

Report of the Head of Planning, Sport and Green Spaces

Address ENTERPRISE HOUSE, 133 BLYTH ROAD HAYES

Development: Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Use classes B1 (a-c) and B2 with ancillary cafe) at ground and first floor levels and cafe.

LBH Ref Nos: 11623/APP/2013/3606

Drawing Nos: 524 L (--) 302 Rev. P3
Air Quality Assessment
Air Quality Assessment - Owen Coyle (Anodising) Ltd Flue Modelling
524 L (--) 104 Rev. P5
2013-1419-AT-109
2013-1419-AT-115
524 L (--) 100 Rev. P7
524 L (--) 101 Rev. P10
524 L (--) 102 Rev. P5
524 L (--) 107 Rev. P7
Building Services Report, Rev. 03
Energy Statement, Rev. D
3733-S-109 Rev. P2
3733-S-110 Rev. P2
3733-S-111 Rev. P2
3733-S-112 Rev. P2
3733-S-113 Rev. P2
3733-S-114 Rev. P2
3733-S-120 Rev. P2
3733-S-121 Rev. P2
3733-S-122 Rev. P2
3733-S-123 Rev. P2
Daylight and Sunlight Assessment
Phase 1 Ecological Appraisal
Economic Benefits Assessment
Heritage Impact Assessment
Planning Statement
Sustainability Statement, Rev. F
3733-D-01 Rev. P1
3733-D-02 Rev. P1
524 L (38) 100 Rev. P0
3733-S-106 Rev. P2
Design and Access Statement
Noise Survey and Assessment
Transport Statement
Travel Plan
Utility Report
Agent's email dated 9 4 14
Assessment of Residential Amenity
524 A (31) 103 Rev. P0

524 A (31) 104 Rev. P0
524 A (31) 105 Rev. P0
524 A (31) 106 Rev. P0
524 C (31) 101 Rev. P0
524 C (31) 102 Rev. P0
524 C (31) 103 Rev. P0
524 C (31) 104 Rev. P0
524 C (31) 105 Rev. P0
524 C (31) 106 Rev. P0
524 L (--) 310 Rev. P2
524 L (--) 312 Rev. P2
3733-S-101 Rev. P2
3733-S-102 Rev. P2
3733-S-103 Rev. P2
3733-S-104 Rev. P2
3733-S-105 Rev. P2
3733-S-107 Rev. P2
3733-S-108 Rev. P2
Waste Management Strategy
Stage (C) Report
Report - Below Ground Drainage and Rainwater Harvesting,
Supplementary Information for Planning, January 2014, Rev. A
SK10.1
SK10.2
524 L (--) 313 Rev. P3
524 L (--) 301 Rev. P4
524 L (--) 303 Rev. P2
524 L (--) 311 Rev. P3
524 L (--) 210 Rev. P3
524 L (--) 211 Rev. P3
524 L (--) 300 Rev. P4
524 L (--) 201 Rev. P4
524 L (--) 600 Rev. P2
524 L (--) 106 Rev. P6
524 L (--) 200 Rev. P4
524 L (31) 300 Rev. P0
524 L (--) 601 Rev. P1
524 C (22) 102 Rev. P0
524 L (24) 100 Rev. P0
524 L (24) 200 Rev. P0
524 C (22) 101 Rev. P0
524 L (24) 201 Rev. P0
524 A (31) 102 Rev. P0
524 A (31) 101 Rev. P0
524 L (--) 108 Rev. P3
524 L (--) 10 Rev. P2
Agent's email dated 9/4/14
Agent's letter dated 25/4/14
524 L (0-) 203 Rev. P0
524 L (0-) 011 Rev. P1
524 L (0-) 012 Rev. P1

524 L (0-) 013 Rev. P1
 524 L (0-) 014 Rev. P1
 524 L (0-) 015 Rev. P1
 524 L (0-) 016 Rev. P1
 524 L (0-) 017 Rev. P1
 524 L (0-) 030 Rev. P1
 524 L (0-) 031 Rev. P1
 524 L (0-) 032 Rev. P1
 524 L (0-) 033 Rev. P1
 524 L (0-) 034 Rev. P1
 524 A (0-) 100 Rev. P0
 524 L (0-) 100 Rev. P1
 524 L (0-) 101 Rev. P2
 524 L (0-) 102 Rev. P2
 524 L (0-) 103 Rev. P2
 524 L (0-) 104 Rev. P2
 524 L (0-) 105 Rev. P2
 524 L (0-) 106 Rev. P2
 524 L (0-) 107 Rev. P2
 524 L (0-) 200 Rev. P0
 524 L (0-) 201 Rev. P1
 524 L (0-) 300 Rev. P1
 524 L (0-) 301 Rev. P2
 524 L (0-) 302 Rev. P2
 524 L (0-) 303 Rev. P2
 524 L (0-) 304 Rev. P2
 524 C (22) 100 Rev. P0
 524 C (31) 110 Rev. P0
 524 C (31) 200 Rev. P0
 524 L (32) 100 Rev. P0
 524 L (--) 202 Rev. P2
 524 L (--) 212 Rev. P2

Date Plans Received:	16/11/2013	Date(s) of Amendment(s):	25/06/2014
Date Application Valid:	21/01/2014		22/01/2014
			09/04/2014
			25/04/2014
			03/04/2014
			08/05/2014
			05/12/2013

1. SUMMARY

Enterprise House is a large, distinctive six-storey, Grade II listed industrial building which is located within the Blyth Road/ Printing House Lane Industrial and Business Area and forms part of the Botwell: Thorn EMI Conservation Area. The building is in a poor state of repair and has been included on English Heritage's Heritage at Risk register, with many parts of the building being unsafe to use and its elevations having to be clad in safety netting. The site is opposite the Vinyl Factory site which is seen by many people as the flagship Hayes regeneration scheme.

The proposal is for the restoration, refurbishment, conversion and extension of Enterprise House to provide a mixed use scheme comprising approximately 4,500sqm GIA of employment space (Use classes B1 (A-C) and B2 with ancillary cafe) on the ground and first floors and 96 residential units (Use Class C3) on the upper floors. The building would be extended at roof top level. The scheme has formed the subject of much discussion with officers.

Although residential use is not appropriate within an IBA, strategic planning policies do suggest that the limited release from industrial to other uses of parts of the borough, may be appropriate and one such site that has been identified within the emerging Hillingdon Local Plan is Enterprise House.

A Financial Viability Assessment has been submitted and its findings have been verified by the Council's independent financial consultant. This considered the viability of three development options for the building to generate the necessary funds for its repair and refurbishment. The first two options considered full commercial use of the building, with and without extension. Both the commercial options make substantial losses and are completely unviable. The residential option also makes a loss but a relatively small one and only a small uplift in property prices would be required for the scheme to become viable.

Although the residential scheme is not ideal in terms of the open character of the listed industrial building, requiring extensive subdivision on the upper floors, the ground and first floors of the building would remain in commercial use and be more open. The roof top extension is also not ideal, but it has been sensitively designed. On this basis, English Heritage and the Council's Urban Design/Conservation Officer do not object to the proposed works.

The scheme would secure the renovation of this important Grade II listed building, bringing it back into full use. The commercial element on the ground and first floors would focus on the music/media industries, with the ground floor in the middle of the building being occupied and anchored by The Vinyl Factory (the last remaining vinyl manufacturing company in the UK) and also include recording and broadcasting studios and a publically accessible cafe. The uses will bring vitality and visual interest to this part of Blyth Road and create employment and assist in the regeneration of the area.

The constraints of the site and the limitations of the layout of the listed building, combined with the overriding requirement for the scheme to generate funds for the building's restoration and remain financially viable has resulted in some compromises being made in terms of the residential accommodation proposed. However, all the units would satisfy the Mayor's floor space standards and the vast majority of habitable rooms would have a reasonable outlook and natural lighting. Although little amenity space is provided, public open space is located nearby.

Furthermore, adjoining residents would not be adversely affected by the proposals, traffic impacts upon the adjoining highway network are acceptable. The scheme has been conditioned to ensure that it makes an appropriate contribution towards energy efficiency and carbon reductions and flood risk would be appropriately mitigated.

It is therefore considered that on balance, this scheme is acceptable and is recommended accordingly.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and

Culture to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

1. Affordable Housing: A review mechanism allowing the council to review the value of the scheme in the future to secure affordable housing.

2. Highways: Highways works together with a S278/S38 Agreement will need to be secured to include details of the operation and management of the car club; residential visitors parking in the commercial car parking spaces during evenings and weekends, a permit free agreement to exclude the future residents of the development from eligibility for the parking permits for the adjacent CPZ and Travel Plan.

3. Conservation/Management Plan to be agreed for the future maintenance of the building

4. Construction Training

- Training Costs: £2500 per £1m build cost

- Coordinator costs: $96/160 \times £71,675 + 4500/7500 \times £71,675 = £86,010$

5. Air Quality monitoring fee: £25,000

6. Project Management & Monitoring Fee: 5% of total cash contributions.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 31st August 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the environmental and social benefits, namely the planned maintenance of the building, review mechanism to re-assess affordable housing, highway improvements, construction training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant pay the required levy on the additional floorspace actually created.

G) That if the application is approved, the following conditions be attached:-

1 COM3 Time Limit

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

REASON

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

2 NONSC Non Standard Condition

Prior to the commencement of any works on site, the building shall be recorded to English Heritage level 1 and discs/ copies of the document shall be submitted to the Council, local library and Uxbridge Local History Library.

REASON

To ensure that a record of the listed building is provided, in accordance with Policy BE9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 524 L (--) 100 Rev. P7, 524 L (--) 101 Rev. P10, 524 L (--) 102 Rev. P5, 524 L (--) 104 Rev. P5, 524 L (--) 106 Rev. P6, 524 L (--) 107 Rev. P7, 524 L (--) 108 Rev. P3, 524 L (--) 200 Rev. P4, 524 L (--) 201 Rev. P4, 524 L (--) 202 Rev. P2, 524 L (--) 210 Rev. P3, 524 L (--) 211 Rev. P3, 524 L (--) 212 Rev. P2, 524 L (--) 300 Rev. P4, 524 L (--) 301 Rev. P4, 524 L (--) 302 Rev. P3, 524 L (--) 303 Rev. P2, 524 L (--) 310 Rev. P2, 524 L (--) 311 Rev. P3, 524 L (--) 312 Rev. P2, 524 L (--) 313 Rev. P3, 524 L (--) 600 Rev. P2 and 524 L (--) 601 Rev. P1, 524 L (0-) 011 Rev. P1, 524 L (0-) 012 Rev. P1, 524 L (0-) 013 Rev. P1, 524 L (0-) 014 Rev. P1, 524 L (0-) 015 Rev. P1, 524 L (0-) 016 Rev. P1, 524 L (0-) 017 Rev. P1, 524 L (0-) 030 Rev. P1, 524 L (0-) 031 Rev. P1, 524 L (0-) 032 Rev. P1, 524 L (0-) 033 Rev. P1, 524 L (0-) 034 Rev. P1, 524 L (38) 100 Rev. P0, 524 A (31) 101 Rev. P0, 524 A (31) 102 Rev. P0, 524 A (31) 103 Rev. P0, 524 A (31) 104 Rev. P0, 524 A (31) 105 Rev. P0, 524 A (31) 106 Rev. P0, 524 C (22) 100 Rev. P0, 524 C (22) 101 Rev. P0, 524 C (22) 102 Rev. P0, 524 C (31) 101 Rev. P0, 524 C (31) 102 Rev. P0, 524 C (31) 103 Rev. P0, 524 C (31) 104 Rev. P0, 524 C (31) 105 Rev. P0, 524 C (31) 106 Rev. P0, 524 C (31) 110 Rev. P0, 524 C (31) 200 Rev. P0, 524 L (24) 100 Rev. P0, 524 L (24) 201 Rev. P0, 3733-D-02 Rev. P1, 3733-S-101 Rev. P2, 3733-S-102 Rev. P2, 3733-S-103 Rev. P2, 3733-S-104 Rev. P2, 3733-S-105 Rev. P2, 3733-S-106 Rev. P2, 3733-S-107 Rev. P2, 3733-S-108 Rev. P2, 3733-S-109 Rev. P2, 3733-S-110 Rev. P2, 3733-S-111 Rev. P2, 3733-S-112 Rev. P2, 3733-S-113 Rev. P2, 3733-S-114 Rev. P2, 3733-S-120 Rev. P2, 3733-S-121 Rev. P2, 3733-S-122 Rev. P2 and 3733-S-123 Rev. P2 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

4 COM5 General compliance with supporting documentation

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

Encouragement of more sustainable/ active means of travel [Travel Plan]

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority, to include the following:-

- A schedule and full specification for building repairs/renovation to be agreed prior to the start of relevant works on site
- A methodology for cleaning works and samples areas of brickwork and concrete cleaning to be agreed on site
- External paint colours for the elevations, to include brickwork, concrete and windows/downpipes,
- Details of the works to windows, including details of the repair and relocation of existing windows; construction and glazing of new windows (including casements),
- Design details, finishes and materials of all external and internal doors, including roller shutters/boxes and also canopies over,
- Details of materials, appearance and location of new downpipes, hopper heads and external pipe work,
- Details of the design, materials and construction of new and refurbished glazed roofs and the new atrium roof; with existing cowls and vents to be reinstated,
- Schedule and details of repairs to original lifts, lift enclosures and related machinery - works to be completed before the building is occupied
- Details of design and construction of 6th floor altered and new roof top additions, including glazing, cladding/roofing materials and brise soleil
- Details of the repair of existing and the design and construction of new hand rails, balustrades, screens and balcony/roof top enclosures
- Details of roof top plant and machinery
- Location, type and finish of flues, louvers and vents, including low level car park vents
- Details of the design, construction, materials, finishes and method of installation of external walk ways
- Details of the design, construction, materials and finishes of the new eastern stair case enclosure
- Full details of works to existing eastern low level additions
- Fire and sound proofing works
- Details of construction and installation of internal partitions and glazed screens- these are to be reversible
- Details of external works to steps, railings and forecourt area to be agreed
- Design and content of interpretation boards to be agreed

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

Details should include information relating to make, product/type, colour and photographs/images.

REASON

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

6 RES13 Obscure Glazing

The kitchen/living room window(s) facing Jupiter House on the second, third, fourth and fifth floors shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 NONSC Privacy

Details of the obscure /louvered glazing to protect the privacy of windows adjoining the external walkway bridges shall be submitted to and approved by the Local Planning Authority and thereafter, the glazing shall be permanently retained.

REASON

To safeguard the amenity of the residential occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Cycle Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including 20% passive and 10% active electric charging spaces for the commercial use and 20% active and 20% passive electric charging spaces for the residential use.
 - 2.d Hard Surfacing Materials
 - 2.e External Lighting

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011).

9 NONSC Revised Parking

Notwithstanding the details on Drw. No. 524 L (--) 101 Rev. P10, revised a revised car parking scheme to include 5 motorcycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure that the proposal accords with the Council's adopted car parking standards, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2013).

10 NONSC Parking Allocation

The development shall not be occupied until a parking allocation and management plan to include visitor parking and electric charging spaces and the main allocation of the resident's parking to the 2 and 3 bedroom flats has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

11 NONSC Refuse

Details of a revised refuse management plan to include on-site management staff bringing bins to a temporary storage area at the back of the Blyth Road footway on collection days shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the revised refuse management plan which shall be retained for so long as the development remains in existence.

REASON

To ensure that the arrangements would not prejudice highway safety, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

12 NONSC Antenna

The existing telecommunications antenna and satellite dishes at roof level and fixed to the water tanks shall be removed prior to the occupation of the building.

REASON

In order to accord with the terms of the application and in order to safeguard the historical and architectural interest of the listed building, maintain and enhance the appearance and character of the conservation area and to improve the visual amenity of the street scene in accordance with Policies BE4, BE8 and BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

13 NONSC Sound Insulation

The development shall not begin until a sound insulation scheme for the control of noise transmission from commercial to residential and from road/rail noise to residential premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (July 2011).

14 NONSC Air

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

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

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

REASON

In order to safeguard the the character and heritage value of the listed building, in accordance with Policies BE8 and BE9 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (July 2011).

15 NONSC Emissions

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flues with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

Reason

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 NONSC Water management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Below Ground Information by the Furness Partnership dated Jan 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and

control the surface water discharged from the site and:

- a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
- b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

17 NONSC Contamination 1

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered

contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

18 NONSC Contamination 2

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

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

Reason

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Secure by Design

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

REASON:

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

20 NONSC Engery

Prior to commencement of development a scheme for the connection to the Old Vinyl Factory Site (outline planning reference 59872/APP/2012/1838) energy centre and/or district heating network shall be investigated. If feasible, details of the connection (including timetable) must be presented to and approved in writing by the Local Planning Authority prior to commencement of development. If a connection is considered

unfeasible, full justification must be provided to the Local Planning Authority. In any event, the site must be constructed in a manner that allows a future connection to the Old Vinyl Factory district heating network. The development must proceed in accordance with the approved scheme and details.

REASON

To ensure the development can be supplied with efficient energy in accordance with Policy 5.6 of the London Plan.

21 NONSC Ecology

No development shall take place until a scheme, based upon the recommendations of the Phase 1 Ecological Appraisal to enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority. The agreed works shall be undertaken prior to occupation of the development.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

22 NONSC Amenity space

The roof top amenity space shall be provided prior to the occupation of the residential units.

To ensure that an element of amenity space is provided, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

23 NONSC Non Standard Condition

Notwithstanding the details shown on Drw. No. 524 L (--) 101 Rev. P10, revised plans showing a soft play area of at least 60sqm within the cafe shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the revised plans and thereafter the play area shall be permanently retained.

REASON

To ensure that a satisfactory play area is provided, in accordance with Policy 3.6 of the London Plan (July 2011).

INFORMATIVES

1 152 Compulsory Informative (1)

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

2 153 Compulsory Informative (2)

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

including the London Plan (July 2011) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.2	(2011) Improving health and addressing health inequalities
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
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LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE9	Listed building consent applications for alterations or extensions
BE12	Proposals for alternative use (to original historic use) of statutorily

	listed buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the

extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 16 Property Rights/Rights of Light

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

5 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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

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

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

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

7 121 Street Naming and Numbering

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

8 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

9 147 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3. CONSIDERATIONS

3.1 Site and Locality

Enterprise House is located on the northern side of Blyth Road, some 50m to the east of its junction with Trevor Road and is a Grade II listed, six storey building with projecting wings at the rear and a prominent raised roof top water tower sited at the front of the building. The 0.64 hectare application site also includes the accesses/ servicing areas on each side of the building and a surface car park at the rear of the building which has a 28m frontage onto and is accessed from Clayton Road.

Enterprise House originally formed part of the 50 acre HMV (subsequently EMI) development site, originally purchased in 1907 and used as the 'machine shop' of the former gramophone factory. The building was built around 1912 and designed on an irregular 'E' shaped plan by Arthur Blomfield and Sir E Owen Williams (the earliest known example of his work) using the Kahn system of reinforced concrete with an exposed frame. It is believed to be the only remaining building using this construction technique in England. It was extended on its eastern end between the wars (circa 1927), probably designed by Wallis Gilbert and Partners, who were working on other buildings for The Gramophone Company at that time to create an enclosed atrium at the rear, with the central and western projecting wings retaining their open aspect to the rear with only the ground floor being covered with pitched skylights. The main roof of the building is primarily flat, with a pitched skylight along the original spine of the building and a second smaller water tower at roof level to the rear of the main tower.

Enterprise House is managed by Workspace Group and provides office, studio, workshop and storage space in units that range from 193sqm to 356sqm. On part of the ground floor level is The Vinyl Factory which has recently relocated from the south east of Blyth Road.

The building's concrete frame is suffering from concrete spalling and reinforcement

corrosion and its steel framed windows are also deteriorating from corrosion, requiring many of its facades to be covered in safety netting. A significant amount of the building is unlet on health and safety grounds due to its poor condition. Of the total floorspace (15,275sqm), 3,890sqm or 25.5% is let, 4,255sqm or 28% is lettable but vacant and 7,130sqm or 46.5% is unsafe for use.

Adjoining the site to the north and east are industrial/warehouse premises, some of which share use of the side accesses and in the case of Owen Coyle (Anodising) Ltd. to the north, use Enterprise House to site some of the factory's plant, including a flue which runs up the rear elevation of the building. Beyond the industrial uses to the east is mainly terraced housing which fronts Blyth and Clayton Roads. To the west is a mainly three storey Grade II listed Jupiter House which formerly provided the headquarter building for the Gramophone Company and is now in use as an hostel. On the opposite side of Byth Road is the site of the former Old Vinyl Factory which has been granted planning permission for its redevelopment.

Blyth Road at this point forms part of a one-way system. The site has a Public Transport Accessibility Level (PTAL) of 3, on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

The site is located within the Blyth Road/ Printing House Lane Industrial and Business Area and also forms part of the Botwell: Thorn EMI Conservation Area. It is also located within the Hayes/West Drayton Corridor which also forms part of the Heathrow Opportunity Area as identified in the Hillindon Local Plan (November 2012).

3.2 Proposed Scheme

The proposal is for the restoration, refurbishment, conversion and extension of Enterprise House to provide a mixed use scheme comprising approximately 4,500sqm GIA of employment space (Use classes B1 (a-c) and B2 with ancillary cafe) on the ground and first floors and 96 residential units (Use Class C3) on the upper floors. The building would be extended at roof top level.

External Works:-

The proposed external works include the removal of most of the pipes, ducts and wires to allow the grit blast cleaning of the external facades and loose/degraded concrete to be removed to reveal reinforcement. Repairs and preservation treatment to reinforcement would be applied, missing concrete replaced with proprietary repair to match original and all concrete painted with specialist waterproof protective solution. Existing brick spandrel panels and cills would grit blasted to remove later paint covering, repaired, brickwork to have clear Silicon protection, cills painted to match concrete and damp protection and insulation added. All windows will be removed to effect concrete repairs behind, and the windows, following further investigation after their removal, will be re-used wherever possible in areas of the building where insulation is not required (such as the car parking areas), although the majority of the windows are likely to have deteriorated beyond repair. These will be replaced with steel framed double glazed windows to match the appearance of the existing windows.

As far as possible, the original entrance doors would be retained. Two new entrances are proposed to the east of the main central entrance, one as the principal access to the Business Centre and one for the cafe, allowing the main access to be used for residential access. The first existing entrance (single doorway) to the west of the main central entrance would be closed and restored to the traditional window/glazing pattern.

Rendered walls surrounding the existing double doorways would be removed and replaced with the traditional glazing pattern. Existing meter cupboards at ground floor on the southern front elevation will be removed and substation moved to rear of the building.

At roof level, the existing pitched roof to the west of the main water tower would be demolished and replaced with a flat roof extension running along the length of the roof. The frontage would comprise full height glazed doors and windows with plain panels at the rear. On the north elevation, the existing patent glazing will be replaced with new glazing to match the original, although some would be opening and one full height panel of fixed louvres concealing service outlets. The useable parts of the roof space would be concealed behind a new steel balustrade with wooden handrails, infilled with opaque glass.

The existing metal clad fire escape on the south-eastern corner would be removed to allow the the original window openings to be re-instated and a new stair constructed alongside the existing lift shaft.

Conversion works also involve the installation of external bridge links within the rear enclosed elevations to allow access to the flats on floors two to five.

Internal Works:-

Internal works include repairing and repainting ceilings and walls, with the original wooden floorboards lifted and re-used as far as possible on the first floor of the building and within corridors and residential halls.

The Otis lift will be restored to working order. This would involve removing the grill door which will be restored as a feature on the stair well and replaced with a glass door. The metal mesh enclosure will be restored at ground level and fixed in front of removable glass panels and on the upper floors the mesh will be removed and replaced with fixed glass panels with sliding panel doors on each floor.

The central passenger lift is a modern addition and will be replaced with a new lift that will access the sixth floor and the eastern goods lift will be restored with a new lobby in front linking to the external stair. The remaining lift shafts have been sealed off and the lifts removed. These shafts would be used as floor space and the original metal lift doors retained as features.

Two of the three single storey sections in the lightwells to the rear (the central and western courtyards) will be restored. The western section would be restored as originally constructed and the glazing in the central section would be replaced with a modern double glazed system. The atrium within the more modern eastern extension would be replaced by a new structure but raised to be installed at second floor level.

Internal partition walls would then be inserted along with the necessary servicing pipe and ducts.

The ground and first floors would be retained in employment use as a business centre, focusing on the music/media industries, with the ground floor in the middle of the building being occupied and anchored by The Vinyl Factory (the last remaining vinyl manufacturing company in the UK), which has recently relocated to the building from their previous site to the south east of Blyth Road. Use of the ground floor would also include a small Vinyl Heritage Centre at the western end of the Vinyl factory's Blyth Road frontage. The

reception/office area for the business centre and communal space would be provided within the double storey height atrium at the eastern end of the building, from which the Vinyl factory, a recording studio, a broadcasting studio and an ancillary cafe adjoining the space would be accessed, together with a first floor gallery connecting to first floor units via a new glass lift and stair. The cafe would also have a frontage onto Blyth Road with a narrow area of external seating along the front. The Vinyl factory would have a glass frontage, together with the two studios (which would be soundproof) and cafe, allowing activities within to be viewed from the centre. The ground floor at the western end of the building would provide 28 internal car parking spaces, 76 cycle parking and additional refuse storage facilities. The first floor would provide 15 commercial units, varying in size from 30sqm to 280sqm.

Floors two to six would comprise residential accommodation with a total of 96 units, comprising 35 x one-bedroom units, 42 x two-bedroom units and 19 x three bedroom units. The units on the sixth floor form part of a duplex split between the fifth and sixth floors. 10% of the units would be wheelchair accessible, or easily adaptable for wheelchair users.

The proposals now include a total of 91 car parking spaces (including 13 disabled spaces), 27 of which would be accommodated within the western end of the building, 3 spaces would adjoin the western end of the building, 7 spaces would adjoin the eastern end of the building and the remaining 54 spaces would be provided within the surface car park at the rear of Enterprise House. 72 of the spaces would be allocated to the residential element (representing a unit to parking space ratio of 1:0.75) and the remaining 19 spaces would serve the commercial use. Also, 134 cycle parking spaces are proposed in the form of single and double tier cycle stands within 3 areas located at the eastern and western ends of the building.

The application is supported by the following documents:-

Design and Access Statement:-

This provides the background to the statement and describes the site context. Design principles are discussed, with the report emphasising that the scheme needs to generate maximum value from the residential element to cover the cost of the building's restoration and acknowledges the challenges faced of converting an historic industrial building to residential use. The design concept is outlined for both the residential and employment elements and details the various options assessed in terms of the residential layout. The report goes on to provide a detailed assessment of the considerations involved and the design process that has led to the proposed scheme in terms of the internal layout, distribution of uses, external appearance of the building and access requirements. The treatment of the historic fabric is described, and the report then considers secure by design, refuse strategy, landscaping and external spaces, overlooking strategy and the integration of services. The report concludes that without refurbishment and repair that would be funded by the building's part residential conversion, Enterprise House will decline further and lose additional employment floorspace. The proposed scheme has been sensitively designed and will benefit the area.

Planning Statement:-

This provides an introduction to the statement and outlines the report's structure. The site and its surroundings are described, together with a detailed description of the development. Details of various pre-application consultations, both with the LPA (in

November 2012 and August 2013) and local residents and existing commercial tenants are presented and business continuity plans outlined. The planning policy context is then provided and accompanying documents are summarised. The key assessments are considered, including principle of development, designhousing, heritage and conservation, economic and regeneration benefits, transport, sustainability, and conclusions reached.

Heritage Impact Assessment:-

This provides an introduction to the assessment, outlines its structure and relevant planning policy. The site and its surrounds are described, with a particular focus upon surrounding heritage assets. The development history of the site is outlined and the assessment then provides a statement of significance which assesses the impact of the proposed development on heritage assets both within and adjacent to the application site, against relevant policy in the NPPF and guidance published by English Heritage, notably that on enabling development. The report concludes by stating that Enterprise House is deteriorating and due to this condition, its refurbishment as a factory is not a viable option and therefore enabling development is required. The HIA contends that the proposed development meets the tests of enabling development policy. Most importantly, the development would maintain the Grade II listed building and its repair and reuse would significantly enhance the character and appearance of the wider conservation area, as well as the setting of adjacent locally listed buildings.

Economic Benefits Assessment:-

This sets out the potential economic and regeneration benefits of the scheme and identifies the key quantifiable impacts during the construction and operational phases before considering the wider fiscal and qualitative effects of the development in supporting economic growth generally.

Transport Statement:-

This provides an introduction to the study and outlines the content of the statement. The transportation characteristics of the local area are described and the development proposals considered in relation to access, car parking, cycle parking and refuse/servicing. Accessibility of the site is described, together with relevant planning policy. The effect of the development is assessed in terms of trip generation and servicing arrangements and finds that peak period trip generation would be less with the part residential conversion, even if only that part of the building that is still capable of use is considered and that with servicing, use of the accesses would be reduced as compared with the industrial use of the building. The report concludes that the development is acceptable in highway terms.

Travel Plan:-

This provides an introduction and background to the Travel Plan and advises of the targets, measures and initiatives that will be employed to encourage employees, residents and visitors to use more sustainable and active ways of travelling to and from the site.

Sustainability Statement:-

This describes the proposals and the site and outlines the policy context for sustainability. The report then goes on to assess specific issues, including BREEAM standards (domestic and offices), water efficiency, CO2 reduction, ecology, waste recycling,

transport, materials and adaptability. The report concludes by stating that the proposals for Enterprise House include a number of exemplar energy and sustainability measures which demonstrate that sustainable design standards have been considered at the very beginning of the design process.

Energy Statement:-

This describes relevant policy and guidance and identifies Enterprise House as being very energy inefficient, reflecting the time of its construction. Energy efficiency improvements are considered and renewable energy technologies are assessed. An energy strategy is presented, and energy improvement targets and measures are recommended.

Phase 1 Ecological Appraisal:-

This provides an introduction to the report and describes the methodology which is based upon a desk-top study and a site survey. A preliminary protected species assessment identifies possible suitable habitat for bats and breeding birds only, but advises that no evidence of bats was found on site and the only use by birds of the building was by feral pigeons on the top floors, entering the building through broken windows. Recommendations are made for protecting, managing and enhancing the site's wildlife interest, including seeking the services of a licensed pest controller to make an inspection of the building, and to determine a suitable course of action for the removal of feral pigeon and any other pest species.

Daylight and Sunlight Assessment:-

This provides the background to the assessment and describes the site, its surroundings and the proposals. The scope of the assessment is described and the report advises that due to the modest extension on the roof, there would only be a negligible effect on the levels of natural light experienced by neighbouring residential properties. The planning policy context and daylight and sunlight methodologies using BRE guidance are then described and results are presented. The report concludes that although certain proposed residential windows and rooms would experience daylight and sunlight deficiencies in relation to the BRE guide levels, there are various mitigation factors that offset the overall significance of these deficiencies, including the incidence of these deficiencies being low and therefore localised and marginal, compared to the overall levels being good for an urban development. Also, the listed status of the building limits the opportunities that could be taken to mitigate these impacts when the BRE guidance itself advises that results need to be interpreted flexibly. The report concludes that the development would not result in any materially unacceptable daylight and sunlight effects in relation to the proposed accommodation and therefore the development is consistent with the objectives and requirements of the BRE guidance and relevant planning policy.

Noise Survey and Assessment, September 2013:-

This provides the background to the study and describes its methodology. Details of a noise survey undertaken on site from Friday 30th August to Tuesday 3rd September 2013 are presented and assessed to determine the Noise Exposure Categories of the site. Relevant standards are discussed and mitigation proposed. The report concludes with a Noise Exposure Category B on all facades, appropriate noise criteria are achievable using conventional construction.

Assessment of Residential Amenity, March 2014:-

This essentially up-dates the Noise Survey and Assessment with the results from a noise survey undertaken from Monday 17th to Thursday 20th February 2014. The Noise Exposure Category of a first floor monitoring point on the eastern end of the Blyth Road frontage of the building was found to be higher, at C, but the report concludes that the building would be suitable for residential use, providing a suitable facade design and ventilation strategy was adopted.

Air Quality Assessment:-

This provides an introduction to the study and assesses relevant legislation and planning policy as regards air quality. The report goes on to describe the assessment methodology and establishes baseline conditions. Demolition and construction phase effects and then operational phase effects are assessed and mitigation measures are recommended and residual effects described.

Air Quality Assessment - Owen Coyle (Anodising) Ltd Flue Modelling:-

This assesses the impact on local air quality of a flue from the adjoining Owen Coyle (Anodising) Ltd Factory which is to be retained and runs up the rear of Enterprise House. Relevant legislation and planning policy is described and the modelling technique described. Results are presented.

Stage (C) Report:-

This report (together with its appendices) describes the building and its structural arrangement. It considers the existing condition of the building and sets out the repair strategy. It describes proposed structural alterations, below ground drainage and the extent of the surveys and investigation works undertaken and those still required.

Waste Management Strategy:-

This describes the site and relevant policy, guidance and the documents used to formulate the strategy. It identifies the waste management approach that will be adopted for the residential and commercial uses within the building, the storage provision required and other operational considerations, together with the plan for construction waste.

Building Services Report:-

This provides an introduction to the report and describes the existing plant and equipment installed on site, including buried services. The need for new supplies are identified and the report sets out the design approach for the mechanical and electrical services for the development, using efficient plant and equipment with low energy usage for the residential and commercial elements.

Utility Report:-

This presents the findings of a utility survey which assesses the site's infrastructure and its ability to support the new loads likely to be imposed by the development.

Below Ground Drainage & Rainwater Harvesting Supplementary Information for Planning Report:-

This report assesses existing rainwater flows on site and assesses the potential, mechanisms and constraints on site to reduce these flows.

Marketing Statement:-

This outlines the recent marketing history of Enterprise House.

Financial Viability Appraisal

This assesses the financial viability of various development options for Enterprise House.

3.3 Relevant Planning History

Comment on Relevant Planning History

The associated application for listed building consent is also being presented to this committee meeting (App. No. 11623/APP/2013/3592 refers).

Outline planning permission has also been granted on the adjoining Old Vinyl Factory site for major mixed use redevelopment through a phased refurbishment and alterations to a number of existing buildings and new build including new commercial and leisure floor space and 510 residential units (App. No. 59872/APP/2012/1838 refers).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E7	(2012) Raising Skills
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
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BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary

	Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **4th March 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

74 neighbouring properties have been consulted, 2 notices have been displayed on site and the application advertised in local press on 12/2/14. 1 response has been received, making the following points:-

- (i) The current proposals, especially to the west end, would have a major impact on the operational ability of the adjoining factory building. The proposals introduce additional parking around the perimeter of Enterprise House, particularly at its west end, which is the main industrial access, and would now include the main entrance and exit to the ground floor parking, which are immediately adjacent to the main entrance of Owen Coyle (Anodising) Ltd. from which all goods and finished products are accessed. Photographs are attached showing 40ft articulated lorries delivering and receiving finished goods with the ancillary manouevring that is required. Current proposals would totally prevent these activities taking place and have severe financial implications. Rights of access and manouevring off Blyth road to main factory entrance have been established for over 40 years,
- (ii) There is a main exhaust flue from Owen Coyle (Anodising) Ltd. which is attached to Enterprise and there is no indication in the proposals for this to be accommodated which has been established for over 40 years,
- (iii) The introduction of 96 residential apartments adjacent to a working factory complex (3.5m) with fire escape staircases leading directly onto the common passageway between the two buildings together with commercial traffic movements and manouevring all have major environmental and health and safety issues,
- (iv) Lack of adequate amenity space will exacerbate health and safety issues,
- (v) Concentration of residential apartments and associated parking will put enormous pressure on vehicular movements around existing one-way system on Blyth Road, which is already overcrowded.

ENGLISH HERITAGE:

Thank you for your letter of 10 February 2013 seeking English Heritage views on an application at Enterprise House, Hillingdon. I have assessed the proposals and visited the site, in the company of your own specialist conservation staff.

English Heritage Advice

Enterprise House was originally a gramophone factory for His Master's Voice (HMV), constructed in 1912 to the designs of the noted architect Owen E Williams. Williams was a pioneer in the field of concrete architecture who went on to design a number of notable buildings, but Enterprise House is his first known work. As noted by the statutory list description, the building is unusual for the era in that its construction is expressed externally, with slender concrete pilasters flanking large metal-framed windows with brick infills below cill level. The building has undergone little alteration internally other than removal of all manufacturing equipment, and retains a remarkable original lift car finished in mahogany and cut glass.

The building is now only partially occupied, and in a semi-derelict condition of slow decay with evident issues of spalling concrete. It has recently been included on English Heritage's Heritage at Risk register, and it is clear that urgent action is needed to prevent further decay in the structure.

In addition to its evident aesthetic quality, Enterprise House has much historic value, not just in its pioneering form of construction, but also as a tangible reminder of a major industrial concern that dominated the locality for generations and provided employment to thousands of local people. Its place in the history of the borough gives the building some communal value.

The proposed development envisages the conversion of the upper four levels of the building into residential use, with a single storey rooftop extension above to house further residential accommodation. Commercial uses would be provided for at ground and first floor, and a portion of ground floor is also given over to car parking. We understand that the commercial uses will include retention of an existing vinyl record manufacturing business that currently operates from the site, in addition to other music-related businesses. The impressive internal is to be restored and made available to the general public.

The proposed commercial units at ground and first floor levels are of a relatively large size, which provides the benefit of negating the need for extensive subdivision in the impressive internal spaces of the building at lower floors. Part of the former factory floor at ground floor level will be turned over to car parking, which may be acceptable in principle, but will require sensitive handling in terms of surface finishes, maintenance and servicing. It would be useful if further information could be supplied demonstrating that the car parking area will not require unsightly mechanical ventilation equipment, for example.

At the floors on which residential conversion is proposed, it is planned to construct a series of external bridges to provide independent access to the flats. This unusual design approach removes the need to create extensive internal corridors and thus allows the majority of the proposed apartments to have a dual aspect, ensuring that the full width of the building is expressed in the residential conversion. Provided the external bridges are not enclosed and of an appropriately industrial character and appearance we would support this proposal, but should it prove necessary for the bridges to be enclosed internal spaces, we feel there may be a resultant negative impact on the aesthetic value of the building. We therefore would require some confirmation that open external bridges will be acceptable in terms of building regulations.

In terms of the level of internal subdivision, we note that many of the proposed apartments are one or two bedroom units. It may be possible to reduce the visual impact of subdivision within the flats through the use of bathroom and kitchen "pods" rather than straightforward stud partition walls. However, there would be less need for subdivision if larger units were created, and we would be interested in reviewing financial information justifying the creation of smaller units.

We understand there are a number of potential wider planning policy conflicts associated with the proposal such as lack of amenity space and the provision of residential accommodation in land zoned for employment use. However, in regards to the impact of the proposals on the significance of the listed building, provided that the external open bridges are feasible and the car parking is

handled sensitively, we are of the view that the proposals are potentially beneficial.

There is some minor harm in the subdivision of the upper floors for residential use, but this must be weighed against the benefits associated with the restoration of the building and the consequent likely removal from the Heritage at Risk register.

Paragraph 131 of the NPPF states that "local planning authorities should take account of the desirability of preserving and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation." If the additional information I have requested in this letter can be supplied by the applicant, we suggest that aim could be achieved by these plans.

Recommendation

These proposals potentially have significant heritage benefits which should be weighed against conflicts with wider planning policy. However, we encourage your authority to request the additional information detailed above, to ensure that the proposed development is the optimum viable use of the heritage asset.

It may be advantageous to arrange a meeting involving myself and our heritage at risk team, alongside yourselves, your in-house specialist conservation team, and the applicant, to discuss the proposals further. This could enable us to fully understand the conflicts with wider planning policy. Please do contact me at your earliest convenience, to arrange a suitable time for us to all meet at your offices.

HAYES CONSERVATION AREA ADVISORY PANEL:

We welcome the proposal to bring this building back into full and beneficial use, and applaud the proposals to make the most of its surviving historic features. We do have some concerns about the access bridges on the uppermost floors as their effect on the northern facade is not apparent from the elevation drawings supplied. We also hope that the occupants who have to use them will have a good head for heights!

These comments also apply to application 11623/APP/2013/3592.

Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

Background: Enterprise House is a grade II listed building located in the Botwell Thorn EMI Conservation Area. The building sits within an industrial area, and lies adjacent to mainly modern, shed like buildings to the north, east and west. To the south is The Old Vinyl Factory, a major redevelopment site where works on the flag ship building are about to commence.

Enterprise House dates from 1912 and was constructed for The Gramophone Company. It was originally known as The Machine Factory and was where gramophones were designed and built. It was designed by Arthur Blomfield and A Henderson, and built by E Owen Jones, the most significant engineer turned architect of the twentieth century. It is also the earliest known example of his work. The structure is of reinforced concrete, with its construction clearly expressed both externally and internally. The building utilises the 'Kahn Daylight System' of construction manufactured by the American firm of TRUSCON - the Trussed Concrete Steel Company. Most buildings of this use and period are more traditional in appearance and usually clad in brick. It is believed that Enterprise House is the only remaining building of its type in England. The building comprises the original 1912 structure and an addition of similar design to the east. This dates from circa 1927 and was probably designed by Wallis Gilbert and Partners, who were working on other buildings for The Gramophone Company at that time.

Enterprise House has a striking and unusual appearance. It has largely symmetrical principal elevations, which include a significant amount of original, steel framed windows. These give the building quite a light weight appearance, are set in a grid like pattern and have a distinctive pattern of openers. The main building has north lights at roof level, set over the original design studios and full height rear wings, above glazed atria at ground floor. The later addition is slightly different in design, with a fully enclosed light well and larger areas of glazing to its rear elevation. This part of the building has a flat roof.

The perimeter of the roof is enclosed with a simple metal railing, there is no parapet and the most distinctive features are the original high level concrete water tanks. The larger of these is supported above the building on reinforced arches with simple classical detailing. The water tanks and distinctive roof line of the building are significant local landmarks, which are highly visible from the surrounding streets and the wider area.

Internally, the rugged construction of the building is clearly expressed, with a grid of simple concrete faceted columns and high level spandrels. Whilst some of the spaces have been subdivided over time, most of the floors retain large, open and well lit spaces with impressively high ceilings. It is not clear how many of the original lifts remain, but one original timber panelled lined lift remains in the front section of the building. A number of metal vaults, originally designed to protect/store tools during fire, remain on the upper floors.

The building has been neglected in recent years, there are sections of damaged render and exposed areas of reinforcement on many of the elevations and numerous unsightly telecommunication antennas at roof level. The building was recently made wind and weather tight, and was included in the EH BAR in 2013.

Comments: The proposals have been subject to extensive discussion with the applicants and also English Heritage, who have been supportive of the works. The current drawings address many of the concerns raised by the Conservation Team, and whilst not ideal in listed building terms, as the level of subdivision is considered to be damaging to the building, overall the proposals would bring a vacant listed building on the BAR back into a viable new use. In these circumstances, and on balance, no objection is raised by the Conservation and Design Team to the scheme as now proposed.

The following items need to be covered by suitable conditions to be discharged prior to the start of the relevant part of the work unless specified:

- Recording of the building to EH level 1 (prior to the start of any works on site) - discs/ copies of the document to be lodged with the Council, local library and Uxbridge Local History Library
- A schedule and full specification for building repairs/renovation/alteration to be agreed prior to the start of relevant works on site
- A methodology for cleaning works and samples areas of brickwork and concrete cleaning to be agreed on site
- External paint colours for the elevations, to include brickwork, concrete and windows/ downpipes to be agreed
- A Conservation/Management Plan to be agreed for the future maintenance of the building - this might be better covered in a S106 Agreement
- Details of the works to windows, including details of the repair and relocation of existing windows; construction and glazing of new windows (including casements)
- Design details, finishes and materials of all external and internal doors, including roller shutters/boxes and also canopies over
- Details of materials, appearance and location of new downpipes, hopper heads and external pipe work
- Details of the design, materials and construction of new and refurbished glazed roofs and the new

atrium roof; existing cowls and vents to be reinstated

- Schedule and details of repairs to original lifts, lift enclosures and related machinery- works to be completed before the building is occupied
- Details of design and construction of 6th floor altered and new roof top additions, including glazing, cladding/roofing materials and brise soleil
- Details of the repair of existing and the design and construction of new hand rails, balustrades, screens and balcony/roof top enclosures
- Details of roof top plant and machinery
- Location, type and finish of flues, louvers and vents, including low level car park vents
- Details of the design, construction, materials, finishes and method of installation of external walk ways
- Details of the design, construction, materials and finishes of the new eastern stair case enclosure
- Full details of works to existing eastern low level additions
- Fire and sound proofing works
- Details of construction and installation of internal partitions and glazed screens- these are to be reversible
- Existing antenna and satellite dishes at roof level and fixed to the water tanks to be removed prior to the occupation of the building
- Details of external works to steps, railings and forecourt area to be agreed
- Design and content of interpretation boards to be agreed
- Details of external signage to be agreed.

HIGHWAY ENGINEER:

Having considered the servicing and parking requirements for the B8 uses, the applicant has agreed to remove it in its entirety from Enterprise House. The proposals therefore seek consent for residential use, and employment uses in use classes B1 (a-c) and B2 (Vinyl Factory).

The proposals include a total of 91 car parking spaces (including 13 disabled spaces), of which, 72 spaces will be allocated to the residential use and the remaining 19 spaces will be allocated to the commercial use.

134 cycle parking spaces are proposed in the form of single and double tier cycle stands over 3 areas.

Parking for electric vehicles should be provided in the order of 20% passive and 10% active for the commercial use and 20% active and 20% passive for the residential use. As per the Council's standards, 5 parking spaces should be provided for two-wheelers in addition to those for cars and bicycles.

A car club will be provided, for which 2 parking spaces will be reserved. Details of the operation and management of the car club should be secured within the S106 agreement.

It is proposed to utilise the commercial car parking spaces for visitors of the future residents during evenings and weekends and a permit free agreement to exclude the future residents of the development from eligibility for the parking permits for the adjacent CPZ. These two elements should be covered within the S106 Agreement.

A parking allocation and management plan should be secured through a planning condition, including but not limited to, allocating residential car parking to the 2 and 3 bed flats, visitor parking and electric charging spaces.

Consideration has been given to the servicing of the Owen Coyle building. Spaces 29, 30 and 31 on the previously proposed car parking layout were considered to have the potential to conflict with

the servicing of the Owen Coyle building. These spaces have been relocated in the revised car parking layout.

The location of the refuse store is not within the maximum trundle distance of 10m for collection from the carriage in Blyth Road. It is proposed that the on-site management staff will bring the bins to the back of the Blyth Road footway on collection days. Whilst this arrangement is not entirely reliable for the life of the development, there is space available on private land adjacent to the back of the footway in Blyth Road to temporarily store bins for collection without obstructing the footway. This arrangement will alleviate the need for refuse vehicles to access the site; instead refuse will be collected from Blyth Road. The proposed refuse management arrangement should be secured by way of a condition.

Table 6.1 of the Transport Statement is somewhat misleading. The existing trip generation should be based on the existing occupation of the site. Instead, the trip generation has been estimated on the total floor space available and also on the total floor space excluding space that is unsafe for use, both of which are permitted scenarios and cannot be considered as existing scenarios. Moreover, if the total available commercial floor space had demand for it, the site would unlikely to have come forward for redevelopment in its current form. Notwithstanding this, the proposed development is not considered to have a significant and/or unacceptable vehicle traffic impact on the surrounding road network.

Subject to the issues discussed in the comments above being covered through suitable planning conditions/S106 agreement, no objection is raised on the highways aspect of the application.

TRANSPORT AND AVIATION:

No objections are raised on the Travel Plan.

TREE/LANDSCAPE OFFICER:

Landscape/ Context:

The site is a Grade II listed building situated on the north side of Blyth Road. It is a part of the original Thorn EMI industrial complex of buildings which lie within the designated Botwell / Thorn EMI Conservation Area.

There is a narrow strip of forecourt between the building and the Blyth Road footway, which is defined by metal railings. The only other open space, associated with this industrial building is an access /service road which links to the rear of the building and serves neighbouring industrial sites. There are also rooftop walkways / access points.

There is no associated open space for amenity and no areas of soft landscape on, or close to, the site.

Proposal:

The proposal is to erect extensions at roof level, the erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Class B1 and B8) at ground and first floor levels and cafe.

Landscape Considerations:

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

- As noted there are no existing trees or other landscape features associated with this building.
- The Design & Access Statement confirms that there is very limited space or opportunity for landscape enhancement on the site.

- At 5.2 (D&AS) reference is made to the Blyth Road site frontage, where the railings are to be removed and 429sqm of space will be available for landscape enhancement to include seating and planting in containers.
- Landscape and external spaces are also described in section 11.00, where a 126sqm communal rooftop garden is proposed.
- A Phase 1 Ecological Appraisal (section 5.0) recommends the use of plants of known value to wildlife for inclusion in the planting scheme, utilising 'a high percentage of native species'. This recommendation should be treated with caution as several of the plants listed will be unsuitable for the limited space available and of little amenity value. Plants will require careful selection to ensure that they satisfy both visual amenity and biodiversity objectives.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the surrounding built environment and contribute to wildlife.

Recommendations:

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

EPU (Noise):

Having read through the plans, please can the following conditions be added:

1. The commercial premises shall not be used for deliveries and collections, including waste collections other than between the hours of 08:00 and 20:00, Mondays to Fridays, 08:00 to 20:00 Saturdays and not at all on Sundays and Bank and Public Holidays.

REASON

To safeguard the amenity of surrounding areas, in accordance with Policies OE1, OE3 and S6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

2. The development shall not begin until a sound insulation scheme for the control of noise transmission from commercial to residential and from road/rail noise to residential premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

Please add the standard construction informative on:

Nuisance from demolition and construction works is subject to control under the Control of Pollution Act 1974, the Clean Air acts and other related legislation. In particular, you should ensure that the following are complied with:

- a) demolition and construction works should only be carried out between the hours of 08:00 and 18:00 Monday to Friday and between the hours of 08:00 and 13:00 on Saturday. No works shall be carried out on Sundays or Bank Holidays.
- b) All noise generated during such works should be controlled in compliance with British standard BS 5228-1:2009
- c) The elimination of the release of dust or odours that could create a public health nuisance
- d) No bonfires that create dark smoke or nuisance to local residents

You are advised to contact the Council's Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, UB8 1UW if you anticipate any difficulty in carrying out construction other than within the normal working hours set out above and by means that would minimise disturbance to adjoining premises.

EPU (Air Quality and Contamination):

Comments regarding air quality and land contamination are provided below. No information was submitted with regard to land contamination to date.

The following documents were submitted with regard to air quality:

- Enterprise House, Hayes Air Quality Assessment by Waterman for Enterprise House LLP, dated February 2014
- Enterprise House, Hayes Air Quality Assessment - Owen Coyle (Adonising) Ltd Flue Modelling by Waterman for Enterprise House LLP, dated February 2014

Air Quality

The proposed development is within the declared AQMA and in an area currently exceeding the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³). Modelling carried out or Hillingdon by CERC in 2011 indicates the whole site is above the EU limit value, with the eastern most part of the site at slightly over 49 mg/m³ and the western boundary slightly over 40 mg/m³. This is assumed to be a slight overestimate. NO_x tube monitoring to the east of Blyth Road undertaken by Hillingdon indicates NO₂ levels at 43 mg/m³ in 2013. There was a monitored exceedance in 2012 (less than a full years monitoring) as well, which was closer to the worst modelled data.

The June 2014 Air Quality Assessment was submitted as the February 2014 assessment assumed the Owen Coyle flue (attached to Enterprise House), was to be relocated as part of the development. However, it seems this will no longer be the case. The approach of the second assessment has been somewhat conservative with regard to the emissions from the Owen Coyle flue, however it should be noted the DEFRA background for NO₂ at the site may be an underestimate for current year 2012 in all assessments.

Both assessments indicate some exceedances at the modelled second floor residential receptors on site only. The assessment also indicates an existing exceedance of the EU limit value for NO₂ at existing ground floor receptors considered on Blyth Road. To one of these, the proposed development is indicated to add 0.1 mg/m³ which is considered to be 'negligible'. A similar increase is noted at a Dawley Road receptor with the development. This may be an underestimate as the impact from traffic for this development considered alongside other developments in the area may be greater than modelled. However, the report does indicate the proposed development 'would generate less demand for travel than the currently proposed use of the site', which is consistent with the trip generation information in the Transport Statement.

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

Section 106

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

Neither air quality assessments made reference to the transport emissions benchmark being met for the development to demonstrate the development is at least 'air quality neutral'. If they can demonstrate this, a reduction in the s106 request for air quality could be made. The submission of

the Travel Plan is noted.

The Owen Coyle flue emissions are indicated to impact the most on the receptors on the fifth and sixth floors. No exceedances are indicated at these receptors. It is possible there may be still be exceedances in this locality as the 2012 background used may be an underestimated and some of the modelled NO₂ levels are high. The February 2014 Air Quality Assessment indicates the gas-fired CHP proposed as part of the development has been modelled, however the information is presented in a way that the NO₂ contribution from the CHP at each receptor location is not plain to see.

The assessment also makes a reference to the gas-fired CHP and boilers at the Old Vinyl Factory site, to the south of Blyth Road, however the modelled data provided seems to indicate it may have not been modelled as part of the assessment, in a manner consistent with the Vinyl Factory assessment as the expected increases at higher floor levels and NO₂ exceedances are not apparent. Again this may be due to the underestimate in the background NO₂ value used. As the predominant wind direction is indicated to be south westerly's, there is likely to be air quality impacts from the CHP at the Old Vinyl Factory. It is also unclear if all air quality impacts from the site have been considered, as operations on site are indicated to continue. Could they please clarify all emissions to air from the development, including for pollutants not considered under LAQM?

As monitoring indicates exceedances on Blyth Road and exceedances are likely at a number of receptor locations for the proposed development, the ingress of polluted air condition is recommended for any permission that may be given.

Condition 1: Ingress of Polluted Air

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

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

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

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

Information provided about the gas-fired CHP in the air quality assessment suggests the flue is shorter than the building at 25.5 metres above ground level with NO_x emission rates of 0.00719 g/s (surprisingly low). The location of the flue is not entirely clear based on drawings. No specific details about the CHP engine has been provided, other than the revised Energy Statement indicating the use of 100 kWe CHP system, which is needed to cover the hot water demand. It goes on to say the electricity generated by the CHP would significantly exceed the electrical base load of the building so that a large proportion of the electricity would have to be sold to the grid. However, it indicates a CHP is not proposed for the site. The Sustainability Statement indicates high efficiency NO_x gas boilers emitting less than 40 mg/kWh will be used for all dwellings. It is not clear, if it will also be provided for the other uses on site. It does not look like consideration has been given to connecting to the energy centre at the Old Vinyl Factory site. The following condition is recommended to ensure relevant information regarding the energy sources at the site is

provided, including details of if the building emissions benchmark has been met and the development is at least 'air quality neutral'.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flues with or without mitigation technologies. The use of ultra low NO_x emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark.

Reason: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Land Contamination

No information has been submitted with regard to land contamination. Policy EM8 is referred to in the Planning Statement, although there is no mention of land contamination. The application form indicates the proposed development would be particularly vulnerable to the presence of contamination. I would also add that contamination is suspected for all or part of the site given the onsite use and the industrial history of the site and surrounding sites. The standard contaminated land condition is advised. Some ground investigation is recommended especially with regard to ground gas and vapour issues.

Contaminated Land Condition

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

The following condition needs to be included in any permission given to ensure the soils are suitable for use, if any areas of soft landscaping or planting are created as part of the development.

Condition to minimise risk of contamination from garden and landscaped areas

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

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

Reason

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

ACCESS OFFICER:

The latest revised plan are acceptable from an accessibility standpoint.

SUSTAINABILITY OFFICER:

The Enterprise House development does not meet an equivalent building regulation standard development in terms of energy, let alone the 40% reduction target of the London Plan.

I accept this is a significant refurbishment proposal on building with heritage value. As a consequence, achieving the energy reduction through improvements to the fabric of the building are complicated at best and impossible in some instances.

Nonetheless, an opportunity to link into the Old Vinyl Factory district heating network has considerable potential. I had asked this to be considered at part of the planning stages, but little progress was made. Therefore the plans as presented set out a development that would have sizeable energy loads (compared to a building regulations compliant development) and this would have implications for energy bills of residents.

The potential link to the Old Vinyl Factory site needs to be properly analysed and considered to ensure energy reductions measures for Enterprise House have been exhausted.

The following condition is therefore essential:

Condition:

Prior to commencement of development a scheme for the connection to the Old Vinyl Factory Site (outline planning reference 59872/APP/2012/1838) energy centre and/or district heating network shall be investigated. If feasible, details of the connection (including timetable) must be presented to and approved in writing by the Local Planning Authority prior to commencement of development. If a connection is considered unfeasible, full justification must be provided to the Local Planning Authority. In any event, the site must be constructed in a manner that allows a future connection to the Old Vinyl Factory district heating network. The development must proceed in accordance with the approved scheme and details.

Reason:

To ensure the development can be supplied with efficient energy in accordance with Policy 5.6 of the London Plan.

WATER AND FLOOD MANAGEMENT OFFICER:

Following the submission of the additional Below Ground information by the Furness Partnership, which highlights the issues facing the site in reducing the surface water run off from the site. However as the site is reducing surface water run off by 15% and commits to further work to explore opportunities to control water further at the detailed design stage. I am therefore happy to recommend the Sustainable Drainage condition:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in the Below Ground Information by the Furness Partnership dated Jan 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

Reason

To ensure that surface water run off is controlled to ensure the development does not increase the

risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

S106 OFFICER:

I have reviewed the proposed development:

Erection of extensions at roof level, erection of external bridge links on the rear elevation and internal works associated with the change of use of part of enterprise house to create 96 residential units (class C3) and associated car parking, retention of approximately 4,500 sqm (GIA) of employment use (Class B1 and B8) at ground and first floor levels and cafe.

35 x 1 bed
42 x 2 bed
19 x 3 bed
100% market housing

The following S106 Planning Obligations need to be secured:

1. Highways: Highways works together with a S278/S38 Agreement will need to be secured subject to comments from the Highways officer.
2. Affordable Housing: A review mechanism allowing the council to review the value of the scheme in the future to secure affordable housing.
3. Construction Training
 - Training Costs: £2500 per £1m build cost
 - Coordinator costs: $96/160 \times £71,675 + 4500/7500 \times £71,675 = £86,010$
4. Air Quality monitoring fee: £25,000
5. Project Management & Monitoring Fee: 5% of total cash contributions.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework, March 2012 (NPPF) at paragraph 2 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise".

The application site is identified as a Strategic Industrial Location (SIL): Preferred Industrial Location (PIL) within the London Plan (July 2011), as a Locally Significant Industrial Site (LSIS) by the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and an Industrial and Business Area (IBA) within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy 2.17 of the London Plan (July 2011) states that SILs are London's main reservoirs of industrial and related capacity and that:-

"...Development proposals in SILs should be refused unless:

- a) they fall within the broad industrial type activities outlined in paragraph 2.79; or
- b) they are part of a strategically co-ordinated process of SIL consolidation through an opportunity area planning framework or borough development plan document; or
- c) the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SMEs) or new emerging industrial sectors; or

d) the proposal is for small scale 'walk to' services for industrial occupiers such as workplace creches or cafes."

However, Policy 4.4 of the London Plan also advises that LDFs should protect locally significant industrial sites where justified by evidence of demand but also take into account the need to transfer industrial land to other uses, having regard to strategic and local criteria and strategic monitoring benchmarks (Hillingdon has been identified as an intermediate area, where the limited transfer of land would be appropriate).

Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) essentially re-iterates London Plan policy by stating that IBAs are designated for business, industrial and warehouse purposes (Use Classes B1 - B8) and for sui generis uses appropriate to an industrial area. The policy goes on to advise that alternative uses will not be permitted unless (i) there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, (ii) the alternative use does not conflict with other policies and objectives of the plan and the proposal better meets the plan's objectives, particularly in relation to affordable housing and economic regeneration.

The NPPF does advise at paragraph 22 of the need for LPAs to review employment use designations:-

"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

As part of the review process, the Council's Hillingdon Local Plan: Part One - Strategic Policies (November 2012) did advise at paragraph 5.10 that:-

"There is more employment land than currently needed, and any release of surplus industrial land will be carefully managed to support Hillingdon's employment generation whilst creating opportunities for regeneration and release to other uses including much needed housing. The London Plan requires Hillingdon to adopt a 'Limited Transfer' approach to the transfer of industrial sites to other uses."

Paragraph 5.12 of this document goes on to advise of the locations considered to be most suitable for the managed release of industrial land which includes part of the Blyth Road area and advises that these areas will form the starting point for a more detailed review of such land, to be undertaken as part of the production of the Hillingdon Local Plan: Part 2 - Site Specific Allocations Local Development Document (LDD).

Specific site designation is being progressed with a draft of the LDD (September 2013) having been prepared. The public have not been consulted on this document and therefore it may be subject to change and little weight should be attached to it at this stage. However, it should be noted that Policy SA 1: Enterprise House, Hayes states:-

"The Council is of the view that Enterprise House is suitable to accommodate residential led mixed use development with commercial uses at ground floor level. Redevelopment should respect the Listed status of the building and meet the following criteria:

- Parking should not be accommodated within the original building envelope;

-Any subdivision to create residential units should protect the original open quality of the spaces within the building;
- Shared circulation spaces and access cores should be contained within the building;
- Particular attention should be paid to the retention of historic features that are important to the listed status of the building. These include the north lights at roof level and the original window frames;
- Particular care should be paid to providing active ground floor uses;
- Proposals will need the criteria of relevant policies in the Development Management Policies Document."

Therefore, this document does consider that this site, together with The Old Vinyl Factory and Gatefold Building site opposite as being suitable for redevelopment to include residential use, and in the case of the latter, where planning permission has now been granted.

The applicant also advises that the site has been extensively marketed for business/industrial uses, but there has been little interest and take up rates have been low. Since the applicant (Workspace Group) purchased the building in 2007, up-to date marketing details have been maintained on their website as this is where 90% of their property portfolio is marketed and has proven effective. Of the 15,275sqm of existing floorspace at Enterprise House, 7,130sqm has been 'moth-balled' on safety grounds and the 4,255sqm of unlet space has been marketed for between 18 months and 4 years, with no new lettings to new tenants for approximately 12 months.

In addition, a financial viability assessment has been submitted with the application which has been independently assessed by a specialist third party contractor. They advise that the appraisal considered 3 options, a commercial renovation with and without an extension, and a residential conversion and an amount of retained commercial use and no affordable housing. The specialist contractor advises that of these, both the commercial options make substantial losses and on this basis are completely unviable. The residential scheme also makes a loss but a relatively small one so that it would only require a small increase in capital growth for the scheme to become viable.

Therefore, in policy terms, the loss of industrial floorspace can be justified where there is sufficient evidence to suggest a sustained lack of demand from potential new occupiers. In this instance, the submitted marketing material suggests that this is the case, although this could be attributable to the poor quality of the floorspace than an overall lack of demand. However, emerging policy does point to an oversupply of industrial floor space and this site has been identified as being potentially suitable for release. Having regard to the individual site circumstances and the need for a residential conversion on the scale proposed to generate the funds needed for the repair and refurbishment of this important listed building, it is considered that there can be no objection to the loss of employment land in principle.

A further issue applicable to the application site is its location opposite the Vinyl Factory site. The Council sees the regeneration of the Vinyl Factory site as pivotal to the wider investment in Hayes. A run down Enterprise House would be seen as a negative factor by investors into the Vinyl Factory site and Hayes.

7.02 Density of the proposed development

As this scheme is for the part residential conversion of an existing building, the Mayor's residential density guidelines are not considered to be applicable in this instance.

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

The impact of this development upon the Grade II listed Enterprise House and adjoining Grade II listed Jupiter House, together with its impact upon the Botwell: Thorn EMI Conservation Area is considered under the remit of the application for listed building consent (App. No. 11623/APP/2013/3592) which is also being presented to this committee.

7.04 Airport safeguarding

There are no safeguarding issues raised by this application. An informative has been added as regards the use of cranes.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new development to harmonise with the existing street scene or other features of the area which it is desirable to retain or enhance. Policy BE25 seeks the modernisation and improvement of IBAs through careful design and landscaping and environmental improvements.

Enterprise House forms a prominent and distinctive building within the Blyth Road street scene and surrounding Botwell: Thorn EMI Conservation Area. The proposed works will assist with the restoration and refurbishment of the building, allowing it to be brought back into a good state of repair. As the proposals include a fairly modest extension to the building that would be located at roof top level and set back from the roof edges, it is considered that it would not appear as an unduly conspicuous addition to the building, particularly at street level, and would only be visible in much longer views. The extension's detailed design and use of materials which would be controlled by a recommended condition would also ensure that the extension would harmonise with the existing historic building. Furthermore, other physical alterations to the building such as the additional of open metal walkways between the rear wings have been discretely located to minimise their impact and carefully designed to mimic the industrial character of the building. Other alterations such as the removal of corrugated iron clad external staircases and telecommunications equipment from the water tower will enhance the overall appearance of the building.

The proposed works also seek to add activity and visual interest, particularly at street level, with the addition of a publically accessible cafe with external seating and internal atrium, a small Vinyl Factory museum and interpretation panels. Although car parking on the ground floor on the western side of the building is less successful, this would at least be concealed within the building. Also, there is scope to introduce some boundary planting at the front of the building, whereas currently there is no planting on site.

It is therefore concluded that overall, the proposals would allow for a significant improvement to the existing street scene, in terms of Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification relevant to this proposal in that it advises that a 21m distance between facing habitable room windows and private amenity space should be

maintained to safeguard privacy.

The nearest existing residential properties to Enterprise House are those fronting Blyth Road to the east of the application site and the quasi-residential uses within Jupiter House sited immediately to the west of the application site. The nearest residential property is No. 101 Blyth Road which is sited some 38m to the east of the application site and separated from Enterprise House by other commercial uses and buildings. The proposed development including the roof top extension would not have a material impact upon the amenities of this property.

As regards Jupiter House, this provides hostel accommodation and the building does contain side bedroom windows on three floors which face onto the shared access running between the two buildings. It is considered that the proposed roof top extension would not have any significant impact upon the outlook and the daylight and sunlight levels from these windows, given that it would be set back some 6.5m from the edge of the roof. This has been confirmed by the submitted Daylight and Sunlight Assessment. These windows are sited some 8.8m from the projecting stairwell on this corner of Enterprise House, which would in part be converted to provide kitchen/ living rooms on the second to fifth floors with side windows directly facing Jupiter House. Although to some extent this is an existing situation, the change of use of the space served by the windows on the stairwell from commercial access to private residence would afford greater opportunities for overlooking and a consequent reduction in privacy. However, as the kitchen/ living rooms also have large rear facing windows, the side windows can be fixed shut and obscure glazed, controlled by condition.

The re-development of the Old Vinyl Factory opposite involves proposed residential units, with those closest to Enterprise House being within the Boiler House on the opposite side of Blyth Road. This would be a part six, part seven storey building with residential use on the upper floors with a roof top amenity area. Although this building and its residential units would be sited some 17m from the front elevation of Enterprise House, and therefore less than the 21m separation distance normally required by Council guidance to afford adequate privacy, this is an across the street relationship where habitable rooms often afford a reduced standard of privacy.

It is therefore considered that the scheme would not result in any significant adverse impact upon the amenities of existing and proposed surrounding residential occupiers, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Internal Floor Space

The proposed flats would have internal floor areas ranging from 50 to 64sqm for the 1 bedroom, 2 person units; 72 to 120sqm in the case of the two bedroom, 4 person units; 101 to 122sqm in the case of the 3 bedroom, 5 person units and 133 to 160sqm in the case of the 3 bedroom, 6 person units. All of the flats would provide a sufficient quantum of internal floor space to satisfy the Mayor's 50, 70, 86 and 95sqm minimum floor space standards for each respective type of property.

In any residential conversion scheme, the layout of the units is going to be influenced by the original layout of the building. In this instance, the historic importance of the building further constrains the conversion options available whilst there is a requirement to provide the overall number of residential units proposed if the scheme is to have a chance of

being financially viable which has been demonstrated within the submitted Financial Viability Appraisal.

The submitted Design and Access Statement advises of the design options considered and the factors that have influenced the preferred layout of the submitted scheme. At 10.5m wide, the floor plates of Enterprise House are not of an ideal size and this has led to the inclusion of external bridge walkways providing access to the flats, which avoids the need for internal corridors that would result in the majority of the flats within the main spine of Enterprise House being single aspect and of an awkward depth relative to the outlook afforded by its windows. At the rear of the building, the closeness of the wings of the building at 15m also raises significant overlooking issues. The length of these wings also brings means of escape and staircase issues since a dead-end access corridor can only be 7.5m long before a means of escape has to be provided from 2 directions.

The bridge walkways would be set back from the rear elevation of the main spine of the building by some 3.8m. They have been designed as open and light weight structures and therefore the impact upon the outlook from rear facing windows would be minimised. Furthermore, although the walkways would be sited close to habitable room windows in this elevation, this relationship would be similar to that experienced by ground floor units within more traditional flatted blocks. Although the opportunity exists for overlooking of habitable room windows at closer distances as the bridge walkways enter the wings, this could be mitigated with obscure/ louvred glazing within those parts of the multi-paned windows closest to the walkways.

A Daylight and Sunlight Assessment has also been submitted with the application. This uses the revised Building Research Establishment (BRE) report 'Site Layout Planning for Daylight and Sunlight: A guide to Good Practice' (October 2011). The assessment advises that overall, the proposed accommodation would experience good levels of interior daylight and sunlight availability in the context of the guidance. Although a proportion of the proposed windows and rooms would experience levels of interior daylight and sunlight below the respective BRE guide, these would mainly be bedrooms which the BRE guidance considers to be of less importance than main habitable rooms and levels are low and the breaches localised and marginal. The report advises that in mitigation, the BRE guidance itself states that it is advisory and does not contain mandatory standards and therefore needs to be interpreted flexibly. Furthermore, the standards are based on a typical two storey suburban model and it is reasonable to assume that expectations of levels of daylight and sunlight would be different in a more urban setting. Therefore, given the limited nature of the breaches, the constraints imposed by the listed status of the building to adopt mitigation measures to alleviate lower light levels, and the weight that needs to be attached to making efficient use of developed land, overall, the quality of the residential accommodation in terms of daylight and sunlight levels is acceptable and the scheme is considered to be consistent with the objectives and requirements of the BRE guidance.

As mentioned in Section 7.08 above, the re-development of the Old Vinyl Factory site opposite would result in habitable rooms facing habitable rooms within Enterprise House within a 17m distance, but this is an across the street relationship where reduced standard of privacy can be expected.

External Amenity Space

The Council's amenity space standards require a minimum total of 2,320sqm of amenity space to be provided for the 96 units. This scheme would provide the 14 no. maisonettes

split between the fifth and sixth floors with private rooftop terraces, ranging in size from 5 to 19sqm, totalling some 120sqm. A communal residents' terrace is also proposed on the roof, which would provide 129sqm of external amenity space. This equates to a total 249sqm of external amenity space.

The amount of external amenity space provided is deficient in terms of satisfying the Council's standards. It is also noted that no provision has been made for a children's play area. Due to the constraints of the site and the listed building, additional amenity space is not available on site (the agent's were asked to explore the possibility of providing a decked amenity space above the surface car park, but they advise that whilst they have sole rights to use the surface car park, these rights do not extend to building over it). The FVA also demonstrates that the scheme cannot generate sufficient funds to contribute to the provision/ improvement of open space elsewhere.

However, the technical requirement is only 108sqm. of playspace for children as assessed under the Mayor's London Plan, 60sqm of which would be for under 5s. The cafe is 226sqm and officers are aware of child friendly cafes incorporating designated soft play areas. It is considered that a 226sqm would be large enough to incorporate a 60sqm soft play area. A condition is therefore imposed to this effect.

The nearest area of public open space is Lake Farm Country Park to the north west of Enterprise House, sited within a walking distance of some 575m. The most direct route to Lake Farm uses the towpath of the Grand Union Canal, sited some 270m from Enterprise House which itself forms a green link and part of the blue ribbon network, and therefore forms part of a green corridor which itself is valued and recognized for its contribution towards recreation and wildlife. Therefore, public open space is available nearby for residents of Enterprise House within a reasonable walking distance. There are also a number of publicly accessible play spaces for children which are to be provided as part of the Old Vinyl Factory redevelopment directly opposite the site.

Conclusion

This scheme needs to be considered as currently submitted. On this basis, it has been demonstrated that the overall amount and type of residential accommodation proposed is required to secure the funds that will enable this important historic building to be renovated and refurbished and that given the quantum of residential space required, the proposed layout does make best use of the space available. On balance, although the residential accommodation proposed is not ideal, particularly in terms of the lack of external amenity space and children's play space, the quality of the accommodation is not so substandard that a refusal of permission is justified given the significant associated benefits of bringing this dilapidated historic building back into use and the availability of facilities in the vicinity of the site.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advise respectively that proposals for development will be assessed against their contribution to traffic generation and impact on congestion, having regard to the present and potential capacity of public transport and that the traffic generated by proposed developments would need to be accommodated on principal roads without increasing demand along roads or at junctions already used to capacity, not prejudice the free flow of traffic, nor diminish environmental benefits brought about by other road improvement schemes or infiltrate local roads. Policy AM9 supports cycle provision, including the need for cycle storage provision within development schemes and Policy

AM14 advises that development should accord with adopted car parking standards.

The application is supported by a Transport Statement and a Travel Plan. The Council's Highway Engineer has reviewed the former and advises that despite part of the Transport Statement regarding existing trip generation being misrepresentative, the overall impact of the proposed development on the capacity of the surrounding road network would not be significant as compared to the existing use and is acceptable. The Council's Transport and Aviation Team have also reviewed the Travel Plan and consider its measures to reduce reliance on the private car are acceptable.

Following concerns raised by the Council's Highway Engineer regarding the more onerous servicing requirements for storage uses (Class B8), the applicant has now agreed to remove this use class element from the proposals. The Highway Engineer also advises that further consideration has now been given to the servicing of the adjacent Owen Coyle building. Previously, 3 proposed spaces on the shared access were considered to have the potential to conflict with the servicing of the Owen Coyle building which have now been relocated in the revised car parking layout.

A car club would be provided, for which 2 parking spaces would be reserved. Also, it is proposed to utilise the commercial car parking spaces for visitors of the residents during evenings and weekends and a permit free agreement to exclude the future residents of the development from eligibility for the parking permits for the adjacent Controlled Parking Zone (CPZ).

The Council's Highway Engineer advises that no objections are raised to the overall parking arrangements, although 5 no. parking spaces for motorbikes etc. should be provided in addition to those for cars and bicycles. Also, provision for electric vehicles would need to be provided in the order of 20% passive and 10% active for the commercial use and 20% active and 20% passive for the residential use and a parking allocation and management plan should be secured, including but not limited to, allocating residential car parking to the 2 and 3 bed flats, visitor parking and electric charging spaces. As the location of the refuse store is not within the maximum trundle distance of 10m for collection from the carriageway in Blyth Road, it is proposed that on-site management staff will bring the bins to the back of the Blyth Road footway on collection days where appropriate space is available. Although not ideal, the Highway Engineer advises that this arrangement is workable. Details of the provisions to be made for motorbike parking, electric charging, the parking allocation and management plan and the refuse management plan can be controlled by recommended conditions. Details of the operation and management of the car club, residential use of commercial parking during evenings and weekends and restriction of resident's eligibility to use the parking spaces within the SPZ would need to be secured within the S106 agreement.

The Highway Engineer concludes that subject to the issues raised in his comments being covered through suitable planning conditions/S106 agreement, no objection is raised from a highways aspect on this application.

7.11 Urban design, access and security

Security

A secure by design condition has been added.

7.12 Disabled access

Policies 3.8 and 7.2 of the London Plan (July 2011) promote housing choice and require all new development to provide an inclusive environment that achieves the highest

standards of accessibility and inclusive design respectively. The Council's Supplementary Planning Document "Accessible Hillingdon" (May 2013) provides detailed design guidance on accessibility issues.

The Design and Access Statement advises that all the units would be fully accessible, with 3 apartments on every floor being built as fully wheelchair accessible. The entrances would achieve suitable gradients, and wheelchair accessible lifts have been incorporated into the design.

Nine accessible parking spaces are proposed within the internal car park, which would provide ample car parking for the wheelchair standard accommodation.

The Council's Access Officer advises that since the plans have been revised in response to his original comments, the proposal is now satisfactory from an accessibility perspective. As such, the scheme complies with Policies 3.8 and 7.2 of the London Plan (July 2011) and the Council's Supplementary Planning Document "Accessible Hillingdon" (May 2013).

7.13 Provision of affordable & special needs housing

A financial viability assessment has been submitted with the application which has been independently assessed by a specialist third party contractor. He advises that 3 options have been considered, a commercial renovation with and without an extension, and a residential conversion with a small amount of retained commercial and no affordable housing. Both the commercial options make substantial losses and are completely unviable. The residential option also makes a loss but a relatively small one. However, the situation is likely to change if house prices continues to rise (which is quite likely if as expected the re-development of the Old Vinyl Factory site markedly enhances local values). A review mechanism in the planning agreement based on outturn sales values is therefore required, albeit noting that 5% growth would be necessary to achieve viability.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires development proposals to retain and utilise topographical and landscape features of merit and to provide for new planting and landscaping wherever it is appropriate.

There are no existing trees or other landscape features of merit associated with this site which apart from a narrow strip of raised beds along the Clayton Road frontage of the surface car park, is entirely covered by buildings and hardstanding.

The submitted Design and Access Statement advises that there is very limited space or opportunity for landscape enhancement on the site, with the only possible areas being the Blyth Road site frontage, where the railings are to be removed and 429sqm of space could potentially be available to include landscape enhancement, with seating and planting in containers and the 126sqm communal rooftop garden.

The Council's Tree and Landscape Officer raises no objections to the proposal, only noting that some of the plant species recommended for use and listed within the Phase 1 Ecological Appraisal (section 5.0) would not be appropriate for the space available but advises that this could be dealt with by way of condition to ensure that the proposals do preserve and enhance the character and appearance of the surrounding built environment and contribute to wildlife. The suggested conditions are recommended and therefore the scheme would make an appropriate contribution to the enhancement of the overall

appearance of the street scene and complies with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology

The Phase 1 Ecological Appraisal advises that the site is of low ecological value. In particular, given the site's location and nature, the main focus of the survey was upon bats and nesting birds. The survey concluded that Enterprise House lacks suitable features for roosting bats and no evidence of their presence was found so that the site is considered to have negligible potential to support roosting bats. Numbers of feral pigeon were observed entering the building. The appraisal recommends that a licensed pest controller is commissioned to make an inspection of the building, and to determine a suitable course of action for the removal of feral pigeon and any other pest species. The report also advises that appropriate wildlife enhancement on site should take the form of bird boxes and use native species in any planting. These are controlled by condition.

7.15 Sustainable waste management

The scheme makes adequate provision, integral within the buildings for waste and recycling at two points adjacent to the main entrances to each of the blocks.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that this is a refurbishment proposal for a building with considerable heritage value and therefore as a consequence, achieving the energy reduction targets through improvements to the fabric of the building are complicated at best and impossible in some instances.

The Officer does advise that the opportunities to link into the Old Vinyl Factory district heating network opposite this site has considerable potential and this had been raised with the applicant, but little progress has been made. Therefore the plans as presented set out a development that would have sizeable energy loads (compared to a building regulations compliant development) and this would have implications for energy bills of residents.

The potential link to the Old Vinyl Factory site needs to be properly analysed and considered to ensure energy reductions measures for Enterprise House have been exhausted and a condition is recommended to ensure this is explored. This is recommended.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer advises that the site is reducing surface water run off by 15% and commits to further work to explore opportunities to control water further at the detailed design stage and therefore, no objections are raised to the granting of permission on flood risk grounds, subject to the imposition of a suitable Sustainable Drainage condition. This forms part of the officer recommendation.

7.18 Noise or Air Quality Issues

Noise

The Council's Environmental Protection Officer (Noise) does not raise any objections to the proposal on noise grounds, subject to conditions controlling the hours of collection/deliveries to the commercial premises and the submission of a sound insulation scheme for the control of noise transmission from commercial to residential and from road/rail noise to residential premises. Given that this is an IBA, it is considered that controlling collection/delivery hours would not be appropriate. The requirement for a sound insulation scheme forms part of the officer's recommendation.

Air Quality

The application site is located within the Borough's Air Quality Management Area (AQMA). The Council's Environmental Protection Officer has reviewed the Air Quality Assessment submitted with the application and notes that it is now intended to retain a flue belonging to the adjoining Owen Coyle Factory which runs up the rear of Enterprise House. The officer details a number of limitations of the study, but raises no objections to the proposal, subject to a £25,000 contribution towards the air quality monitoring network in the area and two conditions to deal with ingress of Polluted Air and details of energy provision, which form part of the officer's recommendation.

7.19 Comments on Public Consultations

The current proposals, especially to the west end, would have a major impact on the operational ability of the adjoining factory building. The proposals introduce additional parking around the perimeter of Enterprise House, particularly at its west end, which is the main industrial access, and would now include the main entrance and exit to the ground floor parking, which are immediately adjacent to the main entrance of Owen Coyle (Anodising) Ltd. from which all goods and finished products are accessed. Photographs are attached showing 40ft articulated lorries delivering and receiving finished goods with the ancillary manoeuvring that is required. Current proposals would totally prevent these activities taking place and have severe financial implications. Rights of access and manoeuvring off Blyth Road to main factory entrance have been established for over 40 years,

(ii) There is a main exhaust flue from Owen Coyle (Anodising) Ltd. which is attached to Enterprise and there is no indication in the proposals for this to be accommodated which has been established for over 40 years,

(iii) The introduction of 96 residential apartments adjacent to a working factory complex (3.5m) with fire escape staircases leading directly onto the common passageway between the two buildings together with commercial traffic movements and manoeuvring all have major environmental and health and safety issues,

(iv) Lack of adequate amenity space will exacerbate health and safety issues,

(v) Concentration of residential apartments and associated parking will put enormous pressure on vehicular movements around existing one-way system on Blyth Road, which is already overcrowded.

7.20 Planning obligations

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

As of 1st August 2014, the Council's CIL would become effective which replaces a number of S106 requirements. In this instance however, it is only the new floorspace which is CIL liable, which would require a payment of £63,650.

A S106 Agreement would be needed to secure the following:-

1. Affordable Housing: A review mechanism allowing the council to review the value of the scheme in the future to secure affordable housing.
2. Highways: Highways works together with a S278/S38 Agreement will need to be secured to include details of the operation and management of the car club; residential visitors parking in the commercial car parking spaces during evenings and weekends and a permit free agreement to exclude the future residents of the development from eligibility

for the parking permits for the adjacent CPZ.

3. Conservation/Management Plan to be agreed for the future maintenance of the building

4. Construction Training

- Training Costs: £2500 per £1m build cost

- Coordinator costs: $96/160 \times £71,675 + 4500/7500 \times £71,675 = £86,010$

5. Air Quality monitoring fee: £25,000

6. Project Management & Monitoring Fee: 5% of total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The new floorspace would also be liable for the Mayoral CIL.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

The proposals are not likely to require significant construction work on the ground floor, which would remain in commercial use. The Council's Environmental Health Officer (Land Contamination) advises that contamination is suspected for all or part of the site given the onsite use and the industrial history of the site and surrounding sites. A contaminated land condition is recommended, together with a soil importation condition. These form part of the officer's recommendation.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act

1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

Officers consider that substantial weighting should be given to restoration of the listed building and positive benefits of the building being brought back into active use at what is a prominent location in Hayes.

The conversion of any listed building to a new use will involve an element of compromise. In this case, the proposal must also be capable of generating sufficient funds to secure the restoration of the building, whilst remaining viable. It is considered that although the residential accommodation proposed is not ideal and the subdivision of the building is extensive that would adversely impact upon the building's character, this scheme offers an acceptable compromise that offers the most realistic prospect of securing the future of the building whilst assisting with re-generation of the area.

It is recommended for approval.

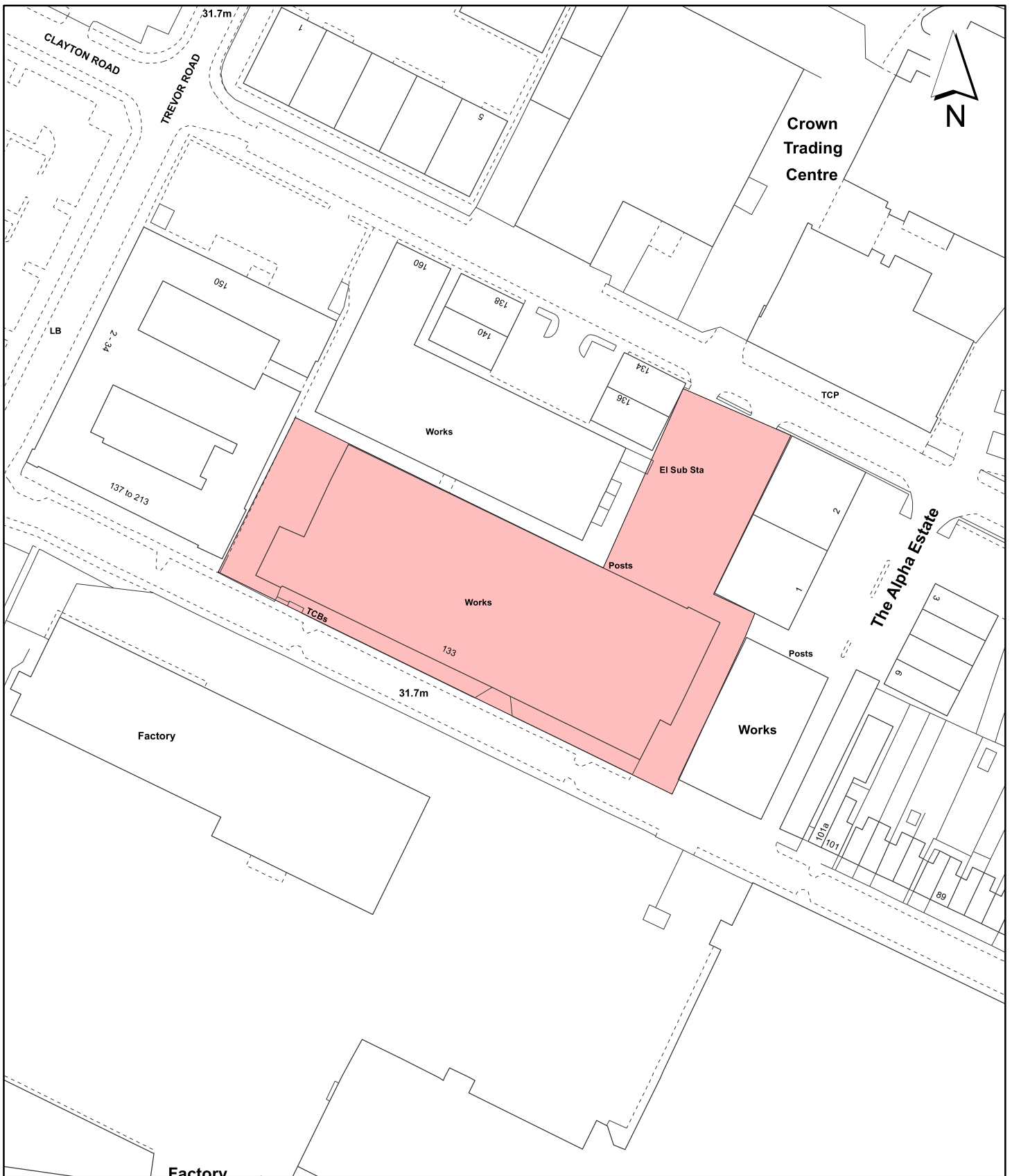
11. Reference Documents



National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (July 2011)
Mayor's Housing Supplementary Planning Guidance, November 2012
Hillingdon Local Plan (November 2012)
Council's Draft Proposed Site Allocations and Designations, September 2013

Consultation Responses

Contact Officer: Richard Phillips

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Enterprise House 133 Blyth Road Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>11623/APP/2013/3606</p>	<p>Scale</p> <p>1:1,250</p>	
	<p>Planning Committee</p> <p>Major</p>	<p>Date</p> <p>August 2014</p>	
		 HILLINGDON LONDON	