

1 VINYL SQUARE

THE OLD VINYL FACTORY



Joseph
Homes.

THE OLD
VINYL FACTORY

PLANNING STATEMENT

NOVEMBER 2019



1 Vinyl Square

The Old Vinyl Factory, Hayes

Planning Statement

JH Veneer Limited

26 November 2019

LICHFIELDS



LICHFIELDS

Lichfields is the pre-eminent planning and development consultancy in the UK

We've been helping create great places
for over 50 years.

lichfields.uk

© 2019 Nathaniel Lichfield & Partners Ltd, trading as Lichfields. All Rights Reserved. Registered in England, no. 2778116. 14 Regent's Wharf, All Saints Street, London N1 9RL
Formatted for double sided printing.
Plans based upon Ordnance Survey mapping with the permission of Her Majesty's Stationery Office.
© Crown Copyright reserved. Licence number AL50684A
60525/01/MH/SF

Contents

1.0	Introduction	1
	The Applicant	2
2.0	Site and Surroundings	3
	Application Site and Immediate Surroundings	3
	Surrounding Area	4
3.0	Background and Planning History	5
	The Old Vinyl Factory Site	5
	The Veneer Building	6
4.0	Development Proposal	7
	Pre-Application Consultation	8
5.0	Planning Policy Context	14
	Relevant policies	14
	Other Material Considerations	15
	Emerging Planning Policy	15
	Key Planning Policies and Guidance	16
	Key Planning Considerations	20
6.0	Assessment of Development	21
	Principle of Development	21
	Housing Mix	23
	Design and Townscape	26
	Heritage	30
	Aviation	31
	Residential Amenity	32
	Transport and Parking	35
	Other Environmental Issues	37
7.0	Planning Obligations	42
	Community Infrastructure Levy	42
	Crossrail	42
	Planning Obligations	42
8.0	Conclusions	43

1.0 Introduction

1.1 This Planning Statement has been prepared by Lichfields on behalf of JH Veneer Ltd to accompany a planning application for 1 Vinyl Square (previously known as the Veneer Building) at The Old Vinyl Factory (TOVF), Blyth Road, Hayes.

1.2 The planning application proposes:

“Full planning permission for the redevelopment of the site to provide a mixed-use development comprising residential dwellings (C3 Use Class) and commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), car parking, cycle parking and associated landscaping”.

1.3 TOVF site is currently in the process of being regenerated for a major mixed-use development including residential (Use Class C3), business (Use Class B1), retail (Use Classes A1-A5), education (Use Class D1) and leisure uses (Use Class D2) with associated car parking and an energy centre. This application site comprises the last phase to come forward for detailed approval.

1.4 The scope of the application has been discussed and agreed during the pre-application process with the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA).

1.5 The purpose of this statement is to assess the proposed development against relevant policies in the statutory development plan, having regard to other material planning considerations and the relevant statutory tests. It also includes a section which explains the engagement process with the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA) prior to submission of the planning application.

1.6 This Planning Statement should be read alongside the following documents:

- 1 Application form and certificates;
 - 2 CIL Additional Information Requirements Form;
 - 3 Application Covering Letter;
 - 4 Application drawings;
 - 5 Planning Statement;
 - 6 Design and Access Statement (includes landscaping details);
 - 7 Affordable Housing Statement;
 - 8 Financial Viability Assessment (FVA);
 - 9 Heritage and Views Study;
 - 10 Statement of Community Involvement;
 - 11 Internal Daylight, Sunlight and Overshadowing Assessment;
 - 12 External Daylight, Sunlight and Overshadowing Assessment;
 - 13 Flood Risk and Drainage Statement;
 - 14 Land Contamination Report;
 - 15 Energy and Sustainability Statement;
 - 16 Transport Statement;
 - 17 Draft Residential Travel Plan;
 - 18 Draft Delivery and Servicing Plan;
-

- 19 Outline Construction Management Plan;
- 20 Desk Based Ecology Report;
- 21 Noise Impact Assessment;
- 22 Air Quality Assessment; and
- 23 Desk Based Wind Assessment.

Environment Impact Assessment

- 1.7 The proposed development at 1 Vinyl Square falls below the 150 dwelling threshold specified within Part 10(b) of Schedule 2 of the Town and Country Planning (EIA) Regulations 2017 (as updated) that relates to urban development projects of this nature. Considered as a standalone development, the scheme will not give rise to significant environmental effects that would require an Environmental Impact Assessment (EIA).
- 1.8 Its worthy of note that the outline planning application for the 2012 masterplan for TOVF was subject to EIA. This concluded that the development would have no significant environmental effects.

The Applicant

- 1.9 JH Veneer Ltd is a wholly owned subsidiary of Joseph Homes. Joseph Homes is a progressive development company and a multi-disciplinary team dedicated to creating great buildings and fantastic places, crafting a set of values and principles that foster a culture of innovation, quality, and a drive to be different. Joseph Homes focus on meticulous attention to detail and commitment to high-quality urban design, that allows them to create market-leading developments throughout London.
 - 1.10 Live Well sits at the heart of the Joseph Homes mission to make life better, for homeowners, employees, local communities and the world as a whole. It is all part of the Joseph Homes mission to craft beautiful homes that help us all lead better, healthier lives.
 - 1.11 Examples of Joseph Homes' developments include the Tramyard in Balham, Paxton House in Croydon and No.1 Millbrook Park, Mill Hill.
-

2.0

Site and Surroundings

Application Site and Immediate Surroundings

2.1

The site forms part of TOVF, which was formerly home to His Master's Voice (HMV) and later EMI as a global manufacturing base for vinyl record production. TOVF is situated on Blyth Road, approximately 260m to the southwest of Hayes Town Centre.

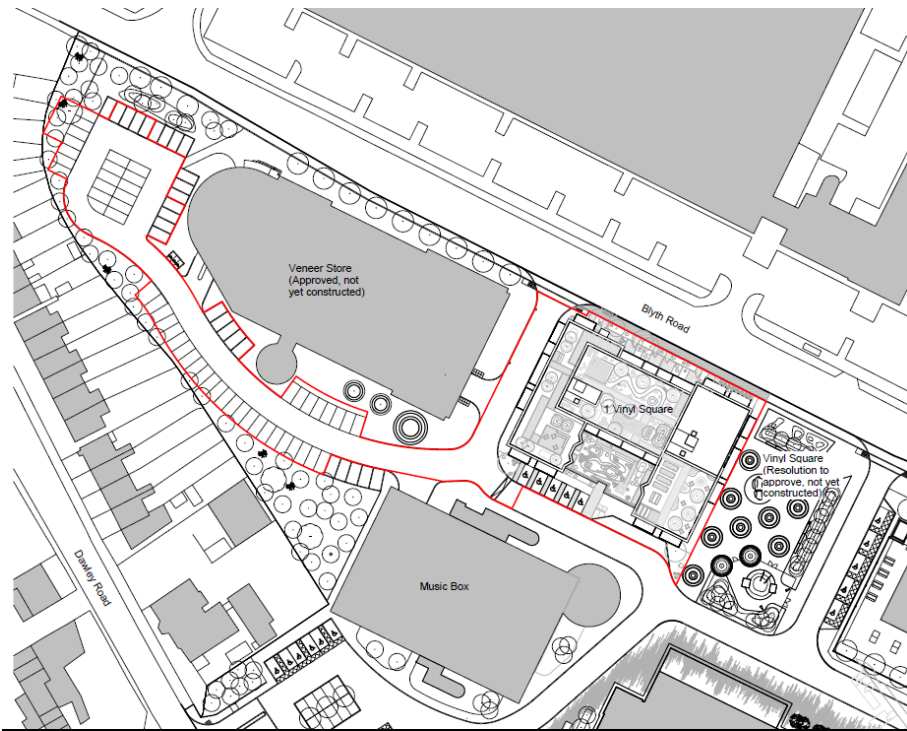


Figure 1 Site Location Plan

2.2

1 Vinyl Square originally formed Phase 7 (formerly the Veneer Building) of the TOVF site wide masterplan (approved in outline under permission ref. 59872/APP/2013/3775). The application site has an area extending to approximately 0.45 hectares; the location of the proposed building currently comprises a vacant brownfield site, which has been hoarded as development takes place on the wider TOVF site. The surface car parking to the west and the access road from Blyth Road, which will serve the proposed 1 Vinyl Square building, have been implemented under the detailed permission for the Veneer Store, as shown at Figure 1.

2.3

Figure 1 also shows the immediate surrounding buildings and, where they haven't been completed, their current stage of approval or construction. 1 Vinyl Square is located to the north of the Music Box Multi-Storey Car Park (completed), to the east of the consented Veneer Store Multi-Storey Car Park (building not yet constructed but surface car parking/landscaping laid out), and to the west of the Global Academy University Technical College (UTC). Immediately adjacent to the site (to the east) is Vinyl Square, which will form a key area of public realm and a gateway to, and destination within, TOVF. Vinyl Square has resolution for approval subject to finalising a legal agreement as part of the Power House proposals (ref. 59872/APP/2019/784).

2.4

Vehicular access to the site is via internal estate roads off Blyth Road and pedestrian access is provided throughout the site, including via the Groove public footpath which acts as the key pedestrian route connecting the buildings within TOVF site to each other and to the wider area.

Surrounding Area

- 2.5 The wider TOVF development includes the Powerhouse (an energy centre and a café, with a resolution for approval for office use and an office extension), the Assembly Buildings (a residential building of 181 homes), the Record Store (office building), the Material Store (a residential building of 189 homes), the Boiler House (a residential building of 81 homes), Pressing Plant (a three-screen cinema) and Machine Store (a residential building of 81 homes).
- 2.6 The area immediately to the north and west of TOVF site is characterised by predominantly industrial uses, with small amounts of residential development.
- 2.7 To the north of Blyth Road and beyond TOVF masterplan site is Enterprise House, a Grade II listed industrial building for which planning permission and listed building consent (ref. 11623/APP/2013/3606) was granted in October 2014 for: *“the restoration, refurbishment and conversion of the building as part of a mixed-use development comprising approximately 4,500 sqm GIA of employment floorspace (Use Class B1 and B8 with ancillary café) and 96 residential units (Use Class C3).”* It is understood that the planning permission and listed building consent has been implemented and work is underway on this site.
- 2.8 In November 2018, permission was also granted for the development of a site to the east of TOVF at 30/32 Blyth Road, comprising the demolition of all buildings on site and the construction of 118 new residential units and 342 sqm of commercial floorspace (ref. 68974/APP/2018/2146). Discharge of condition applications have been approved by LBH and we understand that the planning permission has been implemented.
- 2.9 The area, which was historically in industrial/manufacturing use, has therefore developed into a mixed-use area comprising residential, office, retail, educational and leisure uses, sitting alongside industrial to the north/west of TOVF.
- 2.10 TOVF also falls within easy reach of Hayes Town Centre and Hayes and Harlington Station, which sit approximately 300m to the east of the 1 Vinyl Square site (a 5 minute walk). The station provides fast train services into London Paddington (15 minutes) and Heathrow Airport (6 minutes) and will be served by Crossrail, which is anticipated to open in 2020/21. The area is also well-served by numerous regular bus services, with stops on Dawley Road and Station Road. The site currently has a PTAL of 3 (‘moderate’) which will increase to 4 (‘good’) with Crossrail.
-

3.0

Background and Planning History

The Old Vinyl Factory Site

3.1

The application site forms part of TOVF masterplan which was granted outline planning permission on 19 April 2013 (59872/APP/2012/1838) for a:

“Mixed use development of the Old Vinyl Factory site including demolition of up to 12,643sqm of buildings and construction of up to 112,953sqm (112,953sqm includes the retention and reuse of 784sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 GEA) up to 7,886sqm of new B1 floorspace, up to 4,000sqm of A class uses (A1,A2,A3,A4,A5), up to 4,700sqm of D1 and D2 uses, an energy centre (up to 950sqm), car parking, works to access and creation of new accesses and landscaping”.

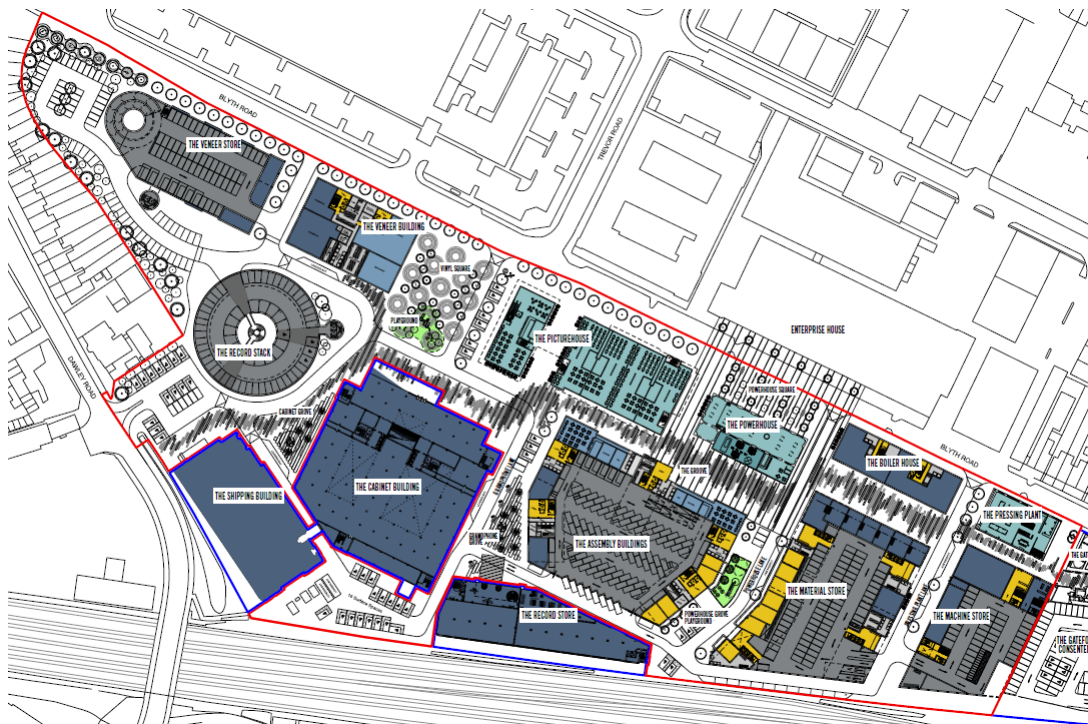


Figure 2 The Old Vinyl Factory Illustrative Masterplan (Source SEW)

3.2

Following this approval (ref. 59872/APP/2012/1838), a s73 application was submitted to allow variations to the phasing of the development. This was to enable the Boiler House and the Material Store Buildings to come forward as Phases 1 and 2 and the Veneer Store and/or Record Stack (now known as the Music Box) car parks to come forward earlier than was previously approved. These amendments were approved on 31 July 2014 (ref. 59872/APP/2013/3775), following a variation to the S106 agreement.

3.3

Reserved matters for the Boiler House, Veneer Store, Powerhouse and the Material Store were approved by LBH in December 2013, September 2014, May 2015 and August 2015 respectively (ref 59872/APP/2013/3628, 59872/APP/2014/192, 59872/APP/2015/665 and 59872/APP/2015/1329). Following this, reserved matters for the Music Box and Assembly Buildings were approved by LBH in December 2016 and December 2018 respectively (ref: 59872/APP/2016/1930 and 59872/APP/2018/1107).

3.4 In October 2016 a separate full planning application was submitted for the Machine Store and Pressing Plant (ref. 59872/APP/2016/3454), comprising 81 residential units (20 of which were assessed outside the masterplan), a health centre and a 3-screen cinema. This was approved by LBH (with an accompanying S106 agreement) in January 2018.

3.5 Recently, in April 2019, a separate full planning application was submitted for the Powerhouse and landscaping to Vinyl Square (ref. 59872/APP/2019/784):

“Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create B1 floorspace and a café (Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture.”

3.6 This application was approved on 19 November, subject to a s106 agreement.

The Veneer Building

3.7 As previously noted, the site is referred to in the outline planning permission as the Veneer Building, which formed phase 7 of TOVF masterplan. The building was identified for a residential-led development with commercial at ground floor; the illustrative scheme shows two ground floor commercial units, a restaurant (487sqm) and an office (454sqm) at ground level, with 88 homes (approximately 8,000m²) above. The approved outline parameters for the Veneer Building comprised a building of up to 11-storeys in height (maximum AOD of +66.90, excluding lift overruns and parapets etc), with a 7-storey element forming the ‘shoulders’ of the building.

3.8 The Veneer Building was designed to be the tallest building within TOVF masterplan, as a focal point and landmark to this entry point into TOVF, and Vinyl Square. The site comprises the key built frontage onto Vinyl Square, which will be an important and the largest public open space within TOVF site.

3.9 Under the outline planning permission, there was no requirement for affordable housing to be delivered within the Veneer Building phase of the masterplan, as the affordable housing was to be solely provided within Phase 3B (The Assembly Buildings).

3.10 The time period set under the extant outline planning permission for the submission of reserved matters applications has now lapsed (expired as of April 2018), hence the submission of a detailed planning application. The approved outline masterplan and the associated parameters do, however, form important material considerations in the assessment of the proposed development, and provide important context to the building now proposed as 1 Vinyl Square.

4.0 Development Proposal

4.1 Full planning permission is sought for the redevelopment of the site for a residential-led development comprising 134 homes and ground floor commercial space onto Vinyl Square, with associated surface level car parking and landscaping.

Description of Development

4.2 The development for which full planning permission is sought is as follows:

“Full planning permission for the redevelopment of the site to provide a mixed-use development comprising residential dwellings (C3 Use Class) and commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class), car parking, cycle parking and associated landscaping”.

4.3 In the context of the recent Court of Appeal decision, where it was determined that it is not lawful to alter the description of development in the course of granting a Section 73 planning permission, descriptions of development should be kept general (as there is a requirement to develop in accordance with the approved plans in any case). A condition may also be attached to the decision notice to limit the key approved parameters, which would then be capable of variation under Section 73, if necessary. Joseph Homes would accept a condition on this basis to confirm:

“The development hereby permitted shall not exceed 134 residential dwellings (Use Class C3) and 395sqm (GIA) of commercial floorspace (flexible A1/A2/A3/A5/B1 Use Class) unless otherwise agreed in writing with the Local Planning Authority”.

Proposed Land Uses, Mix and Areas

4.4 The proposed development includes the delivery of 134 new homes, in a mix of sizes and tenures which includes 36 affordable homes, as identified in Table 1 below.

Table 1 Proposed Housing by Mix and Tenure

Size	Market	Affordable	Total
Studio	11	0	11
1 Bed	31	10	41
2 Bed	54	6	60
3 Bed	2	20	22
Sub Total	98	36	
Total	134		

4.5 In terms of housing mix, 1 Vinyl Square will deliver 17% 3-bed family homes (26% by habitable room), including split-level maisonettes with front doors to the street, of which 91% will fall within the affordable tenures.

4.6 In terms of non-residential floorspace, 1 Vinyl Square will include 395sqm (GIA) of flexible commercial space, to accommodate A1/A2/A3/A5/B1 uses.

4.7 In comparison to the original masterplan proposal for the Veneer Building, the proposed development offers an updated proposal which reflects recent and emerging demand and need within Hillingdon and the wider London area. Table 2 below provides a comparison between the illustrative masterplan and the proposed development.

Table 2 Comparison between the original masterplan scheme and the proposed development

Illustrative Masterplan	Proposed Development
Up to 88 Residential Homes (all market)	134 Residential Homes (including 36 affordable)
Up to 487sqm A1 to A5 Use Class	395sqm of A1/A2/A3/A5/B1 Use Class
Up to 454sqm B1 Use Class	

Vehicle Access

- 4.8 Vehicular access to the site is proposed from Blyth Road via the internal estate roads, which have been laid out as part of the wider masterplan. In terms of servicing, a loading bay is proposed adjacent to the south side of the building, to accommodate deliveries and servicing associated with the development (relocated from that identified in the masterplan).

Car and Cycle Parking

- 4.9 The site has a PTAL rating of 3, which is set to increase to 4 when Crossrail opens at Hayes and Harlington Station in 2020/21. This has been discussed and agreed with Transport for London.
- 4.10 The proposed development will provide 70 car parking spaces comprising:
- 62 standard spaces; and
 - 5 disabled spaces (4% of total homes, with the potential to increase to up to 10% subject to demand).
- 4.11 Two motorcycle parking bays will also be provided to the south of the proposed building.
- 4.12 Two car club spaces are also available for residents as part of the wider TOVF development.
- 4.13 In terms of cycle parking, the proposed development will provide a total of 238 cycle spaces including 16 Sheffield stands; six of the Sheffield stands can accommodate larger bikes. There are also short stay / visitor cycle parking spaces located within the TOVF public realm, along with 10 Santander cycle hire docking stands that will be delivered as part of the Powerhouse development.

Amenity Space

- 4.14 The 1 Vinyl Square development has been designed to incorporate significant areas of communal and private amenity space, as an integral part of the design. The development includes the provision of outdoor amenity space for residents of 1 Vinyl Square in the form of:
- A large terrace on the first floor (podium);
 - A large terrace on the ninth floor;
 - Two large roof gardens at tenth floor that will include amenity space and a herb garden and raised allotment beds; and
 - Private front gardens and balconies.

Pre-Application Consultation

- 4.15 Pre-application consultation with LBH and the GLA has been undertaken. A summary of the verbal feedback provided at the pre-application meetings with officers from the LBH and GLA is provided in the table below:

Table 3 Pre-application Feedback from Meetings

Meeting date	Summary of Headline Comments	Response
LBH Pre-application 1 11/07/19	The majority of the scheme would consist of studios, one and two-bedroom units. As such, justification should be provided in any prospective application as to why the scheme is not appropriate for a predominantly >3-bedroom unit scheme and how the scheme has sought to design in the maximum number of appropriate family units. The proposal will be required to achieve 35% affordable housing subject to viability, to be calculated by habitable room. The policy compliant tenure mix is 70% Affordable Rent and 30% Intermediate housing; any variation to this will need to be demonstrated through an FVA. Any departure from Policy SA 2: The Old Vinyl Factory and Gatefold Building, Hayes will need to be supported by appropriate justification. The scheme is an appropriate design in terms of the materials and architectural language proposed given the former industrial use of the site. The proposed massing and built form, with two tower elements and a 'link' with set back from Blyth Road will help to reduce the visual mass of the development and provides opportunities for different character podium areas. Careful consideration will be required to avoid the inclusion of single aspect units wherever possible and protect against resulting issues such as overheating etc. The Council requires that at least 20% of all parking spaces have active electric vehicle charging points provided, a further 20% minimum should have passive electric vehicle charging points. The Council encourages cycling but does not support the over provision of cycle stands.	The Design of the proposed development was amended to increase the percentage of family homes to 15%. A Financial Viability Assessment will be submitted with the application. The proposed development takes into account the principles of established within Policy SA 2. The proposed development is of high quality design and proposes materials that are in keeping with the surrounding area. The scheme has been redesigned such that dual-aspect homes provision has increased to 78%. Noted, the proposed development includes 20% of active electric vehicle charging points.

GLA Pre-application 1 15/08/19	In terms of land use, the GLA sought clarity over the allocation of the site for employment or residential use. With amenity and inclusive design, the GLA were supportive of the high level of internal amenity space but queried if it would be accessible to all tenures. The GLA queried whether 11 storeys was the maximum height for the site. On transport, Rachel Yorke of TfL agreed that the site's PTAL can be classed as 3 now and that it will improve to PTAL 4 with Crossrail. The GLA queried whether the number of dual aspect homes could be increased.	The site is due to be allocated for residential use in the emerging Local Plan. The outline planning permission for the masterplan accepts mixed use residential development at the site. Following initial discussions with Housing Associations, it has become apparent it would not be possible to provide all-tenure access to this space. As a result the indoor amenity space was removed from the proposals. In accordance with the original approved parameters, 11 storeys in height is the agreed maximum height as set out within the masterplan. Noted, the site is assessed on the basis of having a PTAL rating of 4. The scheme had been reviewed and dual aspect homes has increased from 70% to 78%.
LBH Pre-application 2 10/08/19	The increase in the number of three bed homes to 15% was welcomed, in particular the mix of maisonettes and flats, but officers noted that they considered that this was on the low side and should be increased further. The Council requested a detailed breakdown of play provision across the site. LBH advised that the window positioning is reviewed and that the scheme is amended to meet the Council's 21m policy requirements. The Council request that the landscape treatment of the area to the south of the building is reviewed.	The design has been amended to increase percentage of family homes to 17% (26% by habitable room). This is provided within the accompanying Design and Access Statement. The design of the proposed building has been carefully considered and where a 21m distance has not been provided, architectural features (that build on the architectural history of the site) have been incorporated into the design to ensure that residential amenity is protected. Further soft landscaping has been added to the south of the building.

- 4.16 Formal written advice was provided by the GLA on 1 November 2019, supporting the development in principle, subject to addressing some issues. A summary of the key points raised which require amendment to the pre-app proposals is provided below, along with our response/reference to where this is addressed in the submission:

GLA Comment	Response
Further consideration to the southern façade, opposite the 'Music Box' carpark, to ensure it is animated and not perceived as a back street	Further landscaping has been introduced to animate this façade – see the Design & Access Statement
Entrances to be tenure blind and no 'back entrance'	Design work has been undertaken to ensure the entrances are similar in their design and nature, removing the large double-height eastern entrance which could have otherwise been considered the 'principle entrance' and creating tenure blind and comparable entrances to the east and west – see the Design & Access Statement for details
This site benefits from a residential consent in the form of an outline planning permission for residential which has been implemented. As such the threshold for the Fast Track Route in this instance is 35% (by habitable room).	The proposed development includes the provision of 35% of habitable rooms as affordable.
Proposals to aim for at least 75% dual aspect homes and no north-facing single aspect	The design has been revised to increase the dual aspect homes to 78%. There are no single-aspect, north-facing homes
Single aspect homes should have floor to ceiling heights of at least 2.6m, with plans no more than 7m deep	The floor to ceiling heights of the single aspect homes is in excess of 2.6m and the maximum depth is approximately 6m
Ideally cores to serve no more than 8 homes per level (currently max. of 9)	The plans have been reconfigured so that there are no more than 8 homes per core per floor, and corridor lengths have been minimised. Corridor widths are 1.2m to comply with Part M requirements
Fire safety - all features and materials to comply with Part B of the Building Regulations	A statement has been provided with the application to confirm this will be fully complied with
Bike store design should provide adequate space for manoeuvring bikes, including '5% larger bikes'	5% is a recommendation but not a requirement under the London Cycle Design Standards. Notwithstanding this, two Sheffield stands have been removed to provide 6 larger cycle spaces i.e. 3% provision, which is considered reasonable, and the two-tier cycle parking adjusted upwards to compensate.

- 4.17 Further to the pre-application meetings with LBH in July and August 2019, formal written feedback is awaited. However, informal comments have been received from Ed Laughton and James Rodger seeking an amendment to the proposed building height/mass from 11, 9 and 10 storeys (lowest element in the 'link' building) to 11, 10 and 9 storeys (lowest massing to the western section of the building). This has been addressed in the application and the building mass proposed is as agreed with LBH Officers.

- 4.18 The proposed development has also been presented to the Botwell Safer Neighbourhood Panel and with the Community Police Officer of the Botwell Ward. The purpose of the meeting was to

allow the community representatives to develop an understanding of crime and other issues affecting Botwell Ward as well as facilitating a dialogue with the Met Police Community Safety Officer.

- 4.19 A public consultation event was also held on the 26 September 2019, within the Global Academy building at TOVF site. Pre-application feedback from the public consultation was positive, as highlighted within the accompanying Statement of Community Involvement, and 100% of responses strongly supported the principle and design of the proposed development.
- 4.20 The pre-application discussions have informed the design and content of the emerging proposals. Further details with respect to the design evolution are contained within the Design and Access Statement.
- 4.21 Consultation has also been undertaken with National Air Traffic Services (NATS), to provide pre-application safeguarding comments on the proposals. Initial commentary was received from NATs on the 3 October 2019, which highlighted that further analysis of the area surrounding the proposed development would need to be undertaken to understand if the proposals are visible to radar H10. Further details on the buildings located within the line of sight between the proposed development and the H10 radar was subsequently sent to NATS (14 October 2019) and a response was received on 23 October confirming the site is not exposed enough to cause SSR issues and NATs would be unlikely to object to a planning application for this proposal.
- 4.22 Pre-application consultation has also been undertaken with Heathrow Airport Limited (HAL), who confirmed an Obstacle Limitation Surfaces (OLS) height of 67.95m AOD at this site (previously 67.93m AOD but updated due to a resurvey of the airport's runway threshold heights). HAL noted that, if this OLS flat surface is exceeded, then this would likely lead to an objection from the airport. This limit has therefore been adhered to for the building, lift core and parapets in the submitted proposals. Signage, titled 'One Vinyl Square', is proposed at the roof top of the eleven storey element, measuring 13.5m x 1m. This structure will exceed the HAL OLS limit by 1120mm. It is anticipated that this exceedance will require further discussion with HAL as part of the formal Statutory Consultation process.
- 4.23 HAL also provided guidance on the building and roof design, landscape design, SUDS, and crane and constriction operations, noting:
- It is important that the proposed development is designed such to be unattractive to birds. Birds can constitute a significant hazard to aircraft. If flat roofs, exceeding 500sqm, form part of the proposed development, it would likely seek a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. This is acknowledged.
 - For this particular site, with respect to landscape design, the following will apply: stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater; tree species such as Oak (*Quercus* sp.) Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme; large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non-berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 20% of the total planting palette. An external podium garden is proposed on the first floor level, and above levels nine, ten and eleven are roof terraces that include soft landscaping and seating areas. The proposed soft landscaping will accord with these specifications.
 - For the use of cranes or any other equipment used for the construction process, the relevant permits, to be obtained from Heathrow Airport, will be required. This is acknowledged.
-

- Some SUDS designs have the potential to attract birds, which can constitute a significant hazard to aircraft. HAL would request details on any proposed areas of open water. There are no proposals for blue roofs and areas of open water.

5.0

Planning Policy Context

5.1

A full policy review has been undertaken as part of the preparation of this application and key policy considerations are identified at the end of this Chapter. The analysis of how the proposal relates to the key policies is set out in Chapter 6.

Relevant policies

5.2

Having regard to the statutory development plan, the following planning policies are relevant to the Council's consideration of the proposed development.

Statutory Development Plan

5.3

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are to be determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise. At the present time, the Statutory Development Plan comprises:

- a The London Plan (Adopted 2016);
- b The London Borough of Hillingdon Local Plan Part 1 (Strategic Policies, adopted in 2012); and
- c The London Borough of Hillingdon Unitary Development Plan (Adopted 1998, as Saved 2007).

Site Designations

5.4

TOVF is currently designated as Strategic Industrial Land (SIL) in the saved Hillingdon Unitary Development Plan (UDP) and the adopted London Plan. The site also falls within the Thorn EMI Complex, Blyth Road Industrial and Business Area and is allocated under Saved UDP Policy PR4 (Thorn EMI Complex, Blyth Road, Hayes) for employment generating uses comprising business (B1), industrial (B2) And high-density warehousing (B8) floorspace. However, it is noted that paragraph 5.12 of the adopted Hillingdon Local Plan Part 1, acknowledges that part of Blyth Road is considered to be most suitable for the managed release of industrial and warehousing land.

5.5

The site is located immediately adjacent to the Botwell Thorn EMI Conservation Area, with a very small section (eastern strip of site) falling within the Conservation Area (the conservation area is outlined in black in Figure 2 below).



Figure 2 Adopted UDP Proposals Map

- 5.6 The site is located entirely within Flood Zone 1, the area of the least risk of flooding.
- 5.7 In terms of heritage designations, Enterprise House located to the north east of the site is a Grade II listed building, and Jupiter House located to the north of the site is locally listed. Further locally listed buildings within TOVF include the Powerhouse, Pressing Plant, the Record Store and the Shipping Building.
- 5.8 The site designations set out above are to be amended as part of Hillingdon's Local Plan Part 2 – see Emerging Planning Policy section below.

National Planning Policy Framework

- 5.9 The latest iteration of the National Planning Policy Framework (NPPF) was published in February 2019. It sets out the Government's planning policies for England and how these should be applied. It is a material consideration in planning decisions.
- 5.10 The NPPF states that there must be a presumption in favour of sustainable development (para 11) and that applications for housing should be considered in the context of that presumption.

Other Material Considerations

- 5.11 A number of Supplementary Planning Documents (SPDs) have been produced by LBH which are of relevance to the proposals. These include:
- Hillingdon Design and Accessibility SPD (July 2006)
 - Accessible Hillingdon SPD (September 2017)
 - Planning Obligations SPD (July 2014)
 - Affordable Housing SPD (May 2006)
 - Noise SPD (May 2006)
 - Community Safety SPD (July 2004)
 - Land Contamination SPG (January 2014)

Emerging Planning Policy

- 5.12 Following its Examination in Public, an updated Draft London Plan was released in July 2019. The Current 2016 London Plan is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions, and should be given weight in decision making, given it has been subject to independent examination. Adoption of the draft London Plan is expected in early 2020. It is noted that the draft London Plan includes a new Opportunity Area for Hayes, which includes the delivery of 4,000 new homes and 1,000 jobs.
- 5.13 In terms of local policies, the Hillingdon Local Plan Part 2 (HLPP2) consists of a Development Management Policies Development Plan Document (DPD), Site Allocations and Designations DPD and a Proposals Map. These DPDs have been through Examination (with no issues raised in relation to TOVF area and associated proposed designations/allocations) and are due for adoption in early 2020; they are therefore to be given weight in decision making.

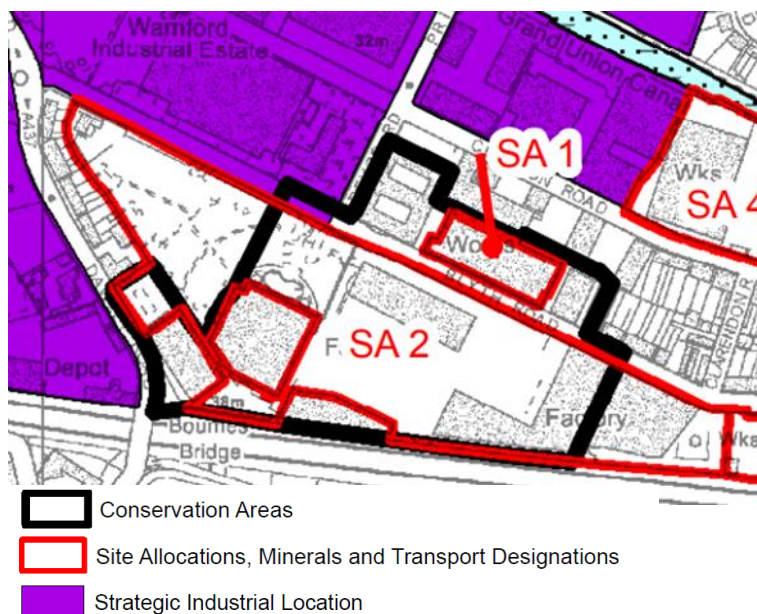


Figure 3 HLPP2 Emerging Site Allocation Proposal Map

- 5.14 It is important to highlight that TOVF is included in the Site Allocations and Designations DPD under Proposed Policy SA2 for a residential led mixed use development, providing up to 510 homes and up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5). Once adopted, the HLPP2 will also replace the existing UDP Saved Policies and Proposals Map, formally removing the site from the Industrial and Business Area and from its SIL designation. Figure 3 provides an extract of the draft Proposals Map and shows the site as being removed from the SIL and allocated for residential-led mixed use development. The new SIL extent is shown in the purple highlighted area in figure 3.

Key Planning Policies and Guidance

- 5.15 The framework table below identifies the key policies and guidance relevant to the proposed development at 1 Vinyl Square.

Table 4 Key Policies and Guidance

Planning Considerations	NPPF	London Plan [adopted]	Draft London Plan	LBH Local Plan Part 1	LBH Draft Local Plan Part 2	SPDs/DPDs
Principle of Development	Chapter 5: Delivering a sufficient supply of homes Chapter 6: Building a strong, competitive economy	2.5 Sub-regions 2.6 Outer London: vision and strategy 2.14 Areas for regeneration	GG1 Building strong and inclusive communities GG2 Making the best use of land GG4 Delivering the homes	NPPF1: National Planning Policy Framework - Presumption in Favour of Sustainable Development	SA2: The Old Vinyl Factory and Gatefold Building, Hayes DMCI2: New Community Infrastructure	

		2.16 Strategic outer London development centres 3.7 Large residential developments	Londoners need GG5 Growing a good economy D1B Optimising site capacity through the design-led approach S1 Developing London's social infrastructure	H1: Housing Growth E1: Managing the Supply of Employment Land		
Design	Chapter 12: Achieving well-designed places	3.5 Quality and design of housing developments 7.1 Lifetime neighbourhoods 7.3 Designing out crime	D1B Optimising site capacity through the design-led approach D2 Delivering good design D3 Inclusive design D7 Public realm D10 Safety, security and resilience to emergency D11 Fire safety G5 Urban greening	BE1: Built Environment	DMHB11: Design of New Development DMHB15: Planning for Safer Places	Hillingdon Design and Accessibility SPD (2006) Accessible Hillingdon SPD (2017) Community Safety SPD (2004)
Housing Provision	Chapter 5: Delivering a sufficient supply of homes	3.3 Increasing housing supply 3.4 Optimising housing potential 3.7 Large residential	GG4 Delivering the homes Londoners need D4 Housing quality and standards D5 Accessible housing	H1: Housing Growth H2: Affordable Housing	DMH2: Housing Mix DMHB17: Residential Density DMH7: Provision of Affordable Housing	Affordable Housing SPD (2006)

		development s 3.8 Housing choice 3.9 Mixed and balanced communities 3.11 Affordable housing targets	H5 Delivering affordable housing H6 Threshold approach to applications H7 Affordable housing tenure			
Transport and Parking	Chapter 9: Promoting sustainable transport	6.3 Assessing effects of development on transport capacity 6.9 Cycling 6.10 Walking	T1 Strategic approach to transport T2 Healthy Streets T3 Transport capacity, connectivity and safeguarding T4 Assessing and mitigating transport impacts T5 Cycling T6 Car parking T6.1 Residential parking T6.2 Office parking T6.3 Retail parking T6.5 Non- residential disabled persons parking T7 Deliveries, servicing and construction	T1: Accessible Local Destinations	DM2: Highways Impacts DM5: Pedestrians and Cyclists DMT6: Vehicle Parking	
Heritage and Townscape and Visual Impact	Chapter 16: Conserving and enhancing	7.8 Heritage assets and archaeology	HC1 Heritage conservation and growth	HE1: Heritage	DMHB3: Locally Listed Buildings	

	the historic environment		HC2 World Heritage Sites HC3 Strategic and Local Views HC4 London View Management Framework		DMHB4: Conservation Areas	
Daylight and Sunlight		7.6 Architecture			DMHB 11: Design of New Developments	
Energy and Sustainability	Chapter 14: Meeting the challenge of climate change, flooding and coastal change	5.3 Sustainable design and construction 5.7 Renewable energy 5.8 Innovative energy technologies	GG6 Increasing efficiency and resilience G1 Green infrastructure G5 Urban greening G9 Geodiversity SI1 Improving air quality SI2 Minimising greenhouse gas emissions SI3 Energy infrastructure SI4 Managing heat risk SI7 Reducing waste and supporting the circular economy	EM11: Sustainable Waste Management	DMEI2: Reducing Carbon Emissions	
Other Environmental Issues Including Noise,	Chapter 14: Meeting the challenge of climate change, flooding and	5.3 Sustainable design and construction	D13 Noise G1 Green infrastructure G5 Urban greening	EM8: Land, Water, Air and Noise	DMHB14: Trees and Landscaping	Noise SPD (2006)

Biodiversity and Trees	coastal change Chapter 15: Conserving and enhancing the natural environment	7.14 Improving Air Quality 7.19 Biodiversity and Access to Nature	G6 Biodiversity and access to nature G7 Trees and woodlands G9 Geodiversity SI1 Improving air quality SI2 Minimising greenhouse gas emissions SI3 Energy infrastructure SI4 Managing heat risk SI7 Reducing waste and supporting the circular economy			
Planning Obligations	Chapter 4: Decision-making	8.2 Planning obligations	DF1 Delivery of the Plan and Planning Obligations		DMCI7: Planning Obligations and Community Infrastructure Levy	Planning Obligations SPD (2014)

Key Planning Considerations

5.16

The below provides a list of the key planning considerations relevant to development at 1 Vinyl Square:

- 1 Principle of Development
- 2 Housing Mix
- 3 Design and Townscape
- 4 Heritage
- 5 Aviation
- 6 Residential Amenity
- 7 Transport and Parking
- 8 Other Environmental Issues

6.0 Assessment of Development

- 6.1 This section sets out our assessment of the scheme against the planning policies and considerations outlined in Chapter 5.

Principle of Development

- 6.2 In supporting the efficient use of land, the NPPF notes that decisions should have regard to: identified needs for different types of housing and other forms of development; local market conditions and viability; the desirability of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places (Paragraph 122). Where there is an anticipated shortage of land to meet housing need the NPPF states that “*it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure developments make optimal use of the potential of each site*” (Para. 123).
- 6.3 Strategic Policy E1 of the Hillingdon Local Plan Part 1 refers to the ‘managed release’ of industrial and warehouse land and identifies the Blyth Road area (including TOVF site) as an opportunity to facilitate the wider regeneration of the Hayes and West Drayton area. It is also noted that the emerging Draft London Plan includes a new Opportunity Area for Hayes, which includes the delivery of 4,000 new homes and 1,000 jobs.
- 6.4 Emerging HLPP2 Policy SA2, which allocates TOVF (including 1 Vinyl Square) for a residential led mixed use development and identifies that the Council will support the following uses:
- Demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm;
 - Up to 562 residential units (maximum area of 49,000 sqm GEA);
 - Up to 7,886 sqm of new B1 floorspace;
 - Up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5);
 - Up to 4,700 sqm of D1 and D2 uses; and
 - An energy centre (up to 950 sqm)
- 6.5 Policy is therefore supportive of the principle of residential-led mixed use development, as is proposed for 1 Vinyl Square.
- 6.6 Further to this, 1 Vinyl Square is the final element of the overall site-wide masterplan for TOVF. The approved parameters for this site are for a residential-led mixed use building, with A1-A5/B1 uses on the lower floors and C3 residential use above; the principle of the uses now proposed therefore fully accords with these approved parameters and has been accepted by the Council under the extant outline permission.
- 6.7 It is noted that the masterplan included illustrative proposals for each building on site, and for the Veneer Building this comprised up to 88 residential homes, which formed part of the 510 homes approved across the site. The proposals for 1 Vinyl Square therefore exceed this (total of 134 homes). This must, however, be considered in the context of two important considerations; the previous approvals across the wider masterplan and the Council’s increased housing need/annual delivery targets.
- 6.8 In relation to delivery across TOVF, each building approved to date has exceeded the number of homes shown in the illustrative masterplan concepts. This is set out in detail in Table 5 below, and demonstrates that increases can be satisfactorily accommodated at TOVF site without raising any planning concerns, including at 1 Vinyl Square. Excluding the Veneer Building, this shows a total increase of 102 homes, leaving 25 of the previously approved 510 homes undeveloped. On this basis, any development at 1 Vinyl Square which makes suitable use of this
-

brownfield site would increase numbers above the previously anticipated 510, whether this was 88 or 134 homes. The development at 1 Vinyl Square will continue to help LBH in meeting its housing need on brownfield land, as well as optimise the potential of the site.

Table 7 Illustrative and Approved Number of Residential Homes at TOVF

Building Name	Illustrative Schemes	Number of Homes Approved	Increase in Homes (illustrative to detail)
Boiler House	34	54	20
Material Store	159	189	30
Machine Store	60	81 (of which 20 outside masterplan)	21
Assembly Building	150	181	31
<i>Veneer Building</i>	88	-	-
Totals	491	505 (of which 20 outside masterplan)	+ 102 units

- 6.9 This links to the other important factor in assessing the principle of additional homes above the 510 noted under the emerging site allocation/approved at outline stage; London's (and specifically Hillingdon's) increased housing need and associated delivery targets.
- 6.10 The original masterplan, and indeed site allocation SA2, were developed in accordance with Strategic Policy H1 of the Local Plan Part 1 which required the delivery of 425 dwellings per year between 2011 and 2021. 510 homes were therefore considered a reasonable figure on TOVF site, to assist with meeting this need.
- 6.11 At the present time, the minimum ten-year housing target for Hillingdon in the adopted London Plan (2016) is 5,593 homes between 2015 and 2025. This gives an annual average monitoring target of 559 residential units per annum. The Council's 5 Year Supply of Deliverable Sites (2018/2019) states that this requirement is reduced once the 5% buffer is accounted for and due to the delivery of 2,704 dwellings during the first three years of the monitoring period (2015/16 - 2017/18); this reduces the 5-year housing provision target from 2018/19 – 2022/23 to 2,167 dwellings; which equates to 413 new homes per annum.
- 6.12 The emerging London Plan, however, which is at an advanced stage, significantly increases the 10-year housing target for Hillingdon to 10,830 units (2019/20 -2028/29) as set out in the Panel Recommendations October 2019. This equates to 1,083 homes per year, more than double that of the previous target. Despite the Council's current housing land supply position, it is therefore clear that additional sites will be required to meet this need, and 1 Vinyl Square is well placed to contribute as a sustainably located brownfield site.
- 6.13 The proposed development also includes the provision of 395sqm (GIA) of flexible A1/A2/A3/A5/B1 Use Class floorspace. It is noted that the original masterplan approved commercial space at the ground floor of the Veneer Building, potentially delivering both B1 and A1-A5 uses. The proposals for 1 Vinyl Square therefore accord with the principles previously agreed.
- 6.14 The proposed commercial floorspace is within the approved parameters that were previously assessed for the Veneer building. Notwithstanding this, in relation to office space, it is noted there is significant provision on the wider site (e.g. Shipping Building and Record Store) and, since the approval of the original masterplan in 2013, the Council has identified within the

Employment Land Study (2014) and the Development Infrastructure Study (2017) that there is a significant existing supply of high-quality office space within the borough and the emerging requirements for office provision could be accommodated through known development proposals. The Council has also approved additional B1 office space as part of the Powerhouse development. Therefore, the proposed development provides some commercial space at ground floor to animate Vinyl Square and contribute to activity at TOVF site, but balances this against need/demand, optimising the site's delivery of much needed homes.

- 6.15 It is therefore concluded that the principle of the proposed development and associated uses is acceptable, in accordance with national, regional and local policy. 1 Vinyl Square is intrinsically linked to the wider masterplan area and will deliver the Council's aspirations for a residential mixed-use area in close proximity to Hayes Town Centre and Hayes and Harlington Station.

Housing Mix

- 6.16 London Plan Policy 3.8 seeks to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, based on the range of needs identified and including family-sized homes.
- 6.17 At a local level, Hillingdon's saved UDP Policy H4 (2012) sets out that, wherever practicable, a mix of homes of different sizes should be provided, including in particular 1 or 2-bedroom homes. Within town centres predominantly 1 and 2-bedroom homes will be preferable. Further to this, saved Policy H5 states that the Council will encourage dwellings suitable for large families, where the needs of the area suggest it is appropriate, including by negotiating the provision of larger dwellings by the private sector in new development, bearing in mind the need to ensure such housing meets local needs.
- 6.18 The Local Plan Part 1 (2012) refers to housing mix for affordable only (noting UDP Policy H4 was saved), stating in the supporting text to Policy H2 that the HMA indicates that 70% of net need for affordable housing is for 2 and 3 bed accommodation, more than a fifth is for 4 bed accommodation and almost 7% is for 1 bed accommodation, and that the need relative to supply is greatest for larger family accommodation.
- 6.19 The Council's latest SHMA was prepared in 2016 and notes a borough-wide requirement for larger private market units, particularly 3 bed homes. With regards to affordable housing, the need is identified for 2 and 3 bed homes.
- 6.20 Hillingdon's Local Plan Part 2, when adopted (Report programmed for publication in Autumn 2019 and adoption late 2019) will replace the above saved policies of the UDP. Emerging Policy DMH2 states:

"The Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need".

- 6.21 Table 4.1 of the HLPP2 sets out the housing types and sizes required to meet housing needs in the Borough:

Table 4.1 LBH Housing Needs

Tenure	1 bed %	2 bed %	3 bed %	4+ bed %
Private Market	0	4	56	40
Intermediate	19	24	45	12
Social/Affordable Rented	20	7	48	25

- 6.22 The original masterplan for TOVF (ref: 59872/APP/2012/1838) allowed for the total provision of 510 residential homes based upon the following indicative housing mix (which wasn't fixed):
- 1 bed = 40%
 - 2 bed = 45%
 - 3 bed = 10%
 - 4 bed = 5%
- 6.23 It is noted that the delivery of family housing across TOVF to date has been in the range of 5% (Assembly Buildings and Machine Store) to 12.6% (Material Store). The Boiler House comprised 1 and 2 bed homes only. Although each building has been assessed in the context of current and emerging policy (and also need) it is important to refer to the original vision for TOVF, as set out in the Planning Statement as follows (and supported in the outline and subsequent Officer Reports, given the site's proximity to the town centre/station):
- "The site lends itself to higher density and smaller units to meet the expected lifestyle of residents in this highly sustainable location, maximising the opportunities for living in close proximity to the town centre and the Crossrail station and extending the range of choice of living environments within the Borough. It will add to the range of housing environments in the Borough, benefiting housing choice.*
- A core demand for the new market/private apartments within Hayes will come predominately from first time-buyers and young professionals, attracted by the accessibility of the area to central London (particularly by public transport), the central location, the close proximity of local services/ shops, and the relative affordability of house prices within Hayes. This will be complemented by accessibility to new types of housing for local people seeking to stay within the local area.*
- The inclusion of higher proportions of smaller units in accordance with these recognised objectives will assist in increasing intrinsic value per sqm for the residential component – with the benefits of supporting essential heritage and employment development requirements whilst maximising the opportunity to support affordable housing to higher levels."*
- 6.24 At pre-application stage, it was originally proposed that 12% of the homes at 1 Vinyl Square would be family homes (i.e. 3-beds). Feedback from LBH was that there was a greater demand for family homes than there had been in the past (when the masterplan was approved) and this should be reviewed and, if possible, increased, or justification provided as to why the development is not appropriate for predominantly family housing.
- 6.25 It remains important to consider this in the context of the wider TOVF masterplan, the design/vision for which is for higher density and smaller homes, to meet the core market demand from predominately first time-buyers and young professionals.
- 6.26 Therefore, whilst 12% is at the upper end of delivery across the wider TOVF and aligns with other recent large-scale applications in the Borough (at circa 6-17%), we appreciate the need for family housing in the Borough (particularly for affordable housing) and that Officers and Members are keen to secure this.
- 6.27 Following the pre-application advice, the proposals have therefore been revised and 1 Vinyl Square will deliver 17% 3-bed family homes (26% by habitable room), which will be skewed so that the percentage of affordable rented family homes is high (see Table 7 below). This building will therefore deliver the greatest quantum of family homes across all buildings at TOVF,
-

addressing need across the tenures whilst still responding to the site's positioning in the market and bearing in mind the size of the plot and availability of play/amenity space.

Table 8 Proposed Housing Mix

Size	Market	Affordable	Total
Studio	11	0	11
1 Bed	31	10	41
2 Bed	54	6	60
3 Bed	2	20	22
Sub Total	98	36	
Total	134		

Affordable Housing

- 6.28 The London Plan seeks to create mixed and balanced communities by providing a range of housing choice and tenures. The London Plan (2016) sets out a target of achieving 17,000 affordable homes per year on a basis of 60% social rented and 40% intermediate. Local Planning Authorities are able to implement their own specific targets to meet the requirement of the London Plan (2016), and LBH's Strategic Policy H2 seeks a net affordable housing provision of 35% for sites over 10 units, with a 70% rented: intermediate 30% split. The Homes for Londoners Affordable Housing and Viability SPG (2017) sets out detail on the Mayor's 'threshold approach' and applications which qualify for the 'fast track route'. This route is available provided the proposals deliver at least 35% affordable housing, are consistent with the tenure split guidance, and have sought to increase delivery beyond 35% by accessing grant. It is noted that TOVF site is no longer considered by the Council as a Strategic Industrial Location (SIL) but as a housing site, as other detailed planning applications have been determined at TOVF, in the context of the implemented outline permission and soon-to-be-adopted residential site allocation/SIL release in the Local Plan; the affordable housing 'fast track route' threshold will therefore be 35%.
- 6.29 In relation to the split of tenures, the SPG states this should include at least 30% low cost rent (social rent or affordable rent) and at least 30% as intermediate products (with London Living Rent and/or shared ownership being the default tenures), with the remaining 40% to be determined by the LPA.
- 6.30 At a local level, Local Plan: Part 1 Policy H2 and emerging HLPP2 Policy DMH 7 note that 35% of all housing developments of 10 or more homes are to be provided as affordable, with an indicative tenure mix of 70% housing for rent (social rent/affordable rent) and 30% intermediate housing (Local Plan: Part 1 Policy H2, paragraph 6.29). Paragraph 6.29 also clarifies that housing market conditions in Hillingdon are complex and a one size fits all approach to tenure provision will not be suitable for all areas in the borough; subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough. This is to be subject to a financial viability assessment.
- 6.31 In accordance with policy, and as identified in Table 8 below, the proposals deliver 35% affordable housing by habitable rooms, across a mix of affordable rented and intermediate tenures, with the rented tenure delivered entirely as family homes to address need, and the intermediate providing a mix to include smaller homes to ensure a range of affordability.

Table 9 Proposed Affordable Housing Mix

Size	Intermediate	% of Total Intermediate	Affordable Rent	% of Total Affordable Rent	Total	% of Total Affordable
Studio	0	0%	0	0%	0	0%
1 Bed	10	37%	0	0%	10	28%
2 Bed	6	23%	0	0%	6	17%
3 Bed	11	41%	9	100%	20	55%
Total	27	-	9	-	36	-

- 6.32 Subject to the Borough's agreement, the application can therefore fast-track at 35% with a 33% affordable rent and 67% intermediate (by habitable room) split. A financial viability assessment has been prepared by Montagu Evans to accompany this application, the assessment demonstrates the need for a flexible approach to be taken to tenures, in accordance with Policy H2 and discusses the potential for grant funding to increase the affordable housing beyond 35%, demonstrating the proposed development is maximising viable delivery.
- 6.33 As context, the Viability Assessment approved under the original TOVF outline planning permission required that 5% of the total 510 homes (equating to 26 homes) be delivered as shared ownership (intermediate) homes within the Assembly Buildings. On 16 February 2018 the Council triggered a viability review of the masterplan under paragraph 1, part 2 of Schedule 4 of the S106 agreement. Following this, the level of affordable housing increased to 52 homes (10% of the total) to be provided as shared ownership (intermediate) within the Assembly Buildings only. The Veneer Building was not therefore required to deliver any affordable housing as part of TOVF masterplan and the 88 home-scheme was 100% private tenure.
- 6.34 A key benefit of the proposals for 1 Vinyl Square is therefore the delivery of 35% affordable housing, equating to 36 much-needed affordable homes, a significant uplift from 0% approved under the masterplan for this phase. Given that demand for affordable homes outstrips supply, this must be given significant weight as a benefit of the proposed development. Further, the affordable housing delivery has been skewed towards the provision of family homes, in response to current need. 56% of the affordable provision are 3-beds, and 100% of the affordable rented tenure are family homes. These 36 affordable homes, comprising a mix of intermediate and rented tenures, will therefore significantly increase the delivery of affordable provision across the wider TOVF site, from 52 to 88 homes.
- 6.35 The delivery of 35% affordable housing, with a minimum 30% low cost rent, 30% intermediate and 40% to be agreed with LBH via the FVA, therefore fully accords with regional and local policy. The application should therefore be fast-tracked in accordance with the Mayor's SPG.

Design and Townscape

- 6.36 The NPPF encourages good design and requires planning decisions to ensure that developments add to the overall quality of the area, are visually attractive, are sympathetic to the local character, establish a strong sense of place and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (para. 127). Chapter 12: 'Achieving well-designed places' emphasises the importance of good design. Notably the NPPF (paragraph 124) identifies that *"Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."*
- 6.37 The NPPF specifies that, in determining planning applications, local planning authorities should aim to ensure that developments respond to local character and history whilst not preventing or

discouraging appropriate innovation or change (paragraph 127). This includes criteria for development proposals to ensure they:

- function well and add to the overall quality of the area over the lifetime of the development;
- are visually attractive;
- sympathetic to the surrounding built environment and landscape setting;
- establish a strong sense of place;
- optimise the potential of the site to accommodate; and
- create safe, inclusive and accessible places.

6.38 At a local level, Strategic Policy Objective SO2 sets out the basis for ensuring the creation of neighbourhoods which are of a high-quality sustainable design and serve the long-term needs of residents. This is supported by Strategic Policy BE1 which requires all new developments:

- 1 achieve a high quality of design in all new buildings;
- 2 be designed appropriately in context of Hillingdon's buildings, townscapes, landscapes and views;
- 3 include Lifetime Homes principles;
- 4 meet the latest Building for Life standards;
- 5 improve areas of poorer environmental quality;
- 6 incorporate a clear network of routes;
- 7 improve the quality of the public realm and provide attractive public and private spaces;
- 8 create safe and secure environments;
- 9 not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas;
- 10 maximise the opportunities for all new homes to contribute to tackling and adapting to climate change; and
- 11 proposed tall buildings to not adversely affect their surroundings including the local character, cause harm to the significance of heritage assets or impact on important views.

6.39 Emerging HLPP2 Policy DMHB 11 (Design of New Development) provides further design considerations which the Council will take into account when determining planning applications, requiring that development proposals demonstrate a positive response to a number of design criteria, including:

- a all development, including extensions, alterations and new buildings will be required to be designed to the highest quality standards;
- b development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space;
- c that the design safeguards the satisfactory re-development of any adjoining sites which have development potential; and
- d development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection.

6.40 In accordance with the above policies and guidance, the proposed development has been designed to achieve a high quality of design whilst also respecting and maintaining the

distinctive character of the area within which it is situated. This design has been informed by pre-application consultation with LBH, the GLA and the local community, along with key stakeholders such as the aviation authorities (HAL/NATS), resulting in proposals that complement the wider TOVF site and sit comfortably within this masterplan and the wider context.

- 6.41 The design approach to the proposed development is set out in detail in the accompanying Design and Access Statement (DAS) prepared by JTP. The sections below assess the key design parameters of scale/massing and density, how these sit within the townscape and in the setting of surrounding heritage assets. This is followed by amenity considerations such as communal/private/place space and daylight/sunlight, which have influenced the design.

Scale, Massing and Townscape

- 6.42 The accompanying Heritage and Views Study, along with the Design & Access Statement, provide detailed analysis and justification for the proposed scale and massing of 1 Vinyl Square and how this responds to, and positively contributes to, the surrounding townscape.
- 6.43 In relation to the proposed height of 1 Vinyl Square, this sits within the maximum height parameter approved for this plot under the outline planning permission for TOVF and has therefore been assessed and found to be acceptable by LBH previously. The approved outline parameter comprised a building of up to 11 storeys in height (maximum AOD of +66.90), with a 7-storey element forming the 'shoulders' of the building. No. 1 Vinyl Square was always designed to be the tallest building within TOVF masterplan, as a focal point and landmark to Vinyl Square, which will form a key area of public realm and a gateway to, and destination within, TOVF.
- 6.44 This planning background forms important context to the current proposals, which comprise a building of part 9, part 10 and part 11-storeys in height, performing its identified role as the tallest building in the masterplan area. 1 Vinyl Square will appropriately mark Vinyl Square/a key entrance to TOVF, utilising the breathing space provided by this area of public realm to optimise the site's capacity to deliver development which is suited to its context, both as existing and emerging. In response to comments raised by LBH Officers during the pre-application process, the building steps down in height from east to west, with the tallest 11 storey element landmarking Vinyl Square and the lower 9 storey element sitting adjacent to the Veneer Store multi-storey car park.
- 6.45 The existing and emerging townscape context is characterised by large footprint buildings with rectilinear massing and varied heights including buildings up to 11 storeys. The old factory buildings are of a large scale and mass, characterised by simple built forms. They have strong horizontal rooflines, facades articulated by a balanced grid of horizontal and vertical elements of distinct vertical emphasis to the ends. Recent developments introduce further large rectilinear building forms with regular fenestration which read as up to 11-storeys in height (for example the Material Store).
- 6.46 The views assessed with this application have been tested throughout the design development of the building and demonstrate that the proposed massing sits comfortably within the existing and emerging character of its immediate townscape and respects the character of the old factory buildings. Buildings of 9-11 storeys (or equivalent) are evident within both TOVF site and the wider context of Hayes town centre. The scale and overall proportion of the proposed east and west elevations of 1 Vinyl Square would be comparable to existing buildings and those that have been granted planning permission within TOVF. For example, the proportions of the tallest part of the Material Store (reads as 11 storeys in height and c.40m in width) are comparable in
-

overall proportions and perceived massing with the proposed east elevation of 1 Vinyl Square (11 storeys in height and 34.5m in width).

- 6.47 The scale of the proposal is also compatible with the original design intent of the approved masterplan which envisaged the tallest element of the masterplan in this location, defining one of the key entrances to the site. The eastern frontage of the scheme would address the new public realm of Vinyl Square, providing appropriate definition as established by the approved parameters and activating this space. Seen in views west along Blyth Road, both the scale and the detailing of 1 Vinyl Square will help to enhance the legibility of the entrance to the wider development within the street scene. Front doors and landscaped gardens onto Blyth Road, including street tree planting, also help to activate and soften this elevation. The linear form of the eastern frontage would complement the form of the west side of the Cabinet Building and the courtyard arrangement would break down the overall mass seen from the south and south-east.
- 6.48 The Blyth Road frontage comprises three distinct building elements of varying height, creating a well-balanced, articulated and interesting streetscape that references the architectural character of the old factory buildings. The western elevation, which is slightly lower than the east (Vinyl Square) side would be largely screened in views from the west along Blyth Road by the Veneer Store (which has detailed approval but is yet to be constructed on site).
- 6.49 The accompanying Heritage and Views Study demonstrates that the proposed development would have either a negligible or minor neutral effect on the distant views and either a minor, moderate or substantial beneficial effect on the local views. In distant views the building would sit comfortably within the existing context of TOVF site as well as the wider context of Hayes skyline, which includes numerous tall buildings around Station Road. The new building would enhance local views along Blyth Road and Trevor Road by promoting continuous street frontages which would help to define the public and private realm and introduce activity and visual interest.

Density

- 6.50 The current London Plan (2016) Policy 3.4 (optimising housing potential) refers to the Mayor's Density Matrix, though notes that this should not be applied mechanistically, and other factors need to be taken into account such as local context and design, and the need to increase density where transport proposals will increase public transport accessibility in the future.
- 6.51 The emerging London Plan, however, moves away from the density matrix and sets a clear requirement to take a design-led approach to optimising the capacity of sites. Draft Policy D1B states that all development must *"...make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity..."*
- 6.52 In relation to the 2016 Density Matrix, the proposals (based on a site area of 0.45ha i.e. 1 Vinyl Square building plus its associated car parking) sit only marginally above the recommended density for PTAL 4 (site's projection with Crossrail i.e. public transport improvements) at 298 u/ha (based on 'urban', 2.7-3.0 hr/unit and a Density Matrix guide of 70-260 u/ha). This is clearly not excessive nor unusual in urban developments, particularly in growth locations such as Hayes/TOVF. If account is then taken of the adjoining square, which could arguably be included in the calculations given it provides the breathing space to deliver a taller building, then the density is lowered.
-

- 6.53 In relation to assessing density in the context of the new London Plan, the Design & Access Statement and Heritage and Views Study clearly demonstrate that the proposed building has been developed through a design-led approach, in the context of the approved masterplan (including the key parameters), short and longer-range views, heritage assets and other existing and emerging development, as well as in the context of the site's location in an Opportunity Area and one which will imminently become even better connected to the public transport system, through Crossrail.
- 6.54 In accordance with emerging Policy D1B, the design of 1 Vinyl Square therefore optimises the site's capacity, taking the most appropriate form for its location, and delivering a building which is fit for purpose, inclusive, responds to the changing needs of Londoners, and makes the best use of London's land supply, particularly its brownfield land. The site has therefore been efficiently designed in layout, form and scale, through coordination with TOVF masterplan and the wider townscape context, whilst also facilitating convenient pedestrian connectivity to activities and services through Vinyl Square, Blyth Road and The Groove.

Heritage

- 6.55 Whilst there are no statutory listed buildings within TOVF site, there are several locally listed buildings, including the Powerhouse, Pressing Plant, the Shipping Building and the Record Store, and it is noted that the site is located immediately adjacent to the Botwell: Thorn EMI Conservation Area (with a very small section falling within the Conservation Area). Moreover, Enterprise House, located to the north east of 1 Vinyl Square, is also a statutory listed building (Grade II) and Jupiter House located to the north east of the site is locally listed.
- 6.56 The following are therefore the key heritage and visual amenity policy issues and statutory tests that the proposal should be assessed against:
- 1 Does the proposal conserve and, where appropriate, enhance the setting, significance and special interest (where relevant) of the affected heritage assets? (s.66(1) of the 1990 Act; Paragraph 192, NPPF; London Plan Policy 7.8; Policy HE1, Hillingdon's Local Plan; Hillingdon's Saved UDP Policies BE4 and BE10).
 - 2 Is the design of the proposal high-quality and informed by / does it relate positively to the surrounding historic environment? (London Plan Policy 7.4; Policy BE1, Hillingdon's Local Plan; Hillingdon's Saved UDP Policy BE13).
- 6.57 As set out in the accompanying Heritage and Views Study, once constructed the new building would improve the immediate setting of the Conservation Area and listed and locally listed buildings within it, by regenerating the vacant site with a high-quality development and re-establishing a sense of activity and enclosure. The new building would respond to the scale, massing, spacing and arrangement of surviving 20th century factories within the Conservation Area and, through references to the former function of the factory site through its name (prominently displayed on the building) and architectural features, would reinforce the historic narrative of TOVF site for future generations. The AVRs illustrate that the proposal would be an acceptable and positive addition to the setting of the nearby listed and locally listed buildings.
- 6.58 Overall the proposed building would enhance the setting of the Hayes Botwell: Thorn EMI Conservation Area and listed and locally listed buildings within it, by re-establishing a sense of activity and enclosure and regenerating a vacant detracting site. The design and form of the new building, which incorporates architectural references to the surviving former factory buildings and celebrates the history of the factory site, would enhance the setting of the heritage assets and preserve their significance and the special interest of Enterprise House. The proposals are therefore in compliance with local and regional planning policies.
-

Aviation

- 6.59 The development site is located approximately 3km north of Heathrow Airport's northern runway (measured from the runway centreline) and as such falls within the airport's official Civil Aviation Authority (CAA) aerodrome safeguarding map. This means Heathrow Airport Limited (HAL) is an officially safeguarded aerodrome, benefits from Statutory Direction, and would be a Statutory Consultee for any proposal coming forward at the development site. In addition, LBH is a local planning authority with areas containing civil en-route technical sites, meaning NATS (NERL) would also be a body that benefits from Statutory Direction as a Statutory Consultee. In accordance with DfT Circular 1/2003 and aerodrome safeguarding best practice guidance, pre-application comments have been sought from both bodies.

HAL

- 6.60 HAL was consulted in 2012, as part of the outline application. The airport advised that an OLS height of 67.930m was applicable, and it was this height that informed the development height parameters set out within the approved outline master plan (including that for 1 Vinyl Square, of which the proposed development sits within).
- 6.61 LBH has continued to consult with the airport following the submission of the reserved matters/planning applications and, for example, HAL had no comment on the Assembly Building Reserved Matters application but requested a bird hazard management plan condition for the Machine Store and Pressing Plant full planning application.
- 6.62 Pre-application consultation has been undertaken with HAL, who confirmed an Obstacle Limitation Surfaces (OLS) height of 67.95m AOD at this site (previously 67.93m AOD but updated due to a resurvey of the airport's runway threshold heights). HAL noted that, if this OLS flat surface is exceeded, then this would likely lead to an objection from the airport. This limit has therefore been adhered to in the submitted proposals for the building, lift core and parapets in the submitted proposals. Signage, titled 'One Vinyl Square', is proposed at the roof top of the eleven-storey element, measuring 13.5m x 1m. This structure will exceed the HAL OLS limit by 1120mm. It is anticipated that this exceedance will require further discussion with HAL as part of the formal Statutory Consultation process.
- 6.63 HAL also provided guidance on the building and roof design, landscape design, SUDS, and crane and constriction operations, noting:
- It is important that the proposed development is designed such to be unattractive to birds. Birds can constitute a significant hazard to aircraft. If flat roofs, exceeding 500 m², form part of the proposed development, it would likely seek a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. This is acknowledged.
 - For this particular site, with respect to landscape design, the following will apply: stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater; tree species such as Oak (*Quercus* sp.) Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme; large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 20% of the total planting palette. An external podium garden is proposed on the first floor level, and above levels nine, ten and 11 are roof terraces that include soft landscaping and seating areas. The proposed soft landscaping will accord with these specifications.
-

- For the use of cranes or any other equipment used for the construction process, the relevant permits, to be obtained from Heathrow Airport, will be required. A crane will be required during construction. The requirement for a crane permit is acknowledged.
- Some SUDS designs have the potential to attract birds, which can constitute a significant hazard to aircraft. HAL would request details on any proposed areas of open water. There are no proposals for blue roofs and areas of open water.

6.64 There are no large areas of glass façade or proposals for PVs, avoiding the potential rise of aerodrome safeguarding glint and glare issues.

NATS

6.65 Pre-application comments have also been sought from NATS, who advised that the proposed development could potentially be visible to its H10 radar (located near Hatton Cross), which could give rise to navigational asset impact. NATS sought clarification on buildings (existing or consented) located on the line of sight between the radar and the proposed site, to understand if the proposed development will benefit from shielding (i.e. other buildings shield the impact between the H10 radar and the proposed site). Further information has been provided to NATS in this regard and NATS is content that the site of the Veneer Building will mostly be shielded by the existing 'front line' which comprises: the Shipping Building, Cabinet Building, and Record Store. Accordingly, NATS has confirmed that the proposed development will not give rise to SSR issues and NATS would unlikely object to a planning application for this proposal (NATS has requested that reference: SG28771 be quoted for any future correspondence as this reference relates specifically to the 1 Vinyl Square site).

6.66 It is not therefore considered that there will be any airport aerodrome safeguarding issues which prevent the development of 1 Vinyl Square as proposed, and this consultation dialogue with NATS and HAL will continue post-submission of the application.

Residential Amenity

6.67 The matter of amenity, including residential standards, has been closely considered throughout the evolution of the proposed development. The need to support residential amenity underpins policies from national to local level.

6.68 One of the core planning principles of the NPPF is to seek to secure *"high quality design and a good standard of amenity for all existing and future occupants of land and buildings"*.

6.69 This approach relates to amenity space, internal space standards, daylight, sunlight and overshadowing and overlooking/privacy. These aspects of amenity are considered below.

Amenity Space

6.70 In terms of amenity space, the London Plan Policy 3.5 requires all new housing development to enhance the quality of local places, including the provision of public, communal and private open spaces. The Mayor's Housing SPG (2016) provides guidance on the implementation of Adopted London Plan Policy 3.5 and requires all new housing developments to provide a minimum of 5 sqm of private outdoor space for 1 to 2-person dwellings and an extra 1 sqm for each individual occupant. These standards are carried forward into the new London Plan (draft Policy D4).

6.71 At a local level, Strategic Policy EM4 (Open Space and Informal Recreation) requires that major developments make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities. This is supported by draft HLPP2

Development Management Policy (DMHB 18) which states that developments are required to provide good quality and useable private outdoor amenity space.

- 6.72 Further to this, Hillingdon's emerging Local Plan Part 2 sets a minimum amenity space provision of 20sqm for studio/1 bed flats, 25sqm for 2 bed flats and 30sqm for 3 bed flats, which aligns with guidance in the Hillingdon Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (adopted 2006).
- 6.73 In accordance with the London Plan, all homes will have private amenity space in the form of balconies, terraces and/or gardens, which all exceed the minimum requirements of the London Housing SPG. They will also have access to the public realm throughout the TOVF site, including the adjacent Vinyl Square.
- 6.74 In addition to private amenity space, the proposed development also includes communal amenity space for residents of 1 Vinyl Square in the form of:
- A large terrace on the first-floor podium, which provides an active and social space and includes an informal and natural play area (0-5 year olds);
 - A large terrace on the ninth floor and two large roof gardens at tenth floor that will include amenity space and a herb garden and raised allotment beds. The terraces will provide areas to socialise and sit, to enjoy the wide views.
- 6.75 In summary, the development delivers 2,984.8sqm of outdoor amenity space for residents of 1 Vinyl Square. This is split between 1,925.5sqm (64.5%) as balconies/private gardens and 1,059.3sqm (39.5%) as communal spaces. This excludes the access residents will also have to the play space at Vinyl Square and the wider public realm within TOVF. The development also includes the provision of 75.3sqm of internal communal floorspace.
- 6.76 On the site itself i.e. within the red line area, outdoor amenity space provision is marginally below LBH's guidance (as stated in the SPG/emerging policy) which would require 3,305sqm based on the housing mix i.e. the proposals deliver 90% of the policy requirement. The proposals fall marginally short of guidance, but these figures demonstrate a high provision of private amenity space (including oversized balconies which all exceed the Mayor's standards) which is a benefit when compared to similar developments, and amenity space has been maximised with roof terraces throughout. Further, external amenity space for the lower floors of the building, particularly the affordable rent family homes, has been prioritised, and these homes meet or exceed Hillingdon's external amenity space guidance.
- 6.77 In addition to the play on the first-floor podium (64sqm), play space for 0-5 yr olds is provided in Vinyl Square (which forms part of a separate detailed approval for this part of TOVF masterplan), which together provide the area required under the Mayor's play space calculator (153sqm for 0-5 years). Play within Vinyl Square (located less than 50m from the site) will provide 89sqm of sensory play suitable for children 0-5 years. The space has been designed for all ages and includes a climbing mound, sensory planting with a walking route, concrete tunnel, climbing fixtures and sound tubes. The entire play area is surrounded by a secure boundary fence making it suitable for younger children. Play for older children is provided across TOVF masterplan in a variety of sizes, characters and types of facilities.
- 6.78 This is detailed in the Landscape section of the Design & Access Statement, including further information on TOVF and the play space used by other buildings in support of their child yield and that which is remaining for the use of children in the 1 Vinyl Square development. This demonstrates that there is more than sufficient area remaining and there is no 'double counting' of play areas in support of the TOVF's overall child yield.
-

- 6.79 The proposed development provides high quality amenity space for future residents and, whilst very marginally below Hillingdon's guidance, this space is useable and accessible by all, with a range of characters/uses, and complemented by the wider amenity provision across the masterplan. It is therefore considered that this is acceptable in planning terms.

Internal Space and Design Standards

- 6.80 LBH has adopted the National Space Standards in its draft Local Plan Part 2 and these align with those in the new London Plan. All homes proposed at 1 Vinyl Square meet or exceed these minimum space standards and therefore accord with policy.
- 6.81 Further, 90% of the homes meet the requirements of Approved Document M4(2) and 10% of the proposed homes meet the requirements of Approved Document M4(3) and are therefore in accordance with regional and local policy.
- 6.82 A key benefit of the development (which has evolved following pre-application feedback from the GLA and LBH) is that 0% of the proposed homes are single-aspect north-facing, and 78% are dual aspect. This is a significant enhancement in comparison to the illustrative outline scheme, which delivered 17% single-aspect north-facing homes and 41% dual aspect homes. Further, the maximum number of homes per core is now at 8. This responds to and accords with design guidance set out by LBH and the GLA.

Privacy and Overlooking

- 6.83 LBH's guidance is that residential to residential separation distances should be 21m, with flexibility applied where there is a street to street relationship and where habitable rooms are dual aspect.
- 6.84 At 1 Vinyl Square, the only neighbouring building in residential use is 343 Blyth Road to the north west, on the opposite side of Blyth Road, but this is beyond the 21m distance, and in any case is a 'street to street relationship'.
- 6.85 The key consideration therefore relates to internal separation distances within the proposed development and any potential for overlooking/loss of privacy. The internal courtyard at 1 Vinyl Square has a separation distance from wall to wall of 19m, so marginally below the 21m distance. The homes have been designed to ensure all homes that face onto this courtyard are dual aspect, and living rooms are in outward-facing locations. Further, windows have been offset (both in terms of their location and angle to create bays) to mitigate direct overlooking and to increase the distances between windows, whilst enabling them to face south for sunlight penetration. The design of the angled bay window is a reference to the triangular form inspired by features on the Art Deco Hoover Building in Ealing. Opened in 1933, the building was designed by Wallis, Gilbert and Partners, the architects responsible for the original buildings at TOVF. The angled bay windows are south orientated to allow for better daylight and sunlight, views south and ensure greater privacy.
- 6.86 The separation distances across the courtyard are therefore below 21m by 2m, but LBH's guidance allows for flexibility and the proposals have been carefully designed to more than mitigate for this and ensure no facing habitable windows are within 21m of each other. There will therefore be no issues of privacy or overlooking and the proposals are considered acceptable in this regard.
-

Daylight, Sunlight and Overshadowing

- 6.87 Policy 7.6 of the London Plan and emerging Policy DMHB 11 require that buildings do not cause unacceptable harm to relation to overshadowing as there could be the potential for a poorly designed building to have considerable impacts upon the neighbouring residents.
- 6.88 Further, Emerging HLPP2 Policy DMHB 11 states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
- 6.89 The scale of the proposed residential development has been informed by a daylight, sunlight and overshadowing assessment which considers the impact of the proposed building on existing and proposed homes, as well as any overshadowing to Vinyl Square and the proposed roof-top amenity terraces.
- 6.90 Overall, the External Daylight and Sunlight and Overshadowing Assessment concludes that the neighbouring residential buildings at Empire House and 137-213 Blyth Road retain excellent levels of daylight under the VSC and NSL assessment. There are a few deviations from the BRE targets and these are driven by self-inhibiting features of Empire House, due to the building being converted via a change of use application from office floorspace to residential. In terms of sunlight, two rooms within Empire House will experience a minor reduction beyond the BRE targets as a result of the proposed development. However, it is noted that these two rooms have windows that are recessed from the building façade having previously been designed as part of an office building. The remaining rooms within Empire House and 137-213 Blyth Road are compliant with the BRE targets.
- 6.91 In relation to the proposed homes at 1 Vinyl Square, the Internal Daylight and Sunlight Assessment concludes that they will receive very good levels of daylight and sunlight, with 84% of all habitable rooms meeting or exceeding the BRE recommended levels of Average Daylight Factor (ADF) and 86% with a very good sky visibility. Where lower levels of light than recommended are seen this is a result of balancing daylighting, the provision of private amenity space (generous balconies), addressing overheating and preventing privacy issues. All rooms have been designed in accordance with BRE's Room Depth Criterion, where applicable, and are therefore well proportioned for good light distribution.
- 6.92 In relation to the outdoor communal amenity spaces (comprising the proposed roof terraces and adjoining Vinyl Square) these have been assessed for overshadowing, as set out in the Internal Daylight and Sunlight Assessment. This demonstrates that all spaces far exceed the BRE guidance i.e. that at least half of the area should see at least two hours of sunlight on ground on 21st March.

Transport and Parking

- 6.93 Chapter 9 of the NPPF (Promoting Sustainable Transport) states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 6.94 Strategic Policy T1 requires that all developments encourage access by sustainable modes and include good cycling and walking provision. This is supported by draft Local Plan Part 2 Policies DMT 1 and DMT 2, which require development proposals to address transport impacts in a sustainable manner, with no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Similarly, London Plan Policy 6.3 requires a full assessment of impacts on transport capacity and the transport network, at both corridor and local level.
- 6.95 The development site is located within an accessible location being close to the Hayes and Harlington railway station (which provides links to London Paddington, Reading, Heathrow
-

Airport and the future Crossrail). The development site has a PTAL rating of 3 which is set to increase to 4, following the implementation of Crossrail, which confirms a good level of access to public transport.

- 6.96 The existing and planned improvements to public transport in the area will help to contribute towards a shift towards more sustainable means of transport over the lifetime of the development and the proposal can be appropriately supported on this basis.
- 6.97 The accompanying Transport Assessment includes multi-modal trip generation analysis of the proposed development. This highlights that the scheme will result in a minor increase in trips by car and public transport when compared to the outline planning permission for the site as part of TOVF masterplan. However, it is not considered that the development will result in a material impact on the surrounding public transport or highway networks due to the proposed development being located in an area with good access to public transport and amenities.

Car Parking

- 6.98 The London Plan states '*all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit*'. The new London Plan sets a maximum parking ratio of 0.5 spaces per home in this area.
- 6.99 It is also noted that LBH's standards in its emerging Local Plan are maximums, and no minimum is set. Further, a recent appeal decision for the Boiler House and Material Store approved parking at a reduced ratio of 0.5 (from 0.73) if it was proven that there was not the demand. This required the level of residential parking provision to be tied to the level of homes sold with a parking space. A report was submitted to LBH, as required by the appeal decision, which confirms that the sale of home for these combined sites equates to a total of 122 parking spaces for the 243 homes. Thereby providing a ratio of 0.5 spaces per home.
- 6.100 In light of this, the maximum car parking ratio considered appropriate for 1 Vinyl Square is 0.5 spaces per home; it is this ratio which is proposed, equating to 67 parking spaces, of which 5 spaces (disabled) are located immediately to the south of the site and 62 (standard) are located to the west of the site in the Veneer Store surface-level car park.
- 6.101 The 5 disabled spaces represent 4% of the proposed homes, in accordance with the new London Plan car parking standards. No car parking will be provided for the commercial use.
- 6.102 There are also 2 Car Club spaces located at the southern end of Powerhouse Lane and 2 located in the Veneer Store surface level car park, which will be available to residents of 1 Vinyl Square. There are also 13 general visitor spaces around the perimeter of the Material Store which are available to any visitor to TOVF, subject to restriction (7am-6pm max 2hrs, 6pm-midnight general visitor, no parking midnight-7am). The Car Club and visitor spaces will therefore be an additional parking asset to the residents of 1 Vinyl Square.
- 6.103 Electric Vehicle Charging Points (EVCP) will be provided in accordance with draft London Plan standards, this will include 14 'active' spaces comprising 20% of the total parking provision, with the remaining 80% to be provided as 'passive' spaces. The latter exceeds policy requirements and should be considered a benefit of the proposed development.
- 6.104 The car parking provision will therefore sit within the maximum levels set by the London Plan and Hillingdon's policies, delivering 0.5 spaces per home, with additional visitor and Car Club spaces available within TOVF site.
-

Cycle Parking

- 6.105 At a local level, Strategic Policy T1 requires all developments to encourage access by sustainable modes and include good cycling and walking provision. This is supported by emerging HLPP2 Policy DM2, which notes that new developments are required to mitigate against travel impacts and Policy DMT5 which expects developments to promote the provision of cycling links. The new London Plan also requires appropriate levels of cycle parking (draft Policy T5) which should be fit for purpose, secure and well-located, providing at least the minimum standards set.
- 6.106 A total of 238 cycle parking spaces, including 16 Sheffield stands, of which 6 spaces can accommodate larger bikes, are proposed. The detailed split of this provision is set out in the Transport Assessment. This meets the highest standards set by local or regional policy i.e. draft Policy T5 of the new London Plan. The proposed development also includes a cycle repair hub for 1 Vinyl Square residents; this will help to promote cycling as a sustainable mode of transport and provide further internal amenity space where residents will interact. This provision will therefore help promote cycling as a sustainable mode of transport at 1 Vinyl Square. Moreover, visitor cycle spaces are provided throughout the wider TOVF site.

Servicing

- 6.107 Draft Local Plan Part 2 Policy DMT 1 requires development proposals to adequately address delivery, servicing and drop-off requirements. This is supported by London Plan Policy 6.3, which requires a full assessment of impacts on transport capacity and the transport network, at both corridor and local level.
- 6.108 In terms of servicing provision, a loading bay is currently provided adjacent to the south side of the building to accommodate deliveries and servicing associated with the development. The proposals include the relocation of this bay to the east of the 1 Vinyl Square plot to facilitate the provision of 5 disabled parking bays, immediately adjacent to the proposed development. The accompanying Draft Delivery and Servicing Plan has analysed the new location of the loading bay and notes that this proposal ensures that a good quality access is maintained, and that servicing will not affect the public highway.

Summary

- 6.109 In summary, the Transport Statement concludes that the proposed development will result in a minor increase in trips by car and public transport when compared to the outline planning permission for the site, but it is not considered that the development will result in a material impact on the surrounding public transport or highways networks. Overall, the Transport Statement concludes that the development will have a negligible impact on the local highway network.

Other Environmental Issues

Energy and Sustainability

- 6.110 In accordance with the NPPF (para 148), 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.
- 6.111 At a local level, Strategic Policy EM1 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 (Policy 5.2) generally targets a 35% reduction in CO2 emissions against the Building Regulations Part L 2010 baseline.
-

- 6.112 The emerging London Plan (which Hillingdon's emerging LPP2 references) sets out under draft Policy S12 that major development should be net zero-carbon, with a minimum on-site reduction of 35% beyond Building Regulations; of this, residential development should achieve 10% and non-residential development 15% through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund or off-site (to be agreed with the borough).
- 6.113 The accompanying Energy and Sustainability Statement highlights the proposed sustainable measures that the development will incorporate, including measures to maximise carbon savings. Further, it references the S106 agreement for TOVF which requires that all phases (including 1 Vinyl Square) connect to the site-wide energy centre. It therefore provides the detail necessary to demonstrate how the proposed development complies with the above LBH and London Plan policies.

Flood Risk and Drainage

- 6.114 The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas of highest risk. London Plan Policies 5.11 – 5.15 require new developments to comply with the flood risk assessment and management requirements of National Policy, including the incorporation of sustainable urban drainage systems (SUDS), and provides a drainage hierarchy which new developments should follow.
- 6.115 At a local level, Local Plan Part 1 Policy EM6 specifies that the Council requires new development to be directed away from Flood Zones 2 and 3, in line with the principles of the NPPF. The policy also requires all development to use Sustainable Urban Drainage System (SUDS), unless demonstrated that this is not viable.
- 6.116 The site is located entirely within Flood Zone 1, the area of the least risk of flooding. It is therefore considered a preferred location for residential development.
- 6.117 The accompanying Drainage Statement highlights that in accordance with the London Plan Sustainable Design and Construction SPG, the proposed development will provide the necessary attenuation on site to discharge three times the Greenfield Run Off Rate. Moreover, a 25m³ attenuation tank (located beneath the cycle store) is proposed to prevent the development site from flooding in a 1 in 100-year storm.
- 6.118 In terms of foul sewage, the proposed development will connect to TOVF foul sewage network, which has sufficient capacity for 1 Vinyl Square.
- 6.119 The proposed development is therefore in line with the national and local policy requirements for Flood Risk and Drainage.

Archaeology

- 6.120 The outline planning permission for the TOVF masterplan and Conservation Area Consent (CAC) included two archaeology conditions (Condition 15 of the outline –as amended by the MMA to the original permission & condition 4 of the CAC) which required a Written Scheme of Investigation to be submitted to the Council. In light of this, two archaeology reports were compiled by AOC Archaeology Group, in conjunction with RPS; one for the central part of TOVF site and the second for the Veneer Store (including the western part of TOVF site).
- 6.121 The site investigation and post investigation report approved on the 15 October 2014 (Ref. 59872/APP/2014/2985) includes the western part of the site (as noted on the decision notice –
-

see appendix 1) and Sandy Kidd of English Heritage confirmed that no further archaeology work was required for the western part of the TOVF site.

- 6.122 It is therefore concluded that no further archaeological works/investigations are necessary for 1 Vinyl Square, in the context of the work that has been undertaken/approved to date.

Ecology

- 6.123 One of the Council's Strategic Objectives (SO8) includes enhancing biodiversity to support the necessary changes to adapt to climate change. This is supported by draft Policy DMHB 14 requiring developments to enhance existing landscaping, trees, biodiversity or other natural features of merit.

- 6.124 In relation to ecology, the original TOVF masterplan scoping report (prepared by RPS) confirmed the following:

"The Old Vinyl Factory site has limited ecological value owing to the extensive areas of hard standing... Due to the limited amount of habitat and connectivity to the site, it is considered that amphibians and reptiles are absent. No further survey required... Activity on site after the initial demolition of the first building is likely to deter any future breeding activity on site and therefore no further constraints on timing of demolition are considered necessary for breeding birds over subsequent years following the first demolition."

- 6.125 The Council's subsequent Scoping Opinion agreed that *"given the lack of ecological value in the area, this topic can be scoped out."*

- 6.126 Notwithstanding the above, and that the ecological value of the site has not changed since the original survey was undertaken (it has been cleared and left hoarded), RPS has prepared an Ecological Appraisal to accompany this application. This sets out that the ecological value of the existing site is negligible, and includes recommendations to incorporate soft landscaping into the development, along with the installation of bird boxes, both of which form part of the proposals. On this basis, the development will achieve a net gain in biodiversity and ecological enhancements at the site, in accordance with policy.

Land Contamination

- 6.127 In relation to contamination, NPPF paragraph 178 states that planning policies and decisions should ensure that new development is appropriate for its location in order to prevent unacceptable risks from pollution and land instability. In particular, it states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. In addition, paragraph 180 requires policies and decisions to ensure that the site is suitable for its new use taking account of ground conditions and land stability and any proposal for mitigation should be provided.

- 6.128 At a local level, Local Plan Policy EM8 requires all development proposals on contaminated land to provide mitigation measures to reduce potential impacts on surrounding uses.

- 6.129 Patrick Parson has undertaken a review of the land contamination/verification reports prepared for TOVF by Cathedral Group/U+I (prepared by RPS/Merebrook), which are considered sufficient for planning purposes associated with 1 Vinyl Square.

- 6.130 These reports identify that there is no contamination on site which would prevent the proposed development/associated uses. In the 'residential zone' of TOVF masterplan, there are no elevated contaminant concentrations and the risk to future site users is low. Further, there was no significant groundwater contamination identified and the risk to overall groundwater quality
-

is low. Clean topsoil will be brought to site for areas of soft landscaping. The proposals therefore accord with the NPPF and Local Plan Policy EM8.

Noise

- 6.131 Policy EM8 of the Local Plan Part 1, states that the Council will seek to ensure that noise sensitive developments and noise generating developments are only permitted where noise impacts can be adequately controlled and mitigated. This is supported by Policy 7.15 of the London Plan which requires that development proposals contribute to the reduction of noise levels. This Policy is maintained within the emerging London Plan under Policy D13.
- 6.132 The accompanying Noise Assessment notes that during the daytime period approximately one third of the Site nearest Blyth Road is categorised as 'Medium' noise risk with the remaining two thirds further south as 'Low' noise risk. Whilst during the night-time period the whole of the Site is categorised as 'Medium' noise risk. The noise levels are to be mitigated through the specification of glazing and acoustic ventilators.
- 6.133 Noise limits for fixed mechanical plant and building services associated with the proposed development have been provided to safeguard the existing residential amenity. These levels can be conditioned to ensure that residential amenity is protected.
- 6.134 Therefore, in accordance with Local Plan Policy EM8, the proposed development incorporates a suitable acoustic design.

Air Quality

- 6.135 At a local level, Local Plan Part 1 Policy EM8 specifies that new development should not adversely impact local air quality levels and should ensure the protection of both new and existing sensitive receptors. This is supported by London Plan Policy 7.14, which requires development to support measures to reduce levels of local air pollution and improve air quality. The draft new London Plan reinforces this approach, requiring development proposals to address local problems of air quality and use design solutions to prevent or minimise increased exposure to existing air pollution.
- 6.136 Watermans has undertaken an Air Quality Assessment of the proposed development to identify the impacts of the development (during construction and operation) on local air quality, in line with the Council's policy requirements.
- 6.137 The accompanying Air Quality Assessment explains that during the construction of the development, following the adoption of mitigation measures (listed within the report), to reduce emissions from construction traffic and prevent dust, the construction impacts on air quality will not be significant.
- 6.138 In accordance with the London Plan all construction plant would need to adhere to the emissions standards for NO₂ and PM₁₀ set out for NRMM. It is therefore considered the likely effect of construction plant on local air quality would be not significant.
- 6.139 Heating plant for the development would be provided by a district heating network. Therefore, there would be no unacceptable effects on air quality at local sensitive receptors because of the proposed heating at the site and as such the effect is not significant.
- 6.140 The accompanying Air Quality Assessment also includes a review of the performance of the proposed development against the 'Air Quality Neutral' benchmarks. It is noted that the proposed development is not Air Quality Neutral, and as such mitigation is proposed via a S106 Contribution.
-

Wind Micro-Climate

- 6.141 The Planning Practice Guidance identifies the potential for a building's size and shape to affect the wind microclimate. Moreover, Policy 7.6 of the London Plan states that proposed buildings should not cause unacceptable harm to the amenity of surrounding land in relation to privacy, overshadowing, wind and microclimate.
- 6.142 The supporting Desk Based Wind Assessment considers the likely effects of the proposed development on the site and surrounding areas in terms of wind microclimate. The assessment concludes that wind conditions at the site would be suitable for the intended pedestrian use. Sitting use to standing use wind conditions are expected to occur at the 9th floor and rooftop terraces during the summer season, which is considered acceptable for large amenity areas; all seating locations are located where sitting use wind conditions would occur.
- 6.143 Further, all thoroughfare locations surrounding the development would have wind conditions suitable for the intended pedestrian use or calmer than desired throughout the year, and no mitigation measures would be required at any locations. It is therefore concluded that the proposed development is acceptable in relation to its effects on the wind micro-climate.
-

7.0 Planning Obligations

- 7.1 The new floorspace to be created by the proposed development will be liable to the Mayor of London CIL (MCIL2) and LBH CIL, in addition to any necessary site-specific planning obligations which meet the tests set out by the NPPF and the Community Infrastructure Levy Regulations.

Community Infrastructure Levy

- 7.2 The Mayoral CIL charge ("MCIL2") for Hillingdon is £60 per sqm, which will be payable against qualifying floorspace.
- 7.3 The LBH CIL charge is £95/sqm for residential use (Use Class C3) and a 'nil rate' sqm for retail floorspace under 1,000sqm, which will be payable against qualifying floorspace.
- 7.4 This is detailed on the accompanying CIL Additional Information Form.

Crossrail

- 7.5 1 Vinyl Square is located within a Crossrail contribution area due to its proximity to the Hayes and Hillingdon Station.
- 7.6 The Crossrail S106 charge is £31 per sqm for office floorspace and £16 per sqm for retail. The Mayoral CIL and Crossrail S106 operate in tandem, however, with MCIL payments offset against Crossrail S106. The Mayor sets out a commitment to treat CIL payments as a credit towards any payment sought under the Crossrail S106 planning obligations policy; should the former be less than the latter and not to seek a S106 contribution at all should the obverse be the case.
- 7.7 In the case of 1 Vinyl Square, the CIL charge would be higher than the Crossrail charge and therefore the S106 should set out the Crossrail amount payable, less any amounts payable pursuant to the Mayoral CIL i.e. no contribution would be payable under the S106.

Planning Obligations

- 7.8 The draft Heads of Terms set out below address the anticipated site-specific obligations we consider may be required as part of a S106 Agreement. These have been prepared in accordance with LP Policy 8.2 and the LBH Planning Obligations SPD (July 2014) and with due regard to pre-application discussions. It is noted that the application is accompanied by a financial viability assessment and this may have an impact upon Section 106 matters; this will be discussed in detail with the Council as part of post-submission negotiations.
- 7.9 The following obligations are considered likely:
- Affordable housing
 - Travel Plan
 - Parking permit restriction
 - Energy centre connection
 - Construction training scheme/contribution
 - Air quality carbon neutral contribution
 - Project management and monitoring fee
-

8.0 Conclusions

8.1 The proposed development at 1 Vinyl Square has evolved from that set out in the original outline masterplan, whilst maintaining the key parameters including the mix of uses (residential-led with commercial at ground floor) and maximum building heights (11 storeys). The amendments to the building's massing and the overall uplift in the delivery of homes responds to the site's potential, relevant planning policy, the surrounding townscape and the current market and housing demand. They comply with the original vision and aspirations for the site and provide the opportunity to deliver a high-quality development which integrates with the wider TOVF masterplan, completing the final phase of this very successful regeneration scheme.

8.2 This Planning Statement provides a comprehensive assessment of the proposals for 1 Vinyl Square and the benefits which would be provided, which include:

- 1 The sustainable re-use of a vacant brownfield site
 - 2 The delivery of 134 homes on a site allocated for residential-led mixed use development, making an important contribution towards the pressing housing need in London where demand is far exceeding supply, and LBH's updated requirement to deliver a minimum of 1,083 homes per year, more than double that of the previous target;
 - 3 The delivery of circa 298 homes per hectare, which sits just above the 2016 London Plan density matrix for a site in this location (which would be reduced just below this guidance if Vinyl Square was accounted for, which provides important breathing space for the taller building element). This demonstrates that the site's potential is being appropriately optimised;
 - 4 A mix of studios, 1, 2 and 3-bed homes to meet a range of housing needs;
 - 5 The delivery of 36 affordable homes (35% by habitable room), across affordable rent and intermediate tenures, an uplift from zero affordable homes as approved for this phase under TOVF masterplan, making an important contribution towards Hillingdon's affordable housing need;
 - 6 17% family-housing (3-beds) (26% by habitable room), and 100% family housing in the affordable rented tenure, responding to need across the various tenures;
 - 7 Family homes with front doors onto the street, further activating Blyth Road;
 - 8 Homes which meet or exceed London Plan standards and comply with Lifetime Homes standards, meeting the needs of Londoners;
 - 9 A high proportion of dual-aspect homes (78%), with 0% north-facing single aspect homes (compared to 41% and 17% respectively at outline stage);
 - 10 Commercial space at ground floor which will activate and animate Vinyl Square;
 - 11 20% of car parking spaces delivered with active Electric Vehicle Charging Points and the remaining 80% delivered as passive, exceeding policy requirements;
 - 12 Tree planting and soft landscaping to Blyth Road;
 - 13 A development which complements its surrounding built environment, with a positive visual impact on the site and its townscape;
 - 14 Enhancements to the character and appearance of the conservation area and the settings of designated and non-designated heritage assets; and
 - 15 A fully deliverable development which has been worked up to a construction level of detail by a developer with a proven track record of delivery.
-

- 8.3 The proposals will secure a number of important benefits and are in accordance with national, regional and local planning policy and guidance and. Therefore, Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that planning applications are determined in accordance with the Statutory Development Plan unless material considerations indicate otherwise. We trust the Council agrees with this analysis of the merits of the proposals and can support this application.

Appendix 1 Archaeology (Ref. 59872/APP/2014/2985)



TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

APPROVAL OF DETAILS

Miss Tor Barrett
Nathaniel Lichfield & Partners
14 Regent'S Wharf
All Saints Street
London
N1 9RL

Ref: 59872/APP/2014/2985

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above-mentioned Act and Orders made thereunder hereby **GRANT APPROVAL** of the following received on 19 August 2014:-

Application for partial discharge of condition 15 (specifically part 15b (written scheme of investigation - archaeology) for the Western Part of the site of planning permission ref: 59872/APP/2013/3775, dated 31/07/2014 (Variation of condition 4 of outline planning application ref. 59872/APP/2012/1838 for a mixed use development of the Old Vinyl Factory site).

Drawing/Plan Nos: See Attached Schedule of Plans

At: THE OLD VINYL FACTORY SITE, BLYTH ROAD, HAYES,

Head of Planning and Enforcement

Date: 15 October 2014

NOTE: This notice does NOT relate to any approvals, which may be required under any conditions of the notice of planning permission except the condition(s) referred to herein.

INFORMATIVES
END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

SCHEDULE OF PLANS

Archaeology Evaluation Report - Phase II - 32645 - BLY14 - received 20 Aug 2014

**RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF
LOCAL PLANNING AUTHORITY
TOWN & COUNTRY PLANNING ACT 1990**

Appeals to the Secretary of State.

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for Transport, Local Government and The Regions under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, 3/02 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel. 0117 372 8428). Appeal forms can be downloaded from the Planning Inspectorate's website at <http://www.planning-inspectorate.gov.uk>.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstance which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices.

If either the Local Planning Authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Address:
Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250400 / 250401
www.hillingdon.gov.uk

Birmingham
0121 713 1530
birmingham@lichfields.uk

Edinburgh
0131 285 0670
edinburgh@lichfields.uk

Manchester
0161 837 6130
manchester@lichfields.uk

Bristol
0117 403 1980
bristol@lichfields.uk

Leeds
0113 397 1397
leeds@lichfields.uk

Newcastle
0191 261 5685
newcastle@lichfields.uk

Cardiff
029 2043 5880
cardiff@lichfields.uk

London
020 7837 4477
london@lichfields.uk

Thames Valley
0118 334 1920
thamesvalley@lichfields.uk