



**THE OLD VINYL FACTORY,
BLYTH ROAD, HAYES, UB3 1HA**



"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 and pick-up zone formed off Blyth Road, landscaping and the provision of an electricity substation enclosure to the front".

PLANNING STATEMENT

PREPARED ON BEHALF OF GLOBAL ACADEMY UTC TRUST

MAY 2015

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1.0 INTRODUCTION

1.1 This Planning Statement has been prepared in support of an application for full planning permission made on behalf of the Global Academy UTC Trust ('the applicant') for the construction of a new University Technical College ('The Global Academy University Technical College') on part of The Old Vinyl Factory site (and specifically 'The Picturehouse' development plot) situated on Blyth Road in Hayes.

1.2 Specifically, planning permission is sought on the following basis:

"Construction of a 4-storey University Technical College (UTC) on 'The Picturehouse' development plot 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".

1.3 The Old Vinyl Factory site is currently in the early stages of being regenerated for a major mixed-use development of predominantly residential (Class C3) and business (Class B1) use in accordance with a development masterplan approved under an outline planning permission granted by the London Borough of Hillingdon ('the Council') on 19 April 2013 (APP/2012/1838) and later amended. The masterplan also provided for 'A Class' uses alongside an element of Class D1 (non-residential institutions) and Class D2 (assembly and leisure) floorspace with associated car parking and an energy centre. Some of the preliminary phases of the masterplan now benefit from reserved matters approval.

1.4 The application site forms an integral part of the overall masterplan area and is situated directly to the west of 'The Powerhouse' building on Blyth Road. The masterplan originally envisaged this development plot (which was specifically identified as 'The Picturehouse' in the approved site development specification) being developed for a large multi-screen cinema (with some Class A3/A4/A5 use). However, since then the market requirement has changed in favour of smaller boutique operators and so it is no longer considered feasible to develop this site for such a large-scale facility. While the opportunity to accommodate a smaller boutique cinema elsewhere within the masterplan area is still being investigated, it is considered that the opportunity should now be taken to define a new and exciting development vision for the site based on facilitating the proposed UTC development.

1.5 The proposal for a new University Technical College (UTC) would not only help to meet an ongoing education need for further secondary school places in the borough, but it would provide a new and stimulating activity focus on the site, complementing other proposed development and helping to reinforce the overall defining objectives of the masterplan in delivering innovative and inspiring development matched to local needs and requirements.

1.6 The UTC is being procured by the Education Funding Agency (EFA) and is sponsored by Global Media, working in conjunction with its University partner, the University of the Arts London. It will specialise in the areas of creative, technical and digital media and entrepreneurship and equip up to 800 (14-19 year old) students with the technical skills to work in the broadcast and media industry.

1.7 The applicant has extensively engaged the key stakeholders on this proposal, including Purplexed LLP, who are fully supportive of the proposal and have helped evolve the scheme design to ensure that it accords with the wider masterplan strategy, especially in terms of the interface with the public realm. Accordingly, a planning application can now be submitted on this basis.

1.8 The application comprises the following information:

- Completed application form with related ownership certificate and declarations;

- Drawing Nos.

0453_SEW.UTC-7100	External Works Plan
0453_SEW.UTC_7101	External Works Levels
0453_SEW.UTC_7103	Landscape Masterplan
0453_SEW.UTC_7104	Parking Strategy
0453_SEW.UTC_7107	Site Location Plan
0453_SEW.UTC_7201	External Boundary Section West
0453_SEW.UTC_7203	External Boundary Section South
0453_SEW.UTC_7205	External Works Southern Elevation
0453_SEW.UTC_7206	External Works Western Elevation
0453_SEW.UTC_7207	External Works Drop-Off Section
0453_SEW.UTC_9150	External Works Boundary Detail
0453_SEW.UTC_9151	External Works Interior Tree Pit Detail
0453_SEW.UTC_9152	External Works Hardworks Detail
495-S2A-A-GF-DR-00-000	Location Plan
495-S2A-A-GF-DR-00-001	Site Plan
495-S2A-A-ZZ-DR-00-003	Site Sections
495-S2A-A-GF-DR-01-100	Proposed Ground Floor Plan
495-S2A-A-01-DR-01-101	Proposed First Floor Plan
495-S2A-A-02-DR-01-102	Proposed Second Floor Plan
495-S2A-A-03-DR-01-103	Proposed Third Floor Plan
495-S2A-A-04-DR-01-104	Proposed Roof Plan
495-S2A-A-ZZ-DR-01-200	Proposed Section AA
495-S2A-A-ZZ-DR-01-201	Proposed Section BB
495-S2A-A-ZZ-DR-01-202	Proposed Section CC
495-S2A-A-ZZ-DR-01-203	Proposed Section DD
495-S2A-A-ZZ-DR-01-300	Proposed Elevation South
495-S2A-A-ZZ-DR-01-301	Proposed Elevation North
495-S2A-A-ZZ-DR-01-302	Proposed Elevations East & West
495-S2A-A-ZZ-DR-01-310	Proposed Coloured Elevation South
495-S2A-A-ZZ-DR-01-311	Proposed Elevation North
495-S2A-A-ZZ-DR-01-312	Proposed Elevations East & West

- Planning Statement, prepared by RENEW Planning Limited (this document);
- Design and Access Statement, prepared by Surface to Air Architects and incorporating Landscape Statement;
- Transport Assessment, prepared by Campbell Reith;

- Draft Travel Plan, prepared by Campbell Reith;
- Air Quality Assessment, prepared by Entran Limited;
- Energy Statement, prepared by Engineering Design Partnership;
- Contamination Report (Remedial Strategy and Method Statement), prepared by Merebrook;
- Drainage Strategy, prepared by Engenuiti;
- Acoustic Planning Support Report, prepared by Applied Acoustic Design;
- Statement of Community Involvement, prepared by RENEW Planning Limited;
- Community Infrastructure Levy – Additional Information Form

1.9 In addition, the necessary planning application fee has been paid to the Council.

1.10 The purpose of this statement is to describe the proposed development, examine its associated planning benefits and present the overall case for planning permission to be granted having regard to development plan policy and other material planning considerations.

1.11 The statement is structured as follows:

Section 2 describes the site and surrounding area.

Section 3 records the relevant planning history on the site.

Section 4 provides a summary description of the development proposal.

Section 5 sets out the relevant planning policy framework.

Section 6 examines the overall planning justification for the development.

Section 7 presents the principal conclusions arising from this assessment.

2.0 SITE AND SURROUNDING AREA

The Old Vinyl Factory

- 2.1 The Old Vinyl Factory site is situated on Blyth Road approximately 260 metres to the southwest of Hayes Town Centre and within the administrative area of the London Borough of Hillingdon. It originally comprised a large complex of buildings used by EMI as a global manufacturing base for vinyl record production, but following the relocation of the EMI operations elsewhere in Hayes in the mid-1970s, it has stood largely vacant, although there are some retained buildings still being actively used for other business purposes. The site was purchased in April 2011 by Purplexed LLP, a 'joint-venture' between Cathedral Group Plc and Development Securities Plc, who have since progressed plans for a major residential and business-led regeneration scheme. The entire site has an area extending to approximately 6.6 hectares and it is edged red on the site plan extract at *Figure 1* below with an aerial photograph of the site at *Figure 2*.

Figure 1: The Old Vinyl Factory Site

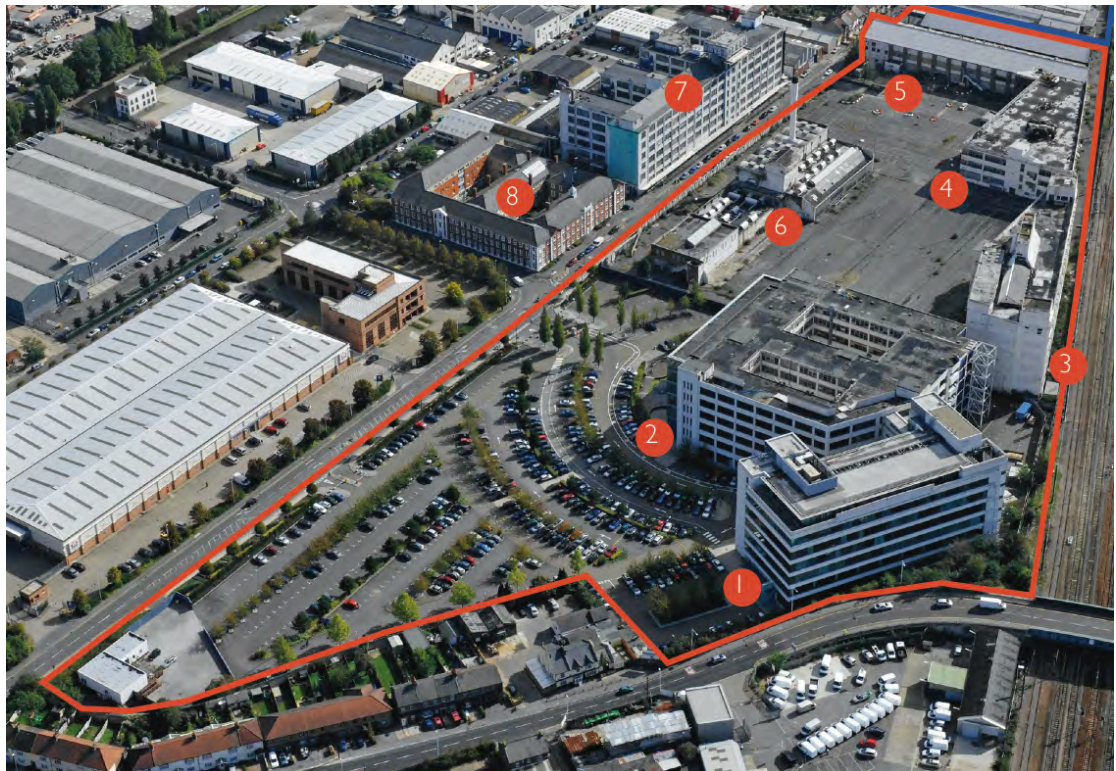


- 2.2 Figure 1 shows the following buildings/uses:

- 'The Pressing Plant' (formerly 'Apollo House'), referenced 5 on the aerial photograph at Figure 2 and situated at the eastern end of the site. This is a locally listed building and has since been partially demolished (in conjunction with the demolition of 'Jubilee House') pursuant to planning permission APP/2012/3153 dated 30 April 2013.
- 'Jubilee House', also on the eastern part of the site and referenced 4 on the aerial photograph at Figure 2, but since demolished (in conjunction with the partial demolition of The Pressing Plant) pursuant to planning permission APP/2012/3153 dated 30 April 2013.

- 'The Powerhouse' (formerly 'Neptune House'), a part-retained, former brick boiler-house fronting Blyth Road to the north and which is also vacant (referenced 6 on the aerial photograph at Figure 2) and a locally listed building (albeit the attached structure to the west has now been demolished).
- A new 'Vinyl Lounge' situated to the northwest of the site and adjacent to the large surface-level car park.

Figure 2: Aerial Photograph – The Old Vinyl Factory



2.3 In addition, there are other buildings adjoining the site as follows:

- Refurbished office space and associated support services in the part-occupied 'Shipping Building' (to the southwest of the site) with associated surface-level parking (referenced 1 on the aerial photograph at Figure 2). This is a locally listed building.
- 'The Cabinet Building' to the west (referenced 2 on the aerial photograph at Figure 2).
- 'The Record Store' to the southwest of the site (referenced 3 on the aerial photograph at Figure 2), and a locally listed building.

2.4 The eastern half of the site and the buildings along the northern half of Blyth Road are situated within the 'Botwell: Thorn/EMI' Conservation Area (see Figure 3).

The application site is situated directly to the west of 'The Powerhouse' fronting Blyth Road and comprises 'The Picturehouse' development plot of the approved site masterplan (see Figure 4 below)

[illegible]

Surrounding Area

- 2.6 The area immediately to the north of the application site and beyond Blyth Road comprises a mix of residential and industrial land uses with the latter being concentrated largely around Clayton Road (which runs broadly parallel to Blyth Road to the north). Directly opposite the site is Enterprise House, a Grade II listed building, which the Council has identified in its draft Site Allocations and Designations DPD as an opportunity for a mixed-use office and residential development.
- 2.7 The site directly to the east (the former warehouse extension to Apollo House) is now being developed for a part 4-7 storey height building comprising 132 residential units, café, community room and workshop units (otherwise known as 'The Gatefold Building') with associated car parking pursuant to planning permission APP/2011/2253 dated 27 March 2012 (as amended). The adjoining site to the east (20-30 Blyth Road) is being redeveloped for a part 4-11 storey height building comprising 120 residential units, office floorspace and car parking pursuant to planning permission APP/2011/3040 dated 8 April 2013. The Hayes and Harlington railway station (on the main London Paddington to Reading section of the railway network and serving also Heathrow Airport and the future Crossrail route) is situated to the east and approximately 600m from the application site.

3.0 PLANNING HISTORY

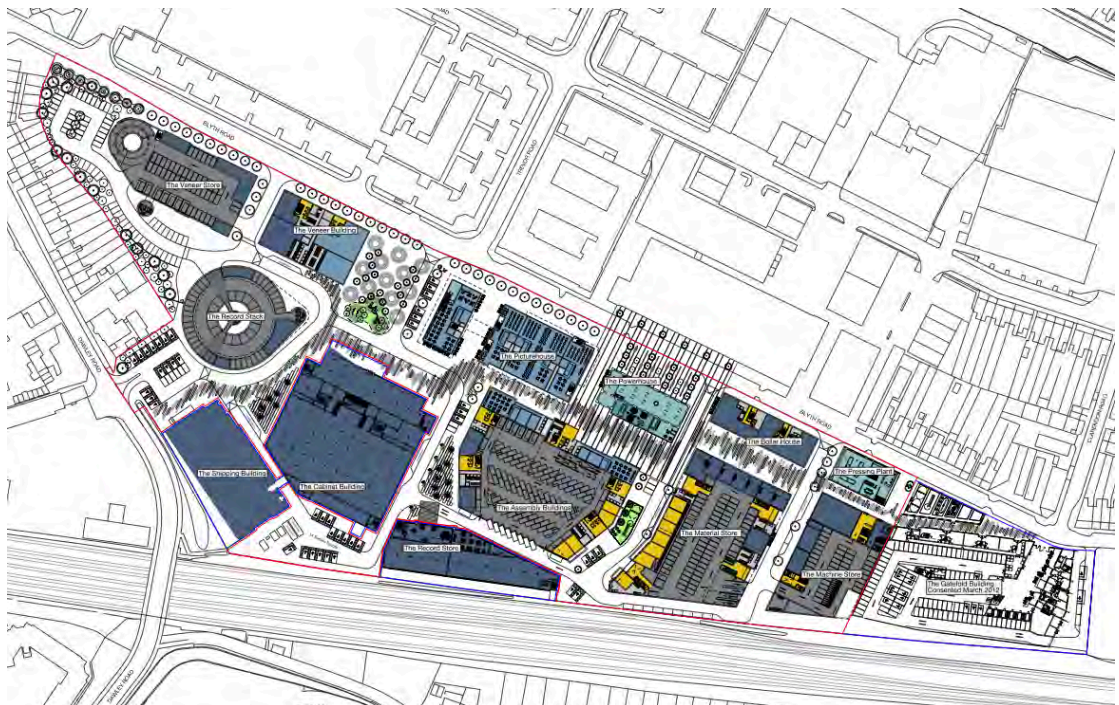
- 3.1 The application site forms part of The Old Vinyl Factory regeneration area identified for a comprehensive mixed-use development pursuant to an outline planning permission granted on 19 April 2013 (APP/2012/1838). Reserved matters approval has since been granted for some of the preliminary development phases of the overall masterplan. A summary of the key decisions recorded on the Council's statutory planning register is set out below. This excludes the various condition discharge applications approved under the outline planning permission and relating to the preliminary development phases of the masterplan (as amended).

APP/2012/1838 ('Development Masterplan')

- 3.2 Outline planning permission was granted for the comprehensive mixed-use development of The Old Vinyl Factory site on 19 April 2013 (APP/2012/1838) and specifically the demolition of up to 12,643m² of buildings and construction of up to 112,953m² (including the retention and re-use of 784m² of the Power House and 901m² Pressing Plant) of new floorspace comprising:
- Up to 510 residential units (maximum area of 49,000 m² GEA), up to 7,886m² of new Class B1 business floorspace, up to 4,000m² of A Class uses (A1, A2, A3, A4, A5), up to 4,700m² of Class D1 and Class D2 uses, an energy centre (up to 950m²), car parking (for up to and including 1,540 spaces), works to access and creation of new accesses and landscaping.
- 3.3 The development masterplan was accompanied by a phasing plan and a raft of parameter plans defining the existing buildings to be retained, demolished or altered (plan 03), the proposed minimum and maximum plot extents and heights (plan 04), lower level (plan 05) and upper level (plan 06) uses, proposed ground levels (plan 07), the proposed enclosed car park extent at ground level (plan 08) and above ground level (plan 09), the proposed critical distances between buildings (plan 10), the proposed range of building heights (plan 11), the proposed ground level (plan 12) and podium and roof (plan 13) landscape and open space plans, tree removal plan (plan 14) and proposed access circulation and streets network (plan 15). An extract from the approved illustrative ground level plan (Drawing No. 0100 rev 03) is reproduced below at *Figure 5*.
- 3.4 The current application site was identified in the approved 'development specification' (rev 04 dated 19 November 2012) as 'The Picturehouse' site which, together with 'The Veneer Building', 'The Boilerhouse' and 'The Pressing Plant' *"shall be publicly accessible at ground level and designed with dual frontages (towards Blyth Road and towards The Groove) to encourage pedestrian movement and interaction between the two routes"* (Paragraph 3.3, Development Specification). Furthermore, it was intended that The Picturehouse would be a mixed-use building of Class A3/A4/A5 and/or a Class D2 multi-screen cinema use.
- 3.5 The immediately adjoining sites were identified for the following forms of development:

- 'The Powerhouse' (directly to the east): a mixed-use building with Class A1/A2/A3/A4/A5/D2 uses and energy centre.
- 'The Assembly Building' (directly to the south): a mixed-use, but predominantly residential building including a car park and commercial space (Class A1/A2/A3/A4/A5/B1 and/or Class C3 units) facing the public realm.
- 'The Veneer Building' (directly to the west and beyond an extended area of public realm otherwise known as 'Vinyl Square'): a mixed-use, but predominantly residential building with ground floor facades containing Class A1/A2/A3/A4/A5/B1 and/or Class C3 uses facing the public realm.

Figure 5: The Old Vinyl Factory Masterplan



APP/2013/3628

- 3.6 Reserved matters (appearance and landscaping) approval was granted on 31 July 2014 for the first phase of the masterplan ('The Boiler House') comprising 54 residential units with 469m² of Class A1/A2/A3/A4/A5/B1 floorspace.

APP/2013/3640

- 3.7 A non-material amendment to the original outline planning permission (APP/2012/1838) was granted on 30 January 2014 to allow for a revised site-wide drainage strategy, revisions to the development specification, revisions to the phasing of the energy centre, and amendments to the demolition and construction management plan.

APP/2013/3775

- 3.8 A variation of Condition 4 (Phasing) of the original outline planning permission (APP/2012/1838) was granted on 31 July 2014 to allow The Boiler House and The Material Store to come forward as Phases 1 and 2 and to allow The Veneer Store and/or The Record Stack car parks to come forward earlier than in the approved phasing.

APP/2014/1041 & APP/2014/1042

- 3.9 Planning permission was granted on 21 May 2014 for external works to The Record Store building, including replacement windows and doors, new balustrades new entrance canopies, vehicle barrier bollards, surfacing works and temporary cycle parking stands (APP/2014/1041) and rooftop works, consisting of the installation of a new lift overrun.

APP/2014/1928

- 3.10 Reserved matters (appearance and landscaping) approval was granted on 2 September 2014 for The Veneer Store multi-storey car park (arranged over 5 storeys) containing 526 parking spaces with a 65 space surface car park together with 332m² of Class A1/A2/A3/A4/A5/B1/D1/D2 floorspace.

APP/2014/1926

- 3.11 A non-material amendment to the original outline planning permission (APP/2012/1838) was granted on 9 July 2014 to facilitate changes to the development specification to both relate to and be consistent with the reserved matters approval of The Veneer Store multi-storey car park.

APP/2014/2982

- 3.12 A non-material amendment to the reserved matters approval for The Boiler House (APP/2013/3628) was granted on 2 October 2014 to alter the location of the play area adjacent to The Veneer Store.

APP/2014/4084

- 3.13 A non-material amendment to the reserved matters approval for The Boiler House (APP/2013/3628) was granted on 16 December 2014 for revisions to the approved layouts of the residential and ground floor accommodation/elevations.

APP/2015/666

- 3.14 A non-material amendment to planning permission APP/2013/3775 was granted on 20 March 2015 to amend the approved parameter plans, site-wide drainage strategy and development specification in connection with The Power House development and to allow The Power House to come forward at an earlier stage.

APP/2015/665

- 3.15 Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 4 of the masterplan (The Power House – energy centre, music venue/restaurant and café) of planning permission 2013/3775. Granted, 13 May 2015.

Outstanding Applications

- 3.16 In addition and at the time of writing, a number of other applications are outstanding, including:
- APP/2015/1329: Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 2 of the masterplan (The Material Store). Decision expected by 13 July 2015.
 - APP/2015/1330: Non-material amendment to planning permission APP/2013/3775 to amend, inter alia, the approved parameter plans and development specification. Decision expected by 11 May 2015.

4.0 PROPOSED DEVELOPMENT

- 4.1 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.
- 4.2 The UTC is sponsored by Global Radio ('Global') 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) and under a standard framework agreement.

Background

- 4.3 Global is the UK's premier radio company and home to the country's leading commercial radio brands including Heart, Capital, Capital XTRA, Classic FM, Smooth, LBC, Xfm and Gold, all of which are broadcast to over 20 million listeners every week. In addition to its core radio business, Global has also expanded into the area of TV broadcasting (offering two new channels, Capital TV and Heart TV) and it also encompasses a highly successful talent management and music publishing business, as well as operating a record label and traditional book publishing. Its University Partner, the University of the Arts London, is a world-leader in the teaching of art, design, fashion, digital arts and media, film video and broadcast, graphic design, interactive multimedia, sound art, communication and performance.
- 4.4 Global has found it increasingly difficult to recruit employees with the wide variety of technical skills needed for media, studio operation and production, broadcasting, programming, computer science and digital engineering technologies. It is operating in a vibrant industry sector, which is facing an acute skills shortage and the problem is heightened by the fact that most students do not appear to be aware of the wide range of careers that are available in the media and broadcasting sector. Indeed, the Founder and Executive President of Global (Ashley Tabor) has described the situation as follows:

"We are a young, dynamic and forward-looking business, with huge growth potential over the next decade. However, we face a problem. We currently struggle to recruit enough of the next generation of young talent who will help us achieve our goals. We consistently find that young people coming out of full-time education fail to possess the technical experience and understanding that we need in our industry. This means that we either have to teach them it ourselves, or we have to go out-of-house – often to companies based outside the UK – to find the necessary talent pool. It is my intention that the creation of the Global Academy Technical College will begin to go some way towards rectifying this situation. The students who study at our UTC will gain the technical and technological skills that will become a vital part of the fast-changing digital media industry over the coming years".

- 4.5 The UTC will offer a broad range of courses, but have a special focus on the technical skills, trades and technologies that support the specialisms of Creative, Technical and Digital Media and Entrepreneurship. These technical skills will help students develop the practical knowledge demanded by the industry, while the focus on entrepreneurship will drive a distinctive ethos. It will ensure that young people at the UTC develop creativity, determination, risk taking, teamwork and problem solving. In short, students will be provided with the vocational skills needed to work on the broadcasting industry. Students will also be given hands-on experience in a wide range of areas including electronic engineering, digital media, communication and information technologies, business skills and be offered a clear progression route into higher education, or further learning in work with apprenticeships. In this respect, Global intends to enrich the student learning experience and future working opportunities by working in close conjunction with its established network of business partners to offer periods of industry placement. These business partners include some of the most prestigious names in the digital and media industry, including Arqiva (communications infrastructure), AEG Live (events), Cisco (IT software), PHD (marketing), WCRS (advertising), Universal Music Group and Clifford Chance.
- 4.6 The UTC would be a mixed-sex/faith/race school and the admission arrangements would be closely aligned with the local authority and DfE policies. The catchment area is likely to consist of an inner-circle extending to a 6 miles radius, within which 50% of the students are likely to be sourced, extending to an outer-circle of approximately 20 miles. It is also expected that 60 FTE staffing jobs would be generated. The school is likely to reach its total capacity of 800 students by 2019.

Proposed Development

- 4.7 A more detailed explanation of the proposed development is set out in the Design and Access Statement, prepared by Surface to Air Architects (in conjunction with Studio Egret West) in support of this planning application. 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 would be provided 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 to provide a soft, innovative and visually inspiring green edge to the development, which is consistent with the wider landscape philosophy of the masterplan. The boundary treatment is intended to provide a soft, permeable edge with the hedge planting set at varying heights to reflect the 'sound-wave' language of '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 80 cycle parking spaces fronting the southern elevation of the building and to the eastern side of the main entrance.
- The UTC has been specifically designed to connect into the defined public realm strategy of the wider masterplan and provision has been made to extend the principal pedestrian walkway (The Groove) along the primary frontage of the building.
- The building has been designed to be unashamedly modern and contemporary consistent with the architectural blueprint and language of the wider masterplan. Its overall scale, bulk and massing is largely compatible with the development parameters established for this site under the masterplan and it is intended to create a visually inspiring environment both externally and internally for the school population and in terms of its wider interface with the other planned development on the site. 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 to provide greater definition and focus to the primary arrival zone.
- 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 façade 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 façade creating an uneven light box effect with the possibility of integrating media content; providing for a 'graffiti wall' with super-imposed 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.

4.8 Overall, the proposed development has been designed to be a complementary element of the site masterplan both in terms of its general form and function and also its connectivity and expression with the wider architectural language and ethos of the wider regeneration proposals.

5.0 MATERIAL PLANNING POLICY

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) provides that 'if regard is to be had to the development plan for the purposes of any determination under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise'.
- 5.2 The statutory development plan comprises the London Plan 2011 (incorporating Revised Early Minor Alterations published 11 October 2013) and The Hillingdon Local Plan (Parts 1 & 2) currently comprising the saved policies of the extant 2007 Hillingdon Unitary Development Plan (and forming Part 2 of the Local Plan) and the Hillingdon Local Plan Part 1 (Strategic Policies), which was adopted by the Council on 8 November 2012.
- 5.3 Regard will also be had to the Council's Supplementary Planning Documents (SPDs) and the National Planning Policy Framework, setting out the Government's planning policies for England, and which will also be a material consideration in planning decisions.

National Planning Policy Framework

- 5.4 National planning policy is set out in the National Planning Policy Framework (NPPF), which replaces the equivalent guidance previously expressed in the series of planning policy guidance notes and statements. The NPPF outlines the Government's requirements for the planning system *"only to the extent that it is relevant, proportionate and necessary to do so"* (Paragraph 1). It reflects the Government's pro-growth agenda and its commitment to building a strong, competitive economy and is underpinned by a *"presumption in favour of sustainable development"*, which should be seen as a *"golden thread running through plan-making and decision-making"* (Paragraph 14). The planning system should attach *"significant weight"* on the need to support economic growth and *"encourage"* rather than be an *"impediment"* to sustainable growth (Paragraph 19).
- 5.5 For decision-making, this means *"approving development proposals that accord with the development plan without delay"* and *"where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework when taken as a whole; or specific policies in this Framework indicate development should be restricted"* (Paragraph 14).
- 5.6 The NPPF identifies 12 land-use planning principles considered to be at the core of the planning system and which should underpin both plan-making and decision-taking. They include the need to *"proactively drive and support sustainable economic development to deliver the homes...and thriving local places that the country needs"*, always seeking to secure *"high quality design and a good standard of amenity of all existing and future occupants of land and buildings"* and to *"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value"* (Paragraph 17).
- 5.7 The NPPF places an onus on local planning authorities to deliver a wide choice of high quality homes and significantly boost the supply of housing

(Paragraph 47). Allied to this is a need to create healthy, inclusive communities (Paragraph 69) and ensure that they are supported by the necessary social and physical infrastructure, including new schools.

5.8 In this respect, the NPPF explains how:

“The Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities” (Paragraph 72).

5.9 Accordingly:

“Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen the choice in education. They should:

- Give great weight to the need to create, expand or alter schools; and*
- Work with schools promoters to identify and resolve key planning issues before applications are submitted”* (Paragraph 72).

5.10 The NPPF maintains the Government’s commitment to ensuring good design as a *“key aspect of sustainable development”* (Paragraph 56), whilst supporting the transition to a low carbon future in a changing climate.

London Plan

Context, Vision and Overarching Strategy

5.11 London’s population has grown every year since 1988 and at mid-2009 was estimated to be 7.75 million, an increase of 85,000 on the previous year (Paragraph 1.6). More people of childbearing age have moved to the city, leading to strong natural population growth and a further contributory factor is migration (Paragraphs 1.7 & 1.8). London will have to continue planning for a growing population, which by 2016 is forecast to increase to 8.06 million and 8.32 million by 2021 (Paragraph 1.10).

5.12 Notwithstanding this, more recent evidence in the form of the London Strategic Housing Land Availability Assessment (SHLAA) 2013 (based on the 2011 Census) has shown that London’s population has in fact accelerated again and to a much greater extent than originally envisaged in the London Plan.

5.13 London’s population is also expected to change in composition with it continuing to be younger than elsewhere in England and Wales. As such, there will more school age Londoners in 2026 and 2031 and more aged 35-74 (Paragraph 1.11).

5.14 Accordingly:

“We will have to plan for the schools and other facilities needed by more young people, while also addressing the needs of an ageing population” (Paragraph 1.11).

- 5.15 A key planning priority will be ensuring that there is enough physical and social infrastructure provision to support the growing and increasingly diverse population (Paragraph 1.38).
- 5.16 It is against this background that London will have to plan for continued growth and, in practical terms, this means planning for, inter alia:
- *A growing population – ensuring that London has the homes, jobs, services, infrastructure and opportunities a growing and ever more diverse population requires. Doing this in ways that do not worsen quality of life for London as a whole means we will have to ensure we make best use of land that is currently vacant or under-used, particularly in east London where the greatest potential exists.*
 - *An ever more diverse population – ensuring London has the schools and other facilities needed by a growing number of younger people, while also addressing the needs of an ageing population, with homes and neighbourhoods suitable for people at all stages of their lives. We will also need to plan for the whole range of other social infrastructure London's communities and neighbourhoods will need to support a high and improving quality of life (Paragraph 1.48)*
- 5.17 The high-level and over-arching vision is for London to “*excel among global cities, expanding opportunities for all its people and enterprises*” while “*achieving the highest environmental standards and quality of life*” and “*leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change*” (Paragraph 1.52).
- 5.18 Growth and change in London should therefore be managed “*in order to realise the Mayor's vision for London's sustainable development to 2031 and his commitment to ensuring all Londoners enjoy a good, and improving, quality of life in the future*” (Policy 1.1).

Education Provision

- 5.19 The desperate and pressing need for more housing in London is underpinned by a recognition that “*a growing city with an increasing number of young people will need more educational facilities at all levels*” (Paragraph 3.98).
- 5.20 In this respect:
- “Planning policies supporting the allocation of sufficient space for education and facilitating development of schools and colleges in appropriate places will be essential to London's continued economic success, tackling exclusion and disadvantage and improving quality of life” (Paragraph 3.98).*
- 5.21 Furthermore:
- “Access to a high quality school education is a fundamental determinant of the future opportunities and life chances of London's children and young people. London's population will continue to be younger than elsewhere in England and Wales and by 2031, its school age population is projected to increase by almost 17 per cent. At the same time, national education policy favours greater diversity in the nature of supply, through the Academies Act 2010 and the setting up of the Free Schools, alongside greater devolution of*

responsibilities from local authorities to schools. Local authorities' strategic role in the new system will be to promote a good supply of strong schools and to encourage the development of Academies and Free Schools. Local authorities will still be required to fulfill their statutory duty to secure sufficient school places within their areas" (Paragraph 3.102).

5.22 As such:

"Boroughs should identify at an early stage the need for additional schools arising from development and regeneration, particularly where there are existing shortages. Development can be a catalyst for positive change" (Paragraph 3.103).

5.23 New sites should be secured to meet additional demands or changes in provision as development *"can be a catalyst for positive change"* (Paragraph 3.103).

5.24 The identification of suitable sites should be carried out taking into account policies in the London Plan and, in particular, accessibility by public transport, as well as by cycle and foot (Paragraph 3.103). School facilities, such as sports, training and meeting facilities, should be capable of use by the wider community outside school hours (Paragraph 3.104), while the need for facilities for children with special needs should be considered in order to support educational attainment and adapt to changing work and lifestyle patterns (Paragraph 3.106).

5.25 Policy 3.3 therefore states:

"A. The Mayor will support provision of early years, primary and secondary school and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, particularly in parts of London with poor educational performance.

B. The Mayor strongly supports the establishment of new schools and steps to enable local people and communities to do this".

5.26 Policy 3.3 further advises that planning decisions should be made in the following context:

"C. 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. Proposals which result in the net loss of education facilities should be resisted, unless it can be demonstrated that there is no ongoing or future demand.

D. In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

E. Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.

F. Development proposals that encourage the co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. On-site or off-site sharing of services between schools and colleges should also be supported".

- 5.27 Policy 3.3 adds that Local Development Frameworks and borough strategies should *"secure sites for future provision recognising local needs and the particular requirements of the education sector"*.
- 5.28 Related to this, Policy 3.19 explains how *"development proposals that increase or enhance the provision of sports and recreation facilities will be supported"*. In particular, shared use of sports facilities in schools *"will help reduce demand for new provision"* (Paragraph 3.112).

Place Shaping and Design

- 5.29 An integral element of the Mayor's overall vision for London is ensuring that all neighbourhoods benefit from *"a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London"* (Policy 7.1).
- 5.30 All new development should be planned according to the following objectives:
- Ensuring that the layout, tenure and mix of uses interfaces with surrounding land and improves people's access to social and community infrastructure (Policy 7.1);
 - Ensuring that development contributes to people's sense of place, safety and security (Policy 7.1);
 - Designing new buildings and spaces to help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood (Policy 7.1);
 - Requiring all new development to achieve the highest standards of accessible and inclusive design (Policy 7.2) and incorporate measures to design out crime (Policy 7.3);
 - Ensuring that development has regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings (Policy 7.4);
 - Ensuring development provides a quality public realm in terms of landscape treatment, street furniture and infrastructure (Policy 7.5);
 - Designing buildings and structures to be of the highest architectural quality and ensuring that they are of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm (Policy 7.5);

- Designing new buildings with details and materials that complement and do not necessarily replicating the local architectural character (Policy 7.5);
- Ensuring that new development does not cause any unacceptable harm to the amenity of the surrounding land and buildings, particularly residential buildings in terms of privacy, overshadowing, wind and microclimate (Policy 7.5);
- Incorporating best practice in resource management and climate change mitigation and adaptation (Policy 7.5);
- Providing high quality indoor and outdoor spaces (Policy 7.5);
- Meeting the principles of inclusive design (Policy 7.5);
- Optimising the potential of sites (Policy 7.5);
- Ensuring that development affecting heritage assets and their settings conserve their significance by being sympathetic to their form, scale, materials and architectural detail (Policy 7.8);
- Ensuring development proposals contribute to the minimization of potential physical risks, including those arising as a result of fire, flood and related hazards (Policy 7.13);
- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following best practice guidance and requiring development to be 'air quality neutral' within declared Air Quality Management Areas (Policy 7.14);
- Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals and separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation (Policy 7.15);

Transport

- 5.31 An effective and efficient transportation network is critical to the quality of life of London and its habitants. Development should be integrated with transport and measures actively taken to reduce the need to travel, especially by car, and improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand. Furthermore, development generating high levels of trips should be supported at locations with high public transport accessibility and/or capacity either currently or via committed, funded improvements (Policy 6.1).
- 5.32 Development proposals should also be assessed according to:
- The impacts on transport capacity and the transport network, including safety (Policy 6.3);

- Whether secure, integrated and accessible cycle parking facilities can be provided in line with the minimum prescribed standards (Policy 6.9);
- Their ability to provide high quality pedestrian environments, emphasising the quality of the pedestrian and street space (Policy 6.10);
- The impacts on road network capacity (Policy 6.12); and
- Their ability to meet the maximum prescribed parking standards (Policy 6.13).

Climate Change Mitigation

- 5.33 The Mayor's over-arching vision for London is also underpinned by a commitment to ensuring that new development contributes fully to the mitigation of climate change (Paragraph 5.11). The London Plan therefore contains a raft of planning policies seeking to reduce carbon dioxide emissions from new development and supporting low-carbon energy infrastructure to produce energy more efficiently. These policies form a central part of the Mayor's overall Climate Change Mitigation and Energy Strategy and are supplemented by the more detailed Mayoral guidance published in the Sustainable Design and Construction Supplementary Planning Guidance (SPG), April 2014.

Hillingdon Local Plan

- 5.34 The Hillingdon Local Plan currently comprises the saved policies of the 2007 Unitary Development (forming Part 2 of the Local Plan) and the Hillingdon Local Plan Part 1 (Strategic Policies), which was adopted by the Council on 8 November 2012.
- 5.35 The Council is in the formative stages of preparing a replacement Local Plan Part 2 consisting of a Development Management Policies DPD, Site Allocations and Designations DPD and Proposals Map, all of which will be subject to a 6 week period of public consultation (on proposed changes) at the end of May 2015. At this early stage of the plan-making progress, they can be afforded little weight as a material planning consideration, but it is relevant to highlight how The Old Vinyl Factory is proposed in the draft Site Allocations and Designations DPD to be allocated for development in accordance with the approved masterplan for the site (Proposed Policy SA2).

Local Plan Part 2 – Saved 2007 Unitary Development Plan (UDP)

- 5.36 The Old Vinyl Factory site continues to be allocated in the UDP under Saved Policy PR4 for “*employment generating uses*” comprising business (Class B1), industrial (Class B2) and high-density warehousing (Class B8) uses only. This is consistent with the wider policy designation of the Hayes Industrial Area as an ‘Industrial Business Area’ and its London Plan status as a ‘Preferred Industrial Location’. Notwithstanding this, the Council accepted when granting planning permission for the current masterplan that a mixed-use development of predominantly residential and business use could be

exceptionally permitted in the context of Saved Policy LE2 of the UDP, which otherwise seeks to protect land in employment use, provided certain criteria are met. Consequently, this policy is now outdated and can be afforded no weight in the overall planning assessment of this scheme.

5.37 Those policies which are material to this assessment are as follows:

- Saved Policy BE4 requiring all new development either within or on the fringes of conservation areas to preserve or enhance those features contributing to their special architectural and visual qualities;
- Saved Policy BE10 advising that planning permission or listed building consent will not normally be granted for proposals which are considered detrimental to the setting of a listed building;
- Saved Policy BE13 stating that development will not be permitted if the layout and appearance fails to harmonise with the existing streetscene or other features of the area, which the local planning authority considers it desirable to retain or enhance;
- Saved Policy BE14 stating that permission will not be granted for the development of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites having development potential;
- Saved Policy BE18 requiring developments to be designed with active overlooking of pedestrian spaces in the interests of enhancing and effectively policing pedestrian security;
- Saved Policy BE19 seeking to ensure that new development within residential areas complements or improves the amenity and character of the area;
- Saved Policy BE20 requiring buildings to be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded;
- Saved Policy BE21 advising that planning permission will not be granted for new buildings if by reason of their siting, bulk and proximity would result in a significant loss of residential amenity;
- Saved Policy BE24 requiring the design of new buildings to protect the privacy of occupiers and their neighbours;
- Saved Policy BE38 explaining, inter alia, how development proposals will be expected to provide new planting and landscaping wherever appropriate;
- Saved Policy OE1 explaining how planning permission will not normally be granted for uses, which are, or are likely to become, detrimental to the character or amenities of surrounding properties because of, inter alia, the siting and appearance, traffic generation and congestion and noise and pollution.

- Saved Policy OE8 advising that planning permission will not be granted for new development, which would result in an increased flood risk due to additional surface water run-off unless appropriate attenuation measures are included.
- Saved Policy QE1 stating that planning permission will not be granted for uses that would have an unacceptable impact on the character or amenities of surrounding properties because of, inter alia, siting or appearance, traffic generation or congestion, or noise and vibration and the emission of dust, smell or other pollutants;
- Saved Policy QE5 advising that proposals for the siting of 'noise sensitive developments' such as schools where the occupiers may suffer from noise or vibration will not be permitted in areas, which are, or are expected to become, subject to unacceptable levels of noise or vibration;
- Saved Policy QE8 advising that planning permission will not be granted for new development resulting in an increased flood risk due to additional surface water run-off without adequate mitigation and attenuation measures being incorporated into the overall design;
- Saved Policy QE11 requiring all new development on contaminated land to be subject to remediation in the interests of public health;
- Saved Policy R10 explaining how proposals for new or expanded schools will be considered acceptable in-principle, subject to other policies of the plan;
- Saved Policy R16 stating that proposals for community and other facilities (including education) open to the public will only be permitted where adequate provision is made for disabled access;
- Saved Policy R17 explaining how the local planning authority will, where appropriate, seek planning obligations from development proposals towards other identified planning benefits;
- Saved Policy AM1 explaining how development proposals drawing on more than a walking distance based catchment area will only be permitted if: i) it is or can be made accessible by public transport from the areas from which it is likely to draw the majority of its employees, potential customers and employees; and ii) the existing or proposed public transport system has sufficient capacity to absorb the additional journeys generated by people travelling to the development;
- Saved Policy AM2 stating that all proposals for development will be assessed against: i) their contribution to traffic generation and their impact on congestion; and ii) the present and potential availability of public transport and its capacity to meet increased demand;
- Saved Policy AM7 explaining how the local planning authority will not grant planning permission for development where the resultant traffic generation would, inter alia, unacceptably increase demand along roads or through junctions which are already used to capacity or,

prejudice the free-flow of traffic or conditions of general highway or pedestrian safety;

- Saved Policy AM9 requiring all new development to appropriately provide for cycle parking in accordance with defined and adopted standards;
- Saved Policy AM13 requiring development proposals to appropriately cater for the elderly, frail and disabled, especially in terms of parking provision and the use of the public realm;
- Saved Policy AM14 requiring all new development to provide for car parking in accordance with defined and adopted standards; and
- Saved Policy AM15 requiring all car parks for new development to contain conveniently located and reserved spaces for disabled persons in accordance with defined and adopted standards.

Local Plan Part 1: Strategic Policies (Adopted November 2012)

5.38 The Local Plan Part 1 (LPP1) is the key strategic planning document for Hillingdon and sets out the long-term vision and objectives for the borough, including broad policies for steering and shaping development. Some of the key challenges facing the borough in the period to 2026 are identified at Chapter 3 of the plan, two such being:

- Increasing population growth: The Borough population is approximately 260,000 (2008 mid-year estimate) and it is expected to increase by approximately 14% over the plan period. In fact, the more recent population estimates published in the Joint Strategic Needs Assessment (JSNA) 2015 show that the current population estimate for Hillingdon is 296,000.
- Age profile: Under 16 year olds currently represent approximately 20% of Hillingdon's population with this figure expected to remain relatively unchanged over the plan period. More recent statistics (in the form of the above-referenced JSNA) show that the proportion of the population aged 0-9 (and 15-44) is greater in Hillingdon than in England. A little over 20% of the population (as projected for 2015) is aged 0-14.
- Unemployment: 25.3% of unemployed are 16-24 year olds compared to 14.3 nationally.
- Community Facilities: Hillingdon's primary and secondary school provision will need to react to the borough's changing demographics. There is a need to provide sufficient community infrastructure to underpin growth.

5.39 The LPP1 identifies 25 strategic planning objectives to help deliver the defined vision including:

- SO1 seeking, inter alia, to conserve and enhance the borough's heritage and their settings by ensuring all new development, including

changes to the public realm, are of a high quality design and appropriate to the significance of the heritage asset.

- SO2 seeking to create neighbourhoods that are of a high quality sustainable design.
- SO4 seeking to ensure that development delivers safe and secure buildings, spaces and inclusive communities.
- SO6 promoting social inclusion through equality of access to, inter alia, education facilities.
- SO9 promoting healthier and more active lifestyles through the provision of access to a range of sport, recreation, health and leisure facilities.
- SO11 addressing the impacts of climate change.
- SO12 reducing the reliance on the use of the car by promoting safe and sustainable forms of transport.
- SO16 managing appropriate growth, viability and regeneration of town and neighbourhood centres.
- SO18 improving access to local services and facilities, including education.

5.40 The LPP1 explains how some employment sites in the defined 'Hayes and West Drayton Corridor' will be partially released for mixed-use development and allocated as such in the proposed Site Allocations and Designations DPD (which currently identifies The Old Vinyl Factory site as a planning commitment based on the approved masterplan). In this respect, Policy E1 of the LPP1 refers to the 'managed release' of industrial and warehousing land and cross-refers to Map 5.1, which identifies the Blyth Road area (including The Old Vinyl Factory) as an opportunity to facilitate the wider regeneration of the Hayes and West Drayton area. The introduction of Crossrail means that Hayes will become *"a key transportation node in West London"* with the enhanced station acting as *"a driver for market-led investment...maximising regeneration and growth opportunities"* (Table 5.3).

5.41 Other material planning policies in the LPP1 include:

- Policy HE1 seeking to conserve and enhance Hillingdon's distinct and varied environment, its settings and wider historic landscape.
- Policy BE1 requiring all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.
- Policy EM1 seeking to ensure that climate change mitigation is addressed at every stage of the development process.
- Policy EM5 seeking, inter alia, to extend the use of sports facilities to local communities.

- Policy EM6 requiring all development to use sustainable drainage systems, unless demonstrated that it is not viable.
- Policy EM8 seeking to ensure that all development does not cause deterioration in local air quality levels, that the noise impacts of development are properly mitigated and proposals on contaminated land provide appropriate remediation measures.
- Policy EM11 requiring all new development to adopt sustainable waste management measures.
- Policy T1 seeking to steer development to the most appropriate locations to reduce their impact on the transport network and ensure that proposals encourage access by sustainable modes of transport.
- Policy CI1 seeking to ensure that appropriate provision is made for community and social infrastructure to cater for the needs of existing and future planned populations. In this respect, the development of new schools will be supported (part 3).
- Policy CI2 encouraging, inter alia, where appropriate school sporting facilities to be shared with local communities.

6.0 PLANNING ASSESSMENT

6.1 The principal planning considerations in respect of the proposed development are as follows:

- Land Use
- Masterplan Compatibility
- Education Need
- Design
- Place Making
- Traffic and Transportation
- Heritage
- Air Quality Impact
- Energy Efficiency
- Ground Conditions
- Site Drainage
- Noise
- Local Community Opinion

Land Use

- 6.2 The proposed UTC development departs from the land-use strategy of the approved masterplan, which originally provided for the site to be developed for a multi-use cinema (of some 3,366m² and containing 7/8 screens with an estimated capacity of about 1,100 seats) alongside other complementary commercial uses at ground floor level to help provide active frontage. The assumption at the time was that the site could potentially represent a commercially attractive and viable proposition for mainstream operators.
- 6.3 It is over two years since planning permission was first granted for the masterplan (April 2013) and while there was commercial interest from one mainstream operator, their specific parking requirements could not be accommodated within the wider parking allocation strategy of the masterplan.
- 6.4 In the meantime, it is considered that rather than the site remaining vacant and undeveloped for an extended period of time, there would be greater planning merit in bringing forward an alternative proposal that would not only be compatible with the wider land-use strategy and philosophy of the masterplan, but also contribute positively towards the current education needs and demands generally in the borough.
- 6.5 The UTC would adjoin the primary site-wide energy centre (The Power House) directly to the east and be situated opposite the predominantly residential developments planned on the plots directly to the south (The Assembly Building) and east (The Veneer Building). The proposed education use would become an integral element of the overall site-wide regeneration scheme and is an appropriate use of the land in general planning terms. The UTC has been designed to accord with the primary site development parameters of the approved masterplan (particularly in terms of adherence to the maximum defined plot extents and heights and maintaining the 'critical distances' between buildings – see below).

- 6.6 As such, the principle of the proposed development can be supported in such terms and it would be complementary to the wider land-use strategy of the masterplan.

Masterplan Compatibility

- 6.7 Although this application is being made independently of the masterplan to reflect the revised land-use strategy for The Picturehouse site, the UTC has been designed to respect the key site development parameters of the masterplan. This is to ensure that the development becomes an integral element of the wider site-wide regeneration scheme and does not prejudice either the current or future implementation phases of the masterplan.
- 6.8 The results of the 'compatibility check' assessment are presented at with some of the key findings summarised below:

Parameter	Requirement	UTC Response	Compliance /Non-Compliance
Minimum/Maximum Building Heights (Parameter Plan 4)	+49.58 AOD max +47.83 AOD min	+48.87 AOD max	Compliance
Minimum/Maximum Building Heights including Plant (Parameter Plan 4)	+52.58 AOD max	+50.27 AOD max	Compliance
Proposed Ground Levels (Parameter Plan 7)	+32.04 AOD max +31.43 AOD max	+31.80 AOD	Compliance
Minimum Critical Distances Between Building Facades (Parameter Plan 10)	8m to Assembly 22m to Cabinet	c.14m c. 34m	Compliance Compliance
Proposed Building Height Range (Parameter Plan 11)	19.2m max 16m min	17.07m*	Compliance
Phasing Plan (Drawing No. 9004 Rev5)	Phase 3	Phase 3	Compliance

* Measurement taken to highest point of mesh screen.

- 6.9 The masterplan also defines the 'proposed minimum and maximum plot extents' for each development plot (Parameter Plan 4). It was originally envisaged that there would be two inter-connected buildings on the site with an upper level overhang. The current proposal is based on a single building footprint (measuring 80.5m long x 28.3m wide) sitting mostly within the maximum plot extent (with the exception of the inter-connect) with no encroachment beyond the maximum assumed building lines defined on Blyth Road, the west and east elevations and The Groove (the main pedestrianised avenue through the masterplan area).
- 6.10 The only real area of non-compliance relates to the proposed use, although, as explained above, the development would be a complementary element of the wider site masterplan and help to meet other defined planning needs in the area and borough generally. The proposed development would not therefore prejudice the future planned implementation phases of the masterplan and can be appropriately supported on this basis.

Education Need

- 6.11 The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. In this respect, local planning authorities are expected to take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. Great weight should be given in planning decision making to proposals seeking to create, expand or alter schools (NPPF, Paragraph 72). Such planning policy objectives are inherent in the London Plan (Policy 3.3) and Hillingdon Local Plan (Saved LPP2 Policy R10 and LPP1 Policy C11).
- 6.12 As with many boroughs in London, Hillingdon is experiencing a sustained increase in the demand for school places because of rising birth rates and inward migration. The Council itself has acknowledged that the pressures of a growing population are especially concentrated in the south/south-east of the borough (which incorporates the Hayes area). As a consequence, the Council has been initiating a £149m programme of capital investment to expand primary school capacity in the borough and deliver an additional 5,500 school places over the next two years.
- 6.13 The pressure is equally acute in the secondary school sector. In the Council's Cabinet Committee Report of 25 July 2013, it was reported that:
- "Predictions from the Greater London Authority indicate that the number of secondary pupils in Hillingdon is set to increase by 25% (an extra 3,900 pupils) to more than 19,000 between September 2012 and 2021/22. The rate of increase is faster for year 7 pupils (the entry year into secondary schools) as the growth in primary pupils moves into secondary education. This is consistent with the increase in primary pupil numbers and similarly concentrated in the south/south-east of the Borough. In the medium-term there are sufficient secondary school places. The pressure for secondary school places is expected to begin from the year 2016/17 onwards and will lead to a need to provide an additional 16 forms of entry for secondary school places in the Borough"* (Paragraph 3.13).
- 6.14 A more detailed explanation of this identified need is set out in the Council's Cabinet Committee Report of 25 April 2013, which shows the projected increase in secondary school age pupils in the period to 2021/22 together with a more detailed analysis breakdown of requirements in the defined areas of the Borough (as reproduced at Figures 6 & 7 below).

Figure 6: Hillingdon Secondary School Pupils Forecast to 2021/22

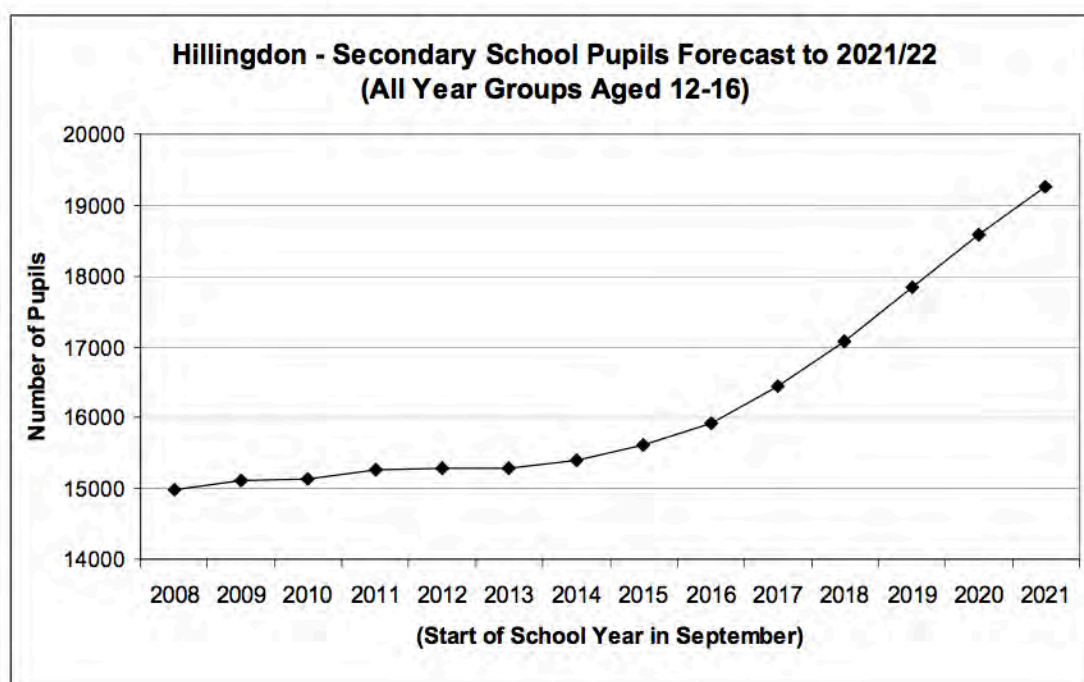


Figure 7: Forecast Pressure on Year 7 Places in Hillingdon to 2021/22

Area (showing Wards)	No. of Secondary School Pupils on roll – year 7 (actual January 2013)	Predicted number of Secondary School Pupils Y7 2021/22 (from GLA)	Estimated Secondary School Capacity (Places - Year 7 – Sept 2013)	Comment
LBH Area 1 Cavendish, Eastcote and East Ruislip, Harefield, Ickenham, Manor, Northwood, Northwood Hills, South Ruislip, West Ruislip.	1508	1836 (22% increase)	1680	Potential need for up to an additional 6 forms of entry over the next ten years
LBH Area 2 Barnhill, Botwell, Brunel, Charville, Heathrow Villages, Hillingdon East, Pinkwell, West Drayton, Townfield, Uxbridge North, Uxbridge South, Yeading, Yiewsley	1585	2245 (42% increase)	1969	Potential need for up to an additional 10 forms of entry over the next ten years
TOTAL	3,093	4081 (32% increase)	3649	Potential total need for up to 16 forms of entry over the next ten years

6.15 This analysis indicates a growing pressure for secondary school places particularly in the south and south-east of the Borough where there is a potential need for up to an additional 10 forms of entry over the next ten years and which is consistent with the findings of the 2011 census on the projected increases in Hillingdon's population growth.

6.16 A more recent assessment of this education need is set out in the Council's Cabinet Committee Report of 23 April 2015, wherein it is stated:

“As previously reported, the rising demand for school places is moving into secondary schools. The updated forecast shows a longer-term sustained pressure for additional secondary school places rising to 27 additional forms of entry over the next 8 years, with pressure for places commencing from 2016/17 onwards as predicated in previous forecasts” (Section 3).

- 6.17 The same report suggests that Officers have been *“progressing discussions”* with a selection of secondary schools *“to explore the options for expansion”*, in the assumption that this would be the most feasible and deliverable option to pursue in the first instance given the significant landtake implications of providing for a typical six form of entry secondary school to meet prescribed school standards (Cabinet Report, July 2013). The Council's current Schools Expansion Capital Programme budgets £76,900 (as revised) for secondary schools expansion and replacements and while this *“is considered sufficient to meet the increased demand up to 2019/20...the forecast beyond 2019/20 remains uncertain and volatile but will be reviewed annually”* (Cabinet Report, 23 April 2015).
- 6.18 Indeed, as the Council has estimated that an investment of between £72 million and £80 million would be required to alleviate the identified secondary school pressure (Cabinet Committee Report, 25 July 2013), there is evidently a significant shortfall in available and committed funding to directly address this requirement. It is for this reason that the Council's placement planning strategy is dependent on a *“less costly approach”* of providing for school place growth outside *“a pure Council driven programme, which may not be affordable in the long term”*, particularly as such schools *“are more likely to attract Government and private sector funding”* (Cabinet Committee Report, 25 July 2013).
- 6.19 It is anticipated that the proposed UTC would reach its full capacity of 800 students by 2019 with at least 50% of the places taken by those living within a 5 miles defined catchment area radius of the school. As such, and based on the Council's own figures, it would make a very significant contribution towards meeting the identified need for additional secondary school places in this part of the Borough in the period to 2020/21 and equally significantly, without any call on Council budget expenditure. The UTC would complement the Council's current school placement planning strategy and help to meet an objectively derived need for additional secondary school places in the Borough (and the area generally) in the short-term.
- 6.20 The overall education need and justification for the proposed development is a compelling material planning consideration weighing firmly in favour of planning permission being granted and accords with national (NPPF), regional (London Plan) and local (Hillingdon Local Plan) planning policy objectives in this respect.

Design

- 6.21 Always seeking good quality design is one of the twelve core planning policy principles underpinning the planning system and contributes to sustainable development (NPPF, Paragraph 17). At a local level, Policy BE1 of LPP1 Policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

- 6.22 The overall influences, objectives and strategy informing and underpinning the proposed scheme design are all explained in the supporting Design and Access Statement, prepared by Surface to Air Architects.
- 6.23 In short, the proposed development has been carefully planned to connect into the wider architectural language of the site-wide masterplan, which is predicated on bold and inspiring buildings of varying degrees of scale and massing all reflecting the rich and diverse industrial heritage of the site. This also extends to its connectivity with the street networks and hierarchy of the masterplan and interface with the public realm strategy, the latter being reflected by the emphasis being given to the continuation of The Groove (the primary pedestrian movement route) along the primary frontage of the UTC.
- 6.24 Although the building is in a largely modular form, the innovative use of materials has helped to shape a striking and characterful building that not only reflects the dynamic education ethos of the college, but also provides an enduring design statement at one of the main entrance points into the wider regeneration area.
- 6.25 Overall, the proposed development uses this development plot efficiently and effectively for its intended use and the modern, contemporary design of the school complements the spirit and purpose of the masterplan and its associated vision for the site.

Place Making

- 6.26 An integral element of the Mayor's overall vision for London is ensuring that all new neighbourhoods benefit from a good quality environment in an active and supportive local community (Policy 7.1, London Plan).
- 6.27 The proposed development would create a strong sense of place and provide an attractive and inspiring learning environment both internally and externally of the building. The overall school environment has been designed so that the spaces are well proportioned, compatible with the defined education ethos of the school, fit-for-purpose and in the case of the sports hall are accessible to the local community outside of normal school hours. The scheme has been very deliberately designed to provide a visually striking development, which would be an integral element of the masterplan, providing an activity focus and connectivity to the wider public realm network and The Groove. In this way, the proposed development contribute positively towards the place making objectives underpinning all levels of planning policy.

Traffic and Transportation

- 6.28 All levels of planning policy encourage the use of more sustainable forms of transport in order to reduce the reliance on the private car. The expectation is that all major developments should be assessed according to the opportunities for enabling access by non-car modes of transport and providing safe and suitable access to the site (NPPF, Paragraph 32 & Policy T1, LPP1). The significant weight afforded to new school proposals at London-wide level is reflected in the fact that proposals should only be refused where there are 'demonstrable negative local impacts', which substantially outweigh the desirability of establishing a new school (Policy 3.18, London Plan).

- 6.29 The overall traffic and transportation impacts of the proposed development have been examined in the Transport Assessment prepared by Campbell Reith and forming part of this planning application. The assessment has had full regard to the equivalent work undertaken by Alan Baxter Associates on the approved masterplan and the wider traffic and transportation strategy underpinning the wider regeneration scheme. The UTC proposal is intended to form an integral element of this site-wide development and has been designed so that it can readily connect into the defined street hierarchy and public realm networks approved under that scheme.
- 6.30 The UTC would be directly served from one of the two approved vehicular access points serving the masterplan area on the one-way section of Blyth Road and at a point a little to the east of Trevor Road (to be otherwise known as 'Powerhouse Lane'). A dedicated drop-off/pick-up zone has been incorporated onto the Blyth Road frontage at the eastern end of the site to discourage cars from entering the site itself where only staff car parking is being provided. This would have a maximum width of 3.3m and has been designed to a shared-surface finish with flush kerbs.
- 6.31 In overall terms, the proposed UTC would generate less parking demand than the cinema use originally intended for this site. Provision has been made for 40 staff parking spaces to be allocated to the UTC within The Assembly Building, once constructed, with temporary surface-level car parks to be formed on that site (prior to development) and Vinyl Square (during The Assembly Building construction phase). In addition, 5 disabled parking bays would be formed on site (aligned side-on to Powerhouse Lane) with 80 cycle parking bays to the front and facing onto the primary walking route through the masterplan area (The Groove).
- 6.32 It is also the case that the overall traffic impacts of the scheme would be significantly lower than the originally intended cinema use on the site. The current assessment shows that only 33% of the daily vehicle trips previously forecast for the cinema use (in the Alan Baxter Associates assessment) would be generated. A draft travel plan has been prepared (also by Campbell Reith) identifying an appropriate package of measures aimed at promoting sustainable travel and this also forms part of the planning application.
- 6.33 The current transport assessment demonstrates how the proposed UTC can be easily accommodated alongside the other planned development on the masterplan site in traffic terms without any unacceptable impact arising to the surrounding highway network. The existing and planned improvements to public transport in the area will help to contribute towards an increasing modal shift towards more sustainable means of transport over the lifetime of the development and the proposal can be appropriately supported on this basis.

Heritage

- 6.34 The NPPF requires all development proposals to be assessed according to their impact on the significance of a designated heritage asset. The more important the asset, the greater the weight should be (Paragraph 132).
- 6.35 There are no statutory listed buildings within The Old Vinyl Factory site, although there are several locally listed buildings, including The Powerhouse, which is situated directly to the east of the proposed UTC development plot.

Beyond the site itself and directly to the north, there is a Grade II listed building (Enterprise House) and so the proposal needs to be assessed according to its impact on the setting of this listed building and the non-designated assets generally. The proposed development also needs to be examined according to its impact on the character or appearance of the Botwell: Thorn EMI Conservation Area within which it is situated.

- 6.36 The acceptability of the approved site-wide masterplan was also examined on this basis and some of the key findings are contained in the 'Heritage Impact Assessment' prepared by Purcell (dated July 2012 and forming Appendix 8.1 of the original Environmental Statement) and a related 'Historic Environment Desk Based Assessment', prepared by RPS (dated May 2012 and forming Appendix 8.2 of the Environmental Statement). Both assessments were undertaken in the context of the current LPP2 planning policies on heritage conservation and NPPF guidance on conserving and enhancing the historic environment.
- 6.37 The significance assessment of The Old Vinyl Factory site (as outlined at Section 3 of the Purcell Report) highlighted the 'historical' significance of the site in terms of its music industry background and acknowledged the architectural merits of some of the now retained buildings, which were described as some of the most iconic industrial structures of the inter-war period. The more detailed assessment of the physical impact of the approved masterplan on the heritage significance of The Old Vinyl Factory and the designated and non-designated assets both within and adjoining the site (including the Conservation Area) was presented at Section 4 of the same report.
- 6.38 The impact assessment was undertaken in the context of the originally planned cinema use of the site, which was intended to take the form of two separate but inter-connected (through a high-level link) buildings constructed to a maximum height of +49.6 AOD. Regard was also had to the other larger multi-storey buildings planned for the other development plots in the immediate vicinity of the current application site, including an 8-storeys building of largely residential use on the adjoining plot directly to the south (The Assembly Building').
- 6.39 Some of the principal findings of the assessment (as set out at Section 5 of the Purcell Report) were as follows:
- Although there will inevitably be some impact in terms of the new development, this has been mitigated through the re-introduction of elements of the original plan of the site and the enhancement of extant features of significance.
 - Scale and massing of the proposed masterplan development are modulated through the stepping down of new elements towards existing buildings, where appropriate.
 - The masterplan will potentially have a beneficial impact in reaffirming the location of the conservation area within the surrounding landscape and enhancing the character and appearance of the historic buildings. It will reoccupy and add activity to an abandoned site which itself is of significant beneficial impact.

- The proposals would not harm the setting of the listed Enterprise House directly opposite the site on Blyth Road.
- 6.40 The current extant planning permission has established the principle of part-demolishing the former Neptune building to facilitate a beneficial development on the current application site and as the proposed UTC has been designed largely in accordance with the approved development parameters for this site (particularly in terms of its overall scale, bulk and massing and general setting out arrangement on this plot), it can be reasonably concluded that the overall heritage impact of the scheme is acceptable and that no resultant harm would arise in this respect to any of the designated/non-designated assets. The music and media related emphasis of the proposed UTC would help to provide an enduring legacy for the former use of the site.

Air Quality Impact

- 6.41 Saved Policy QE1 of the LPP2 and Policy EM8 of the LPP1 require all major developments to be assessed according to their air quality impacts. The Old Vinyl Factory site is situated within a wider 'Air Quality Management Area' (AQMA) covering the southern part of the borough, which was declared due to exceedences of the annual mean NO₂ objective. All development proposals within declared AQMAs are required under Policy 7.14 of the London Plan to be at least 'air quality neutral' and to not result in any further deteriorations of existing poor air quality. To this end, sustainable design and construction techniques to reduce emissions are especially encouraged, while development will also be expected to incorporate appropriate mitigation measures to prevent any adverse air quality impacts arising.
- 6.42 The air quality impacts of the proposed development have been directly assessed in the report prepared by Entran Limited forming part of this planning application. The Council has requested that the assessment be undertaken according to the 'air quality neutral' policy of the London Plan and regard has also been had to the extensive work previously undertaken to inform the wider site masterplan. The proposed UTC would result in an overall reduction in annual average daily traffic in comparison to the approved cinema development on the site and as such, there would be a positive impact on local air quality arising from the scheme.
- 6.43 The modelling assessment nevertheless predicts an exceedence of the annual mean NO₂ objective along the northern façade of the UTC building at ground and first floor levels only and so appropriate mitigation measures have been incorporated into the design to reduce the exposure of the future occupants to elevated NO₂ concentrations. These measures consist principally of mechanical ventilation systems to all of the classrooms and teaching areas at ground and first floor levels with air handling units for the theatres and TV studios. This when taken together with the adoption of sustainable construction techniques will ensure that the proposed development achieves the 'air quality neutral' requirements of current planning policy.

Energy Efficiency

- 6.44 All new development must be assessed according to its resilience to the impacts of climate change and contribution to supporting the delivery of renewable and low carbon energy and associated infrastructure. Such

matters are central to the economic, social and environmental dimensions of sustainable development (NPPF, Paragraph 93). At a local level, Policy EM1 of the LPP1 encourages the installation of renewable energy for all new development in meeting the carbon reduction target savings set out in the London Plan. The London Plan currently requires all major developments to achieve a 35% reduction in carbon dioxide emissions beyond Part L 2013.

- 6.45 The outline energy strategy for the original masterplan envisaged the development of a site-wide heating system in the form of a gas-fired CHP system designed to meet the domestic hot water demand and an element of the residential/commercial space heating requirements. The approved strategy was based on the phased implementation of a site-wide scheme and set individual targets for the energy performance of each building, including 'The Picturehouse'. This was based on the 25% betterment of the target emission rate calculated by the 2010 Building Regulations, whereas the current requirement is for a 35% decrease in regulated CO₂ emissions. The new 'energy centre' is proposed to be accommodated in an extension to the retained and refurbished 'Powerhouse' building, which directly adjoins the UTC site to the east and which now benefits from reserved matters approval (APP/2015/665).
- 6.46 The original energy strategy was based on an assumed cinema use coming forward on the current application site and so a revised energy assessment has been undertaken of the now proposed UTC development relative to the current 2013 Building Regulations and in accordance with the 'be lean', 'be clean' and 'be green' approach and requirements of the London Plan. The overall findings of this assessment are contained in the Energy Strategy Report, prepared by Engineering Design Partnership and forming part of this planning application.
- 6.47 In short, the development would incorporate a number of passive and active and design measures to reduce carbon emissions, including a direct connection into the site-wide CHP system. The building fabric will be improved beyond current regulatory requirements by improving levels of insulation and by incorporating other passive design features, including designing the internal space to maximise the use of natural light and with high thermal insulation to reduce energy demand and help moderate temperatures throughout the year. A mixed-mode mechanical and natural ventilation system will be installed alongside energy efficient lighting and heating. Renewable energy will be provided in the form of a rooftop mounted (on the traditional build element) solar photovoltaic cells (PV) extending to approximately 150m² in area.
- 6.48 The combined impact of the above energy efficiency measures and the inter-connection to the site-wide CHP system will be to reduce the proposed UTC's regulated CO₂ emissions by approximately 37% relative to the 35% improvement sought under 2013 Building Regulations. However, it is possible that a smaller array could still achieve the necessary compliance with the policy requirement, subject to understanding the carbon index factor of the site-wide CHP system.

Ground Conditions

- 6.49 Policy EM8 of the LPP1 and saved Policy QE11 of the LPP2 require all development proposals on contaminated land to be adopt appropriate remediation measures in the interests of public health.
- 6.50 The Old Vinyl Factory site has been subject to several phases of ground investigation and the summary findings of this work are outlined in the Remedial Strategy and Method Statement (March 2015) prepared by Merebrook and submitted in support of this planning application. This also includes a Factual Report on Ground Investigation prepared by ESG (March 2015).
- 6.51 A standard risk assessment approach has been adopted (in terms of source-pathway-receptor risk) and the ground investigations have identified localised pockets of contamination considered to have a low-moderate risk (including to controlled waters), but requiring remedial action nonetheless. The risk assessment has also determined that the site is likely to be a low risk site in relation to ground gases such that no ground gas protection measures are likely to be required for the new development. The remedial strategy report concludes that appropriate remediation and mitigation measures can be adopted to prevent any adverse human health risks arising during the construction phase and on completion of the development. In accordance with standard practice, the detailed measures will be submitted to the Council for approval at the planning condition stage with a verification report following once the defined works have been completed.

Site Drainage

- 6.52 Planning policy requires all development proposals to be assessed according to their flood risk and that appropriate measures are taken to mitigate any identified impacts, where necessary (London Plan Policy 5.12). At the more local level, Policy EM6 of LPP1 requires all development to utilise sustainable drainage systems, unless demonstrated to be unfeasible/unviable.
- 6.53 The application site and wider masterplan area are situated within Flood Zone 1 and so by definition the land is considered to have low probability (less than 1 in 1,000 annual probability) of flooding. Further evidence of this is provided in the Council's own Strategic Flood Risk Assessment (SRFA), which does not have any records of historical fluvial flooding at the site. As such, the proposed development would not increase the flood risk on the application site through loss of flood storage area or obstruction to flood flow routes and so it is not necessary to incorporate any impact mitigation measures into the overall scheme design of the proposed development.
- 6.54 In terms of foul and surface water drainage management, the proposed development has been designed to connect into and be an integral element of the site-wide drainage strategy for the masterplan, which aims to achieve greenfield run-off rates in accordance with the requirements of the London Plan SPG on 'Sustainable Design and Construction'. The approved site-wide drainage strategy is based on the use of attenuation tanks and permeable paving and is designed to achieve a reduction of 65% in the site's stormwater drainage outflow relative to current conditions following a corresponding rainfall event.

- 6.55 The currently approved scheme incorporates an attenuation tank (referenced 'AT3') located beyond the western boundary of the application site (and under the internal road access and 'Vinyl Square' area) and a direct connection will be made into this obviating the need to provide any direct attenuation on the development site itself.
- 6.56 The proposed foul water drainage strategy is based on an assumed discharge to the existing public sewer directly to the north of the application site, although it is anticipated that a foul storage tank (with a 1-hour storage capacity and a storage requirement of 3,800 litres) will be required on site as a backup and in the event of a pump failure.
- 6.57 The site-wide masterplan is continuing to evolve in terms of the finer details of the drainage strategy, but the proposed UTC can be accommodated as part of the planned upgrades to the existing below ground infrastructure. Appropriate SuDS measures can also be incorporated into the development to improve the quality and decrease the quantity of the storm water run-off rates.

Noise

- 6.58 Saved Policy QE5 states that proposals for 'noise sensitive' developments such as schools where the occupiers may suffer from noise or vibration will not be permitted in areas, which either are, or are expected to become, subject to unacceptable levels of noise. Related to this, Building Bulletin 93 (BB93) provides an additional regulatory framework for the acoustic design of schools and outlines the constructional standards that must be achieved to comply with current building regulations.
- 6.59 In order to inform the school design relative to the BB93 requirements, a site noise survey was undertaken to determine the acoustic performance criteria of the proposed development relative to the principal external noise sources of traffic flows on Blyth Road and the railway line beyond the wider masterplan boundary to the south. As a limited area of music activities would be undertaken within the modular part of the overall building construction, the noise assessment work has also established the sound insulation performance levels that would need to be achieved to prevent any adverse noise breakout to either the existing residential receptors immediately adjoining the site or those planned as part of the wider masterplan. The results of this assessment are set out in the Acoustic Report, prepared by Applied Acoustic Design, and submitted with this planning application.
- 6.60 The report concludes that the use of various glazing systems and other construction materials for the internal/external building fabric would all provide the necessary sound insulation needed to prevent any harmful noise break-in and breakout. The report also identifies the necessary mechanical plant noise criteria that would need to be met in order to ensure that the residential amenity of the area is protected and not harmed. The precise details of the proposed plant will be submitted to the Council at the planning condition stage.
- 6.61 In overall terms, however, the proposed development has been designed to comply with the requirements of planning policy and the related BB93 guidelines.

Local Community Opinion

- 6.62 All applicants for planning permission are expected to positively and proactively engage the local community on development proposals at the pre-planning application stage. The importance of such consultation is outlined in the NPPF (Paragraph 188) and the Council's own Statement of Community Involvement.
- 6.63 The applicant has therefore sought to actively engage the local residents living in the immediate vicinity of the site and who would be most directly affected by the planned development. Most will already be aware of the wider regeneration proposals for the site, but the UTC represents a new component part of the scheme and so it was considered important to raise the local awareness of this proposal and the tangible benefits that would arise to the area and Borough generally in terms of helping to meet education need.
- 6.64 Over 400 households were invited to attend a public exhibition of the proposal, which was held on site on the evening of Thursday 9 April (in the main reception area of The Shipping Building). An invitation leaflet was distributed to each house within an agreed radius of the site, while a more open invitation was publicised over a two weeks period in the Uxbridge Gazette. The applicant also wrote individually to a number of other local stakeholders in the area (including John McDonnell MP, other higher education facilities and local business groups) in order to make them aware of the proposal and the planned exhibition. All these initiatives were undertaken in conjunction with an active programme of Council officer engagement on the finer detail of the proposal prior to the application being made.
- 6.65 The outcome of these consultation initiatives is reported in the Statement of Community Involvement forming part of this planning application. The general response indicated a high level of public support for the proposal and many of the respondents were excited at the education benefits and opportunities the scheme would afford to local children in the area.
- 6.66 The Council will, of course, undertake its own separate consultation on the planning application under statutory procedures, but the feedback obtained to date on the proposal has demonstrated a high level of support for the scheme helping to reinforce its overall merits in planning terms.

7.0 CONCLUSIONS

7.1 It is considered that planning permission can be appropriately granted for this proposed development for the following principal reasons:

1. Land-Use: The proposed development would return a vacant urban brownfield site into a viable and beneficial use, which would be a fully complementary and compatible part of the wider and approved land-use strategy aimed at facilitating the progressive and sensitive restoration and regeneration of The Old Vinyl Factory.
2. Sustainable Development: The proposed UTC constitutes sustainable development in that it would help to provide the essential supporting infrastructure needed to support the education needs of existing and future communities (economic role), contribute to a strong, vibrant and healthy local community (social role) and protect/enhance the natural and built environment (environmental role). The presumption in favour of sustainable development underpins the planning system and the merits of this proposal in such terms.
3. Education Need: The proposal would help meet an identified education need for secondary school places in the borough generally, which the Council's own projections have indicated to be most acute in this part of the borough. Significantly, the development would be funded and delivered without any call on the Council's capital investment budgets.
4. Employment: 60 FTE jobs would be generated thus underpinning the wider employment strategy of the masterplan and supporting the economic growth objectives of the planning system generally in seeking to create jobs and prosperity in local areas.
5. Masterplan Compatibility: The proposed development has been designed as an integral element of the wider masterplan and would not prejudice or compromise the future implementation of these plans. The scheme largely complies with the various development parameters established for this site under the masterplan, particularly in terms of the overall scale, bulk and massing of the building and its general setting out and relationship with the other planned developments on the site.
6. Design: The deliberately modern and contemporary appearance of the proposed development would provide an inspiring and enduring image on the streetscene complementing the wider architectural language and integrity of the masterplan. The internal accommodation has been designed fully in accordance with the current Building Bulletin guidelines for schools and other applicable legislation and guidance and would provide a high-quality learning environment. This also extends to the external space planning of the UTC, which respects the general place making objectives and landscape/public realm philosophy and objectives of the masterplan.
7. Heritage: The largely compatible nature of the proposed development with the approved development parameters on the site would continue

to ensure that no unacceptable harm arises to the designated and non-designated heritage assets in the immediate vicinity.

8. Traffic and Transportation: The traffic impact of the proposed development can be accommodated on objective assessment alongside the other planned developments on the wider site and appropriate provision can be made within the masterplan on a temporary basis to meet the staff car parking requirements pending the permanent planned provision. Appropriate measures have been taken to promote the use of more sustainable means of transport, including the provision of cycle spaces, and a travel plan will be initiated to reinforce this primary objective.
9. Energy Efficiency: The proposed development would connect into the site-wide heating system (gas-fired CHP) and incorporates a high-performance thermal insulation system and a roof-mounted solar PV array to meet the targeted reduction in CO₂ emissions required under planning policy.
10. Noise and Pollution: The noise assessment undertaken of the proposed development has determined that with suitable mitigation measures (which can be secured under planning condition), an acceptable internal and external environment can be created for the school, whilst protecting the amenity of the existing and future planned residents. Similarly, appropriate mitigation measures can be taken to ensure that the air quality impacts of the development are acceptable and no harm would arise in this respect.
11. Contamination: The proposed development would use a remediated vacant brownfield site for a viable and effective purpose and contribute positively to one of the core land-use planning principles underpinning the planning system in this respect.
12. Localism: The local community opinion that was obtained during the public exhibition held into the scheme unanimously supported the proposed development and reinforced the overall education need underpinning the case for planning permission to be granted.

APPENDIX 1



THE OLD VINYL FACTORY, BLYTH ROAD, HAYES GLOBAL ACADEMY UTC - MASTERPLAN COMPATABILITY CHECK

Development Parameter	Requirement	Global Academy UTC Response	Compliance/Non-Compliance
Parameter Plan 04: Drawing No. 0004 Rev 02.	+49.58 AOD* (maximum height). +47.83 AOD* (minimum height).	+48.87 AOD (to the highest point of the mesh screen).	Compliance – maximum height.
Proposed Minimum & Maximum Plot Extents & Heights.	Rooftop plant/machinery not to exceed 3m in height above specified maximum heights and to be set back from the outer face of the building parapet by 3m. Minimum/Maximum Plot Extents are defined on Drawing No. 0004 Rev 03.	+50.27 AOD (including plant). The original masterplan envisaged two inter-connected buildings with an upper level overhang. The current scheme is based on a single building measuring 80.5m long x 28.3m wide, which sits broadly within the maximum plot extent parameter with no encroachment beyond the maximum assumed building lines defined on Blyth Road, The Groove and on both the west and east	Compliance – plant height. Part-Compliance – maximum plot extent.

		elevations.	
Parameter Plan 05: Drawing No. 0005 Rev 03. Proposed Lower Level Uses.	Classes A3/A4/A5/D2.	Class D1. The nature of the proposed use dictates the need for a more flexible active frontage regime, which is to be reviewed with Council officers.	Non-Compliance. The principle of a Class D1 use has been accepted on the site.
Parameter Plan 06: Drawing No. 0006 Rev 01. Proposed Upper Level Uses.	Classes A3/A4/A5/D2.	Class D1.	Non-Compliance. The principle of a Class D1 use has been accepted on the site.
Parameter Plan 07: Drawing No. 0007 Rev 01. Proposed Ground Levels.	+32.04 AOD (highest). +31.43 AOD (lowest).	+31.80 AOD.	Compliance.
Parameter Plan 10: Drawing No. 0010 Rev 01. Critical Distances.	8m (minimum) to Assembly Building façade. 22m (minimum) to Cabinet Building façade.	c. 14m. c. 34m.	Compliance. Compliance.
Parameter Plan 11: Drawing No. 0011 Rev 01. Proposed Range of Building	19.2m (maximum). 16m (minimum).	17.07m (to the highest point of the mesh screen).	Compliance.

Heights.				
Parameter Plan 12: Drawing No. 0012 Rev 02. Proposed Ground Level Landscape & Open Space Plan.	Drawing No. 0012 Rev 03 defines the minimum and maximum extents of publically accessible open space (predominantly) hard landscape.	The building footprint sits within the maximum plot extent parameter (in terms of footprint) and is designed to integrate with the future planned public realm measures, including The Groove and Vinyl Square.	Compliance.	
Parameter Plan 13: Drawing No. 0013 Rev 01. Proposed Podium and Roof Level Landscape & Open Space Plan.	Defines minimum & maximum extents of the 'extensive' green/brown roof.	This is being reviewed, but there is likely to be a rooftop PV array rendering such provision unfeasible.	Non-Compliance.	
Parameter Plan 15: Drawing No. P_0015 Rev D. Access, Circulation & Streets.	Defines maximum extent of shared-surface carriageways and pedestrianized space with controlled vehicle access.	The scheme has been designed to integrate with the surrounding shared-surface street regime and public realm generally.	Compliance.	
Phasing Plan: Drawing No. 9004 Rev 5.	Phase 3.	Phase 3.	Compliance.	

