

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

Development: Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the second phase: Phase 8 - The Veneer Store (multi-storey car park for 526 vehicles, and 65 space surface car park, together with 332sqm of A1/A2/A3/A4/A5/B1/D1/D2 floor space), of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site).

LBH Ref Nos: 59872/APP/2014/1928

Drawing Nos: Safetrack Details - TFL
4208-L01A
Column Details LDL-C5
4208-SK101A
4208-SK102A
4208-SK103A
4208-SK104A
4208-SK105A
4208-SK106A
4208-SK107A
4208-SK108A
4208-SK109A
4208-SK110A
0212-P-8200 Rev 03
0212-P-8104 Rev 02
0177-P-8102 Rev 08
0212-P-8100 Rev 07
0212-P-8102 Rev 05
0212-P-8103 Rev 04
0212-P-8105 Rev 03
EAM987-E-1005 P1
Light Details LDL-WPT158/WPT258
Safetrack Technical Specification - MA442/4
Light Distribution Details - 16/04/2014
Landscape Maintenance and Management Plan - Rev 01 (17/07/2014)
Light Details LDL-LD7016
Light Details LDL-AET85
Safetrack Product Datasheet - MA407 Issue 9
Light Details LDL-WLE128
Fire Strategy - 11/04/2014
Specification of Planting and Cultivation Works - 16/04/2014
Design and Access Statement - July 2014
4208-SK100A

Date Plans Received: 04/06/2014 **Date(s) of Amendment(s):** 25/07/2014
Date Application Valid: 04/06/2014 04/06/2014

1. SUMMARY

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the second application within the site, Phase 8: The Veneer Store, which includes a multi-storey car park for 526 vehicles, and a 65 space surface car park, together with 332sqm of A1/A2/B1 floor space.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located towards the west end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, and houses the former marketing building.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The overall development will provide a significant number of car parking spaces in accordance with the outline consent, therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4208-L01A; 4208-SK100A; 4208-SK101A; 4208-SK102A; 4208-SK103A; 4208-SK104A; 4208-SK105A; 4208-SK106A; 4208-SK107A; 4208-SK108A; 4208-SK109A; 4208-SK110A; 0212-P-8200 Rev 03; 0212-P-8104 Rev 02; 0177-P-8102 Rev 08; 0212-P-8100 Rev 07; 0212-P-8102 Rev 05; 0212-P-8103 Rev 04; 0212-P-8105 Rev 03; EAM987-E-1005 P1, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the details contained within the following specified supporting plans and documents:

Design and Access Statement - July 2014

Landscape Maintenance and Management Plan - Rev 01 (17/07/2014)

Specification of Planting and Cultivation Works - 16/04/2014

Safetrack Details - TFL

Safetrack Technical Specification - MA442/4

Safetrack Product Datasheet - MA407 Issue 9

Light Distribution Details - 16/04/2014

Column Details LDL-C5

Light Details LDL-WPT158/WPT258
Light Details LDL-LD7016
Light Details LDL-AET85
Light Details LDL-WLE128
Fire Strategy - 11/04/2014

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the commercial floorspace in the building hereby approved shall be used only for purposes within Use Classes A1, A2 or B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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
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.
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.
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.
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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 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 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.10	(2011) Urban Greening
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 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
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 6.10	(2011) Walking
LPP 6.13	(2011) Parking
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 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 160 Cranes

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

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 Reserved Matters application site is located towards the west end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, and houses the former marketing building.

The wider 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 site proposals 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.

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

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the second application within the site, Phase 8: The Veneer Store, which includes a multi-storey car park for 526 vehicles, and a 65 space surface car park, together with 332sqm of A1/A2/B1 floor space.

The Veneer Store would be a five-storey building containing 526 parking spaces. At ground floor level would be three small commercial units, one of 186.8sqm, one of 89.1sqm, and one of 78.1sqm. These units have no defined user at present, and will be completed to shell and core. Also at ground floor level would be the car park office and plant room.

The building has been designed to be unique in appearance. It has been designed in accordance with the identified parameters that were approved as part of the outline permission. The building is proposed to be clad in a mixture of coloured steel 'fins', with coloured masonry providing horizontal banding, together with rainscreen cladding to the commercial units. Landscaping is proposed at ground floor level, with circular hard landscaping features to emphasise the site's history. A landscaped area is proposed as part of this phase to the northwest corner of the site to provide amenity space and children's play space.

3.3 Relevant Planning History

59872/APP/2012/1838 The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site 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 Pressing Plant) of new floorspace. Uses 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, works to access and creation of new accesses and landscaping.

Decision: 19-04-2013 Approved

59872/APP/2013/3775 The Old Vinyl Factory Site Blyth Road Hayes

Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

Decision: 18-03-2014 Approved

Comment on Relevant Planning History

The relevant history is listed above.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

This reserved matters application is therefore submitted as Phase 8 of the revised application, but brought forward as allowed as per ref. 59872/APP/2013/3775.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (2012) Leisure and Recreation
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)

PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

OE1	Protection of the character and amenities of surrounding properties and the local area
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- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 7.9 (2011) Heritage-led regeneration
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.1 (2011) Implementation
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **10th July 2014**
- 5.2** Site Notice Expiry Date:- Not applicable

16th July 2014

6. Consultations

External Consultees

Consultation letters were sent to 28 local owner/occupiers on 17/06/2014. The application was also advertised by way of site and press notices. One response was received asking questions relating to the application. These queries were answered, and no follow-up response has been received.

HEATHROW:

We have assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development, subject to the inclusion of an informative regarding cranes.

NATS:

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

Internal Consultees

CONSERVATION AND URBAN DESIGN:

This application has been subject to pre-application discussions with the Conservation and Design Team. There are no objections to the design or materials of the proposed car park structure, and the introduction of commercial units at ground floor is welcomed. The proposed hard landscaping is simple, utilising appropriate low key modern materials. There is a question over the durability of the proposed thermoplastic circles laid onto the paving adjacent to the new structure, and these may be better undertaken in a coloured block or self coloured material, rather than applied to the surface of the pavement. The latter would it is felt also be more in keeping with the quality of the wider landscaping scheme for the site. Overall, however, there are no objections in principle to the proposals.

HIGHWAYS:

Having reviewed the revised drawings, there is no objection to the proposal. However the details will be reviewed as part of the design of the vehicular access.

TREE AND LANDSCAPE OFFICER:

Further to the previous comments, and a meeting with the design team, revised landscape information has been submitted. The amended proposals reflect the outcome of discussion between the design team and planning specialists. No objection.

ENVIRONMENTAL PROTECTION UNIT:

No objections. The proposed condition restricting the commercial uses will address the need for a flue to be incorporated into the building.

ACCESS OFFICER:

Having reviewed all plans and related documents, the details are satisfactory to allow the Discharge of Conditions 2 and 3 from an accessibility standpoint.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As stated in the assessment of the original outline 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.

The erection of a car park building with commercial units at ground floor was approved within this area of the site as part of the outline consent for the redevelopment of the site. Approved as part of the outline consent was a parameter plan, which included the parameters within which the buildings should be located. The proposed building is in accordance with the parameter plan in terms of height and footprint.

As such, the use of the building would be in accordance with the approved parameter plan and no objection is raised in this regard.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved at outline stage. BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of

which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to pre-application discussion with the Council's Conservation and Design Team. The large circular ramp structure depicted within the Outline submission documents is to be omitted in favour of a more efficient internal ramp and sloping/ramped car park decks. The curved west elevation will be retained to preserve the aspirational appearance and form of the building established within the outline proposals, but will not be used as a ramp. The radius/curved elevation to the west facade will be retained as a key urban motif, that serves to soften the impact of the building to pedestrians and vehicles approaching from the Dawley Road roundabout approach. The height and footprint of the building are in accordance with the outline planning permission.

To soften the appearance of the car park and add activity it is proposed to introduce projecting metal and curtain wall glazing units which will form the frontage for the commercial units illustrated within the outline approval.

The principal facade treatment and key design feature to the car park structure will consist of a combination of double height and single height extruded metal fin louvres fixed to a precast fascia profile. The pre-cast edge profile will serve to trim, fix and frame the metal fin louvres. The metal fin louvres are arranged to suit the structural grid of the building in a sequential number pattern giving a randomised effect. The louvres will also be coloured in varying lively and natural colours that serve to blend with the public realm proposals and create energetic and lively elevations. The facade treatments will serve to screen the principal car park structure; the double height fins will cover two storeys/ decks and there will be single height louvres to the ground floor. This is in line with the aspirations of the approved outline scheme in terms of creating a coherent screening to the car park structure. The full-height, louvre facade treatment, will allow ventilation and light ingress but reduce the visual impact of the vehicles.

This proposed building forms part of the masterplan for the regeneration of this particular site and to make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

Phase 8 is located to the west of the site, opposite commercial/industrial properties, and adjacent to residential properties to the west. The building would be located over 35 metres from the rear of the nearest property, so there is unlikely to be any impacts generated from this development that would affect neighbouring properties. In addition, the scale and location of the building was approved at outline stage, and the proposed building corresponds with the information provided at that stage.

The proposed building and surrounds would be used for car parking. The area the proposal is located in is currently used for car parking, so there would be no change to the nature of the use adjacent to the residential properties. No additional or different issues have been identified as part of the consideration of this reserved matters application for Phase 8. Light spill would be controlled within the building, and noise would not be any greater than existing. As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

The proposal is for a car parking building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Part of the consideration of the outline application included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences posed in the current application, there are no further issues raised by this scheme.

The reserved matters application for landscaping and appearance for this phase accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal.

Parking provision is to be staggered across the delivery of the site, as a large majority of the car parking for the site is to be provided in this and the multi-storey car park being delivered at a later phase of the scheme. Following the construction of the following phases, the car parking on the site will be at the level agreed as part of the outline permission.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

7.12 Disabled access

The scheme would provide for an accessible building on all floors with the provision of a DDA compliant lift to access the upper floors of the building. Level access is provided from the building to the external areas and to the car park. All new doors and finishes will fully comply with Part M of the Building Regulations. Accordingly the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application.

The landscaping proposals include the provision of areas of hard and soft landscaping around the building, including along the boundary of the site, and the planting of new trees along the site frontage. The proposal also includes the permanent landscaping of the amenity space and play area to the corner of the site. The Council's Tree and Landscape Officer has stated that revised landscape information has been discussed and submitted. The amended proposals reflect the outcome of discussion between the design team and planning specialists.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

The sustainable waste features of the proposed development were considered as part of the outline application. The application was supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

The proposed development would create a refuse storage point within the building for the storage of waste and recycling. The servicing of the site would be carried out from a lay-by area adjacent to the proposed Veneer Building.

7.16 Renewable energy / Sustainability

Given the proposed change in phasing, it has been agreed with Council Officers that the Veneer Store development is, by itself, too small to justify the implementation of the Energy Centre. The previous non-material amendment application approved the revisions to the condition to ensure that the long term Energy Centre can alternatively be brought forward as a later phase. The earlier phases built before The Power House, will be built to connect to the site wide energy network following the construction of the Power House.

7.17 Flooding or Drainage Issues

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment.

7.18 Noise or Air Quality Issues

Noise and air quality aspects were considered as part of the outline application. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

No public responses were received as a result of the consultation on this application.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

There are no other issues.

8. Observations of the Borough Solicitor

GENERAL

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

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

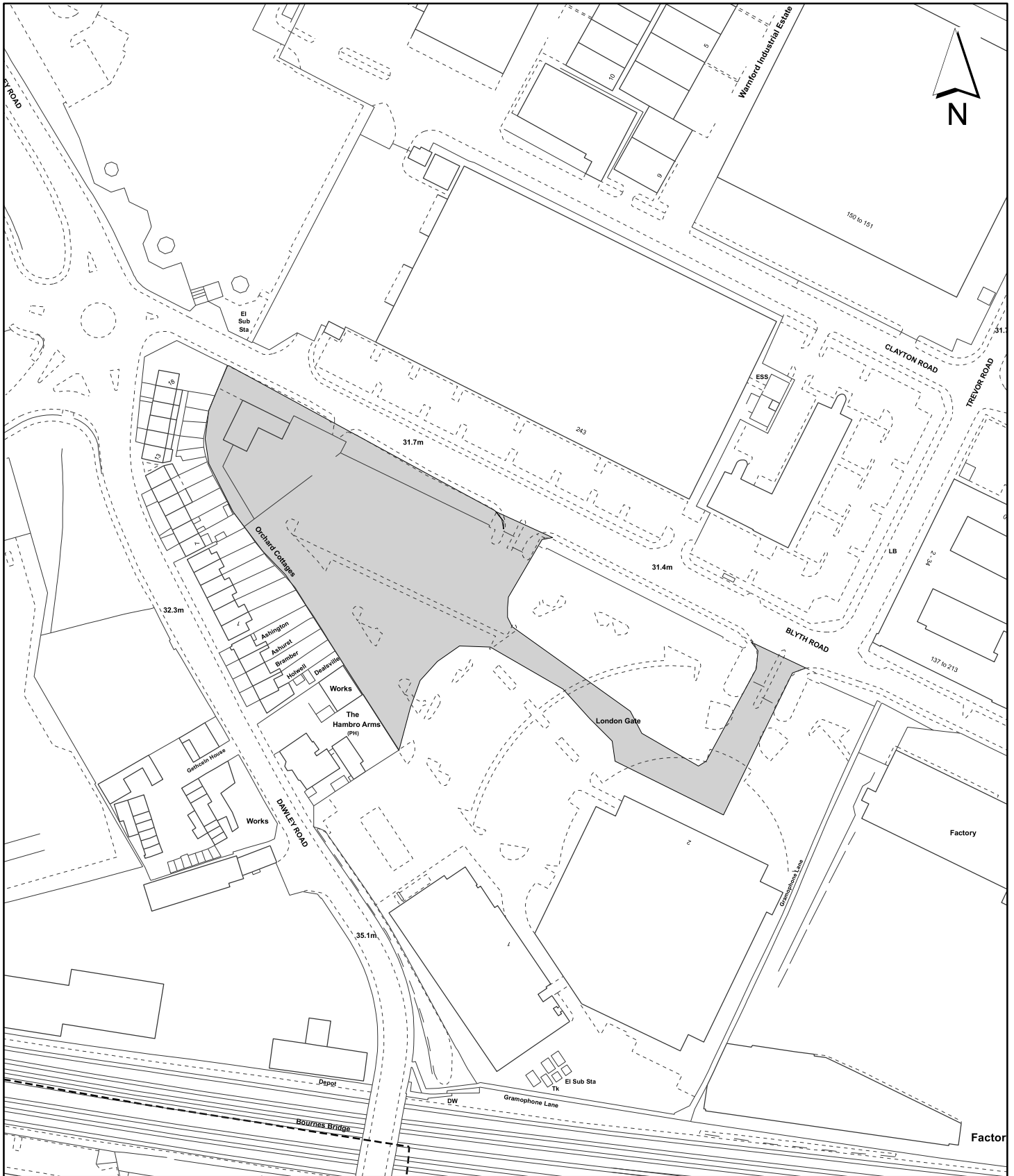
The overall development will provide a significant number of car parking spaces in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>The Old Vinyl Factory Site Blyth Road Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>59872/APP/2014/1928</p>	<p>Scale</p> <p>1:1,800</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major</p>	<p>Date</p> <p>August 2014</p>	