall parking provided for blue badge and brown badge holders respectively;

f) Car club siting within the development and the allocation of spaces designated for future car club operators - to include a minimum of four spaces throughout the site;

g) details of all traffic arrangements (including carriageways, footways, turning space, safety strips, visibility spays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities for all non-residential uses, and means of surfacing);

i) A delivery and servicing plan for the relevant phase which shall include details of the types of vehicles (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours;

j) The means of construction and surfacing of all roads, parking areas, cycle ways and footpaths, for the relevant phase;

k) Details of allocation of cycle parking in accordance with the standards within the London Plan (July 2011). For staff spaces, facilities should be in accessible and secure locations with lockers and showering facilities provided;

l) Details of the allocation and provision, including location, of motorcycle parking in accordance with a standard of 1 space per 20 car parking spaces.

The Construction Phase Parking Allocation Plan and Parking Allocation Plan shall adhere to the following provisions:

- Parking within the site shall not exceed a maximum provision of 1,540 spaces
- The residential car parking shall be allocated at not more than 0.75 spaces per residential dwelling, with 1 space allocated to all 3+ bedroom residential dwellings.

Thereafter, the development shall be carried out in accordance with the approved details and shall be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan Policy. To ensure that people in wheelchairs are provided with adequate car parking convenient access to building entrances in accordance with Policy AM5 of Hillingdon Unitary Development Plan Saved Policies (September 2007). To ensure that adequate sight lines are provided and thereafter retained in interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011). To ensure pedestrian and vehicular safety and the free flow of and conditions of general safety within the site and on the local highway network

to ensure adequate facilities are provided for cyclists in accordance with AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved (September 2007).

8 NONSC Contamination

Unless otherwise agreed in writing by the Local Planning Authority no phase of the development, approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme/schemes that includes the following components to deal with the risks associated with contamination of the site/specific phase of development shall each be submitted to and approved, in writing, by the local planning authority:

a) A preliminary risk assessment which has identified:

- all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
- This shall include where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) An options appraisal and remediation strategy based, on the site investigation scheme, giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme(s) shall be implemented as approved and the requirements of this condition can be addressed on a phased basis in line with the agreed phased implementation of the approved development.

REASON

To ensure that risks from land contamination to the future users of the land neighbouring land are minimised, together with those to controlled waters, property ecological systems and the development can be carried out safely without risks to workers, neighbours and other offsite receptors in accordance Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies(September 2007).

9 NONSC Contamination During Building Works

If, during development, contamination not previously identified is found to be present at the site then no further construction of that phase of the development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unanticipated contamination is to be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON

To ensure that risks from land contamination to the future users of the land neighbouring

land are minimised, together with those to controlled waters, property ecological systems and the development can be carried out safely without risks to workers, neighbours and other offsite receptors in accordance Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies(September 2007).

10 NONSC Infiltration of Surface Water Drainage

Unless otherwise agreed in writing by the Local Planning Authority, no new infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

REASON

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 NONSC Piling

Unless otherwise agreed in writing by the Local Planning Authority, no piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 NONSC Air Quality - Emissions from Energy Provision

Unless otherwise agreed in writing by the Local Planning Authority, prior to the installation of the Combined Heat & Power (CHP) Plant, details of the energy provision and the emissions from the CHP shall be assessed as part of a comprehensive air quality assessment for the proposed development and shall be submitted and approved in writing by the Local Planning Authority.

Details of the means to control and limit air pollution from the CHP shall be submitted and approved in writing by the Local Planning Authority. These measures shall be provided prior to the first operation of the CHP engine and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to safeguard the amenities of the area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the London Plan (July 2011) Policy 7.14.

13 NONSC Historic Building Recording

Unless otherwise agreed in writing by the Local Planning Authority, The applicant shall submit for approval in writing a programme of recording of up to Level 4, as defined by English Heritage, of the Pressing Store and Powerhouse, prior to the partial demolition of the Pressing Store and prior to the

refurbishment of the Powerhouse. The programme shall then be implemented before any work to the Pressing Plant or Powerhouse Copies of the documents are to be sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environmental Record.

REASON

To safeguard the special architectural and historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 NONSC Acoustic Barrier to Railway

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase involving working to either the Assembly Building, Materials Store or Machine Store, detailed designs, including the technical specifications of an acoustic (imperforate) buffer wall of a minimum of 1.8 metre high, shall be submitted to any approved in writing by the Local Planning Authority. Included in the technical specifications shall be details of the protective acoustic buffering qualities.

The acoustic buffer wall shall commence in the most south easterly part of the site, adjacent to the railway line, up to the eastern edge of the rear of the 'Record Store' building. The buffer wall shall be permanently retained and maintained in accordance with the approved details for so long as the development remains in existence.

REASON

To separate pedestrians from rail traffic and to protect future occupiers and users of the spaces hereby approved from noise disturbance and to accord with policies OE3 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 NONSC Soil to Landscaped Areas

Unless otherwise agreed in writing by the Local Planning Authority, prior to the first occupation of any building within each relevant phase, site derived soils and imported soils within each phase shall be tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

16 NONSC Archaeological Investigation

a) Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

b) No development or demolition shall take place in any relevant phase other than in accordance with the Written Scheme of Investigation approved under Part (a) of this condition.

c) The development of any relevant phase shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (a), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy PT1.HE1 of the Local Plan Part 1 (November 2012)..

17 CA3 Demolition - requirement for a development contract related

Unless otherwise agreed in writing by the Local Planning Authority, no demolition of the Pressing Plant Building shall take place until a contract for the associated redevelopment for the rear of the site, provided for in planning permission and Conservation Area Consent [ref. 59872/APP/2012/1838 and 59872/APP/2012/1840], has been made.

REASON

To ensure that the premature demolition of a locally listed building within a Conservation Area does not occur, in accordance with Policy BE4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 NONSC Energy Centre

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of the development, a detailed scheme for the Energy Centre (the Powerhouse) will be submitted to and approved by the Local Planning Authority. The scheme shall provide full specifications for the technology to be used as well as details of the piping network throughout the site (including allowances for offsite connections for future developments). It shall also include specifications of the CHP unit to be installed, when it will come online, and how this will be linked to the rest of the development site including calculations showing the impacts on CO2 and energy reduction. Finally the scheme shall include details for maintenance of the operation of the energy centre as well as methods for measuring and reporting its performance. The development must proceed in accordance with the approved scheme and accompanying plans.

REASON

To ensure the development contributes a minimum 25% reduction in CO2 emissions in order to mitigate against climate change in accordance with London Plan Policy 5.2.

19 NONSC Energy Assessment

a) Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase. A detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate how the relevant phase will reduce regulated CO2 emissions by 25% and comply with the Outline Energy Statement (report no. 5319.003.006 MTT. July 2012).

b) The assessment shall demonstrate that any residential units will achieve the mandatory CO2 emissions requirement for Code for Sustainable Homes Level 4. It will also demonstrate how the energy strategy will contribute to all non-residential development achieving a minimum of BREEAM Very Good (with the relevant credits awarded for a minimum of a 25% CO2 reduction) unless otherwise agreed in writing by the Local Planning Authority.

d) Roof plans to show PVs for each building contained within the relevant phase, demonstrating compliance with the detailed energy assessment.

REASON

To ensure the development contributes a minimum 25% reduction in regulated CO2 emissions in accordance with London Plan Policy 5.2.

20 RES16 Code for Sustainable Homes

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development plans and details of each building within the relevant phase shall be submitted to the Local Planning Authority for approval in writing. The plans and details shall demonstrate that each residential building will achieve a minimum standard of Code for Sustainable Homes Level 4 and each non-residential building achieving BREEAM 'Very Good'.

The development must be completed in accordance with the approved details and the applicant shall ensure that completion stage certificates have been attained and provided to the Council within 3 months of the first operation of the CHP Unit or within 3 months of completion of the phase, whichever is later.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

21 RES11 Play Area Provision of Details

Unless otherwise agreed in writing by the Local Planning Authority, no phase of development shall commence until details of play areas (as required by Condition 3) d) viii)) for children in the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The details shall provide dedicated children's play areas in accordance with the Council standards and shall accord to the principles and designs as provided within Section 9 of the Design and Access Statement, July 2012.

Thereafter, the play areas shall be erected in accordance with the approved details prior to the occupation of the relevant block and maintained for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 3.16.

22 COM20 Air Extraction System Noise and Odour

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, details of ventilation and associated ductwork to serve any Class A3 - A5 uses within the relevant phase shall be submitted to and approved in writing. Thereafter, the relevant phase shall be implemented in accordance with the approved details and maintained for the lifetime of the development.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan

23 COM23 Hours of Use (Restaurant etc.)

Unless otherwise agreed in writing by the Local Planning Authority, any premises in use for Class A1, A2, A3, A4 or A5 purposes shall not be open for customers outside the following hours: -

0700 to 2300 Mondays - Saturdays

0900 to 2200 Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

24 COM25 Hours of Loading/unloading/deliveries

Unless otherwise agreed in writing by the Local Planning Authority, there shall be no commercial loading or unloading of vehicles, including the collections outside the hours of 0800 and 1800 Monday to Friday and outside of the hours of 0800 and 1300 on Saturdays. There shall be no commercial loading or unloading on Sundays or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

25 RES18 Lifetime Homes/Wheelchair Units

Unless otherwise agreed in writing by the Local Planning Authority, all residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

26 RES24 Secured by Design

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase, a detailed CCTV strategy and camera location plan, together with the details of the fixtures and fittings of the CCTV cameras for the relevant phase, shall be submitted to and approved in writing by the Local Planning Authority.

Each phase of development 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 in the relevant phase until accreditation for that phase 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 London Plan (July 2011) Policies 7.1 and 7.3.

27 OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

28 NONSC Sound Insulation Scheme

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of each phase a sound insulation scheme for protecting the proposed residential development (including balconies and podium level & rooftop outdoor amenity areas) from rail, commercial and other noise shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, railway noise, commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15

29 NONSC Plant Level of Noise

Unless otherwise agreed in writing by the Local Planning Authority, the individual and cumulative rating level of noise emitted from plant and/or machinery at the development hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

30 NONSC Acoustic Assessment of Multi-Storey Car Parks

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase containing a multi-storey car park, a full acoustic assessment in relation to the impact of the noise associated with the car parks

on the dwellings on Dawley Road , to include appropriate mitigation measures as required, shall be submitted to and approved in writing by the Local Planning Authority. hereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

31 NONSC Non Standard Condition

The detailed designs of the multi-storey car parks, public realm and landscaping shall be in accordance with the principles as stated within Chapter 9 of the approved Design and Access Statement.

REASON

To To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Unitary development Plan Saved Policies (2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) & Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private

	residential and mixed-use schemes
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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The development of this site may damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of field evaluations, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

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It is important that the double glazing acoustic specification recommendations in Environmental Noise Assessment report 12348A-R1 are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

5 115 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 which are audible at the site boundary shall only be carried out between the hours of 08.00 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, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 119 Sewerage Connections, Water Pollution etc.

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

7 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

8 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

9 13 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 - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

10 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

11 I45 **Discharge of Conditions**

Your attention is drawn to conditions 3, 4, 5, 6, 7, 8, 11, 13, 14, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28& 29 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

12 I47 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

13 I49 **Secured by Design**

The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).

You are advised to submit details to overcome the specified security need(s) in order to comply with condition 25 of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

14 I6 **Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

15 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)

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The applicant is advised to make sure the plans accord to Part B of the Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

3. CONSIDERATIONS

3.1 Site and Locality

The whole of Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally

constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The TOVF site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007) and a Strategic Industrial Location (SIL) as designated within the London Plan.

Contained within the wider TOVF site are seven main buildings which, from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions. There is a separate application with the Council for alterations and extensions to the Cabinet Building.

Many of the existing building buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state.

The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

3.2 Proposed Scheme

Outline planning application is for a mixed use development of The Old Vinyl Factory site (TOVF), including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm of Pressing Plant) of new floorspace. Uses are proposed to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking for up to 1,540 spaces including within two multi-storey car parks, works to existing access points, the creation of new pedestrian and vehicular accesses, and new landscaping.

Two further applications were made in parallel to this outline application and are being determined simultaneously. They include:

1. An application for Conservation Area Consent for demolition and partial demolition of approximately 12,448 sqm (GEA) buildings within the Conservation Area (Ref 59872/APP/2012/1840); and

2. An outline application for the adjacent Cabinet Building for 3,219 sqm (GEA) of B1 floorspace to comprise: new 'cabinet' roof extensions with interlinking lightweight canopies on the roof of the existing building, a new entrance canopy at ground level and a new external escape stair to the rear (Ref 59872/APP/2012/1839).

The overall masterplan, including the proposed extensions to the Cabinet Building, will comprise the construction/refurbishment of up to 115,953 sqm (to include the retention and re-use of 784sqm of the Power House and 901sqm of the Pressing Plant buildings) of new floorspace. This incorporates up to 11,105sqm of new B1 employment floorspace.

The proposed development also includes a radically enhanced and highly permeable public realm designed to celebrate and reflect the music related history of the site.

The scheme seeks outline consent for access, layout and scale, with minimum and maximum limits established through a series of detailed parameter plans. Appearance and landscaping are to be considered as reserved matters for future determination although extensive consideration has been provided in the form of a series of accompanying illustrative drawings establishing a qualitative benchmark against which future detailed designs will be considered.

A phasing plan establishes the order with which the different parcels of land and buildings are to be brought forward over an estimated build out period of 10 years.

The application is also accompanied by an Environment Assessment which contains a series of detailed technical studies and recommendations that have guided the contents of the parameter plans and which will in turn inform the detailed designs as they come forward at reserved matters stage.

The proposed development seeks to create a mixed use quarter with a series of buildings and public spaces linked by a new public route, the 'Groove'. This complements and runs parallel to Blyth Road. The 'Groove' commences immediately to the north of the adjacent Gatefold building and traverses westwards through the site before turning southwards adjacent to the Shipping Building and terminating onto Dawley Road at the southwestern edge of the site. Flanking the 'Groove', at ground and first floor levels are active commercial, cultural and leisure uses set within individual building blocks that broadly range from 3 to 10 storeys.

THE BUILDINGS

A series of individual new building plots comprise:

1. The Machine Store - located to the east of the site and adjacent to the approved Gatefold Building, the Machine Store comprises the former southern section of existing The Pressing Plant building. This part of the building is to be demolished to create a 7 to 9 storey building comprising a ground and first floor of up to 2,764sqm of B1 commercial floorspace, with two residential blocks above comprising up to 5,093sqm, designed to accommodate up to 52 flats. Parking is located within an integral car park within the ground floor. In this manner the public realm is lined with active and animating uses with the parking located discretely within the core of the building behind commercial frontages.

The two residential blocks, accessed from the Groove and Pressing Plant Lane, sit above the podium. The indicative pitched roof profiling of the buildings echoes the form of the existing Pressing Plant roof.

Private and communal amenity space is located at podium level (1,805sqm) with balconies indicated to flats at upper levels.

2. The Pressing Plant - approximately 901sqm (GEA) of the northern section of the existing Pressing Plant building is to be retained to create a museum to house the EMI collection, dedicated to the history of the EMI/HMV factory. This will be open to the public. The retention of the northern section of the building includes the locally listed facade to Blyth Road, whilst removing the southern sections which are derelict and of less architectural significance.

The main entrance into this new museum facility is to be via the Groove and a new forecourt proposed to the east of the building.

3. The Material Store This is proposed to be a 6 - 10 storey development. It comprises a two storey podium level containing commercial and residential uses to the streets behind which is located a two storey internal car park. Four residential blocks are located above, ranging in height from 4 - 8 storeys above the podium. The building has been designed to accommodate up to 155 flats at upper floors and 1,031sqm of commercial space at ground and first floors.

The positioning of the residential blocks are set at a minimum of 21m apart from one another and from the blocks on the adjacent sites. The blocks are generally of a simple form apart from the south west block which 'cranks' and pulls away from the historic Record Store to its immediate west. This manoeuvre creates and frames a view of the older locally listed building, exposing it to the wider public realm.

The access to the car park is to be off Pressing Plant Lane with four separate residential entrances to the eastern and western edges of the block.

Communal amenity space will be provided at podium level together with roof top gardens comprising some 3,855sqm, with additional private amenity space to be provided in the form of balconies.

4. The Boiler House - this is a new building located to the west of the Pressing Plant, bounded to the north by Blyth Road and to the south by The Groove. The building will provide a mix of commercial uses at ground floor, up to 885sqm, with up to 34 apartments to the upper floors. Its height, 7 to 8 stories, has been 'capped' so as to respect both the Grade II* listed Enterprise House (located on the opposite side of Blyth Road) as well as the historic Power House to its west.

The form of this building takes its reference from the original boiler houses that were once on the site which had square bases of plant with tapered chimneys. The proposed building form echoes this with a two storey base, comprising double height commercial space, from which rise three distinct blocks with gently tapered facades reminiscent of the chimney stacks. The central block has five floors of apartments and the two flank blocks four storeys. There are two residential entrances both of which are located off Blyth Road.

The building will form an integral part of the Blyth Road frontage composition which is to comprise a series of pavilion buildings with strong distinctive characters.

Communal open space is to be located at roof level, 1,006sqm, while the parking will be located within the Material Store car park and the Assembly Building car park.

5. The Assembly Building - This is located to the west of the Material Store, north of the locally listed Record Store (retained class B1 office Building) and east of the existing commercial Cabinet Building (located outside of the application boundary). The building is predominantly residential in use, with three residential blocks running broadly south-west to north-east and has been designed to accommodate up to 150 flats. These are located above a two storey podium level within which is located 188 car parking spaces 'wrapped' by two floors of up to 333sqm of B1 floorspace, up to 1,081 sqm of retail space, and some residential duplex apartments to the western edge.

The footprint of the Assembly Building has been carefully tapered at its southern corners to enhance the views of the architecturally significant Record Store building to its rear.

Residential use is predominantly located above podium level in three separate buildings ranging from 7 to 8 storeys in height (including the 2 storey podium). The two outer blocks are 8 storeys high to the front (north), including ground and first floor, lowering in height to the rear enabling greater sunlight penetration into the podium amenity space as well as the flats themselves. The central block is also 8 storeys but has a shallower footprint which allows for a generous expanse of amenity space at podium level to its rear.

The five residential cores are located on the three primary facades with car parking ingress and exit points located to the fourth facade, to the rear of the building.

Private and communal amenity space is located at podium and roof top levels together with private balcony provision to the flats.

The massing and positioning of the three blocks of residential respect the Council's 21m rule in terms of overlooking and privacy requirements, and the desire to create and provide views across various part of the site. Their north-south axis ensures good levels of daylight and sunlight penetration is achieved to the dwellings and the podium level amenity space.

6. Power House - The original Power House to the north of the Assembly Building is to be retained and refurbished. It is one of the site's most iconic buildings with its tall slender chimney and large arched entrance. It was once the 'engine' of the EMI factory, providing the energy needs of this large manufacturing operation. The various lean-to additions are to be demolished although the highly distinctive water tower to the eastern edge of the original building is to be refurbished and retained. The proposed uses are to contain the site's central Energy Centre, 950sqm, while the main hall is to be converted into a multi use venue and performance space comprising some 557sqm. A cafe at ground floor comprising 111sqm, fronting onto The Groove, is also proposed.

The Energy Centre is proposed to be 'exposed' to the public realm, visible behind a large glass insertion so that the working mechanisms can be exposed to and celebrated by passers by.

The music/events venue is anticipated to underpin the cultural life of TOVF with the main hall used for a range of public events.

It is also proposed to reinstate a pitched roof of similar proportions to those of the original roof form.

7. The Picture House - a proposed new building to the north west of the Power House, bounded by Blyth Road to the north-east, and The Groove to the south west comprising

bars and restaurants at ground floor level comprising up to 1, 908sqm, animating and enriching the public realm, and a multiplex cinema at the upper floor comprising up to 3,400sqm. This equates to some 1,099 seats. At ground floor level the building has two separate 'footprints', whilst at the upper level the two buildings are linked by an enclosed bridge structure enabling free-flowing movement between the two buildings and the various cinema screens within.

Entry into the cinema complex will be at the corner of Blyth Road and the new civic space, Vinyl Square, to the west.

Parking spaces allocated for the cinema complex will be allocated in accordance with the car parking allocation plan that is to be secured by condition. Part of this provision will take the form of shared spaces between the cinema complex and the offices on the site.

8. The Veneer Building - This is a new 8 - 11 storey building bounded to the north by Blyth Road and to the east by the proposed new civic space, Vinyl Square. It is to comprise Use Classes A and B activities at ground and first floor levels comprising up to 487sqm A1 - A5 uses and 454sqm of B1 uses, and designed to accommodate up to 88 residential flats above. At eleven storeys this is the tallest building proposed on the site. However the main 'volume' of the building is 8 storeys, a comparable height to the adjacent existing Cabinet Building to the south. The upper most 3 storeys form a visually lighter, more playful 'pop-up' element, and set back from the western edge. This element is proposed to be given a distinctive architectural treatment expressed, indicatively, with bronze bevelled cladding.

The south eastern part of the building is expressed as a framed void which will provide for three double height communal terraces offering amenity spaces to the residents of this building. The remainder of the southern edge at second floor level provides for an outdoor resident amenity garden. The flats are also to be provided with private balconies.

Two residential lobby entrances are located onto Blyth Road.

Parking for this building is to be provided in the adjacent Veneer Store multi-storey car park and comprises 74 spaces of which 66 are dedicated to the residential flats.

9. Veneer Store - this is proposed to be a new build 8 storey car park comprising up to 600 parking spaces. It is located to the western part of the site, fronting onto Blyth Road. The Veneer Store will provide parking for a range of uses on the site.

It is curved in form to the west in order to enhance views from Dawley Road and provide an appropriate relationship with the existing residential properties to the south west of the site. At ground floor level, to the north and east facades of the building will provide commercial uses (A/B/D class uses) to provide animated and active frontage to the street and associated primary public realm.

The building comprises two vehicular entrances and a separate pedestrian entrance contained within a circular 'pop-out' feature on the southern elevation.

10. The Record Stack - This building is proposed to be an 8 storey car park comprising up to 425 spaces. It is located to the rear of the Veneer Building and west of the existing Cabinet Building. It will provide parking for a range of commercial/business uses on the wider site. The building will be cylindrical in plan and the illustrative masterplan indicates a form representative of a stack of vinyl records. The vehicular entrance is located to the

north west of the building with a 'pop-out' circular lift and stairwell for pedestrian entrance/exit location to the east, adjacent to the Vinyl Square.

PUBLIC SPACES AND PUBLIC REALM

The proposal creates a series of interconnected public spaces as an integral and positive part of the development proposals. The accompanying designs show a strong reflection and referencing of a range of music industry characteristics including the emblematic use of the HMV terrier, phonograms, songs and soundwaves. The spaces comprise a main pedestrian orientated spine, The Groove, a series of Groves comprising softer more informal landscaping elements, and new public squares. These are described in more detail below:

The Groove

This is the main 'thread' running through the site that connects the buildings and open spaces within the site as well as into the surrounding context on Blyth Road to the north east and Dawley Road to the south west.

The Groove begins/terminates towards the eastern part of Blyth Road, to the front of the previously approved Gatefold Building, and traverses the site on an east-west staggered axis before turning southwards to connect with Dawley Road to the south. It narrows and expands through the site in relation to the nature and form of the buildings that flank it, creating an interesting and varied pedestrian experience.

While Landscaping is a reserved matter, considerable detail as to the detailing of this route has been provided within the accompanying Design and Access Statement. This illustrative material shows a 'soundwave' paving pattern comprising 'bars' of paving with inlaid lettering. This lettering is to contain both famous and obscure lyrics from EMI recording artists.

The Groves

There are 4 Groves within the scheme.

1. Powerhouse Grove - this is located between the Assembly Building and the Materials Store comprising an area of 175sqm. The predominant use of this space will be for children's play with formal and informal play equipment proposed.

2. Cabinet Grove - this is located to the eastern edge of the Cabinet Building fronting onto The Groove and comprising an area of 752sqm. It features stripes of hard and soft landscape underneath a grouping of new trees. It is proposed to contain a substantial amount of public seating and spaces for informal outdoor eating and meetings.

3. Gramophone Grove - this is located between the Assembly, Cabinet and Record Store buildings and comprises an area of 604 sqm. It is of a similar design to the Cabinet Grove but is proposed to feature a series of oversized gramophones which will form seating and informal play structures.

4. Veneer Grove - this is located to the rear of the two multi-storey car parks and, while not publicly accessible, it has an aesthetic and ecological benefit while providing a 'green buffer' between the rear of the terraced houses to Dawley Road and the proposed development to the north. It is proposed to create a birch tree woodland belt which will attenuate noise and obscure views into and out of TOVF on this residential edge.

The Squares

1. Vinyl Square - this is the largest public space on the site, prominently located between the Veneer Building to the west and the Picture House to the east with Blyth Road to the north and the Cabinet Building to the south. It measures some 2,450sqm. The square will be predominantly hard landscaping and will include a children's play area. The design is defined by the 'Vinyl' motif expressed in the form of hard and soft landscaped elements to the surface of the space. It will provide a major entrance into the site, an enhanced setting for the retained Cabinet Building, and links together the immediately surrounding buildings on the site.

2. Powerhouse Square - this is located to the north of the Powerhouse and measures some 2,650 sqm. It is indicated as a highly flexible space with 'sliding' seats and tree planters enabling the layout and therefore function of the space to change according to associated events at the adjacent Powerhouse cultural venue as well as the seasons and even time of day/night. The floorspace is to comprise strong horizontal paving bands that run from the edge of the Powerhouse to the pavement edge on the northern side of Blyth Road.

PLAY FACILITIES

Public children's play areas will be provided within the Vinyl Square and the Powerhouse Grove. There are also to be dedicated children's play areas on the raised podiums of the Assembly Building, Materials Store and Machine Store for the use of the children living within each of these buildings. Where play spaces occur on the podiums, the parapet/balustrade is proposed to be raised to 2m in height to the edge of the space for enhanced safety. Podium level play spaces will enable children living within these blocks to play in safe, secure and well overlooked/supervised spaces.

ACTIVE FRONTAGES

This is a critical characteristic and requirement of the proposal and one which will help to ensure its success as a lively and safe place in which to live, work and visit. As such, a formula has been presented which establishes a series of 'rules' which govern the proportion of inactive and active space on any given facade.

The definition is stated as the following:

" Active frontage will include no less than 80% of active uses and no more than 10 consecutive metres of inactive uses. Active uses is defined as the predominantly visually permeable* facade at ground level that is occupied by A1, A2, A3, A4, A5, B1, D1, D2 uses and/or Car Park pedestrian entrance".

*The word predominantly is used to allow for structural piers, solid fenestration and other elements of the facade which may not be visually permeable.

This definition has been included as a requirement of the reserved matters.

3.3 Relevant Planning History

51588/APP/2000/1418 Part Of Thorn/Emi Site Blyth Road Hayes

ALTERATIONS TO THE PARKING LAYOUT INVOLVING LANDSCAPING WORKS,
FORMATION OF THREE ACCESS AND EGRESS POINTS TO BLYTH ROAD AND

EXTINGUISHMENT OF EXISTING PUBLIC FOOTPATH, PLUS INSTALLATION OF CCTV AND LIGHTING (INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

Decision: 12-04-2001 Approved

51588/APP/2000/1827 Vulcan House, Mercury House And Phoenix House Blyth Road Hayes
ALTERATIONS TO EXTERNAL APPEARANCE AND EXTENSIONS TO VULCAN HOUSE, MERCURY HOUSE AND PHOENIX HOUSE

Decision: 12-04-2001 Approved

51588/APP/2001/1659 Part Of Thorn/Emi Site Blyth Road Hayes
DETAILS OF MATERIALS AND LANDSCAPING SCHEME IN COMPLIANCE WITH CONDITIONS 2 AND 5 OF PLANNING PERMISSION REF.51588/ APP/2000/366 DATED 15/12/00; ALTERATIONS TO THE PARKING LAYOUT INCLUDING LANDSCAPING WORKS (INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

Decision: 08-10-2001 Approved

59872/APP/2007/3060 Land At Apollo, Jubilee & Neptune Blyth Road Hayes
CHANGE OF USE OF, AND EXTERNAL ALTERATIONS TO, APOLLO AND JUBILEE TO PROVIDE A NEW CREATIVE QUARTER COMPRISING VINYL PRODUCTION, STUDIOS, VISITORS CENTRE, TRAINING, OFFICE AND EXHIBITION SPACE WITH ASSOCIATED CAFÉ/BAR, RETAIL AND LEISURE FACILITIES (USE CLASSES A1, A3, A4, A5, B1, B2, D1 & D2). CHANGE OF USE AND EXTERNAL ALTERATIONS TO NEPTUNE HOUSE FOR MIXED USE (USE CLASSES A3, A4, A5, B1, D1 & D2). NEW BUILD RESIDENTIAL DEVELOPMENT OF 244 UNITS WITH ASSOCIATED GROUND FLOOR USES (A1, A3, A4, A5, B1, D1 & D2) AND ASSOCIATED ACCESS, PARKING, SERVICING AND LANDSCAPING (INVOLVING PART DEMOLITION OF NEPTUNE, APOLLO AND JUBILEE BUILDINGS)

Decision: 06-01-2009 Approved

59872/APP/2012/1839 The Old Vinyl Factory Site Blyth Road Hayes
Erection of roof top extension comprising 2,914 sqm GEA of B1 office floorspace above the existing Cabinet Building (in form of three cabinets with interlinking canopies), a new 155 sqm GEA entrance canopy at ground level and new 150 sqm GEA external escape staircase (total maximum combined area of 3,219 sqm GEA)

Decision:

59872/APP/2012/1840 The Old Vinyl Factory Site Blyth Road Hayes
Demolition and partial demolition of up to and including 12,448sqm of buildings within the Old Vinyl Factory site. (Application for conservation area consent)

Decision:

Comment on Relevant Planning History

1. Planning permission was approved on 12th April 2001, application reference 51588/APP/2000/1418, for the following development at the TOVF site:

- i) Alterations to the parking layout, parking provision for 1590 cars, and landscaping within the site;
- ii) Formation of three access/egress points to Blyth Road; and
- iii) Extinguishment of the existing public footpath across the site.

2. At the same time planning permission was also granted, application reference 51588/APP/2000/1827, dated 12th April 2001, for the alterations to the external appearance and extensions of The Cabinet Building (formerly known as Vulcan House), The Shipping Building (Mercury House) & The Record Store (Phoenix House). The approved development was as follows:

- i) Bridge access on floors 1-5 from The Record Store to The Cabinet Building;
- ii) Alterations to the reception and atrium space in The Cabinet Building;
- iii) Extension to the south of Cabinet;
- iv) Roof top works: including removal of Water Tower at the roof level of The Cabinet Building;
- v) Localised rooftop extension to The Cabinet Building, The Shipping Building & The Record Store;
- vi) Minor extensions / works to The Shipping Building & The Record Store;
- vii) External alteration to the appearance of The Cabinet Building, The Shipping Building & The Record Store;
- viii) Internal alterations of the Cabinet, including works to the two atrium spaces with the creation of a new reception, with the building being served by 8 lifts.

Both of the above consents have been partially implemented through the creation of 550 of the of 1590 parking spaces and the refurbishment of The Shipping Building and, therefore, remain extant.

3. Planning Permission was approved, application reference 59872/APP/2007/3060, in January 2009 for the redevelopment of the eastern part of the TOVF site to provide:

- i) Change of use of, and external alterations to Apollo (The Pressing Plant) and Jubilee Houses to provide a new creative quarter comprising vinyl production, studios, visitors centre, training, office and exhibition space with associated cafe/bar, retail and leisure facilities (Use Classes A1, A3, A4, A5, B1, D1 & D2).
- ii) Change of use and external alterations to Neptune House (The Powerhouse) for mixed use (Use Classes A3, A4, A5, B1, D1 & D2).
- iii) New building residential development of 244 units with associated ground floor uses A1, A3, A4, A5, D1 & D2).
- iv) Associated access, parking, servicing and landscaping part demolition of Neptune (Powerhouse), Apollo (The Pressing Plant) and Jubilee Buildings.

This planning permission has not been implemented and is currently being considered for a further determination (application reference 58972/APP/2011/1691) to extend the time limit for implementation.

4. Planning permission was approved in March 2012, application reference 51588/APP/2011/2253, for the development of the Gatefold building which forms the

eastern most part of The Old Vinyl Factory site. This permission comprises of:

- i) 132 apartments
- ii) Cafe/Community room (approx 200 sq m GEA)
- iii) 5 Workshop units (279 sq m GEA)
- iv) Enclosed parking (107 spaces)
- v) Access and landscaping improvements (including a children's play area).

The applicant intends to implement this planning permission early 2013.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE4 New development within or on the fringes of conservation areas
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies

LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd August 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

ENVIRONMENT AGENCY

The EA is supportive of the application subject to the imposition of a number of planning conditions. Their response states:

"We are very pleased that the applicant has recognised the importance of water efficiency and the management of surface water across the site. We are particularly pleased to see that the applicant proposes to reduce the runoff rates to greenfield rates, with the incorporation of green roofs, permeable paving and soakaways where possible. The addition of water efficient appliances and greywater recycling will help to reduce the water consumption of such a large development.

Furthermore, the addition of green roofs will provide excellent opportunities for local wildlife in this highly urbanised area, and should be considered one of the key green aspects of the proposed development. ... We are aware of an historic groundwater monitoring borehole on the site, which was closed in 1992. The applicant will need to ensure that the borehole has been properly decommissioned, which will prevent a pathway being created for potential contaminants to leach into the groundwater beneath the site".

ENGLISH HERITAGE

English Heritage (Historic Buildings and Conservation): No objections.

The response states:

"English Heritage considers the demolition of Jubilee House and parts of the Powerhouse to be justifiable in line with the advice contained within paragraph 135 of the NPPF."

The site is capable of accommodating a higher level of development and historically was used more intensively. The block plan proposed is not dissimilar in scale and massing to surrounding buildings. The impact of the proposed Veneer building, the tallest proposed, should be properly assessed for its impact on the setting of locally listed buildings at the southern part of the site. The canted end of the proposed Assembly Buildings should assist in improving views towards the locally listed Record Store and the retention of the most significant elements of the Powerhouse helps to maintain the relationship with the listed Enterprise House.

We recommend that a level 2 or 3 building recording condition is imposed on those buildings to be demolished to ensure that the historic information is adequately captured and a suitable photographic record made of the buildings.

English Heritage concludes by stating that:

"This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again on this application".

Officer Response: Detailed consideration, including marketing for a range of uses, as to the feasibility of retaining the rear element of the Pressing Plant has been carried out by the applicant and the findings shared with the Council. It has been demonstrated that no interest from the market has been forthcoming in respect of the future use of the large rear part of the building. The building is in a derelict state and of a configuration that limits potential suitable uses and users. The retention of the northern most part of the building, where it fronts onto Blyth Road, is proposed including its refurbishment for use as a Museum.

The visual impact of the proposed Veneer building on the locally listed buildings has been fully assessed within the accompanying Townscape Assessment as well in the Heritage Assessment. The Townscape Visual Assessment demonstrates that when assessed from afar, looking southwards towards the site from the Stockley Park Golf Course, while some of the Record Store building will be obscured, the Shipping building remains prominently visible. The upper floors of the Cabinet building (not locally listed) will also remain visible.

When viewed from the western edge of Blyth Road, the majority of the Shipping and Cabinet Buildings will be obscured although both will have some upper elements visible and to this effect they will retain some of their landmark function within the visual townscape hierarchy.

When viewed from the junction of North Hyde and Station Roads, looking north towards the site, none of the currently visible locally listed buildings will be obscured.

When viewed from Printing House Lane looking south, part of the front facade of the Cabinet Building will be obscured. None of the locally listed buildings are visible from this vantage point.

When viewed from Harlington Bridge, looking north, the locally listed buildings will remain visually prominent with the new building elements reinforcing the cluster effect. When viewed from this point, the Veneer building reads as having a similar storey height ambient to the 1920s locally listed buildings and, being set to their rear, will not detract as a result of the impact of their height and bulk.

When looking west from Station Road, as it rises above the railway line, all the existing buildings will be obscured. It is however important to note that the original 1920s locally listed buildings were designed as a composition with an understanding that the primary view would be from the railway line to the south. From this vantage point those primary buildings currently visible will remain unobscured.

A planning condition has been imposed on the development to ensure buildings are recorded to Level 3.

English Heritage (Archaeology)

As the assessment demonstrates, the site lies in an area where archaeological remains may be anticipated. In particular is the potential for remains dating from the prehistoric periods, as the site, within the River Colne valley, is situated in a geological and topographic position that is often indicative of early settlement and activity. Numerous remains from the Neolithic through to the Roman period have been recorded from the area. I also note that the site is situated on the fringes of the medieval settlement at Hayes.

The proposed development may, therefore, affect remains of archaeological importance. In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's local policies, a record should be made of the heritage assets prior to development, in order to preserve and enhance understanding of the assets. The archaeological position should be reserved by attaching a condition to any consent granted under this application.

NATS

The NATS (En Route Ltd) has responded and raises no safeguarding objections to the application.

LONDON FIRE AND EMERGENCY PLANNING

The Brigade has been consulted and has made the following comments:

"The applicant is advised to make sure the plans accord to Part B of the Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority".

The response includes reference to the Guidance Note 29 on Fire Brigade Access, similar to that in B5 of the Building Regulations, suggesting that particular regard should be had to Paragraph 16, Water Mains and Hydrants, by the applicant.

LONDON BOROUGH OF HOUNSLOW

"The Local Planning Authority considers that the redevelopment of the site would not have an adverse visual impact, affect highway safety, or harm the living conditions of neighbouring residents of the London Borough of Hounslow. The proposed development therefore complies with Policy 'ENV B1.1 New Development' of the London Borough of Hounslow's UDP".

TFL

Tfl has issued objections to the proposed parking levels.

Office Car Parking: Parking provision for 1,280 spaces for the non residential elements significantly exceeds the London Plan maximum. TfL does not consider the excessive parking provision

proposed to be justified and still requires that the levels be reduced in accordance with London Plan policy 6.13 'Parking'.

The Mayor, when considering the application at Stage 1 ... also took a strong view that the proposed non residential parking was unacceptable due to close proximity of the planned Crossrail Station at Hayes.

TfL does not concur with the applicant's assessment of parking provision and overspill given these are not based on an assessment of the likely modal share of future employees. This is considered particularly relevant as Crossrail would attract new employees to the site with different patterns of movement, supported by a robust travel plan with measures to encourage less car use and more sustainable travel. To compliment this, TfL suggests the Borough should also consider whether it would be appropriate to introduce parking control measures in the surrounding area.

TfL considers that reference to the extant planning consent (which allows for some 1590 parking spaces for the existing B1 uses on the wider TOVF site) to be "simplistic and flawed' and considers that the proposals should be assessed in accordance with current 'development plan' policies - ie London Plan and the Hillingdon UDP 2007, neither of which allow for demand based parking. As such TfL recommends that the associated standard of parking for B1 uses should be provided at 1 space per 100sqm.

In regard to the cinema parking, TFL advises that the parking spaces for the cinema and associated restaurants should not be provided separately to the employment space parking but should be on the basis of shared parking facilities controlled by the Car Parking Management Plan.

With reference to Electric Vehicle Charging Points (EVCP), TfL requires that for each landuse there is to be a provision of active and passive EVCP in line with the London Plan requirements.

TfL also remains concerned about the calculation of trip rates

Comment:

The applicant has subsequently reduced the B1 office parking provision by 100 spaces resulting in a ratio of B1 office parking at 1:55sqm.

It is important to recognise that the site has a planning history which is relevant. The 2001 permission approved over 1,500 parking spaces. The current application provides a very similar amount of parking with more built form i.e the ratio of parking of the current scheme is more compliant than the historic permission.

GLA

1. Principle of Development - the principle of an employment led mixed use development in this location is broadly in accordance with the London Plan; however further information is required before this can be confirmed to be the case.

Officer Response: This site is due to be released from its designation as an IBA under the LDF. Given the historic permission for a mixed use scheme on the site, no objection is raised.

2. Affordable Housing - An independent appraisal of the applicant's financial viability report will need to be carried out before the application is reported back to the Mayor.

Officer Response: An independent viability assessment has been submitted and considered as part of the application. As part of the viability consideration, the applicant proposes 5% affordable housing to be provided within the development.

3. Housing Mix - The unit mix should be revised to provide an increased proportion of family sized units and further information regarding family units within the affordable housing offer is needed.

Officer Response: While the housing mix falls short of the current GLA requirements of 75% of all new market housing units being family 2 or 3 bed homes, it is very close to the Mayor's Draft Supplementary Guidance published, December 2011, which seeks 39% 1 bed units, 47% 2 bed units and 14% 3 or larger units.

On this particular mixed use development which includes industrial units, office space, a cinema and restaurants the concept is for a lively area that is active 24 hours and the environment is not suitable for such a high number of family homes. The potential residents are likely to be working households commuting into Central London or working at Heathrow Airport. With the exception of Highpoint Village the surrounding neighbourhood is predominantly family housing and 3 bed plus flats will not be attractive in comparison to the cost of houses in the area.

The Hillingdon Housing Register as at 17th Sept 2012 shows 10,608 applicant households
1 Bed - 4,432
2 Bed - 3,218
3 Bed - 1,954
4+Bed - 1,004

This shows the Borough's affordable housing demand is predominantly for smaller housing units.

4. Urban Design - The main issue relates to concerns over the western part of the site which is where the car parks are proposed.

Officer Response: The plans have been amended to provide active uses at the ground floor of both the multi storey car parks, more effectively addressing the public nature of the Groove and Blyth Road. The changes are therefore considered a satisfactory and welcome improvement in this respect.

5. Inclusive Design and Access - Further information is required as to the distribution of wheelchair accessible units to be located throughout the scheme.

Officer Response: The Council's access officer has been fully consulted on the scheme and is satisfied with the proposals and the associated conditions and ability to comment and input further at detailed design/reserved matters stage. At reserved matters stage the proposed detailed development will in any case be required to meet the Council's Supplementary Planning Guidance (Accessible Hillingdon), January 2010 which requires that:

Wheelchair Home Standard dwellings should be evenly distributed (including within blocks of flats) throughout a development".

6. Climate Change - Mitigation and Adaptation - The applicant will need to submit further details regarding the regulated savings at each tier of the energy hierarchy.

Officer Response: The Sustainable Energy Strategy states that there is a future planned district heating network adjacent to the site in Blyth Road. The Hillingdon-Hayes network is proposed to run from the junction of Blyth Road and Trevor Road to Hayes Swimming Pool at the northern end of the town via Station Road and Hayes Town centre. The proposed route passes to the north of the Power House and commits to a design that would allow future connections. The Old Vinyl Factory site wide heating network will be suitable for connection in the future to the Hillingdon-Hayes network. It is proposed that a pair of pipes will be laid from the plant room in the powerhouse to the boundary of the site on Blyth Road to allow a connection into the future network.

The Sustainable Energy Strategy confirms that all apartments and non-domestic building uses will be connected to the site heat network. A drawing showing the pipework route and phasing has been provided within the Sustainable Energy Strategy.

The CHP is predicted to save a total of approximately 700,000 tonnes CO₂. Due to the nature of the development with the district heating system serving existing buildings, in addition to the new buildings, the carbon saving that can be apportioned to the regulated emissions from new buildings is approximately 329,000 tonnes, resulting in a 30% saving against the predicted baseline emissions for the buildings that will be constructed under parts L1A and L2A of the 2010 Building Regulations.

7. Community Infrastructure Levy - The applicant will need to commit to contributions relating to CIL within the Section 106 Agreement.

Officer Response: The applicant has committed to meeting the CIL.

8 Transport - The level of parking at site should be reduced.

Officer Response:

The applicant has reduced the B1 office parking provision by 100 spaces resulting in a ratio of B1 office parking at 1:55sqm.

HAYES CONSERVATION AREA ADVISORY PANEL

While not opposed in principle to the large-scale redevelopment of this site, we are very disappointed with these proposals. We believe they do not pay sufficient attention to the fact that it is a Conservation Area and contains a number of locally listed landmark buildings, especially those by Wallis, Gilbert and Partners. The Shipping Building, Cabinet Building and Record Store/Phoenix have historically dominated the site, but in the current proposals they no longer do so; they are mainly hidden from sight within the development area and, were the development to go ahead, could only be appreciated from Dawley Road and the railway line.

The proposed new buildings do nothing to respect the architectural integrity of those that are to be retained, detracting from rather than complementing their appearance; the development therefore offers no overall enhancement to the Conservation Area. For a development that has named itself to reflect the previous use of the site, this refusal to take account of its legacy is both surprising and disappointing. This makes the architectural allusions to the heritage of the site, The Record Stack (car park) and the additional timber floor on The Cabinet Building, appear cynical genuflections, but ones that do not disguise the lack of appreciation of the fine extant buildings.

At a more detailed level we consider there is far too little green landscaping. The overall impression is of hard, echoing canyons between the densely-packed high-rise blocks, creating a new quarter for Hayes which will do little to persuade people that it is a pleasant place in which to live or work. Another issue is whether the surrounding roads would be able to cope with the extra traffic that the large numbers of on-site parking spaces suggest the development will generate. Despite the proximity to Hayes station, it is likely that many of those working on the site will have to drive there as north-south transport link are poor and not all of them will live along the Crossrail route.

The only redeeming feature of the application is the proposal for a mix of uses, though the lack of any specific nursery or school accommodation is disappointing, especially at a time when the borough is having problems making adequate provision in this area.

HAYES TOWN CENTRE PARTNERSHIP

The Partnership supports the proposed redevelopment of the site and believes that it will make a

substantial contribution to the regeneration of Hayes Town that we are seeking to achieve. In our view this is an imaginative set of proposals that will revitalise a long derelict site and bring a very encouraging number of jobs to Hayes together with other much needed facilities such as the proposed cinema, music space and museum. We therefore believe that a sufficient case has been made to justify the mixed use development that is proposed.

The main challenges that we see are to find ways of improving the connectivity between the development and the town centre and maximising the job opportunities for local people. The Cathedral Group are represented on the Partnership and we will be happy to work with them and other relevant agencies to ensure that these objectives can be achieved.

HEATHROW AIRPORT LIMITED

"The CAA (airport regulator) are putting increasing pressure on Heathrow airport to reduce the amount of infringing obstacles (new & old) within its environment and therefore this latest request to increase the existing chimney height does cause us some concerns.

However, given that the chimney already infringes the Inner Horizontal Surface(IHS) by 1.41m and the proposal is to only increase this height by 0.56m. It has been deemed that this increased infringement is a small risk to operating aircraft and therefore we would be obliged to accept this proposal".

Officer Response: The applicant has subsequently amended the proposals and are not now increasing the height of the chimney. Heathrow Airport Limited have responded saying:

"That's good news about the chimney, so just to confirm we have no further issues with this site, as long as no structure infringes the obstacle limitation surfaces".

Internal Consultees

TREES AND LANDSCAPING

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- A tree survey, dated 15 March 2012, has been prepared by RPS in accordance with BS 5837:2005. This has been submitted within the Environmental Statement Appendix 3.3. The survey includes site information, tree quality assessment, a tree constraints plan and design guidance, tree protection and planning policy, design considerations for new planting and conclusions.

- The survey assesses (Table 1) 128No.individual specimens and 3No. groups of trees. Section 3 of the report confirms that over 50% of the trees are categorised as B (moderate quality and value) which have a useful life expectancy and would normally be considered worthy of retention and incorporation within a new development.

- The remainder of the trees are C grade. Grade C trees are considered to be of low quality and value and, therefore, not a constraint on development. However, in this case, the low grade is due to their being young trees with stem diameters of under 150mm with potential to improve as they mature.

- Conversely, the report acknowledges (3.13) that while most of the trees on site have good future potential, their immaturity means that their removal could be undertaken and justified provided that appropriate replacement tree planting is incorporated into the new layout.

- Section 4 provides a Tree Constraints Plan & Design Guidance. At 4.9 it is recommended that as the design and layout of the proposed development is progressed and finalised it is recommended that final Root Protection Areas for the trees are considered and a Tree Protection Plan (TPP) is produced in conjunction with a detailed Arboricultural Implications Assessment (AIA) and Method Statement (AMS) to detail the specific measures for the protection of retained trees.

- It is noted that the tree report refers to BS5837:2005, which has recently been revised and re-issued. Any new guidance relating to the TPP, AIA and AMS should refer to the 2012 version of the British Standard.

- The Design & Access Statement analyses the site and clearly sets out the design objectives,

which have evolved through pre-application discussions and consultation.

- The site layout features considerable permeability through and across the site via a sequence of spaces, including The Groove, a (record) themed walkway running east-west, parallel with Blyth Road. The intention is that buildings facing onto The Groove will have an active frontage as will the frontage facing Blyth Road itself.

- The development includes a number of public squares, the largest of which is Vinyl Square. Others include Powerhouse Square, Shipping Square and Pressing Plant Square, each with their own design theme (related to the history of the site) and association with adjacent buildings.

- External storage for bikes and bins can have a detrimental visual impact on the front garden and streetscape. Where possible they should be sited to the rear of the building and, if this is not possible, they should be discretely sited and screened from public view.

- Section 9.1 sets out specific landscape design objectives, with the first aim to develop a distinctive environment for the new environment while reflecting the history of the EMI site and its association with the music recording business.

- The third aim refers to the multi-level landscape of the site. Landscape enhancement has been considered at ground level as well as podium and roof levels to provide a multi-layered landscape vision for place, ecology and landscape continuity. With building heights ranging from 4-10 storeys the D&AS illustrates the use of intensive green roofs for the use and enjoyment of residents and extensive green / brown roofs which will primarily benefit building energy performance, biodiversity and water attenuation. (The London Plan strongly encourages an average depth of 100mm substrate with greater depths providing greater potential benefits. It also recommends that 25% of the total roof space should be accessible to residents/workers).

- The fifth key objective is to secure a sustainable landscape in terms of social sustainability (producing spaces for people), ecological sustainability (promoting biodiversity), sustainable systems (environmental) and a landscape which enhances the economic value of the site.

- The D&AS describes the landscape/site analysis (9.2), landscape design strategy and principles (9.3), concept development (9.4 and 9.5).

- The concept of movement through the site is described (9.6) with attention to detail of key areas, including The Groove, Blyth Road and The Lanes. Powerhouse Square is set out to incorporate Blyth Road in a way that will help to integrate the site with the surrounding area and create a significant visual enhancement to Blyth Road.

- Signature spaces or pocket parks, which punctuate and create highlights along the pedestrian routes, are explained in 9.11 -9.17.

- The green roof strategy, rooftop amenity and play strategy are set out in 9.20-9.21.

- At 9.22.1 and 2 accessibility principles are set out which confirm that gradients will generally be less than 1:21 with high contrast colours used to delineate crossing points. Streets will be shared spaces, with vehicle routes clearly delineated.

- The provision of street furniture and surface water management is set out in 9.22.3 and 4.

- A soft landscape strategy is set out in 9.24. This includes the retention of only 8No. of the existing 159No. trees planted in 2003 in association with the redevelopment of the Cabinet Building and Shipping Building. However, the current proposal aims to plant over 200No. new trees within the masterplan.

- Additional soft and hard landscape objectives are set out in 9.24.3 -7. This includes palettes of soft and hard materials, the consideration of biodiversity and sustainability and, at 9.28 the provision of landscape management under the retained ownership of Purpleplexed LLP.

- The scope and detail of the landscape proposals satisfies this outline application the successful outcome of which will depend on the details to follow.

- In this case, a phased development programme is envisaged and the laying out of the external landscaped spaces should be carefully co-ordinated with the relevant building programme to ensure that the external spaces are set out at an appropriate time. If it is feasible to establish structure planting (trees) ahead of the development programme, this should be considered provided that it can be achieved safely without putting the planting at risk.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions COM2, COM6, COM8, COM9 and COM10.

CONSERVATION & URBAN DESIGN

The scheme has been subject to extensive discussions with officers. The site is within the Botwell: Thorn EMI Conservation Area and a number of the buildings are locally listed; all have some interest in terms of their architecture, and the history and development of the site. Opposite, on the other side of Blyth Road, are Enterprise House, which once formed part of the works and is now grade II listed, and Jupiter House (former works offices), which is locally listed. The overall character of the conservation area and indeed that of the surrounding area, is that of large scale industrial buildings, fringed with smaller scale workers housing. The area does have a very distinctive appearance, which is not conventional in terms of designated areas, which mostly tend towards the pretty, rather than the gritty, urban industrial character of Hayes.

The proposed works would, if they come to fruition, significantly change the appearance of this part of Hayes. This change, however, is considered to be positive, rather than detracting from the character and appearance of the conservation area. The new large buildings and spaces would reinforce the existing character of the area and using references to the history of the site, create a unique and architecturally interesting townscape. The setting of the listed and locally listed building would be enhanced, with a new space being created opposite Enterprise House; the existing Cabinet Building being framed by new buildings and a public space; and the corner feature of the Record Store being used to form a distinctive stop to views south from Blyth Road. An assessment of the impact of the new development on a number of views into the area has been included with the supporting information. This shows the impact of the new buildings to be significant in some local views, but not harmful. From distant views, the impact would not be significant, with the new development integrating with the existing larger buildings on the site. Within the site, despite the new buildings being large, their layout and design are such that the existing structures would remain as prominent features.

The scheme also proposes the refurbishment and reuse of a number of the existing buildings, most of which are in a poor condition, ensuring their long term future on the site. Whilst some buildings are proposed for demolition, these are mainly those of lesser importance and which, because of their condition, are considered difficult to convert to new uses. These should be recorded to an appropriate level (EH Level 3-4).

CONCLUSION: No objection subject to suitable conditions re archaeological investigation, building recording and the letting of a contract prior to demolition commencing on site. In addition, conditions should also cover the detailed design and materials of the new and refurbished buildings, mechanical extracts, ducting and servicing; together with hard and soft landscaping, and long term management & maintenance plans for these elements.

ENERGY AND SUSTAINABILITY

The Council's Energy and Sustainability Officer has stated:

"I have no objections to the general approach to the energy, strategy to be adopted but have some concerns regarding the phasing and delivery".

Points of clarification and amendments to reflect the revised build out phasing were requested and have subsequently been satisfactorily provided. The additional of four energy and photovoltaic planning conditions were recommended and have been included in the recommended conditions.

ACCESSIBILITY OFFICER

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8, 7.1 and 7.2, and the Council's Supplementary Planning Document, Accessible Hillingdon, adopted in

January 2010. A number of accessibility issues were addressed at a meeting on the 1st June between LBH, Burro V Happold and the Landscape Architect for the above outline proposal.

The development would essentially take the form of a shared surface environment which would need to cater for people with sight impairments. Whilst no objection is raised in principle, it is important to stress at this stage that the external environment must integrate colour, contrast, levels and surface treatment that are conducive to the principles of inclusive design. It would also be crucial to provide adequate delineation to create passive separation between roads and pavements, particularly in those sections of the development where pedestrians and vehicles would intermingle. It was agreed that the specialist access consultant would prepare a strategy for further consideration for the materials selection, whilst the landscape architect will consider a mock up strip of the groove to be produced on site at an appropriate stage; Much of the area would include delineated carriageways with flush kerbs and pavements. Caution is raised with regard to the selection of drainage grates and tree pits, etc, as wheelchair users and white cane users are known to get caught in poorly designed grates. Use of excessive cross fall gradients should be avoided. It is understood that the proposed circular car park would achieve a 1:40 gradient to the outside, with a 1:20 gradient to the core. Accessible parking bays are to be positioned adjacent to the landings/lifts on each floor. There will be 10% accessible parking spaces.

Sample residential unit layouts have been incorporated into the submitted Design & Access Statement for the proposed Lifetime Home and Wheelchair Home standard units, and the examples presented are acceptable.

The Blue Badge criteria will apply as an appropriate benchmark i.e. parking space within 40m of the home. However, due to the constraints imposed by the existing elements to be retained, some discretion may need to be applied when determining this scheme given its scale and complexity. The following design parameters would need to be fully detailed and supported technically at any future Reserved Matters stage:

1. 10% of the parking site wide will be designated Blue Badge parking (residential, retail and employment).
2. Taxi drop-off points to be provided with suitable kerbs, possibly kassel kerbs, to allow for ramps to be usable from London Taxis.
3. Clearly defined vehicle free pedestrian routes to be provided through the site with crossing points clearly defined with blister tactile paving.
4. Seating/rest points will be provided within the public realm at 50m intervals to aid people unable to walk long distances.
5. The use of street furniture should be minimised to promote free pedestrian movement. The final design should feature furniture free pedestrian corridors to provide a zone where visually impaired people can walk with confidence. Unavoidable items, such as lamp columns, should feature a contrast band, 150 mm tall, starting at a height of 1.5 m above ground level.
6. All residential units to comply with the pre 2010 Habinteg Lifetime Homes Standards in line with the above LBH Supplementary Planning Document. In the case of duplex units, a pre-cast opening within any concrete slab, for a future through-floor-lift should be technically specified on plan.
7. 10% to wheelchair housing standards, with the location of each unit shown on plan. A separate detailed plan for each unit would also be required.
8. A strategy for providing shared space in the predominately pedestrian elements of the site and the choice of materials to ensure the spaces are clear and legible to all users, and specifically for people with sight impairments. A levels plan (topographical survey) should also be submitted at an appropriate stage.
9. A strategy for surface material, kerbs and drainage grates.
10. A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure.

Conclusion: acceptable. The Inclusive Design detail submitted at this stage has been well considered and is sufficient at this outline stage. However, points 1-10 above should be attached to any outline consent as Reserved Matters.

ENVIRONMENTAL PROTECTION UNIT

As the development is in and will cause increases in an area already suffering poor air quality the following are requested:

Section 106: An obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

Condition 1: - Ingress of Polluted Air

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following: .

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage; _
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the, approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

Air Quality Condition 2 - Emissions from Energy Provision:

Prior to the installation of the CHP, details of the energy provision and the emissions from the CHP - shall be assessed as part of a comprehensive air quality assessment for the proposed development and shall be submitted and approved in writing by the LPA. Details of the means to control and limit air pollution from the CHP shall be submitted and approved in writing by the Local Planning Authority. These measures shall be provided prior to the installation of the CHP engine and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the 1 Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

Contaminated Land Condition

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

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

- (c) i) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be 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 OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

Condition to Minimise Risk of Contamination from Garden and Landscaped Areas

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, railway noise, commercial noise and other noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, railway noise, commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

Paragraph 10.115 notes that circa 63 external parking spaces are to be provided at ground level, near the boundary with existing residential properties on Dawley Road. It is stated that noise from use of these parking spaces is unlikely to result in any significant noise problems at these properties. In view of the above, I recommend that we require a detailed acoustic assessment to be undertaken at the detailed design stage. This assessment should consider the noise impact at residential properties in Dawley Road from use of the car parks in The Veneer Shed and The Record Stack. I accept that other noise impacts from car parking should not be a problem; Commercial Noise ES paragraphs 10.116 to 10.118 contain an assessment of noise from commercial uses.

Condition for protection of residential building from noise

Development shall not begin until a sound insulation scheme for protecting the proposed residential development from commercial and other noise has been submitted to and approved in writing by

the Local Planning, Authority. The sound insulation scheme shall provide insulation against, commercial and other noise provided by the floor and wall constructions separating the residential and commercial uses. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by commercial noise and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

Condition for Protection of Noise From Plant

The individual and cumulative rating level of noise emitted from plant and/or machinery at the development hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 Method for rating industrial noise affecting mixed residential and industrial areas .

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

HOUSING SERVICE

This development will be a major factor in the regeneration of Hayes Town Centre and improve a very run down area, creating jobs and homes. The construction and will tie in well with Crossrail A coming to the station in 2018. The percentage of affordable housing on the development as determined by the FVA is 5% which is disappointing but quite understandable given the cost of restoring the historic buildings on the site.

The plans include 510 residential units in the following a mix: 4

203 x 1 bed flats = 406 hab rooms 40%

230 x 2 bed flats = 690 hab rooms 45%

51 x 3 bed flats = 204 hab rooms 10%

26 x 4 bed flats = 130 hab rooms 5%

TOTAL 1430 hab rooms

This falls short of the current GLA requirements of 75% of all new market housing units being family 2 or 3 bed homes but is very close to the Mayor's Draft Supplementary Guidance published December 2011 which seeks 39% 1 bed units, 47% 2 bed units and 14% 3 bed or larger units. On this particular mixed use development which includes industrial units, office space, a cinema and restaurants the concept is for a lively area that is active 24 hours and the environment is not suitable for such a high number of family homes. The potential residents are likely to be working households commuting into Central London or working at Heathrow Airport. With the exception of Highpoint Village the surrounding neighbourhood is predominantly family housing and 3 bed plus flats will not be attractive in comparison to the cost of houses in the area.

The Hillingdon Housing Register as at 17th Sept 2012 shows 10,608 applicant households

1 Bed - 4,432

2 Bed - 3,218

3 Bed - 1,954

4+Bed - 1,004

This shows our affordable housing demand is predominantly for smaller housing units.

HIGHWAYS OFFICER

Site and Transport Network

The development site is located to the south west of Hayes town centre and directly west of the Hayes and Harlington Railway Station, which is approximately 420m from centre of site. There is a mixture of light industrial and residential uses in the surrounding area. Hayes and Harlington rail station forms part of London's planned Crossrail route, which is planned to be operational in year 2018. The development will therefore in future benefit from improved public transport, reducing travel times and improved rail connections with access to central and east London. There are good bus links with 7 regular services running through the town centre and/or in proximity of the Railway Station.

The site has PTAL rating of 1b (low) at the western end and 3 (medium) at the eastern extent of the planning application boundary. Crossrail will in future increase the PTAL rating.

The proposals are for a mixed use development with the following quantum provided in the Transport Assessment (TA):

Residential = 483 units (The parameter scheme seeks a maximum of 510 units)
Offices (B1) = 49,297 sq.m (The parameter scheme seeks a maximum of 54,402 sq.m)
Industrial (B2) = 951m
Commercial (A1/A3/A4/A5) = 3400 sq.m
Museum (D1) = 738 sq.m
Venue (D1) = 557 sq.m
Cinema (D2) = 3366 sq.m

There are a number of light industrial and office buildings on site with a total existing developed floor area of 56,345 sqm with an estimated 550 parking spaces on site. The office buildings on the western section of the site are mostly unoccupied, whilst the central area is unused. The site includes locally listed buildings: the Record Store and the Shipping Building, located towards the south west corner of the site, the Powerhouse in the centre of the site fronting Blyth Road and the Pressing Plant, located to the east.

Adjacent to the site, the current street network comprises of a small one way network of roads along residential streets to the east (Part of Blyth Road, Clayton Road and Clarendon Road) and the two way streets Trevor Road and part of Blyth Road to the north and west respectively.

Blyth Road is a one way street from Clayton Road near to Station Road until the junction with Trevor Road where it continues as a wide two way street to Dawley Road to the west, connecting with the strategic road network and creating a clear axis along the north of the site. The one way section incorporates on street parking on both sides and uses pinch points to slow traffic.

In terms of access to the site there are two existing vehicle entry/exit points in use to the west of the Blyth Road/Trevor Road junction. Historically there were a number of vehicle access points on the one way section of Blyth Road but these are currently not in use as this part of the site is surrounded by a hoarding. All of the redundant accesses should be stopped up and associated crossovers reinstated. These works should form part of the s278 Agreement.

Cycling facilities in Hayes are not very well developed. There are dedicated cycle lanes on few roads, such as southern stretch of Station Road or the west of Dawley Road. Cycle lanes are generally indicated by green asphalt and tend to end before junctions or roundabouts.

Accident Analysis

Analysis has been carried out of reported accidents over a period of 5 years between 1 January 2007 and 31 December 2011 of the local area shown in figure 2.6 of the TA. During this period, there were a total of 98 collisions in the study area resulting in 124 casualties. The accidents included 12 collisions resulting in serious injury and 86 collisions resulting in slight injury. There were no fatal accidents.

Largely the pattern of the collision data suggests that the main junctions requiring improvements are North Hyde Road / Station Road signal junction where just over a quarter of the 40 reported accidents at the junction of North Hyde Road and Station Road junction in the past 5 years involved pedestrians and the method of signal control might help to alleviate some of the accident issues, and Station Road / Clayton Road Mini Roundabout & Station Road Southern Approach including the Station Entrance where pedestrian crossing facilities at and near the junction should be reviewed.

Traffic Impact and Highway Improvements

Below is the list of committed development sites, which have been included within the TA for purposes of assessment traffic impact.

- i. 20 Blyth Road
- ii. Gatefold Building
- iii. High Point Village
- iv. Maccess Site
- v. Unit 3 Millington Road
- vi. Southall Gas Works

These two extant consents listed below excluding the area of the Gatefold Building have been combined to effectively form a development that could be implemented by the applicant. This forms part of the 2019 Base Case scenario.

2001 Consent - Refurbishment of The Shipping Building, the Cabinet Building and the Record Store to provide 45,409 sq m of B1 office space.

2007 Consent - Mixed use development comprising residential, light industrial, office and commercial space.

The TA includes assessment of the movement conditions, baseline, opening year 2019 and 5 years after opening traffic impact on the surrounding highway network by calculating and distributing the development trips by different modes of transport on the transport network and analysing the traffic impact.

In terms of the highway network, a series of assessments has been undertaken at junctions within the vicinity of the site. The highway improvements required are listed below, which should be secured by way of a S106 Agreement.

1. Junction Improvement Works

- i) North Hyde Road/Station Road Signal Junction (alternations to existing layout and revised modelling, signal works);
- ii) North Hyde Road/Dawley Road Roundabout (alterations to existing layout);
- iii) Trevor Road/Clayton Road/Printinghouse Lane (new signals);
- iv) Blyth Road/Trevor Road (alternations to existing junction);
- v) Blyth Road/Dawley Road Roundabout (alterations to existing layout);
- vi) Blyth Road/Clayton Road Junction (improvements to existing layout);
- vii) Creating new accesses on Blyth Road and Dawley Road, and stopping up of all redundant

accesses and reinstatement of associated crossovers.

2. Cycling Works

- i) Blyth Road/Station/Hayes Town Centre Connection;
- ii) Canal Towpaths/Lake Farm Country Park & North Hayes Connection;
- iii) North West Hayes Connection;
- iv) Southern Dawley Road/North Hyde Road Connection

3) Internal Roads

i) Detail design of all internal roads including construction details, lighting and drainage to be submitted to and approved by the Council and constructed to the Council satisfaction. Developer shall bear the full costs of the Council's detail design checking and site inspection,

4) Resurface the carriageway and footways on Blyth Road between Blyth Road/Dawley Road junction and eastern boundary of 20 Blyth Road

5) Improvements to bus stop on Clarendon Road (additional passenger information and raising the kerb height to at least 125 mm above the road for the bus stop on Clarendon Road).

6) Developer to carry out the study of the on-street parking situation in the surrounding area and implement the works to extend the parking management scheme and other parking restrictions.

The junction of North Hyde Road and Station Road is a key node within the overall road network of the Hayes area. The assessment shows that this junction is currently operating over its practical capacity in both AM and PM peak periods. The future traffic growth and committed developments in the surrounding area will have further adverse impact on this junction. The impact of this major development will have a considerable affect in both AM and PM peak periods on this already over saturated junction and triggers a strong need to carry out junction improvement works including signal works and physical improvements as shown on drawing no. 1615/02/05 Rev from Alan Baxter. The works will be required to be implemented at the same time as those that are to be carried out to this junction by the recently approved development at appeal for an Asda Superstore with Petrol Station. Unless this is secured there is a real risk of creating a gridlock of traffic at this junction, resulting in significant adverse impact on both existing sites and future developments in Hayes and also resulting in adverse impact from transport economics viewpoint. The developer is proposing to increase the signal cycle times in order to relieve some congestion, however this alone will not have a material impact on the capacity of the junction and would lead to other issues relating to waiting times and the works to be implemented by the Asda development. The traffic modelling has a number of other issues including the maximum parameter scheme not being considered, and inconsistencies in existing cycle times used for North Hyde Road/Station Road junction. The traffic modelling will need to be revised at the detail design and implementation stage subject to the outcome of the planning committee's decision.

Access and Layout

The environment created within the development will aim to give priority to pedestrians and cyclists through the use of a network of pedestrianised and shared surface streets. The vast majority of streets within the proposed development will be two way and will be a single level surface. The single level surface will have a flush kerb demarking what is primarily a vehicle route from what is primarily a pedestrian route. The streets will be paved from building line to building line and will have similar materials in both the vehicle and pedestrian routes but the paving elements will be smaller in the vehicle routes. There are some areas of the development where there are straight streets of some lengths and will therefore require traffic calming measures. Street furniture will also be used to define vehicle and pedestrian areas. Outside of the development some improvements are proposed for pedestrians and cyclists in order to encourage these sustainable modes and achieve integration with the existing movement network.

The access and site layout is broadly considered suitable for cars, refuse and service vehicles to use, subject to further details and adjustments being made at the next design stage to ensure acceptability.

Five vehicular access points are proposed for the development, four of which are located on Blyth Road. The main entry/exit access to the two multi storey car parks and surface car parking is proposed at the western end of the site. Access to these car parks as well as car parking within the Assembly Building will also be provided by the entry/exit to the west of Trevor Road. Two entry/exit points are proposed on the one way section of Blyth Road, which would primarily provide access to the Machine Store and Material Store. Due to Blyth Road being one way these access points would be left in/left out only.

In order to improve the site's permeability and to relieve pressure on the Blyth Road/Dawley Road roundabout created by the substantial number of vehicles that would be leaving the development during the PM peak heading for destinations to the south, a new access point is also proposed on Dawley Road. This access will be designed with physical measures restricting right turning in and out of the access in order to minimise the impact on traffic flow on Dawley Road and minimise potential conflicts with traffic on using the existing access on the west side of Dawley Road. In order to prevent rat running, this access should preferably be controlled by ENPR or alternatively by rising barrier with a pin code made available to those employed at the development and changed on a weekly basis. Layout, design and control of this access should be covered through a planning condition.

All of the streets would allow for two way vehicle circulation with the exception of a short one way section between the Assembly Building and the Record Store. The purpose of this one way section is to require vehicles coming from the west to the Machine Store or Material Store, to use the access points on the one way section of Blyth Road.

The Groove will be a pedestrianised street, however access will be allowed between 10am and 12pm to enable servicing and deliveries. Only emergency and maintenance vehicles will be allowed on other sections of The Groove. Seven loading bays (each approximately 14m in length and 3m in width) are proposed throughout the development. A strict parking, servicing and delivery management scheme should be implemented to ensure that servicing and delivery vehicles park within the delivery areas for a short period of time, and servicing and deliveries from The Groove are carried out strictly between 10am and 12pm. Parking, Servicing and Delivery Management Scheme should be covered by way of a planning condition or within the S106 Agreement.

Parking

The development proposes to provide 1,540 parking spaces. The parking is to be allocated to different uses proposed at the site as per the break down below. A detailed break down is provided in table 5.3 of the TA:

Office	882
Industrial	2
Residential	365
Commercial, cinema, restaurant, leisure	291
Total	1,540

A parking allocation and management scheme should be implemented with a periodic review mechanism. This should be covered by way of a suitable planning condition or within the S106 Agreement.

It is noted that the proposed office parking provision is significantly above the Council's maximum

parking standard of 1 space per 100 square metres.

Under application reference 51588/APP/2000/1827 consent was granted in 2001 for the refurbishment of the Shipping Building, the Cabinet Building and the Record Store (Total B1 office space: 45,505 sq m). Included as part of this consent was the provision of 1,514 car parking spaces, which equates to 1 space per 30 square metres of office space.

As that consent has been implemented, the permission remains extant and forms a material planning consideration in the determination of the current proposal.

The current outline planning application is effectively seeking to provide a lower provision of 1 space per 62 square metres of office space, and is therefore considered acceptable. The office car parking should be made available for other commercial parking and for visitors of the residents during evenings and weekends. A visitor parking permit scheme should be implemented on site for the residents of the development.

Non office commercial car parking is proposed to be 291, which is considered excessive. There are public car parks in the surrounding area with the ample spare parking capacity The Urban Initiative study undertaken in 2012 for the Council identified an existing over supply of parking in Hayes town centre (30% of total spaces available throughout the day). The developer has not submitted any satisfactory evidence to justify the level of car parking proposed.

10% of car parking spaces for the residential and office elements of the development should be disabled spaces. A minimum of 7% and 3% of car parking for non office commercial elements should be disabled spaces and brown badge holder spaces respectively.

On the basis of 483 residential units, the proposed residential car parking of 365 spaces equates to 0.76 space per flat against the Council's maximum car parking standard of 1.5 space per flat is considered acceptable. It however noted that the parameter proposals seek permission for a maximum of 510 residential units. A condition should be attached requiring car parking at 0.75 per unit which is consistent with the level of parking approved at the former Gatefold Building.

1 in 5 spaces are proposed to be provided with electrical charging point to encourage the uptake of electric vehicles. The London Plan requires half of them to be active and the other half being a passive provision for the future.

The development proposes 82 motorcycle spaces which accords with the Council's standards of 1 motorcycle parking space per 20 car parking spaces. Employee motorcycle and cycle changing facilities would be provided in both existing retained buildings and new buildings.

A total of 1085 cycle parking spaces are proposed. Breakdown of these spaces is provided in table 5.6 of TA. The proposed cycle parking provision is considered acceptable.

Construction Traffic

A Construction Logistics Plan (CLP) should be secured by way of a planning condition or S106 Agreement. This should include (but not limited to):

- Construction traffic generation by development phase;
- Access routes;
- Contractor parking;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan
- Measures to manage localised priorities

Travel Plan

Full Travel Plans should be submitted and approved at the detail design stage and implemented prior to occupation of the development. The travel plans should be included and managed in the form of a Master Travel plan for the development. This should be covered through a planning condition and/or S106 Agreement.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In his written ministerial Statement Planning for Growth (23rd March 2011), the Minister for Decentralisation at the time (Rt. Hon Greg Clark), outlined that the planning system has a key role in ensuring that the sustainable development for economic growth, is able to proceed as easily and quickly as possible. In his statement he outlined the government's expectation of a presumption in favour of sustainable economic development, which was enshrined as the Key policy of the NPPF.

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the adopted UDP (Saved Policies September 2007). The western part of the site is located within the Heathrow Opportunity Area and is identified as Strategic Industrial Land (SIL) and particularly as a Preferred Industrial Location (PIL) by the London Plan (July 2011). The eastern part of the site is not designated as Strategic Industrial Land.

While the proposed mix of uses do not adhere to IBA or SIL policy, it must be remembered that the 2001 permission allowed a mix of uses (including residential) on the site. That consent has been acted upon and is a material consideration in the determination of this application.

The existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the, still to be refurbished, Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The applicant has stated that the scheme will deliver up to 4000 jobs at the site and will also provide up to 510 dwellings, both of which accord with the objectives of the Heathrow Opportunity Area. In addition the proposal would result in a net increase of up to 10,800 square metres of B1 floor space (including 2,914 square metres in a separate application for the cabinet building) at TOVF site.

As part of their stage 1 response the GLA acknowledged that the loss of SIL is accepted on balance, due to the employment floor space uplift, the net jobs increase, the regeneration benefits to the Hayes Area, and the Council's on going policy work in relation to the release of employment land within the Borough. However, this acceptance of the loss of SIL was based on the final publication of the Hillingdon Core Strategy. Since the Stage 1 response from the GLA, the Council has adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) which, as previously stated, identifies Blyth Road as an area suitable for a release of industrial and warehousing land, with a more detailed review of such land being undertaken as part of the production of the Hillingdon Local Plan: Part 2 - Site Specific Policies. Therefore, no objection is raised to the principle of using the land for a mixed use development in this instance.

7.02 Density of the proposed development

The site's current Public Transport Accessibility Level (PTAL) ranges from 3 to 1 heading

east to west across the site. However once the proposed Hayes and Harlington Crossrail Station is operational, scheduled for approximately 2018, the site's PTAL will increase from between 4 - 2 across the site. On this basis, the London Plan's density matrix indicates that a density range of between 70 - 260 units per hectare would be acceptable (assuming an average of 3 habitable rooms per unit).

Based on the maximum limits within the parameter plans, the density when calculated across the whole of the application site, based on 5.004ha, equates to approximately 189 units per hectare.

The density calculation based on the area of the residential blocks only, some 2.695ha, comprises approximately 224 units per hectare.

The proposed density of the scheme is considered acceptable given that it is within the recommended density ranges as prescribed by the London Plan. Further more, the plans show that sufficient levels of public, semi-private, and private amenity spaces will be available to future residents and that the unit sizes are capable of achieving the recommended standards contained within the London Plan residential guidelines.

The new homes will also benefit from the immediate proximity of a range of uses and will be within a 5 - 10 minute walk from the Hayes and Harlington Station and Hayes Town Centre as well as a range of bus services.

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

English Heritage have confirmed that the proposed development is acceptable subject to conditions.

In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's local policies, a condition is included that requires a record to be made of the heritage assets prior to development, in order to preserve and enhance the understanding of them.

7.04 Airport safeguarding

In order to protect the Inner Horizontal Surface safeguarding area for Heathrow Airport, no part of the development, including plant, should rise above 67.93m AOD.

The highest part of the development, as controlled by the Heights Parameter Plan, is proposed to be 66.90m AOD. The existing chimney of the Boiler House is 69.34m AOD and it is proposed to be retained at this height.

Therefore as no part of the development rises above the 67.93m AOD limit, other than the existing chimney, the scheme is therefore acceptable in this respect. There has been no response from BAA to this application. They were formally consulted.

7.05 Impact on the green belt

Not Applicable

7.07 Impact on the character & appearance of the area

The proposals will have a major and beneficial impact on the character and appearance of the site itself and the wider environs. They celebrate and expose the site's music related history, create new innovative uses for the retained buildings, and create a new and complimentary morphology for the retained historic buildings.

The site, while containing some handsome, simple modernist industrial buildings, together with some earlier historic buildings of merit, remains blighted through its inability to attract

commercial tenants or sufficient levels of investment to refurbish the existing buildings. As a result the site has a number of derelict buildings in varying states of disrepair. Part of the site is a protected Conservation Area. However as a result of the long term dilapidated state of the buildings, it is classified by English Heritage as an 'at risk' Conservation Area.

The Blyth Road frontage is exceptionally blighted with the Pressing Plant and Power Station buildings fronting the eastern part of the site remaining long term boarded up and derelict. The western part of the site is characterised by a large expanse of surface car parking.

The buildings of merit are therefore marred not only by dereliction but also by a low grade surrounding environment on the site.

The proposal keeps all buildings of architectural, historical and social merit. It also re-establishes the historic urban grain, introduces new uses into retained buildings, creates new large complimentary buildings, shapes the plan to create and celebrate key views into and out of the site, and provides the framework for creating a mixed use community with a wide range of day and evening activities and new employment opportunities.

The indicative public realm, rich in historical references, is a further significant benefit that has the potential to significantly enrich the appearance and character of the area.

As a result, it is considered that the proposals will therefore have a major beneficial impact on the character of the site and the appearance of the wider area in general.

7.08 Impact on neighbours

There are three resident groups who are impacted upon by the development, each of which is considered below:

1. Blyth and Clayton Roads - The 'adverse' impact arising from the proposals is that of additional traffic movements onto these roads. However, the consented extant development allows for a similar number of parking spaces as the spaces proposed which would therefore have generated similar traffic movements and impact. Also, the traffic impact associated with this development is considered to be balanced by the strategic benefits the proposals will provide to the wider Hayes environs (and beyond).

The residents of Blyth and Clayton Road will also benefit from the environmental enhancements proposed to Blyth Road as well as the radical improvements associated with the new development including the variety of opportunities, such as employment opportunities, and the new leisure and cultural facilities being provided. The impact on the existing Blyth and Clayton Road is, on balance, considered to be 'neutral'.

2. Dawley Road - there are 22 x two storey terraced houses on Dawley Road that back onto the western part of the application site. The proposals show a planted buffer to the back of the rear gardens of these houses, designed to provide a green screen between the site and existing homes. The Veneer Store is a large multi storey car park located to Blyth Road. The rear of this building is located, at its closest, 36m to the rear of the terrace, and 55m at its maximum distance. The Record Stack car park is located to the north east of these houses and is located, at its closest point, 55m from the rear of the last house on the street. An acoustic strategy and report will be required at reserved matters stage for this building to ensure that the noise levels associated with the car parks will not be harmful to these residents.

A reinstated vehicular and new pedestrian access (the Groove) will connect Dawley Road

back in to the site. This will be of benefit to the Dawley Road residents who will have a fine public realm and access route into and out of the site, and beyond, and therefore direct access to the range of facilities and opportunities proposed for the site.

The impact on the Dawley Road is therefore considered to be 'neutral to positive'.

3. Keith Road (north side) - the north side of Keith Road comprises semi detached houses with rear gardens backing onto the railway line. The site lies beyond the railway line to the north with the edge of the nearest building, proposed and existing, being in excess of 70m away from the rears of the Keith Road houses. The outlook from these houses is currently poor looking as they do onto a largely derelict site. The proposals will radically improve the outlook from these homes.

The impact on the residents of Keith Road is therefore considered to be 'positive'.

7.09 Living conditions for future occupiers

Although this is an outline application, it is accompanied by detailed parameter plans together with indicative layouts, including internal flat layouts, of each of the proposed and refurbished buildings.

These have been assessed against the Council's '21m rule' and demonstrate the ability to adequately address this primary amenity requirement across the site through a combination of careful spacing of the buildings, the potential location of habitable rooms, and the orientation of fenestration.

The units are to be designed to Lifetime Homes Standards and to comply with the internal space standards of the Draft London Plan Housing Design Guidelines, ensuring acceptable internal space standards and layout configurations.

The provision of resident only private and semi private amenity space, including specific children's play facilities, is in excess of the Borough's minimum HDAS requirements and is to be provided through a combination of podium and roof top gardens, balconies and terraces.

The proposals include 12,629sqm of semi private amenity space for the sole use of the residents of the various blocks, which accords with the Council's amenity space standards.

In total, the proposal provides for 1,267sqm of children's play areas contained in the following locations:

Publicly Accessible: Vinyl Square - 300sqm, and Powerhouse Grove - 165sqm

Privately Accessible: Assembly Building - 395sqm; Material Store 207 sqm; and Machine Store - 200sqm.

There are a number of public spaces within the scheme to which residents will have immediate and easy access including public children's play facilities and a series of squares and 'pocket parks'.

Noise attenuation methods have been proposed and the details of these will be conditioned and controlled at reserved matters stage. The Council's EPU do not object to the scheme.

Levels of legibility throughout the scheme are high and the principles of Secure by Design, including the use of CCTV, adhered to.

Combined with the potential for fine architecture and landscape architecture, the living conditions for future residents are likely to be of a high quality within a unique urban environment.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

PARKING COMMENTS

POLICY BACKGROUND

Policy AM14 of the adopted UDP (Saved Policies September 2012) states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards.

Policy 6.19 of the London Plan (July 2011) states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. As such, the maximum parking standards set out within the London Plan should be applied to planning applications.

On 12th April 2001 planning permission was granted, application reference 51588/APP/2000/1418, for alterations to the parking layout at the site, with consent granted for the creation of up to 1,590 surface car parking spaces with a parking ratio of 1 space per 30 square metres. This permission has been implemented and remains extant. Given the extant nature of this application, the applicant has the option of creating up to 1,590 spaces at the site regardless of the outcome of this application. Therefore, this fall back position would form a material consideration which should be given significant weight in the determination of this application.

RESIDENTIAL PARKING

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) requires flats without their individual curtilages to provide a maximum number of parking spaces of 1.5 spaces per dwelling. The London Plan Car Parking Standards are based upon the number of bedrooms per dwelling, with 4 bedrooms units allowing a maximum standard of 2 spaces per dwelling, a three bedroom unit 1.5 spaces per dwelling and a 1 or 2 bedroom unit requiring less than 1 space per dwelling.

The proposal would provide 0.75 spaces per residential dwelling, which is consistent with the residential provision provided for the Gatefold development, 20 Blyth Road, and other recently consented schemes in the surrounding Hayes area. Furthermore, the applicant has stated that all apartments of three or more bedrooms would be allocated one parking space for their sole use. Transport for London (TFL) and the Highways Officer have raised no objection to the proposed level of residential parking and this level would be secured by condition attached to any approval.

OFFICE PARKING

The application is for up to 11,105 square metres of B1 space which, when added to the existing floor space of the Shipping Building, the Record Store and the extended Cabinet Building (the extension to which is being considered in conjunction with this application, ref: 59872/APP/2012/1839), would provide a total B1 space at the wider TOVF site of 54,309 square metres. The parking allocation contained within chapter 5.3 of the Transport Assessment states that 985 spaces would be provided for the B1 uses, giving a

site wide parking ratio of 1 space per 55.13 square metres.

Transport for London has raised an objection to the parking provision based on the site exceeding the maximum standard of 1 space per 100 square metres. However, the extant permission, with a B1 parking provision of nearly double the ratio proposed, ensures that the current proposal provides a much improved B1 parking provision at the site and is considered to be a far more desirable option than the applicant's fall back position. For this reason, the Highways Officer has raised no objection to the level of B1 parking space at the site.

In a letter to the applicant dated 7th November 2012 Transport for London raised a further objection, in that the Council was placed too much weight to the extant permission as a material consideration. They are of the opinion that as the London Plan Policy Car Parking Plan Standards have changed since the approval of the extant permission in 2001, the change in policy carries more weight as a material planning consideration than the extant consent.

Whilst the car parking provision at the site is above the maximum standards set by the adopted UDP (Saved Policies September 2007) and the London Plan (July 2011), the development needs to be viewed in the context of the surrounding areas. The regeneration of TOVF site is dependent on the ability of the scheme to attract businesses and employers into the B1 space provided. A number of neighbouring developments, including the nearby Stockley Park, provide car parking at a ratio far lower than the level being proposed at the site. Therefore, the provision of a parking ratio of 1 to 100 square metres is considered to undermine the ability of the scheme to attract the employers to help drive the regeneration of the site. The applicant has submitted, in support of the application, three letters from leading west London office agents, who have confirmed a level of parking of 1 to 100 square metres would struggle to compete with neighbouring offers and impact on the viability of the application. Further to this, at a sub regional level, South Buckinghamshire DC and Slough BC have higher lower maximum parking standards at 1 space per 25 sqm and 1 space per 40 sqm respectively. TFL have rejected the use of these standards as ground of comparison. However, the B1 office space at TOVF site will be in competition for tenants with developments in other Boroughs with more generous parking offers. The applicant has undertaken a survey of the staff currently working within the shipping building, which has shown that 85% currently travel to work by car. The provision of Crossrail and the implementation of a green travel plan will improve the modal shift away from reliance on car. However, a 1 to 100 square metre ratio would require a drop to 20% of staff travelling to work by car, again indicating that a higher parking ratio would be required to provide a viable B1 offer at the site.

The principle of using historic permissions to set the baseline in terms of parking was used in Stockley Park Phase 3, where TFL and the GLA accepted that the historic permission set the parking baseline.

In conclusion, the extant permission forms a material consideration of significant weight. Therefore, the proposed development is considered to lead to a major improvement in the parking provision which available to the applicant to implement at the site. Given the competition from neighbouring developments, the provision of parking at a standard above 1 space per 100 square metres is required to provide a viable B1 offering at the site. The National Planning Policy Framework requires a presumption in favour of sustainable economic development, which consists of the environmental, social and economic issues related to each application. In this instance, the environmental impact of a B1 parking standard above the local and regional policy is considered to be outweighed

by the economic and social benefits of job creation and the regeneration of an at risk conservation area. Therefore, no objection is raised to the level of B1 parking at the site.

LEISURE PARKING

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) requires a maximum standard of 1 space per 50sqm for A2 - A5 use, with an A1 standard not provided. The London Plan (July 2011) requires a maximum standard of between 50 - 35 for site with a PTAL score of between 4 and 2. The parking standard proposed for the retail space is 1 space per 50sqm. Both TFL and the Highways Officer are of the opinion that the restaurant provision is intrinsically linked to the cinema provision and believe that the leisure parking provision at the site should be more widely shared with the office use.

The adopted Car Parking Standards contained within the UDP (Saved Policies September 2007) and the London Plan (July 2011) provide no set standard for car parking in connection with Cinema uses. The adopted Car Parking Standards requires parking provision to be based on a transport assessment and travel plan and the London Plan requires the parking provision should be limited to operational needs for sites with a PTAL score of between 4 - 6.

The applicant allocated a provision of 220 spaces for use by the cinema within the Parking Allocation in chapter 5.3 of the Transport Assessment. TFL and the Highways Officer have both objected to the provision of 220 spaces for the cinema at the site, given the large number of spaces which will be vacant at the site during the evening hours and weekends, once the offices are in limited use. The applicant has undertaken surveys of the parking capacity of a number of cinemas and also parking surveys of cinemas during the school holidays and whilst these indicate the proposal would be an under-provision compared to a normal cinema offering, the edge of town and outer London location of the proposal is somewhat of an anomaly. Most cinemas in these locations are set within leisure complexes with large levels of surface parking and low residential densities. Therefore, the surveys offer little in supporting evidence for the originally proposed level of parking.

In counter argument to the above, the applicant has provided a letter in support of the parking levels from a leading leisure space agent. It is their opinion that a level of parking less than 220 spaces for use by the cinema will cause a significant issue with securing one of only four cinema operators in Britain who would occupy a cinema with a capacity of 1,099 seats.

In recognition that the level of parking for the cinema is considered high, the applicant has reduced the number of non-residential spaces across the site by 100 spaces. The provision of car parking at the site will be controlled by condition, with a car parking management plan providing details of shared parking spaces between the office and cinema uses at the site. A further condition would also be added requiring the provision of a car parking review mechanism prior to the commencement of each phase. The assessment will review the proposed parking at the site to see if a reduction in the parking level could be accommodated, to yet further reduce the parking levels at the site.

In conclusion, the extant permission at the site which would allow for higher number of total spaces than is being proposed. The reduction in the total number of non-residential parking spaces at the site and the provision of a car parking management plan to ensure the provision of shared spaces at the site, is considered to sufficiently reduce the reliance upon travel by car to and from the site, but would also ensure a viable offering to secure a

cinema operator at the site.

DISABLED & ELECTRICAL PARKING SPACES

The adopted Car Parking Standard contained within the adopted UDP (Saved Policies September 2007) and the London Plan Parking Standards requires disabled spaces to be 3.6 metres x 4.8 metres, with 10% of all parking spaces being provided to this standard.

The applicant has stated in paragraph 5.3.2 of the Transport Assessment that a minimum of 167 spaces will be provided, which met the 10% requirement at the originally proposed 1,640 spaces. The provision of 10% of all parking spaces to be to the mobility standards will be secured by condition.

Policy 6.13 of the London Plan (July 2011) requires 1 in 5 spaces (both active and passive) to provide an electrical charging points to encourage electric vehicles. In paragraph 5.3.3 of the Transport Assessment the applicant has stated that this requirement will be met with 328 spaces proposed against the previously original provision of 1,640 spaces, with half of these spaces being active, to meet the requirements of the London Plan. The provision of electrical spaces in the reserved matters application will be secured by condition.

MOTORCYCLE PARKING

The adopted Car Parking Standards contained within the adopted UDP (Saved Policies September 2007) requires 1 space per 20 car parking spaces. In chapter 5.3.2 of the Transport Assessment the applicant has stated that 82 motorcycle spaces would be provided against the original provision of 1,640 spaces, in accordance with the adopted Car Parking Standard. The provision of 1 motorcycle space per 20 parking spaces will be secured by condition.

BICYCLE PARKING

The applicant has proposed that 1,085 cycles spaces are provided to which Transport for London and the Highways Officer raised no objection, but requested that residential visitor cycle spaces should also be provided within this allocation. The provision and allocation of the proposed cycle spaces will be secured by condition.

TRAFFIC IMPACT

The applicant has undertaken a Traffic Assessment based on the indicative site layouts provided in support of the application. The Highways Officer has reviewed the assessment and works to six junctions would be required and secured as part of the s.106 agreement, with new accesses created on Blyth Road and Dawley Road into the site. The Highways Officer has made particular reference to the North Hyde Road and Station Road junction which is a key node within the overall network of the Hayes area and is over its practical capacity in both AM & PM peak periods. The proposed development combined with the committed developments in the surrounding area will have a further adverse impact on this junction. The developer is proposing to increase the signal cycle times in order to relieve some congestion, however, this will not have a material impact on the capacity of the junction. Therefore, mitigation works to offsite highways junctions are to be secured by way of legal agreement.

PEDESTRIAN MOVEMENTS

The environment created within the development will aim to give priority to pedestrians through a network of pedestrianised and shared surfaced streets. The level surface will have flush kerb marking the vehicle routes from pedestrianised areas, with street furniture

further identifying the areas allocated for vehicles and pedestrians. The proposed development would vastly improve pedestrian movement around this area of Hayes and the Groove has been designed with Blyth Road remaining at the top of the pedestrian movement hierarchy. The Highway Officer has reviewed the proposed layout and has raised no objection to the proposal on pedestrian safety ground. Therefore, the development is considered to comply with Policy AM8 of the adopted UDP (Saved Policies September 2007) and Policy 6.10 of the London Plan (July 2011).

7.11 Urban design, access and security

BUILDING BULK AND SCALE

the bulk and scale of the proposals have been informed by the existing morphology which is a series of large building positioned in a campus like configuration. The existing retained buildings are large 'free-standing' structures. The new build reflects this with only one building to the Blythe Road frontage being significantly taller than the existing buildings. The bulk and scale of the proposed development is therefore compatible with the existing buildings and compliments there setting in an acceptable manner. Their considered configuration creates a highly permeable and legible urban form which further supports the indicative scale of the proposed bulk and massing proportions.

IMPACT ON THE PUBLIC REALM

The proposals will radically enhance the interface of the adjacent public realm, in particular, that of the main adjacent road Blyth Road. A promenade of detached buildings are shown lining this street, punctuated by the main new civic space, Vinyl Square, each of which has active and therefore animated ground floor uses.

The Public realm within the scheme is shown on indicative plans and referred to in detail within the accompanying Design and Access Statement. It comprises a unique and bespoke design with historic references to the music industry form a key component. The indicative designs are of an exceptionally high quality with the potential to create an outstanding public realm within the site.

PRIVATE AMENITY SPACE

the proposals will provide private/semi private amenity space for each unit in the form of roof top and podium level gardens. There are also likely to be private balconies and terraces provided to the majority of the new units coming forward which will increase this provision still further. However, as the application is for outline consent, details of balconies etc would be considered at reserved matters stage.

AMENITIES CREATED FOR FUTURE OCCUPIERS

The scheme comprises a range of uses including new leisure, cultural and retail facilities which will be of benefit to the new residents. There are also a series of well interconnected public squares and spaces that are to be landscaped with a combination of hard and soft landscaping. There are also to be two public playgrounds within the public realm for use by all children living and visiting the site. Roof gardens at podium and roof top levels will provide outdoor semi private space to residents within each block.

SITING

The layout of the buildings and spaces on the site responds to the historic grain of the site and comprises a series of interconnected public spaces with the potential of creating a fine setting for the new and existing buildings and uses on the site. The indicative designs provide a rich flavour of the potential for the detailed designs that are to be submitted for consideration at reserved Matters stage, subject to securing outline consent.

RESIDENTIAL LIVING CONDITIONS

The living conditions will be fully determined at Reserved Matters stage. However, the parameter plans have been designed to ensure that all new homes are capable of achieving the minimum room/unit sizes as required by the Draft London Housing Design Guide 2011 and therefore meeting contemporary space standards.

The parameter plans show that all units can comply with the Council's requirements of a separation of 21m between primary rooms in order to adequately protect privacy of future occupants. Noise controls, between the homes, between the homes and the lower floor commercial uses, and from the railway and other uses on the site are to be subject to control through the imposition of planning conditions which will be considered and controlled in detail at the Reserved Matters stage.

The public realm across the site has the potential, and is shown in indicative supporting information, to be of an exceptionally high standard and will also be controlled at Reserved Matters Stage. Combined, the residential living conditions of future occupants is likely to be of a good and therefore acceptable standard.

LAYOUT

The layout of the scheme reflects the original historic street pattern. It is highly permeable and legible and with active uses to the overwhelming majority of the ground floor, the layout of the scheme is likely to result in a safe and enjoyable as well as highly animated public realm. The buildings have been configured to ensure sufficient levels of privacy can be achieved between units as well as ensuring sufficient penetration of sunlight and daylight in the buildings and the associated public realm.

The layout radically enhances Blyth Road with a series of free standing buildings and a large new civic square. It has also been designed to carefully expose key architectural characteristics of the retained locally listed buildings on the site.

MIX OF UNITS

The council's housing service is satisfied that the mix of residential units proposed is in accordance with the Council's projected housing needs for this type of development in this location. It contains a mix of 1 - 4 bed units.

7.12 Disabled access

The homes are to be designed to Lifetime Homes Standards and 10% of units will be designed to full wheelchair mobility standard. Disabled parking provision has also been provided across the site with 10% of the overall provision. The Council's Access Officer has been consulted on the proposals and considers them acceptable.

7.13 Provision of affordable & special needs housing

The applicant proposes to provide 5% social/affordable housing. There are also to be 10% of wheelchair units provided throughout the development. And all homes are to accord with the standards of Lifetime Homes provision.

The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context.

It is to be bound to the proposal through the accompanying S106 Planning Obligation.

The housing is to be designed to Lifetime Homes standards with 10% of all units being designed to wheelchair accessible standards.

7.14 Trees, landscaping and Ecology

While the proposal sees the loss of the majority of the existing trees on the site, which largely frame the existing surface car parking areas, it includes the proposal for significant levels of new tree planting together with other soft landscaping areas.

All the public spaces will contain new trees with, for example, 20 new trees proposed within Powerhouse Square and a new Birch tree Grove, Veneer Grove, planted to the rear of the Dawley Road houses.

The proposal also includes green and/or brown roofs which will further support ecology on the site.

The indicative landscape plans show an exceptionally well designed landscape scheme although the details of this will be subject to further consideration at Reserved Matters stage.

7.15 Sustainable waste management

Refuse collection vehicles can access all relevant parts of the site. Refuse storage is to be secured by way of planning condition.

7.16 Renewable energy / Sustainability

SUSTAINABILITY

The sustainability strategy for the development and each building has been assessed against the following benchmarks:

- The summary checklist from the GLA's Supplementary Planning Guidance on Sustainable Design and Construction
- BREEAM assessments to suit the type and use of the new buildings
- Code for Sustainable Homes November 2011 for the dwellings

The accompanying Sustainability Report reviews the development as a whole against the London Plan Sustainability Checklist.

Code and BREEAM pre-assessments have not been undertaken because the application design is not sufficiently advanced to allow building specific pre-assessment to be provided. The report states however that the following strategy will be progressed at the detailed design stage:

- The dwellings will achieve Code Level 4
- The new build non-dwellings will seek to achieve an Excellent rating under BREEAM

Rainwater recycling will be provided to meet landscape watering requirements and will also be provided, if viable, for the Picture House and the refurbished commercial buildings.

All dwellings will achieve Lifetime homes standards. The principles of Secure by design are to be adopted throughout the scheme and will be secured by way of condition.

ENERGY

The dwellings and commercial elements will each comply with the requirements of Part L 2010 of the Building Regulations through energy efficiency measures alone.

A site wide communal energy system will be provided. A combined heat and power unit will provide significant carbon savings in comparison to a traditional services solution. The proposed Hayes-Hillingdon district heating main would be located in Blyth Road

adjacent to the site, and the site wide communal heating system will be design to allow future connection to this district heating scheme.

Low and zero carbon technologies have been provided to result in a saving or more than 30% of the regulated carbon emissions. A combination of CHP and photovoltaic cells is used. The provision of a site wide heat distribution system served from a single central plant room will allow technological change to be readily adopted in the future.

The Energy and Sustainability Strategies have been assessed by the Council's specialist Energy and Sustainability Officer who considers that the strategies are sound.

7.17 Flooding or Drainage Issues

The site is wholly within Flood Zone 1; there will be no increase in flood risk through loss of flood storage area or obstruction to flood flow routes. The surface water run-off discharge rate from the site will be targeted at greenfield rate (5 l/s/ha). This is in accordance with Environment Agency best practise and meets the Preferred Standard in the Mayor's London Plan and the requirements of the SFRA and Thames Water.

The use of SUDS within the site has been explored and, based on initial calculations, a total attenuation volume of approximately 5,000 m³ will be required to achieve greenfield run-off from the site. The scheme shows a feasible solution using underground crates to provide the required storage. The total volume of attenuation necessary may be reduced at detailed design stage through the use of green roofs and infiltration SUDS techniques. The SUDs solution represents a significant improvement over the existing system.

The development will not increase flood risk elsewhere, and there will be a significant reduction in surface water flood risk.

7.18 Noise or Air Quality Issues

NOISE

The existing noise environment is dominated by road traffic to the northern half of the site and rail movements to the southern part. The noise assessment was produced based on noise data gathered in 2012 with two receptor areas selected for measurement which were considered representative of the proposed residential development and the third receptor providing an indication of noise levels currently experienced by existing residential properties on Dawley Road.

The areas adjacent to the railway line, up to 32m from the railway line edge, are those that are exposed to the highest noise levels (within NBE C) and are likely to require significant mitigation in order to produce acceptable noise levels which will include acoustic trickle ventilators as well as appropriately designed windows with high thermal/acoustic protection properties. There will be no penetrations to the facades facing the railway line for ventilation with all ventilation mechanisms taken from the 'quiet' facades of the affected buildings/units.

The remainder of the site lies within NEC B and while this also indicates that predicted noise levels would exceed guidance levels as stated in BS 8233, an appropriate fenestration specification with high insulating properties are likely to produce an acceptable residential environment. Sound reducing passive ventilation or mechanical ventilation is likely to be required to meet the requirements of the Building regulations Approved Document F.

The proposed residential properties fronting onto Blyth Road fall within the NEC B during both daytime and night time periods. Residential use is considered acceptable in such a

location and the impact of noise can be readily mitigated through measures including thermal double or triple glazing.

Given that adjacent uses include a potential Music Venue together with a large multiplex cinema and associated restaurant and cafe uses, noise associated with such night time activities will also require to be effectively mitigated against.

The proposed residential properties fronting and flanking the Railway line to the south, including units in the Materials Store, the Machine Store and the Assembly Buildings (south western corner) lie within NRC C and therefore will require significant mitigation, above that provided by standard thermal double glazing, to achieve the required acceptable internal noise environment. Noise levels on exposed balconies and the amenity spaces to the podium levels are also likely to require noise mitigation measures including, for example, the use of winter gardens rather than open balconies.

Upper facade insulation will be required to those residential dwellings located to the south side of the Machine Store, Material Store and the south west corner of the Assembly Buildings together with a noise insulating barriers to the outdoor amenity space provided at podium level on these buildings.

Noise transfer between the proposed commercial units and plant areas to the residential units will need to be controlled to ensure residents are not unduly disturbed. Walls and floors that separate residential areas must comply with the standards for Building Regulations Part E which in itself provide for acceptable levels of noise attenuation.

Residential Podium Level Amenity Areas - these are positioned within the centre of the proposed residential blocks and where possible away from the dominant noise sources. Screening is however proposed to those southern edges adjacent to the railway line the details of which are to be controlled by the imposition of an appropriately worded planning condition.

The Council's Noise Officer has considered and responded to the scheme design and recommended a series of planning conditions be imposed on the development in order to control and influence the detailed attenuation methods.

The Council's Air Quality Officer has also considered and responded to the scheme design and recommended a series of planning conditions be imposed on the development in order to control and influence the detailed air quality attenuation and protection methods.

7.19 Comments on Public Consultations

The Council issued 865 consultation letters notifying adjacent residents, businesses and external agencies/organisations with an interest in the development. Site notices were also erected prominently on the site as well as the boundaries with Blyth Road and Dawley Road.

To date there have been 2 objections and two responses in support of the scheme.

One objection was from a resident located to the south west of the site, south of the railway line who objected on grounds of the effects of increased traffic to the area.

The second objection was received by the agents for Capital Shopping Centres (CSC), owner, developer and manager of 15 shopping centres throughout the UK, in relation to

the proposed cinema complex on the site and its potential competitive impact upon the Odeon Cinema within the Chimes Shopping Centre, Uxbridge.

The Council has also had regard to the quantum of consented development coming forward on the RAF Uxbridge site, including some 1400 new homes, together with other consented developments within the Chimes catchment.

It is also of relevance to consider the extent of the consented developments within the Hayes environs which will significantly increase the residential and commercial population within and adjacent to the Hayes Town Centre who will benefit from a nearby cinema as proposed on TOVF.

Having had careful regard to these factors together with an assessment of the comprehensive regenerative benefits arising from this application, it is not considered that the proposed cinema complex would significantly harm the viability of the Odeon Cinema at the Chimes.

The two letters of support strongly welcomed the scheme and the ensuing benefits.

7.20 Planning obligations

In line with planning policy, the planning obligations SPD and reg 122, the planning obligations deemed necessary to make this scheme acceptable in planning terms are:

1. **Employment Safeguarding:** A programme of work to secure the refurbishment of the record store building. The programme to ensure phased restoration of the Record Store building to shell and core status. Shell to be refurbished prior to occupation of the 140th unit, with the ground floor also being fitted out to core standards at that time. At the time the ground floor is 75% let then the owner shall then fit out the first floor to core standards inclusive of the lifts. At the time the first floor is 75% let then the core works to the second shall be completed. This process to continue until the shell and core of all floors of the building have been refurbished.
2. **Construction Training:** Either a contribution equal to the formula as contained in the planning obligations SPD or an in-kind scheme delivered during all the construction phases of the development is to be agreed and implemented.
3. **Employment Strategy:** An employment strategy for the site which facilitates and promotes the employment of local people on site.
4. **Energy Centre Provision:** An obligation to secure delivery of the Energy Centre and any necessary alternative energy measures.
5. **Public Realm/Town Centre Improvements:** a financial contribution of £187,428.07.
6. **Affordable Housing:** 5% of the total scheme is to be delivered as affordable housing. A review mechanism will be incorporated into the s106 agreement to identify and secure additional affordable housing in the event of an uplift in land value as a result of improved economic conditions in the future (any increase will either be delivered on site or as a payment in lieu).
7. **Education:** A financial contribution in line with the formula as contained in the Planning Obligations SPD, revised Chapter 4 Education will be delivered.

8. Community Facility: Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.

9. Health: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £216.67 per person.

10. Libraries: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £23 per person.

11. Highways: A s278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.

12. Public Transport: A contribution in the sum of £20,000 has been sought by TfL: £10,000 for bus stop improvements on Clarendon Road and £10,000 towards Legible London Signing.

13. Travel Plans: Travel Plans are to be prepared and adhered to for the different aspects of this mixed use scheme.

14. Controlled Parking Scheme: To undertake a parking study and implement the findings of the study the cost of which is to be met by the developer. The use of the existing s106 funds from the partially implemented extant scheme of £32,805.07 are to be utilised towards any parking scheme that is required as a result of the study. In the event that no controlled parking measures are required then these funds are to be incorporated into the Public Realm/Town Centre contribution.

15. Air Quality: A contribution in the sum of £25,000 for the local air quality monitoring network is required.

16. Project Management and Monitoring Fee: in line with the Planning Obligations SPD a contribution equal to 5% of the total cash contribution secured from the scheme to enable the management and monitoring of the resulting agreement is required.

17. Crossrail Contribution/Mayoral CIL: Payment to the GLA either the Mayoral CIL or a Cross Rail contribution (required under the operative Crossrail SPG), which ever is the greater amount.

7.21 Expediency of enforcement action

None required.

7.22 Other Issues

No further issues for consideration.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The

specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

The proposals have the potential to effect the transformation of the site and the wider Hayes environs given the significant quantum of development proposed within the application and the wide range of uses. Combined with this, the layout, bulk and massing of the scheme has the potential to create a lively, permeable and highly interconnected development, both within the site and back into the neighbouring areas. A series of freestanding buildings have been positioned along the lines of the historic street pattern of a similar substantial scale to the existing historic buildings on the site. This results in a campus style urban form as well as creating a new high quality and active edge to Blyth Road.

The proposals are likely to generate some 4,000 new jobs on the site and up to 510 new homes together with a new museum, a music venue, and a multi-screen cinema complex. There is also to be ancillary retail provision together with new food and drink uses.

The proposed and existing buildings are interconnected by an outstanding public realm layout which includes the provision of two new public squares and a series of 'pocket parks', structured on the basis of a new pedestrian route weaving through the scheme - the Groove.

Referencing to the former historic music industry use of the site is creatively expressed within the indicative designs which has the potential to create a unique place within the Borough and indeed within London itself.

While parking levels for the proposed and existing office uses, including on the wider TOVF site, are in excess of the London Plan standards, they are considered acceptable in this instance given the nature of the scheme, its location in relation to competing business offers, and the strategic importance of the regeneration of this large and long derelict site, including new employment and inward investment, to Hayes and the Borough.

Energy and sustainability requirements are considered acceptable with the development

to provide its own Energy Centre and a range of energy efficient and sustainable measures being adopted within the scheme design.

The Conservation Area within which part of the site lies, is currently on English Heritage's 'at risk' register. It will be radically enhanced with the locally listed building being refurbished and new uses found for them. The proposed changes to the public realm will create an enhanced setting for these retained historic buildings and the wider Conservation Area bringing activities and investment which will help prolong their 'life' and protect their fabric.

A S106 Planning Obligation is required in order to appropriately mitigate the impacts arising from the development and therefore forms part of the application. A series of planning conditions are also recommended should planning consent be granted. These have been drafted in order to protect and control the detailed elements of the scheme as they come forward at Reserved Matters stage and prior to development commencing on the site and effectively address a range of critical requirements and considerations.

The scheme forms part of a comprehensive regeneration project that the owners have for the wider site which includes the three large retained office buildings adjacent to the railway line. The intention is to create a high quality mixed use urban quarter with the appropriate 'ingredients' that will attract a range of businesses and employment opportunities together with complimentary leisure, cultural and retail facilities together with a range of new apartments. Towards this end the quality of the scheme and the external landscaping on the site and its immediate surroundings is seen as central.

The land use is consistent with Policies SO14, SO23 and S2 of Part 1 of the Hillingdon Local Plan and its objective to regenerate the Hayes West Drayton Corridor and consistent with the Mayor's policies for the wider geographic Heathrow Opportunity Area. The scheme will provide a strategic opportunity to develop and promote part of the site for the new outer London office market that is consistent with London Plan Policies 2.6, 2.7 and 2.8. It is site accessible by public transport and this factor will be further strengthened with the arrival of the Crossrail Station to Hayes from 2018.

Furthermore the scheme provides an opportunity to create emerging economic synergies with other major regeneration schemes for the area which is consistent with the objective of London Plan Policy 2.7 and to provide a major employment opportunity site for new office based industries for Hayes to mitigate against the previous loss of large manufacturing industries in the area that once formed the bedrock of the local economy.

The proposals are of an innovative and high quality design that will provide for a striking and attractive building backdrop as intensively viewed from the Main line rail corridor, from Blyth Road, Dawley Road, and to the residential and industrial areas beyond that will help announce and define, in urban design terms, the new quarter and significantly improve legibility to this part of Hayes. The scheme is consistent with Policy BE13, BE19 and BE25 of the Saved Policies of the UDP and BE1 of Part 1 of the Hillingdon Local Plan.

The scheme is accompanied by a well considered and highly original landscaping scheme that would enhance this part of Hayes and thereby the scheme is consistent with Saved UP Policy BE38.

The impact on traffic generation will require some off-site junction improvement works while the production of and adherence to a bespoke Travel Plan will help to mitigate the effect of the car on the local network and the site itself. Both dealt with within the draft

s106 legal agreement.

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread. For decision-taking this means approving development proposals that accord with the development plan without delay; and granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".

Set against this national planning policy backdrop the traffic impact of the scheme is not considered to provide a sustainable reason of refusal.

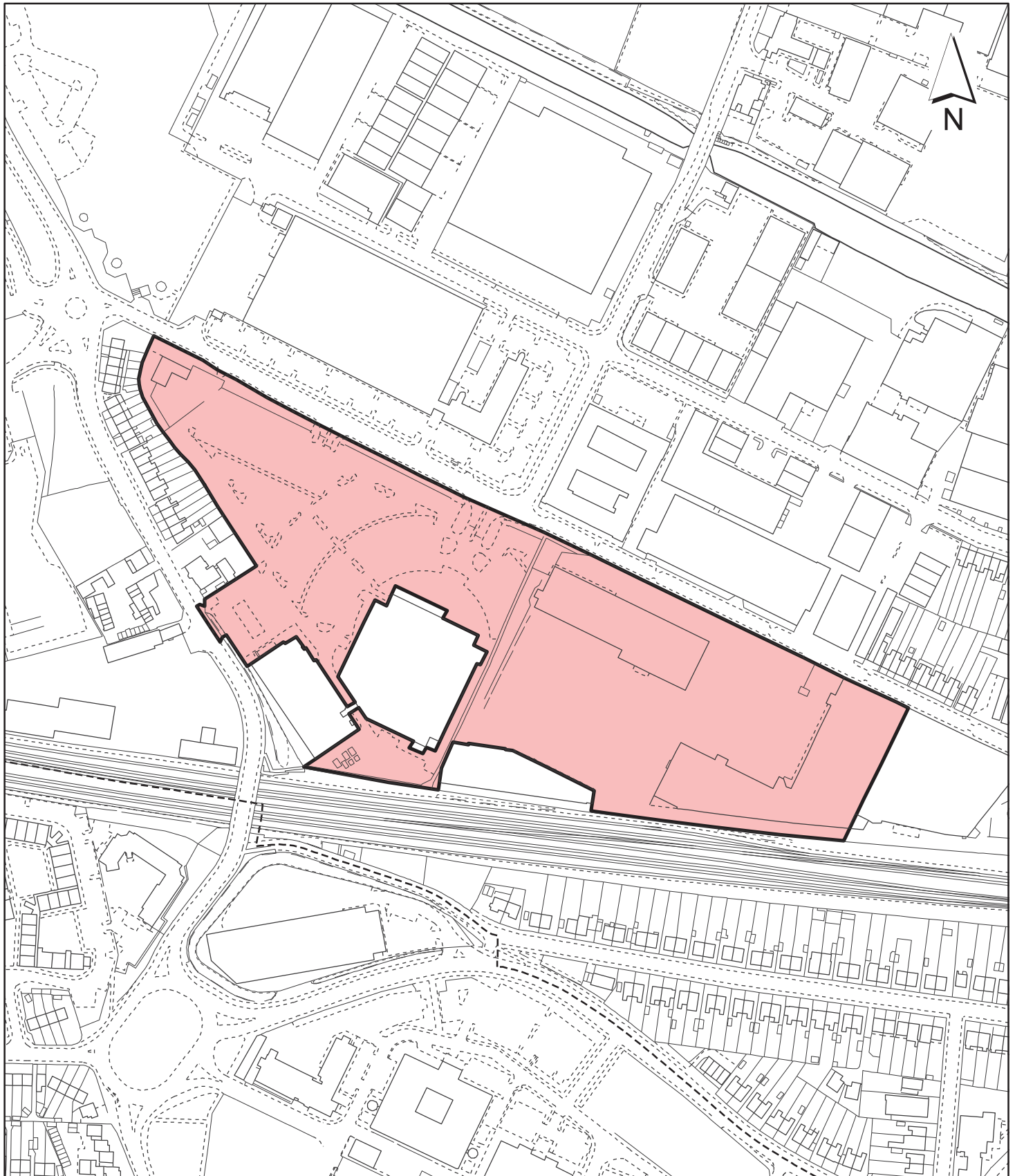
In conclusion the scheme is considered consistent with the relevant local, London and national planning policy and is recommended for approval subject to the necessary planning conditions and completion of the s106 legal agreement.

11. Reference Documents

Hillingdon Unitary Development Plan (Saved Policies September 2007).
Hillingdon Design and Access Statement 'Residential Extensions'(December 2008).
Hillingdon Unitary Development Plan (Saved Policies September 2007).
Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012)
Hillingdon Design and Access Statement 'Residential Layouts' (July 2006).
Supplementary Planning Document Planning Obligations (July 2008).
Supplementary Planning Document Planning Obligations: Revised Chapter 4 (September 2010).
Supplementary Planning Document 'Accessible Hillingdon'.
Supplementary Planning Document Noise (May 2006).
The London Plan 2011.
National Planning Policy Framework.

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Notes

 Site boundary

For identification purposes only.

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Site Address

**The Old Vinyl Factory Site
Blyth Road
Hayes**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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Telephone No.: Uxbridge 250111

Planning Application Ref:

59872/APP/2012/1838

Scale

1:3,000

Planning Committee

Central and South

Date

**November
2012**



HILLINGDON
LONDON