

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot together with associated improvements, including car and cycle parking, vehicular drop-off/pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front.

LBH Ref Nos: 59872/APP/2015/1798

Drawing Nos: 0453_SEW.UTC_7101 Rev 06
0453_SEW.UTC_7104 Rev 06
0453_SEW.UTC_7206 Rev 01
495-S2A-A-ZZ-DR-00-003E
0453_SEW.UTC_7203 Rev 01
0453_SEW.UTC_7207 Rev 01
0453_SEW.UTC_9151
0453_SEW.UTC_9152
495-S2A-A-GF-DR-01-100C
495-S2A-A-01-DR-01-101E
495-S2A-A-04-DR-01-104E
495-S2A-A-ZZ-DR-01-200E
495-S2A-A-ZZ-DR-01-201E
495-S2A-A-ZZ-DR-01-202E
495-S2A-A-ZZ-DR-01-203E
495-S2A-A-ZZ-DR-01-300E
495-S2A-A-ZZ-DR-01-301E
495-S2A-A-ZZ-DR-01-302E
495-S2A-A-ZZ-DR-01-310E
495-S2A-A-ZZ-DR-01-311E
495-S2A-A-ZZ-DR-01-312E
495_Global UTC_Design and Access Statement_15.05.
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495_Global UTC_Design and Access Statement_15.05.
Covering Letter
Global UTC Travel Plan
495-S2A-A-03-DR-01-103C
495-S2A-A-02-DR-01-102C
0453_SEW.UTC_9150 Rev 01
0453_SEW.UTC_7103 Rev 06
0453_SEW.UTC_7107 Rev 03
0453_SEW.UTC_7201 Rev 01
0453_SEW.UTC_7205 Rev 01
0453_SEW.UTC_7100 Rev 07

Date Plans Received: 15/05/2015
Date Application Valid: 20/05/2015

Date(s) of Amendment(s): 13/07/2015
02/07/2015
19/06/2015
15/05/2015
17/07/2015

1. **SUMMARY**

The application relates to the construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot within the wider Old Vinyl Factory development site off Blyth Road in Hayes.

The stand alone application is considered to sit acceptably within the wider outline consent for the development of the Old Vinyl Factory site (TOVF) granted under application reference 59872/APP/2013/3775 dated 18.03.14. The Old Vinyl Factory site is being brought forward in separate phases of development and the current University Technical College proposal will replace a previously proposed cinema and ancillary restaurant 'The Picturehouse' within that outline consent.

For the reasons set out within this report, the proposed University Technical College is considered an acceptable form of development that complies with the policies of the adopted Hillingdon Local Plan (2012) and conforms with other relevant London wide and national policy. As such the application is recommended for approval.

2. **RECOMMENDATION**

1. That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

- i. Construction Training**
- ii. Travel Plan**
- iii. On site and off site highways works**
- iv. Traffic Impact Studies**
- v. Parking schemes**
- vi. Deed of Variation to the Section 106 agreement for the wider Old Vinyl Factory site**
- vii. Project Management and Monitoring Sum**

B) That in respect of the application for planning permission, the applicant meets the Councils reasonable costs in preparation of the Section 106 and/or 278 Agreements 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 and conditions of approval.

D)If the Legal Agreements have not been finalised by 15th September 2015, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, Travel Plan and Project Management and Monitoring). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

E)That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F)That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:

1 COM3 Time Limit

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

REASON

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

2 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:

0453_SEW.UTC_7100 Rev 07
0453_SEW.UTC_7101 Rev 06
0453_SEW.UTC_7103 Rev 06
0453_SEW.UTC_7104 Rev 06
0453_SEW.UTC_7107 Rev 03
0453_SEW.UTC_7201 Rev 01
0453_SEW.UTC_7203 Rev 01
0453_SEW.UTC_7205 Rev 01
0453_SEW.UTC_7206 Rev 01
0453_SEW.UTC_7207 Rev 01
0453_SEW.UTC_9150 Rev 01
0453_SEW.UTC_9151 Rev 00
0453_SEW.UTC_9152 Rev 00
495-S2A-A-GF-DR-00-000E
495-S2A-A-GF-DR-00-001F
495-S2A-A-ZZ-DR-00-003B
495-S2A-A-GF-DR-01-100C

495-S2A-A-01-DR-01-101B
495-S2A-A-02-DR-01-102C
495-S2A-A-03-DR-01-103C
495-S2A-A-04-DR-01-104B
495-S2A-A-ZZ-DR-01-200B
495-S2A-A-ZZ-DR-01-201B
495-S2A-A-ZZ-DR-01-202B
495-S2A-A-ZZ-DR-01-203B
495-S2A-A-ZZ-DR-01-300B
495-S2A-A-ZZ-DR-01-301B
495-S2A-A-ZZ-DR-01-302B
495-S2A-A-ZZ-DR-01-310
495-S2A-A-ZZ-DR-01-311

495-S2A-A-ZZ-DR-01-312; 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 (2015).

3 COM5 General compliance with supporting documentation

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

Design and Access Statement
Energy Report
Acoustic Report
Air Quality Report
Drainage Strategy

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

REASON

To ensure that the development complies with the objectives of Policies contained within the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

4 COM7 Materials (Submission)

No development above damp proof course level shall take place until details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. This should include details of high level plant enclosures and vents, rooflights, design of doors and windows, details of colour and finish of frames and glazing colour, signage, lighting scheme, projector screens and PVs. Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

No development above damp proof course level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

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

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage, including number

2.c Means of enclosure/boundary treatments (including details for the mesh boundary fence and gates, to include density of mesh, colour and finish).

2.d Car Parking Layouts (including demonstration that 8 parking spaces are served by active electrical charging points and 4 parking spaces by passive electrical charging points). 2 motorcycle parking spaces should also be provided.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs or justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

6 NONSC Branding and Signage Strategy

Prior to installation of any external branding and signage plans and details which demonstrate all proposed branding and signage strategies for the building elevations and

external areas, including lighting strategies, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Community Use Plan

The development shall not be occupied until a Community Use Plan, which demonstrates the extent of the proposed community uses in a form that can be secured by the Council has been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development complies with London Plan Policy 3.16.

8 COM30 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance 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) 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.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently 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 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 NONSC Energy

Prior to the commencement of development a detailed plan showing how the details of the energy and CO2 reduction measures set out in the Global Academy UTC Energy Strategy Rev 6 (July 2015) will be included within the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- A full baseline of the expected performance of the building in KgCO2 and KWhr
- Details, specifications and drawings showing how the development will connect to the side wide district heating network (if appropriate) and the impact this has the baseline energy and emissions.
- Signed confirmation from the district heating network operators/owners of the ability and authorisation to connect to the site wide district heating network
- Full details of the renewable energy technologies including plans (such as roof plans for PVs), impact on the baseline emissions and the site operation, maintenance and monitoring.

The development shall proceed in accordance with the approved details.

Reason

To ensure the details of the final energy and carbon reduction measure meet the broad strategy submitted with the full planning application and that the development meets the 35% CO2 reduction target as described in Policy 5.2 of the London Plan.

10 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

11 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

Manages Water The scheme shall follow the strategy set out in 'Drainage Strategy', produced by Enginuiti dated 1st of May 2015 Revision 1, and demonstrate ways of

controlling the surface water on site by providing information on:

a) Suds features:

incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,

calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will: incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

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

e) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the

Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

12 NONSC Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

13 NONSC Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery 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.

14 NONSC Construction Logistics Plan

Prior to the development commencing, the applicant shall submit a Construction Management Plan and a Construction Logistics Plan in line with TfL guidance to the Local Planning Authority for its written approval.

REASON

To safeguard the amenity of surrounding areas in accordance with policies OE1 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 COM25 Delivery and Servicing Plan

Prior to the development commencing, the applicant shall submit a Delivery Servicing Plan to the Local Planning Authority for its written approval.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies OE3 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

16 NONSC Details of Substation

No development above damp proof course level shall take place until full details of the proposed 'Substation' have been submitted to and approved in writing by the Local Planning Authority. This should include details of dimensions, materials and details of colour and finish.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 NONSC Access and Fire Strategy

The development shall not be occupied until plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities, have been submitted to and approved in writing by the Local Planning Authority. Details shall also include 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. Suitable toilet and changing facilities for students who have complex care support needs should also be incorporated into the internal design layout, and to this end, a 'Changing Places' cubicle should be incorporated into the scheme.

REASON

To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policies 3.1, 3.3 and 7.2.

18 NONSC Non Standard Condition

The development shall not be occupied until a management plan for the proposed 'drop off/pick up' area has been submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure the the free flow of traffic and to protect pedestrian and highway safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Non Standard Condition

It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Services will be required.

REASON

To ensure that surface water discharge from the site shall not be detrimental to the existing sewerage system in accordance with policies OE8 and OE9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Non Standard Condition

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried

out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the program for works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

In order to protect the existing sewerage infrastructure in accordance with policy 5.14 of the London Plan (March 2015).

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 (2015) 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.
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
BE13	New development must harmonise with the existing street scene.
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.18	(2015) Education Facilities

LPP 4.6	(2015) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 7.6	(2015) Architecture
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
R16	Accessibility for elderly people, people with disabilities, women and children

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

5

- a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services

from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

6

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

7

It is important that the acoustic specification recommendations in appendix B of AAD report ref: 15005/005/pm are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated directly to the south of Blyth Road and to the west of 'The Powerhouse' within the wider the Old Vinyl Factory (TOVF) development area. The plot of land relevant to this application is where the previously approved 'The Picturehouse' development was to be located (Phase 3 of the outline consent).

The whole of the Old Vinyl Factory 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.

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.

Many of the existing 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.

Blyth Road is one-way street running westbound to the junction with Trevor Road, after which it is two way and continues westwards to meet Dawley Road (A437). Dawley Road runs northwards to A4020 Uxbridge Road and southwards to North Hyde Road which continues eastwards to the A312.

The nearest bus stop to the development is located on Claredon Road approximately 400m from the site and served by Route 350. Additional bus services are available from Hayes and Harlington railway station, approximately 600m from the site. The site has a PTAL rating of 3 (moderate).

The current UTC application site is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and an Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan, and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2015).

3.2 Proposed Scheme

Planning permission is sought to construct a new University Technical College (UTC) on the 'Picturehouse' site within the wider and comprehensively master-planned regeneration area of The Old Vinyl Factory area.

The UTC is sponsored by Global Radio working in conjunction with its University partner, the University of the Arts London, and will specialise in offering up to 800 14-19 year olds the vocational skills to work in the broadcast and media industry. UTCs are a relatively new concept in secondary school provision and provide students with the opportunity to take a full-time, technically orientated course of study alongside the core academic subjects of English, Mathematics, Science and ICT. The UTC is being procured by the Education Funding Agency (EFA).

The principal components of the proposed development are as follows:

- Construction of a 4-storey largely modular building (arranged over ground and three upper floors) measuring 80.5m long x 28.3m wide x 17.1m high and with an overall gross internal floor area of 6,714m².
- A safe and secure outdoor amenity space on the part-south and western sides of the

building for a student break-out area and occasional external teaching area during periods of hot weather. The space would be secured with a 1.8m high transparent and lightweight weld mesh fence (for education and secure by design reasons to protect the welfare of the 14-16 year old students) set behind a vertical landscaped structure of ornamental hedging, which is consistent with the wider landscape philosophy of the masterplan. This space is adjacent to 'The Groove', which forms the principal pedestrian walkway through the masterplan area.

- The UTC would be served from one of the vehicular site access arrangements on Blyth Road serving the wider regeneration area and as already approved under the site masterplan (Powerhouse Lane). A dedicated student drop-off/pick-up zone would be formed on Blyth Road at the eastern end of the site frontage to discourage cars from entering the site.

- Staff car parking (40 spaces) would be provided on the wider Old Vinyl Factory site and initially in the form of a temporary surface-level car park on The Assembly Building development plot and later (once The Assembly Building is under construction), Vinyl Square, pending permanent provision in the Assembly Building. A further 5 x disabled parking bays would be provided on the UTC site fronting the western elevation and arranged side-on to Powerhouse Lane together with 120 cycle parking spaces.

The building has been designed to be modern and contemporary, consistent with the architectural language of the wider masterplan. The ground floor would be clad in a translucent and opaque polycarbonate allowing light to penetrate into the building, while the exterior has been designed with an overlay of anodized aluminium mesh that would allow indirect light to pass into the building whilst also acting as a shade to solar gain, helping to keep the building cool in the summer months. The mesh steps out over the main entrance which is intended to provide greater definition and focus to the primary arrival point.

In terms of lighting, the applicant has provided the following explanatory text within the Planning Statement submitted to support this application:

'The UTC has also been articulated with an innovative external lighting regime to help showcase the building and provide a coherent and unified expression of the activity focus on the site. The final specification and design of the proposed lighting details will be agreed with the Council at the planning condition stage, but the principal elements of the overall strategy are as follows:

- West Elevation (fronting Vinyl Square): Use of top-down graze lighting behind the polycarbonate facade at ground floor level to create an uneven light box effect; using narrow light lines around the larger window frames and wide light lines inset into the space; creating coloured (red/green) grazing around the window frames of the recording and meeting rooms with glass etching (the red/green would signify when the space is either in use or not in use); and the use of glowing neon letters for quote mounted on exterior solid wall.

- East Elevation (fronting 'The Powerhouse'): Use of top-down graze lighting from behind all four levels of the polycarbonate facade creating an uneven light box effect with the possibility of integrating media content; providing for a 'graffiti wall' with superimposed images with different elements changing under different lighting conditions.

- North and South Elevations: Soft glow from the interior windows visible through the mesh; use of top-down graze lighting.

The lighting philosophy also partly underpins the signage and branding strategy, which is an equally integral element of articulating the use and expressing the activity focus. The concept is illustrative at present, as the finer details will be agreed with the Council under planning condition, but the intention is to use a combination of small and large-scale signage

(and small and large format brand graphics) to define the brand, including the use of illuminated branding and potentially also a video screen (to the ground floor of the west elevation) to display information about the school.'

The applicant is committed to extending the use of the college's sports hall to the local community out of school hours, however, the finer details of the proposed measures that will be initiated in this respect will not be known until the school syllabus is set and finalised and the true availability of the sports hall is known. A community use plan, which demonstrates the extent of the proposed community uses is therefore recommended to be secured under planning condition.

3.3 Relevant Planning History

Comment on Relevant Planning History

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 wider site is being brought forward in phases with certain phases already benefitting from reserved matters planning consent. The original outline consent included a cinema and ancillary restaurant on the site of the current application known as 'The Picturehouse'. The current proposed scheme is therefore a full standalone application, however it is located within the wider TOVF site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon
Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
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.EM1 (2012) Climate Change Adaptation and Mitigation

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
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
BE13	New development must harmonise with the existing street scene.
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 2.17	(2015) Strategic Industrial Locations
LPP 3.18	(2015) Education Facilities
LPP 4.6	(2015) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 7.6	(2015) Architecture
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
R16	Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **18th June 2015**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was advertised as a Departure and consultation letters were sent to 120 local owner/occupiers and the Hayes Town Centre Residents' Association. Site and press notices were also posted. No responses have been received.

CROSSRAIL LIMITED

The site of this planning application is identified outside the limits of land subject to consultation under

the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

THAMES WATER

Surface Water Drainage - With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Services will be required.

Reason - to ensure that surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

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

Reason: The proposed work will be in close proximity to underground sewerage infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

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

SPORT ENGLAND

Sport England does not wish to comment on this particular application.

TRANSPORT FOR LONDON (TfL)

Parking

Forty staff car parking spaces are proposed, which equates to two in three FTE staff having a parking space, with an allocation system still unknown. The TA states that the Travel Plan will not allow older students to bring their car to the UTC, but TfL queries whether this can practicably be enforced. This level of provision is excessive and TfL does not support the applicant's justification, which is to tie the parking level to the proportion of trips to work by car recorded in the 2011 census. This demand-led approach does not anticipate any improvements to transport infrastructure soon after the intended opening of the academy, by which time the easy availability of car parking will have led to entrenched car-focused travel. Although it is acknowledged to be less than allowed in the previously consented scheme, TfL strongly encourages that the school parking should be decreased, particularly considering the already excessive total quantum of parking provision consented for the entire site and the PTAL of 4 recorded for this specific plot.

TfL also understands that some 230 parking spaces that are 'spare' from the 270 cinema spaces consented will be re-allocated to office use for other plots within the site. While TfL will consider those on a site by site basis with the reserved matters application, to be submitted for each plot, the applicant should be encouraged to reduce the overall number of office spaces throughout the masterplan. Furthermore, it is requested that the extant parking management plan conditioned for the whole site be reviewed and updated in accordance with any permission given, with relevance to this specific plot and its altered land-use. In accordance with policy 6.13 of the 2015 London Plan, 20% of all residential parking spaces should be fitted with electric vehicle charging points (EVCP's), with a further 20% having passive provision. Ten percent of all spaces should be of a disabled-accessible design.

A drop-off facility is proposed on Blyth Road, as an 'in-out' arrangement for four cars or, for off-peak periods, a coach. From the tracking drawings supplied, the coach seems to partly over-sail the adjoining land (under the control of the applicants). Although there are no standards for coach parking, TfL would prefer to see off-street coach/minibus parking on what is after all a very large site. It would also like confirmation of how the use of this lay-by will be managed to ensure free-flow of traffic during school start and finishing times.

Walking & Cycling

TfL understands that contributions have been secured (£405,594 towards the public realm) through the main masterplan, to ensure conformity with London Plan policy 6.10 Walking. Cycling infrastructure in the area is currently minimal, though improvements will be made to the station in all directions in time for the arrival of Crossrail. The main cycle route within the site is a new route, "The Groove", which will link in with a new contraflow cycle lane along part of the one-way section of Blyth Road. The first and nearest committed highway improvements (of benefit to pedestrians and cyclists) are on Blyth Road/Trevor Road, proposed for Phase 1 (2016). Further highways improvements will follow in accordance with the phasing of the whole-site scheme and its s106 in 2019 (Station Road/North Hyde Road and Dawley Road/North Hyde Road), then Dawley Road/Blyth Road in 2020, and lastly Printing House Lane/Clayton Road in 2021.

All these improvements have been secured and are committed in the site-wide s106 Agreement, but nevertheless TfL would strongly support the Local Authority in negotiating changes to the original s106 to bring forward delivery of some or all of these improvements. This is because the school's impacts on local transport infrastructure will be substantial by 2018-19 (700 places on the school roll with the following year seeing the maximum 800 pupils attending).

80 cycle spaces are being proposed for the Academy, which the applicant is asked to confirm will not take away from any of the 289 spaces allowed for in the commercial floorspace consent. TfL does not support the location or the quantity of Academy cycle parking spaces which do not fully meet the aims of London Plan Policy 6.9 Cycling Parts A and B. The accompanying London Plan 2015 standards require 1 space per 8 staff plus 1 space per 8 students, thus the total long-term parking should be 110 spaces, plus a further 10 short-term (visitor) spaces at a ratio of 1 per 100 students. The proposed long-term spaces are vulnerable to theft in their proposed external position which is apparently exposed to the elements. The applicant should therefore provide 30 additional long-term spaces located in a secure, covered location, and covered by CCTV as an additional security measure where possible. Ten visitor spaces should additionally be located on-site at an accessible and visible location external to the Academy.

One aspect of the access arrangements that could be improved for the safety and amenity of cyclists and pedestrians would be to narrow the 'bell-mouth' off Blyth Road and provide a bigger 'refuge' in the middle for pedestrians. This would not only slow down cars sweeping into the car park but also allow pedestrians to wait safely in the middle of the two lanes until the lane ahead becomes free.

Traffic Impact

With the review and clarification of a number of points and issues in the TA Addendum, TfL considers the applicant's analysis and conclusions to be robust and acceptable in terms of strategic impacts.

It is noted that the whole-site consent has secured improvements to a number of local junctions, including roundabouts. TfL considers that the school development by itself will not have a significant impact on the TLRN but in the context of cumulative impact, it will contribute to adversely affect the operations of the TLRN particularly because of city-centre bound traffic passing through the Bulls Bridge roundabout. TfL is therefore undertaking a feasibility study to look at improvements options for the Bulls Bridge, the M4 Junction 3 and the link between.

The timing of this application and its likely determination is premature with regard to when TfL will be in a position to share outputs/designs of this design process, regrettably, although construction will be likely to start in summer 2017 (the first 200 students are intended to start at the academy in 2016/17). As stated above, as the application site is not situated in the vicinity of the Transport for London Road Network (TLRN) or the Strategic Road Network (SRN) and for this case TfL is prepared for the local highway authority determine the likely highway and traffic impact to the local highway network resulting from the proposal and is not itself seeking further mitigation. As this site will benefit from the study output and future highway improvements, TfL would expected that the £150k previously secured through the s106 consent for the whole site be re-allocated towards the junction improvement works through a s106 deed of variation.

The applicant asserts that the nature of the UTC teaching programme means that school arrivals and departures will be staggered and some students may arrive as early as 07.30 and leave as late as 7pm. TfL accepts that this will be beneficial in spreading the impact of the school on the transport infrastructure but nonetheless it would support a condition to secure staggered starts as is usual with school uses in London.

Buses

Having assessed both the development's impact on the network as a whole and on individual corridors (north, south, east and west), TfL considers that there should be sufficient spare capacity to accommodate an additional 400 trips in the AM and PM peaks. The only 'close call' is route 195 which serves Southall to the east. However this corridor parallels Crossrail services which is predicted to reduce demand for buses. With this scenario in mind, the applicant should also consider increasing modal share for cycling and walking, through a robust whole site Travel Plan and School Travel Plan. Funding for bus stops and Legible London signage as secured through the original whole-site s106 of £20K should be retained.

Construction and Servicing

TfL usually expects a draft delivery and servicing plan (DSP) to be submitted with proposals of this nature. There appears to be no mention of the arrangements as understood to be unchanged from those agreed for the cinema. TfL is content for the submission of this plan and its implementation to be secured by planning condition.

This will ensure compliance with current London Plan policy 6.14 'Freight'. TfL also expects the development will be supported by a construction Management Plan (CMP) and a construction Logistics Plan (CLP). As it is understood both of these plans were secured by condition and/or through the s106 agreement for the whole site permission. Revised plans covering the school would be required.

Travel Planning

This application contains a framework Travel Plan (TP) for this development. It does not refer to the

whole-site Travel Plan. Ideally the latter should be updated and submitted as a reserved matter and there should be a condition requiring that a School Travel Plan (ie a travel Plan specific to this land use and the school's particular characteristics) be drawn up and submitted for the online Travel Plan assessment ATTrBuTE with a 'Pass' score obtained prior to the school opening.

The TP as currently submitted has narrowly failed the ATTrBuTE test; the report has been sent to its author with comments and a request to re-submit. Provision of a full Travel Plan is requested to be secured by condition. TfL notes and supports the commitment in the TP by the UTC to market the TP to prospective students and their families and staff. This supports TfL's view of the importance of giving all necessary encouragement to use walking, cycling and other sustainable modes of transport.

Summary

It is understood that there will be a separate s106 Agreement relating to this proposed development and planning application only. All of the site-wide planning obligations in terms of the off-site highway work improvements still stand and will be unaffected by this proposal.

TfL requires parking levels and the extant parking management plan to be reviewed, it also requires cycle parking quantity and quality to meet the aims of London Plan policy and standards. On-site minibus/coach parking is preferred to proposed on street arrangement. EVCPs and a School Travel Plan plus the latter's 'marketing' should all be secured by appropriate planning conditions and obligations. A DSP, CMP and CLP should be revisited and revised accordingly.

GREATER LONDON AUTHORITY (GLA)

The GLA have produced a lengthy report into the proposals which concludes with the following point London Plan policies on the principle of development, urban and inclusive design, climate change and transport are relevant to this application. The application complies with some of these policies but not with others for the following reasons:

- a) Principle of development: Whilst the proposal represents a departure from local plan policy, the principle of an education facility on the site is supported in strategic terms.
- b) Urban design: The applicant's overall approach to design is acceptable. However, details of how the building's boundary is treated and detailing of the materials used should be secured by the Council.
- c) Inclusive design: Further information should be provided to demonstrate the accessibility of the building and in particular the vocational training areas. Further detail should also be provided to demonstrate that the proposed shared surface will be safe for pedestrians.
- d) Climate change mitigation: The on-site carbon dioxide savings fall short of the London Plan targets. Further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified.
- e) Climate change adaptation: Further information should be provided on sustainable drainage and the management of surface water run-off.
- f) Transport: Parking levels and the extant parking management plan should be reviewed together with the cumulative impacts of development on bus capacity. Cycle parking quantity and quality should also be reviewed to meet London Plan policy and standards. On-site minibus/coach parking is preferred to a proposed on-street arrangement. EVCPs and a school travel plan should all be secured by appropriate planning conditions and obligations. A DSP, CMP and CLP should be revisited and revised accordingly. Previously secured s106 funding should also be revisited and/or brought forward.

Officer's Comments:

- a) Noted
- b) A condition requiring further details of boundary treatments and materials is recommended to be attached to any consent.
- c) Protective bollards have been introduced to separate pedestrians and vehicles in the proposed

drop off area. The Council's Access Officer has reviewed the proposed scheme and recommended the attachment of an appropriate condition and a number of informatives. No objection was raised.

d) The applicant has produced a revised Energy Strategy following the point made by the GLA. The Council's Sustainability Officer has reviewed the revised Energy Strategy (ES) and raised no objection to the proposals. The revised ES has been submitted to the GLA for consideration prior to their Stage 2 response.

e) A Sustainable Urban Drainage condition is recommended to be attached to any planning consent.

f) Parking levels have been reduced by 4 spaces to 40 (plus 5 disabled parking spaces). Cycle parking quantity has been increased to 120 spaces in line with London Plan requirements. The proposed S106 attached to this consent includes a requirement for the Transport documents to be revised in line with the new proposal.

Internal Consultees

HIGHWAYS

The transport assessment supporting the application has a significant number of matters that have not been satisfactorily considered or resolved. This includes:

a. There has been no resolution regarding the consideration of the 258 car parking spaces for the previous consent for the Cinema. The retention of those parking spaces affects the current transport assessment because the consideration of transport context allowing for TOVF as committed developments and the corresponding future highway improvements may be inappropriate.

b. On-street car parking surveys and assessment of parking stress needs to be considered further.

c. The assessment of public transport capacity (buses) to accommodate the demands generated by the UTC, TOVF and other committed developments needs to be included in the legal agreement.

d. On-street car parking stress on roads in the vicinity of the proposed developments has been assessed but includes residents parking areas (which it should not). This should be considered further and included as part of the s106 agreement.

e. An updated transport study should be secured through a s106 agreement. The full scope of this study to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigations measures (over those already identified for TOVF).

f. A drop off / pick facility for four cars is proposed, however some minor layout details are pending agreement. The s106 agreement should secure this and also allow for dedication of land for adoption as highway.

g. Junction Assessments: Notwithstanding reservation implied by comment (a) above, the results of traffic modelling reported in the Transport Report Addendum would indicate that further improvements will be required at nearby junctions which should be included in the s106 agreement.

Accident Analysis

An analysis of road accidents undertaken for TOVF was referenced together with the corresponding proposed work to assert that safety will be improved for pedestrian and users of public transport travelling between the site and local bus stops and rail station.

Parking

When considering the car parking provision for the proposed scheme, a total of 40 staff car park spaces and 5 bays suitable for disabled users. This provision will serve a total of 60 staff.

A total of 20% active and 10% passive electric vehicle charging points is required in line with London Plan requirements. A condition should be attached to secure this.

A minimum of 80 cycle spaces were proposed, based on the anticipated mode share of pupil trips. Following TfL comments, the cycle parking provision has been increased to 120 spaces.

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces. A condition should be attached to secure the required provision for motorcycle parking.

Construction Traffic

A Construction Logistics Plan should be secured by way of a planning condition or s106 agreement.

Travel Plan

A full travel plan to take account of any necessary adjustments following the completion of a comprehensive transport study should be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The issues above regarding car parking, motorcycle parking, cycle parking, drop-off/pick up facility and transport assessment study should be appropriately covered through planning conditions. The highways/transport obligations listed below should be covered within the S106 agreement.

1. Access works.
2. Part carriageway and footway resurfacing and associated works at the drop off / pick up facility adjacent to Blyth Road.
3. Removing/relocating on-street car parking bays, amending parking restrictions if considered necessary (following the completion of the traffic study) and associated costs.
4. Travel Plan - including details of management, targets and monitoring programme.
5. Highway mitigation measures required - as identified through the comprehensive transport / traffic studies, the scope of which to be agreed by the Council,
6. Car parking allocation and management scheme.
7. Construction Logistics Plan, including details of construction phasing and programme for delivery of mitigation measures.
8. Refuse and delivery management scheme.

Officers Comments:

Negotiations have been held with the Applicant to secure the required details through a S106 agreement or through planning conditions.

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.

- No trees or other landscape features of merit will be affected by the proposal.
- The Design & Access Statement describes the site context, project brief and the evolution of the design proposals.
- The landscape strategy is described in pages 33-44.
- The design concept is to integrate the site within the design framework for the whole campus.
- The proposal is intended to re-inforce the high quality distinctive public realm (hard and soft landscape) which has been established within the masterplan and subsequent detailed phases.
- The landscape features include a continuation of The Groove to the south of the building, a tree-lined boulevard along the frontage, together with a drop off area and soft landscaped areas.

- Structural hedges and other planting will be used to provide secure/defensible amenity space around the south and west of the building for use by the UTC and its students.
- The illustrated palette of hard and soft landscape materials indicates that the character and appearance of the finished landscape will be in accordance with the approved masterplan and adjacent plots.
- This application has been subject of a number of post-application discussions and drawing amendments.
- The current landscape/external works plan by SEW, is indicated on drawing ref. 0505_0453_SEW.UTC_7100 Rev 07.
- One of the remaining issues is the excessive height of the security fencing around the UTC at 1800mm, as recommended by secure by design.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

No objection, subject to the above observations and COM6, COM7, COM9 (parts 1,2,3,4,5, and 6).

ENVIRONMENTAL PROTECTION UNIT (Noise)

My comment on noise issues are given below. I have considered the acoustic planning support report prepared by Applied acoustic design (AAD) (ref: 15005/005/pm) dated 30 April 2015.

The report looked at compliance in terms of BB93 requirement for indoor ambient noise for school accommodation. Table 1 in the report specifies the required indoor ambient noise criteria as required by BB93. Appendix B of the report details specifications for external facade and windows sound insulation requirements to achieve indoor levels in table 1.

I agree that the specifications for noise insulations outlined in Appendix B will achieve the internal ambient noise level for school rooms. I also note from paragraph 4.3 of the report that windows will remain closed and alternative means of ventilation will be provided. In order to ensure the recommendations of the report are complied with, I suggest informing the application as follows:

It is important that the acoustic specification recommendations in appendix B of AAD report ref: 15005/005/pm are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

There is potential for noise disturbance to nearby sensitive receptors from noise breakout from activities at the college. This has not been addressed in detail and I recommend the following 2 conditions:

1. Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason

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

2. Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery 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.

Construction noise

In order to control environmental problems during demolition and construction, I recommend use of the following informative.

Informative - construction

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

Provided the conditions and informatives as above are applied, I have no objection to the proposal on noise grounds.

ENVIRONMENTAL PROTECTION UNIT (Contamination)

I refer to your consultation of 3 July 2015 on the above application for the Global Academy UTC, which appears to be on the Picture House area, and contained part of the 'lean to' buildings of the Powerhouse. The above reports have been submitted, some data is historical and there is a new 2015 factual report by esg consultants that has data used in the assessment. This is a small report of 3 window sampling boreholes and two deeper boreholes. It should be sufficient combined with the rest of the information provided in the remedial strategy report by Idom Meerbrook. The 2013 report for the Boilerhouse which is next to the Powerhouse is also used for the assessment. The data has been assessed in the strategy report with the further monitoring and Soilfix site investigation to design the remediation work.

A main part of the report is the work by Soilfix remediation consultants who have also worked and verified the adjacent Gatefold Building. They have not remediated this site, but have carried out a detailed survey of the underground ducts and tunnels on the site as well as excavating some trial pits.

The remediation works proposed are detailed in Section 3 Remediation Strategy. Most soil

contaminants were not elevated above the guidance levels for a commercial use apart from some plant toxins and Arsenic. Asbestos and hydrocarbons appear to be the main issues of concern. This remediation will involve the

1. The removal of hydrocarbons in the ducting,
2. the removal of asbestos in the ground and tunnels and
3. The importation of clean soils for a 300mm cap on the landscaping areas.

The remediation areas will be validated, and the standards to be used for site won and imported soils in Table 2 are acceptable to us on the basis of the commercial end use. The rate of sampling is not high but should be sufficient to validate the remediation areas, and soil capping.

The asbestos and hydrocarbon removal works are significant, and the details are given of the asbestos works are given in Section 7.

It appears that the groundwater, gas and vapour assessment explained by Idom Meerbrook in their letter of 21 March is not indicating a need for the remediation of groundwater or the installation of gas / vapour protection measures. There are solvents present in the water but these are stated to be of low concentrations which can have a vapour impact on human health (including trichloroethane and Cis 1,2 dichloroethene). Idom Meerbrook do not think that a human health effect of vapours is present. No membrane is therefore proposed as at the Gatefold building nearby. The EA's advice on groundwater should be sought.

A verification report is proposed as outlined in Section 8 Verification Report of the Remedial Strategy and Method Statement. There are 10 parts to the report, (i) to (x).

I would advise the standard condition. There is a possibility of unknown contamination on the site and this part of the standard condition can be retained. Given that the site is at the stage of the remediation strategy the pre-commencement parts of the condition ((i) (a), (b) and (c)) will be met. Any reports that have been used to assess the UTC area should be submitted in compliance with condition below, or referenced to other applications on the Vinyl factory where they were previously sent and reviewed in detail.

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) 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.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently 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 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 (November 2012).

CONSERVATION AND DESIGN

This application has been subject to extensive discussion with the applicants.

There are no objections to the scheme in design or conservation terms, although the Design and Access Statement is considered to be rather weak on heritage matters. The following elements will need to be conditioned should you recommend approval:

Samples of all external materials to be submitted for agreement. Details of:

high level plant enclosures and vents

rooflights

design of doors and windows, details of colour and finish of frames and glazing colour

signage

lighting scheme

projector screens

PVs

Details of mesh boundary fence and gates, to include density of mesh, colour and finish.

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to the following:

Energy

The energy strategy is broadly acceptable and provides sufficient details to demonstrate the development can achieve the required 35% reduction in CO2 emissions for this stage of the planning process. However, the strategy lacks the required detail that is necessary for the Council to be fully satisfied and understanding of what is to be delivered. This is generally the case with this stage of the planning process and therefore the subsequent condition is required to ensure the necessary details are supplied to the Council for consideration prior to development works starting:

Condition

Prior to the commencement of development a detailed plan showing how the details of the energy and CO2 reduction measures set out in the Global Academy UTC Energy Strategy Rev 6 (July 2015) will be included within the development shall be submitted to and approved in writing by the Local

Planning Authority. The plan shall include:

- A full baseline of the expected performance of the building in KgCO₂ and KWhr
- Details, specifications and drawings showing how the development will connect to the site wide district heating network (if appropriate) and the impact this has on the baseline energy and emissions.
- Signed confirmation from the district heating network operators/owners of the ability and authorisation to connect to the site wide district heating network
- Full details of the renewable energy technologies including plans (such as roof plans for PVs), impact on the baseline emissions and the site operation, maintenance and monitoring.

The development shall proceed in accordance with the approved details.

Reason

To ensure the details of the final energy and carbon reduction measure meet the broad strategy submitted with the full planning application and that the development meets the 35% CO₂ reduction target as described in Policy 5.2 of the London Plan.

NB: I am satisfied that the information meets the GLA concerns for the stage of the planning process the development is at. Some of the information being sought is not necessary for this stage and can be dealt with through the condition (i.e. the connection to the wider network).

Living Walls and Roofs

Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

Officer Comments: The recommended condition regarding energy reduction measures is attached. Details of potential green walls are required under Condition No 6. The GLA have confirmed that green roofs would not be expected to be included within the development.

FLOOD AND WATER MANAGEMENT OFFICER

Although they have submitted information relating to drainage, I will still require the following condition as it is not sufficient at this stage.

The condition is as follows:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it:

Manages Water - The scheme shall follow the strategy set out in 'Drainage Strategy', produced by Enginuiti dated 1st of May 2015 Revision 1, and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- incorporating sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.

- calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

- overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

ii. Where infiltration techniques (soakway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

d) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
incorporate water saving measures and equipment.

provide details of water collection facilities to capture excess rainwater;

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

e) Long Term Management and Maintenance of the drainage system.

Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (March 2015) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2015), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2015).

ACCESS OFFICER

The proposed UTC would consist of a series of learning space, sports halls and theatre spaces that

surround a large central atrium with bridges and sculptured stairs running between spaces and floors. The top floor would be used by 6th form students during fine weather, but would be semi-covered to allow its potential use all year round.

The architectural design features include 4 floors with interconnecting bridges and a central feature stair. The D&A Statement also refers to 'dynamic lighting' to enliven the space and offers students a way to connect with the space through technology. It is further stated that the proposed atrium bridges could incorporate bespoke lighting to the underside, as well as LED lighting within the balustrades.

In short, the external walls would be of a modern construction, using a translucent type material to allow light into the building. During dusk and hours of darkness, it is envisaged that the building would radiate an array of vivid coloured lighting from all facades. The external space would face Vinyl Square to the west and The Groove the south. The external landscape would continue the design and the agreed accessibility features developed at master plan level. Accessible parking is proposed adjacent to the external area along with a drop off to the north east.

The Design & Access Statement does not express the extent to which accessibility and inclusive design have informed the design and this proposal, and the following observations are therefore provided:

1. The proposed drop-off point should be located no further than 50 metres from the entrance proposed for staff, students and visitors.
2. The external visual lighting effects should be designed to ensure that they do not adversely affect people with epilepsy or those with a visual impairment. Similarly, the internal lighting featured on the staircases and bridges should likewise take into account the effect on such people. Further details should be provided on any studies or consultation with user groups representing the needs of visually impaired persons and those with epilepsy.
3. Notwithstanding the above, it is noted that a changing facility, to support those with complex personal care requirements, appears not to have been incorporated. The principle of inclusion is about all young people, regardless of any special educational needs, being placed in mainstream provision, where there is a commitment to removing all barriers to allow full participation.

The new building presents a good opportunity to create a fully inclusive environment within the field of broadcasting and communications; a line of work that is attractive to many disabled people for whom placements in existing similar facilities elsewhere in the country are extremely limited due to a lack of accessibility. Suitable toilet and changing facilities for students who have complex care support needs should be incorporated into the internal design layout, and to this end, a 'Changing Places' cubicle should be incorporated into the scheme.

4. The plans indicate that only one lift would be provided. Adequate lift provision should be incorporated and no less than two lifts should be provided to ensure accessibility is maintained during times of routine maintenance and periods of lift failure. The technical specifications of the lifts to be installed should be submitted to the LPA.
5. To ensure the lifts are kept available for people who really need to use them and to achieve maximum reliability and avoid incidences of vandalism and inappropriate use, access control should be fitted to the lifts.
6. Hearing enhancement systems should be installed as prescribed in BS8300: 2009, and/or the

building pre-cabled to allow future installation on a needs led basis.

7. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment(e.g. within a classroom at first floor with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

Conclusion: Additional details should be submitted.

The following informatives should be attached to any grant of planning permission.

Recommended Informatives

a) The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009+A1:2010, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, Including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported,

including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of schools. It states

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand.

It is noted that the NPPF and ministerial statement are strongly supportive of all educational provision, it is not considered that it is necessary to establish a need for educational development under the current policy context. To the contrary the context is quite clear that all enhancements to educational provision are supported.

The Ministerial Statement is clearly an important material planning consideration. The proposal is considered to fully comply with this strong local, regional and national policy support for new, enhanced and expanded educational facilities.

The applicant is committed to extending the use of the college's sports hall to the local community out of school hours, however, the finer details of the proposed measures that will be initiated in this respect will not be known until the school syllabus is set and finalised and the true availability of the sports hall is known. The proposed opening of the college to the community is supported by London Plan Policy 3.16 which encourages developments that maximise the extended or multiple use of educational facilities for community and

recreational use. A community use plan, which demonstrates the extent of the proposed community uses in a form that can be secured by the Council is recommended to be secured under planning condition.

Conclusion:

The proposal is considered to fully comply with current planning policy which seeks to support the improvement, enhancement and expansion of existing school sites and no objections are raised to the principle of the development, subject to the proposals meeting site specific criteria.

7.02 Density of the proposed development

The application proposes the erection of a new school. Residential density is therefore not relevant to the consideration of this 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 reference 59872/APP/2012/1838, and was considered acceptable. Whilst the development proposed is a standalone full planning application and not a reserved matters application within the outline consent, 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 within planning application 59872/APP/2012/1838 for the wider TOVF site and this site in particular (49.58m AOD). BAA and NATS Safeguarding have been consulted on the application and raised no objection to the proposal 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

Not applicable. There is no Green Belt land within the vicinity of this site.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the masterplan, 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 Council's Design Officer has reviewed the proposals and has commented that 'The current scheme is in line with previous and extensive discussions at pre application stage. Overall, this is considered to be a very well designed and carefully detailed large building.'

The proposed building forms part of the regeneration of the wider site and is deemed 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

The Council's Environmental Protection Unit have reviewed the details submitted and raised no objection to the development subject to the attachment of conditions requiring the protection of neighbouring residential properties from unacceptable noise disturbance. These conditions are therefore attached in order to protect residential amenity.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development. However, it is considered that the proposed University Technical College, which has been designed to accord with the Disability Discrimination Act and Department for Education standards, would provide an appropriate environment for the future staff and pupils.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has reviewed the Transport Assessment submitted in support of the application and has commented that a significant number of matters have not been satisfactorily considered or resolved.

The Council's Highways Engineer is confident that with sufficient mitigation measures the impact of the development will be acceptable. However further information is required in order to demonstrate this. It has therefore been agreed with the developer that through the s106 agreement attached to this planning consent an amended Transport Assessment will be provided to the satisfaction of the Council.

A comprehensive transport study is also to be secured through the s106 agreement. The full scope of this study is to be agreed by the Council and with the applicant remaining responsible for the costs of delivering all required mitigations measures (over those already identified for TOVF).

The s106 agreement will also secure a Construction Logistics Plan and the dedication of land for adoption as highway with part carriageway and footway resurfacing and associated works at the drop off/pick up facility adjacent to Blyth Road.

Following TfL comments, the cycle parking provision has been increased to 120 spaces, in line with requirements contained within the London Plan (March 2015).

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan Part 2, motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces. A condition is therefore recommended to secure the required provision for motorcycle parking

7.11 Urban design, access and security

The Greater London Authority have reviewed the development and as part of their Stage 1 response commented that in urban design terms the applicant's overall approach to design is acceptable. However, they request details of how the building's boundary is treated and detailing of the materials used should be secured by the Council. These requirements are covered by Condition No. 5.

The proposed development will be required to conform with Secured By Design principles through the attachment of condition.

7.12 Disabled access

The Greater London Authority have raised a concern in their Stage 1 response requesting

further details regarding how the scheme will be accessible to all. The Council's Access Officer has reviewed the proposed development and recommended the attachment of an appropriate condition and a number of informatives. No objection was raised.

Subject to the inclusion of the appropriate condition the proposed scheme is considered to be acceptable in terms of disabled access and the provision of appropriate facilities.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

The Council's Landscape Architect has reviewed the proposals and raised no objection to the scheme as proposed, subject to the attachment of appropriate conditions to any planning consent.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities would be provided within the proposed main UTC building and accessed via Blyth Road. The proposed facilities are considered to be acceptable in this location and full details would be required by way of conditions should planning permission be granted.

7.16 Renewable energy / Sustainability

The GLA have raised a concern in their Stage 1 response regarding Energy Strategy submitted as part of the application. In response the applicant has re-run the energy assessment so that the baseline emissions are established using a Part L 2013 compliant building and using the Target Emission Rate (TER) as the basis of the carbon reduction target. Where feasible, further passive measures have been introduced to reduce the reliance on mechanical cooling, although it should be noted that the advice of their acoustic consultant is that natural ventilation would compromise the internal noise criterion of the building. The revised assessment shows that the building would achieve a reduction of 46 tonnes of CO₂ per year, which is equivalent to a CO₂ reduction of 40.48% compared to a 2013 Building Regulations compliant development.

The Council's Sustainability Officer has reviewed the revised Energy Strategy and raised no objection to the proposals subject to the attachment of appropriate conditions. The revised Energy Strategy has been submitted to the GLA for consideration prior to their Stage 2 response.

7.17 Flooding or Drainage Issues

Thames Water and the Council's Flood and Water Management Officer have reviewed the details submitted with the application and have raised no objections to the proposals subject to the attachment of conditions, including a Sustainable Urban Drainage Strategy.

The development is therefore considered acceptable in flooding and drainage terms.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have reviewed the details submitted as part of the application and have raised no objection to the development proposed, subject to the attachment of appropriate conditions to any planning consent.

A requirement for a contribution towards an Air Quality Assessment was included within the S106 Heads of Terms for the wider TOVF site. As the application site sits within that wider site it is not considered reasonable to request a further contribution.

7.19 Comments on Public Consultations

No comments have been received from the public consultation process.

7.20 Planning obligations

Policy R17 of the Local Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open spaces, facilities to support arts, culture and entertainment facilities through planning obligations in conjunction with other development proposals.'

With regards to this development the following Heads of Terms have been negotiated and agreed:

1. Construction Training
2. Travel Plan
3. On site and off site highways works
4. Traffic Impact Studies
5. Parking schemes
6. Deed of Variation to the Section 106 agreement for the wider Old Vinyl Factory site
7. Project Management and Monitoring Sum
8. To pay the Councils reasonable costs in the preparation of the Section 106 Agreement.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral or Hillingdon Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The stand alone application is considered to sit acceptably within the wider outline consent for the development of the Old Vinyl Factory site (TOVF) granted under application reference 59872/APP/2013/3775 dated 18.03.14. The Old Vinyl Factory site is being brought forward in separate phases of development and the current University Technical College proposal will replace a previously proposed cinema and ancillary restaurant 'The Picturehouse' within that outline consent.

For the reasons set out within this report, the proposed University Technical College is considered an acceptable form of development that complies with the policies of the adopted Hillingdon Local Plan (2012) and conforms with other relevant London wide and national policy. As such the application is recommended for approval.

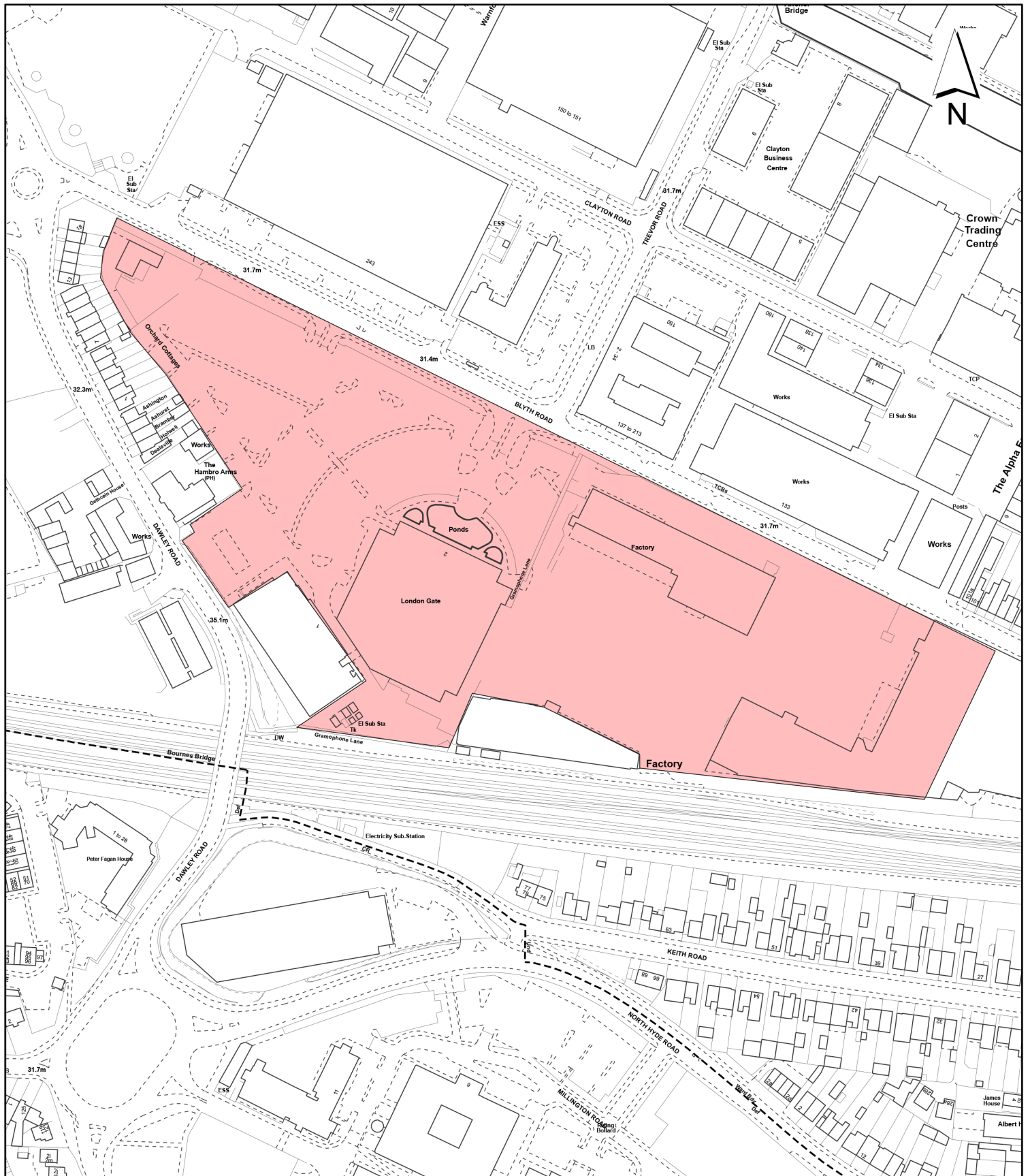
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
London Plan (March 2015)
National Planning Policy Framework
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise
Hillingdon Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Ed Laughton

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Notes:

 Site boundary

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Site Address:

**The Old Vinyl Factory
 Blyth Road
 Hayes**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
59872/APP/2015/1798

Scale:
1:2,500

Planning Committee:
Major

Date:
August 2015



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 LONDON