

Report of the Head of Planning, Transportation and Regeneration

Address THE OLD VINYL FACTORY BLYTH ROAD HAYES

Development: Phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

LBH Ref Nos: 59872/APP/2019/784

Drawing Nos: Design and Access Statement
1812-PP-PH-00-DR-A-01-103 Existing Roof Plan
1812-PP-PH-00-DR-A-01-099 Existing Basement Plan(1
1812-PP-PH-00-DR-A-01-100 Existing Ground Floor P
1812-PP-PH-00-DR-A-01-201 Existing East Elevation
1812-PP-PH-00-DR-A-01-202 Existing South Elevation
1812-PP-PH-00-DR-A-01-203 Existing North Elevation
1812-PP-PH-00-DR-A-01-204 Existing West Elevation
1812-PP-PH-00-DR-A-01-301 Existing Section AA
1812-PP-PH-00-DR-A-03-100 Proposed Ground Floor Ma
1812-PP-PH-01-DR-A-10-101 Proposed First Floor Pla
1812-PP-PH-99-DR-A-10-099 Proposed Basement Plan
1812-PP-PH-XX-DR-A-11-0000 Proposed West Elevation
1812-PP-PH-XX-DR-A-11-0001 Proposed East Elevation
1812-PP-PH-XX-DR-A-11-0002 Proposed North Elevat
1812-PP-PH-XX-DR-A-11-0003 Proposed South Elevatic
1812-PP-PH-XX-DR-A-12-0000 Proposed Section AA
1812-PP-PH-XX-DR-A-12-0001 Proposed Section BB
1812-PP-PH-XX-DR-A-12-0002 Proposed Section CC
1812-PP-PH-XX-DR-A-12-0003 Proposed Section DD
1812-PP-PH-XX-DR-A-12-0005 Proposed Section FF
1812-PP-PH-XX-DR-A-40-0001 Proposed North Elevatic
1812-PP-PH-00-DR-A-00-0001 Site Location Plan
Powerhouse Extension Public Realm Luminaire Schedu
Powerhouse Extension Street Furniture and Lighting
Powerhouse Extension Landscape Lighting Plan
Vinyl Square Landscape Luminaire Schedule
Vinyl Square Street Furniture and Lighting Strate
Vinyl Square Landscape Lighting Plan
Outline Construction Management Plan March 2019
The Central Research Laboratory Powered by Plus X
Powerhouse Marketing Strategy
Covering Letter
1812-PP-PH-XX-DR-A-12-0004 Proposed Section EE
1812-PP-PH-03-DR-A-10-103 Rev 05
0347-SEW-ZZ-00-DR-L-301104 Rev 01
0347-SEW-ZZ-00-DR-L-301102 Rev 01
0347-SEW-ZZ-00-DR-L-301108

0347-SEW-ZZ-00-DR-L-301100 Rev 01
1812-PP-PH-XX-DR-A-SK-0135-10-100 Rev 01
Powerhouse Landscape Changes Document
0347-SEW-ZZ-00-DR-L-301103 Rev 01
0347-SEW-ZZ-00-DR-L-301101 Rev 02
1812-PP-PH-02-DR-A-10-102 Rev 05
1812-PP-ZZ-00-DR-A-47-0001
0347-SEW-ZZ-00-DR-L-301106 Rev 04
0347-SEW-ZZ-00-DR-L-301105
0347-SEW-ZZ-00-DR-L-301107 Rev 0

Date Plans Received:	06/03/2019	Date(s) of Amendment(s):	12/04/2019
Date Application Valid:	23/04/2019		24/06/2019
			06/03/2019

1. SUMMARY

The application seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

The application sites form part of The Old Vinyl Factory (TOVF) for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 9872/APP/2013/3775, for the mixed-use redevelopment of the site. The outline consent has now expired.

The proposed use is considered appropriate and on balance the loss of an area of open space secured under the outline consent is deemed acceptable given the wider benefits of the proposal, including the refurbishment of the listed building, the proposed affordable workspace offer and improved level and quality of soft landscaping.

The proposed scheme is considered to reinforce the transformation of the area and to make a positive architectural statement. Therefore, the application is recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration to grant planning permission subject to:

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

- 1. Affordable Work Space**
- 2. Carbon off-set contribution of £4,338**
- 3. Travel Plan plus £20,000 bond**

4. Air Quality Contribution of £45,533

5. 10 Santander cycle spaces

6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 17th October 2019 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable workspace, carbon offset, travel plan and air quality). The proposal therefore conflicts with Policies contained within the adopted Hillingdon Local Plan Saved Policies (November 2012) and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the Secretary of State not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be 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 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:

1812-PP-PH-99-DR-A-10-099 Rev 04

1812-PP-PH-XX-DR-A-11-0000 Rev 04

1812-PP-PH-XX-DR-A-11-0001 Rev 04

1812-PP-PH-XX-DR-A-11-0002 Rev 04

1812-PP-PH-XX-DR-A-11-0003 Rev 04

1812-PP-PH-XX-DR-A-12-0000 Rev 04

1812-PP-PH-XX-DR-A-12-0001 Rev 04

1812-PP-PH-XX-DR-A-12-0002 Rev 04
 1812-PP-PH-XX-DR-A-12-0003 Rev 04
 1812-PP-PH-XX-DR-A-12-0004 Rev 04
 1812-PP-PH-XX-DR-A-12-0005 Rev 05
 1812-PP-PH-XX-DR-A-40-0001 Rev 00
 1812-PP-PH-00-DR-A-00-0001 Rev 06
 1812-PP-PH-00-DR-A-01-099 Rev 02
 1812-PP-PH-00-DR-A-01-100 Rev 02
 1812-PP-PH-00-DR-A-01-103 Rev 02
 1812-PP-PH-00-DR-A-01-201 Rev 02
 1812-PP-PH-00-DR-A-01-202 Rev 02
 1812-PP-PH-00-DR-A-01-203 Rev 02
 1812-PP-PH-00-DR-A-01-204 Rev 02
 1812-PP-PH-00-DR-A-01-301 Rev 01
 1812-PP-PH-00-DR-A-03-100 Rev 00
 1812-PP-PH-00-DR-A-10-100 Rev 02
 1812-PP-PH-01-DR-A-10-101 Rev 04
 1812-PP-PH-02-DR-A-10-102 Rev 05
 1812-PP-PH-03-DR-A-10-103 Rev 05
 0347-SEW-ZZ-00-DR-L-301100 Rev 01
 0347-SEW-ZZ-00-DR-L-301101 Rev 02
 0347-SEW-ZZ-00-DR-L-301102 Rev 01
 0347-SEW-ZZ-00-DR-L-301103 Rev 01
 0347-SEW-ZZ-00-DR-L-301104 Rev 01
 0347-SEW-ZZ-00-DR-L-301105 Rev 01
 0347-SEW-ZZ-00-DR-L-301106 Rev 04
 0347-SEW-ZZ-00-DR-L-301107 Rev 03
 0347-SEW-ZZ-00-DR-L-301108 Rev 00
 0347-SEW-ZZ-01-SH-L-450000
 0347-SEW-ZZ-01-SH-L-450001

GD414/L/205 Rev A

GD414/L/106; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Acoustics Report 120396-ACO-R01 Rev 03

Design and Access Statement March 2019

Drainage Strategy March 2019

Energy and Sustainability Statement 120396/SC/190109 Rev 03

Heritage Impact Assessment March 2019

Outline Construction Management Plan TWMS 0209 Version: 004

Planning Statement March 2019

Luminaire Schedule 01.03.2019

Site Investigation Remediation and Validation Report SIRV-19579E-19-31 REV 3

Transport Statement March 2019

Air Quality Assessment March 2019

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

REASON

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

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

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings hereby approved shall be used for Use Classes A3 and B1 only.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 NONSC Non Standard Condition

The approved development shall be undertaken in accordance with the phases set out in drawing ref. 0347-SEW-ZZ-00-DR-L-301106 Rev 04. If the proposed phasing subsequently changes, a revised plan shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

6 COM7 Materials (Submission)

Prior to the relevant phase of development commencing details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. 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.

In addition for the Powerhouse Building:

- i) Elevational drawings at a scale of 1:20 and plan and vertical sectional drawings at a scale of 1:2 of the proposed windows and doors
- ii) Brick infill details
- iii) Information regarding how the frame (mezzanine) will be inserted into the building
- iv) New timber cladding details
- v) Exterior paintwork details

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the special architectural and historic interest of the building in accordance with Policy BE8 and Policy BE13 of the Hillingdon Local Plan: Part Two saved policies (November 2012).

7 NONSC Non Standard Condition

Prior to the Powerhouse phase of development commencing a detailed repairs specification for the interior and exterior of the building shall be submitted to and approved in writing by the local planning authority.

REASON

To safeguard the special architectural and historic interest of the building in accordance with policy BE8 of the Hillingdon Local Plan: Part Two saved policies (November 2012).

8 NONSC Low Emission Strategy

Prior to the relevant phase of development commencing a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address:

- 1) the travel plan is to achieve a 10% reduction in vehicle trips. Incentives for occupiers of the site to use public transport are to be proposed. A clear and effective strategy to encourage staff to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

- 2) Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements. The strategy shall detail the specification of the equipment to meet the lower emissions requirements stated and what measures will be taken to maintain the efficiency of the energy centre.

- 3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of three charging points.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2).

9 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

10 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and

OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 COM31 Secured 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 building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

12 OM19 Construction Management Plan

Prior to the relevant phase of development commencing, the applicant shall submit a construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

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

13 NONSC Non Standard Condition

There shall be no loading or unloading of commercial vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and
09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

REASON

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

14 NONSC Non Standard Condition

Access to the flat roof area hereby approved shall be for maintenance or emergency purposes only and the flat roof shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

REASON

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

15 NONSC Non Standard Condition

Prior to occupation of the relevant phase of development, a Servicing and Refuse Collection Strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, servicing and collection shall be carried out as agreed within this approved plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety, and to safeguard the free flow of traffic, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policy 6.3 of the London Plan (2016).

16 NONSC Non Standard Condition

Prior to occupation of the relevant phase of development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for A3 and B1 uses hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

17 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 Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.c Car Parking Layouts (including 1 A3 parking space and 31 B1 parking spaces and demonstration that 7 car parking spaces (20%) are served by active electrical charging points, 7 car parking spaces (20%) are served by passive electrical charging points, 4 accessible car parking spaces and 28 cycle spaces (including 10 Santander spaces))

2.e Hard Surfacing Materials

2.f External Lighting

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

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

18 NONSC Non Standard Condition

Prior to the new commercial floorspace being brought into use details of the access routes for disabled users from each car parking space proposed, (including access ramps where appropriate) shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure development achieves a high standard of inclusive design in accordance with London Plan policy 7.2.

INFORMATIVES

1

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

2 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic

Centre, Uxbridge, UB8 1UW

3 143 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

4 160 Cranes

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

5 162 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

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

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

8 I52 Compulsory Informative (1)

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

9 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
BE4	New development within or on the fringes of conservation areas
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

10 173 **Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure

Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillington.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

3. CONSIDERATIONS

3.1 Site and Locality

The application sites sit within the wider The Old Vinyl Factory (TOVF) site which consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site was largely vacant with many buildings falling into disrepair. TOVF is currently in the process of being regenerated for a major mixed-use development including residential (Use Class C3), business (Use Class B1), retail (Use Classes A1-A5) and leisure uses (Use Class D1) with associated car parking and an energy centre. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The application sites are located in parcels across TOVF, with the largest Powerhouse site located centrally within the wider site, directly to the south of Blyth Road and to the east of the new University Technical College building. The building historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey building with planning consent for commercial uses on the ground and first floor with residential above. This section of the application site currently includes the Powerhouse building and a section of land to the north that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). Subsequent the Reserved Matters approval (ref. 59872/APP/2015/665) allowed for the following uses at the Powerhouse:

- Restoration of the existing Powerhouse as a multi-use music venue/restaurant: and
- Extension of the existing building to the south to house the site wide energy centre and cafe.

The works approved under Reserved Matters have since been commenced and thus part implemented through construction of the southern extension. The energy centre and cafe are now operational. However, the existing Powerhouse building remains to be restored and the consented use for a multi-use music venue/restaurant use has not yet commenced but remains extant. The Powerhouse is a locally listed building and is situated within the Hayes Botwell: Thorn EMI Conservation Area.

The current application also includes Vinyl Square, which is located at the centre of TOVF masterplan and forms the setting of the Cabinet Building, Veneer Building and the University Technical College. It is currently hard surfaced and was previously used for car parking. Three further sites are also included within the application, two at the entrance of the approved, but as yet unbuilt, Veneer Store car park building and a further site at the very west of TOVF adjacent to Blyth Road.

The application sites are situated within a Developed Area as identified in the Policies of the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The proposed development comprises of the following elements:

The Powerhouse

The existing Powerhouse building is proposed to be refurbished to provide 1,623 sqm (GIA) of small business workspaces to accommodate the relocated Central Research Laboratory which is currently located within The Shipping Building to the west. This would provide a range of unit types including studios, co-working space and hot desk spaces. An exhibition space would also be created to provide opportunities for shared learning alongside communal facilities, including kitchenettes and breakout areas. Workshops for the creation of prototypes are proposed to be located at basement level. Two mezzanine floors are proposed to be constructed to provide four levels of B1 floorspace in the main Powerhouse building (basement plus three storeys).

Extension to the North

The proposed two-storey extension to the north of the existing Powerhouse would comprise 620 sqm (GIA) of new floorspace. This will comprise further small business workspaces to accommodate the CRL, alongside a 74 sqm (GIA) publicly accessible cafe (Use Class A3) at ground floor level accessed directly from Blyth Road. The eastern elevation of the proposed extension is recessed from Powerhouse Lane in order to expose the Powerhouse facade, to create a corner square to mark the entrance of the CRL.

An internal courtyard is proposed between the existing Powerhouse building and the proposed extension to provide good levels of daylight to occupiers and to provide shared external amenity space. Two links would connect the Powerhouse and proposed extension and screen the internal courtyard from public view. It is proposed that an attenuation tank also be created beneath the internal courtyard as part of the Sustainable Urban Drainage Strategy (SUDS). This will serve the proposed development and replace storage from an attenuation tank which will be removed from the northern section of the proposed development site to allow for the extension. To the north, a footpath is proposed with a minimum width of 3.7 metres. To the east of the building a connecting lane is proposed between the Powerhouse and the University Technical College. Mature tree planting is proposed to generate connections between the street trees of Blyth Road and the trees of the pedestrian link through the wider site known as the Groove.

Vinyl Square

Located at the centre of TOVF masterplan, the proposed new public space at Vinyl Square will create the most significant open space within the site. It is proposed to be redeveloped through a range of soft and hard landscaping to create a destination square that the applicant states would celebrate the site's history and identity. In line with the illustrative landscaping masterplan, the Vinyl surface pattern will be retained and enhanced to define an open and flexible space that can be used in the future for a range of programmed events. The Nipper the Dog sculpture would have a prominent location at the centre of the square. Open space will also be created to the western edge of Vinyl Square to provide the Veneer Building with an active edge that would spill into the square. A small play area is proposed to the south of the square and will be integrated into the planting, meanwhile planted boundaries are proposed to the north, east and west to contain the square and provide a buffer from adjacent roads. A total of 18 trees are proposed within Vinyl Square alongside low level soft planting.

The Veneer Store entrance

In addition to the above planting is proposed at the entrance to the approved but yet to be constructed Veneer Store car park. The entrance is located on the eastern facade of this proposed building and additional landscaping is proposed to the north and south of the entrance in two banks that would contain a mix of low level shrubs and planting.

In total 32 car parking spaces are proposed for the development plus 18 cycle parking spaces and 10 Santander cycle spaces.

It should be noted that whilst the application submission includes extensive details relating to the Central Research Laboratory (CRL) the application itself is for office (Use Class B1) floorspace. The CRL provides significant benefits as discussed within this report, however as the consent would also approve Use Class B1 the applicant has confirmed that they would offer the following affordable workspace package; 10% of floor area to be 20% below standard market rate for a period of three and half years. This would be captured within the s106 legal agreement should the application be approved.

3.3 Relevant Planning History

Comment on Relevant Planning History

In April 2013, outline planning permission was granted at TOVF for "Mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Powerhouse and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping".

The Reserved Matters application for the Powerhouse as Phase 4 of TOVF Masterplan (ref. 59872/APP/2015/665) was approved in May 2015. The approved application includes restoration of the Powerhouse as a music venue or restaurant and extension to the south of the existing building to house the site wide energy centre and cafe. To the north of the existing Powerhouse building an area of new public realm was approved, which was to include a mix of hard and soft landscaping.

As noted above, the development approved under the Powerhouse Reserved Matters has been commenced and thus part implemented through construction of the southern extension, replacement of the chimney and installation and commencement of the cafe

use. Whilst the main Powerhouse building is yet to be refurbished the restoration and use as a music venue/restaurant remains extant.

The time period for submitting reserved matters for Vinyl Square has now expired so the Powerhouse full planning application is also bringing forward a detailed scheme for the Vinyl Square public space. In August 2017 planning permission was granted to temporarily site a Nipper the Dog sculpture in one of three locations at TOVF. The application was for a temporary period prior to a design being prepared to site the sculpture in a permanent location at Vinyl Square.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 Development Management Policies
Emerging Hillingdon Local Plan: Part 2 Policies Map

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)

Part 2 Policies:

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14 New development and car parking standards.
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
BE10 Proposals detrimental to the setting of a listed building
BE13 New development must harmonise with the existing street scene.
BE15 Alterations and extensions to existing buildings
BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
BE4	New development within or on the fringes of conservation areas
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 3	Office Development
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.17	(2016) Waste capacity
LPP 5.7	(2016) Renewable energy
LPP 6.13	(2016) Parking
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm

LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2019**

5.2 Site Notice Expiry Date:- Not applicable

21st May 2019

6. Consultations

External Consultees

Consultation letters were sent to 830 local owner/occupiers, the Hayes Village Conservation Panel and the Hayes Town Centre Residents Association on 17/04/2018. The application was also advertised by way of site and press notices.

A petition has been received in support of the application with 141 signatures.

Two responses have been received from local residents in objection to the proposals, their comments can be summarised as:

- Impact on outlook
- detrimental impact on privacy
- building activities will be a big disturbance and nuisance
- loss of public open space
- documents are not easy to read
- use and opening hours are unclear

Two responses have been received from local businesses in support of the application:

- the CRL is a great asset to the borough
- bespoke high specification facility
- welcome economic benefit
- will encourage new entrepreneurs
- in accordance with policy
- restoration of the Powerhouse building is welcomed
- significant heritage benefit
- sensitively designed modern extension
- pleased to see the proposals for the new public square and new landscaping
- compatible uses proposed

Two responses have been received from businesses with previous involvement with the CRL:

- the CRL has continued the legacy of innovation and entrepreneurship associated with the site
- provides support for start up businesses
- sympathetic to the site
- CRL is an asset
- sensitively extension
- high end facility
- economic benefit
- in accordance with policy
- restoration of the Powerhouse building is welcomed
- significant heritage benefit

HILLINGDON CHAMBER OF COMMERCE

I would like to express my support for the proposed development at the Power House and Vinyl Square development at the Old Vinyl Factory.

The Central Research Laboratory is a great asset to the Borough and the proposed development would provide a permanent home for them in a new bespoke high class facility And will be a welcome economic benefit to the Borough and will encourage new entrepreneurs. It is in line with the Council's Economic Policies as per Local Plan part 1 policy E2. The restoration of the

Powerhouse Building is very much welcomed. I am also pleased to see the proposals for the new public square (Vinyl Square) and all the new landscaping at the site.

Please kindly keep me informed of the progress of this application which has the full support of The Chamber.

HAYES TOWN PARTNERSHIP

The Partnership is a multi-agency body set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council or any of the other partners who may make their own submissions.

The Powerhouse is a crucial element of the Old Vinyl Factory and a local landmark. It is in desperate need of restoration and its transformation into a modern use requires an approach that is sensitive to its historic and visual importance. The Partnership believes that the revised proposals from Purpleplexed LLP achieve that objective.

It is accepted that the previous idea of use as a music venue is not a viable proposition because of the configuration of the building. At the same time there is a pressing need to provide larger accommodation for the Central Research Laboratory. During its relatively short life it has demonstrated outstanding success and it is already re-building the reputation of Hayes as a cutting-edge technological location. It is therefore vital that the evolving plans for the Old Vinyl Factory facilitate its further development in the future.

It is clear from the information submitted with the application that the Powerhouse offers an ideal answer to the CRL's accommodation needs provided that approval can be given to the construction of an extension. The Partnership would have preferred to see the whole of the Powerhouse facade kept open but accepts that this is the only plausible location for the extension. The loss of the previously proposed open area in Powerhouse Square is also regretted but it is agreed that this will be adequately compensated by the enhanced proposals for Vinyl Square.

Another aspect of the design that is worthy of highlighting is the opening-up of the frontage onto Blyth Road. That will be a great improvement on the present closed face of the external boundary of the Old Vinyl Factory site and will help integrate the overall development more effectively into the local landscape. It will also present a more welcoming vista to existing members of the local Hayes community.

The revised landscaping proposals for Vinyl Square and the relocation of Nipper are also supported. The Partnership has previously requested the developers to recognise in some way the ground-breaking achievements of the electronics engineer Alan Blumlein when he worked in the Central Research Laboratory at EMI. It commends the imaginative way in which this is to be done as part of the new design.

HAYES CONSERVATION AREA ADVISORY PANEL

The Powerhouse is one of the important heritage buildings of the Old Vinyl Factory site, occupying a visually important position on Blyth road. There is an urgent need to appropriately restore and refurbish this building to enable it to be put to good use in the future. This proposal makes the case for its use to provide accommodation for the Central Research Laboratory, which due to its success, is outgrowing its present location in the Shipping Building and is looking for larger premises more suited to its needs. However, this would mean the loss of the music venue which together with the existing loss of the multi-screen Picturehouse proposal (replaced by the Global Academy) would mean a severe depletion in the cultural assets promised in the original outline plan

approved for the Old Vinyl Factory site. If the only reason the Powerhouse building was unattractive to commercial operators as a possible music venue was the restrictive impact of the chimney on the interior space then the removal of the chimney should be considered. The external prominence of the chimney would be reduced by the height of the surrounding buildings anyway. Also the building of an extension to the north of the Powerhouse would remove an amenity space which would have given a much needed open aspect with a clear view of the whole of the north elevation of the Powerhouse from Blyth Road. The improved plans for Vinyl Square only partially compensate for the loss of this amenity space.

CADENT

Searches based on your enquiry have identified that there is apparatus in the vicinity of your enquiry which may be affected by the activities specified. Can you please inform Plant Protection, as soon as possible, the decision your authority is likely to make regarding this application.

If the application is refused for any other reason than the presence of apparatus, we will not take any further action.

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

HISTORIC ENGLAND

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE

Recommend No Archaeological Requirement

Internal Consultees

PARTNERSHIPS AND BUSINESS ENGAGEMENT MANAGER

From an economic development perspective the application to renovate and enhance the Powerhouse building is very much welcomed. The renovation will transform a currently derelict building on the Old Vinyl factory site to vibrant commercial centre. As well as providing Hayes with a landmark place defining building, the development will provide the Central Research Laboratory (CRL) with expanded facilities and additional space. The proposed development will provide the space and commercial capacity to secure the future of the CRL in Hayes. The Council has publicly supported the development of the CRL from its outset, recognising the potential the initiative has for creating new and developing new technology and turning this local creativity into commercially viable prospects.

From its modest beginnings in the basement of the Shipping building only three years ago when the CRL was home to a handful of fledgling businesses the initiative now;

- hosts a hundred plus organisations;
- has created fifty jobs;
- produced four thousand prototypes;
- has secured £2.8m development grants
- has links with over fifty manufacturing organisations world wide
- has outgrown it's current facilities and requires additional space to expand.

The proposed development of the Powerhouse will provide the CRL with additional development facilities, event and exhibition space and expand the work space capacity of the CRL to 300. U+I and Brunel University the initial partnership which developed the CRL secured the bulk of funding required to establish the CRL from the Higher Education Funding Council for England. However three years on the CRL can no longer rely upon grant aid and needs to ensure it can operate

commercially. Crucially the proposal to expand the CRL in the Powerhouse will provide the CRL with the critical mass it requires to be commercially viable. Without the potential to expand the CRL faces an uncertain future.

It is also worth noting that a range of other developments in the Hayes area are being designed with a view to accommodating the potential growth the CRL can drive. Most of the mixed use developments in the vicinity of Hayes town centre are very aware of the potential of the CRL and have designed commercial space that could accommodate small businesses who have outgrown the CRL but still want to be close to facilities, support and networks the CRL provides.

Whilst still in it's infancy the CRL is helping Hayes rediscover it's design and manufacturing heritage. The range of facilities and support the CRL brings together is enabling Hayes to re-brand itself as a location for technology and innovation. The development of the Powerhouse will serve to create a landmark facility which can be used to encourage further investment and create further enterprise and employment in Hayes.

ACCESS OFFICER

I have reviewed all documents and considered the detail of this planning application, and deem there to be no accessibility issues at this planning stage. However, the following informative should be attached to any grant of planning permission:

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

ENVIRONMENTAL HEALTH OFFICER

I have read through the submitted document, namely the acoustic report and the applicant has provided a substantial report detailing the likely noise impact of mechanical plant on residential sensitive receptors during the day and night time. As a result of the noise survey the acceptable limits have been set and deemed achievable. The document is acceptable.

SUSTAINABILITY OFFICER

The proposals would alter the existing accepted drainage scheme that was submitted with the planning application. However this is not what was implemented on site. A much less sustainable solution utilising pumping has been implemented on site, which was not submitted to planning for approval before construction. Both of these solutions would have to be altered with this proposal which seeks to develop one of the few remaining areas of open space within the Vinyl factory.

Additional information has been submitted which outlines the background to the alterations to the original design detailed as ABA note 2019 3rd June. It is clear that in the footway there are a number of constraints but the required depth of cover to a tank can vary and in engineering terms does not need to be 1.1 and if 0.9 could allow for a gravity connection. The cross section gives an indication of some of the constraints at a point but not a plan of all of these along the area adjacent to the new building. It is noted that there is a small reduction overall in the discharge rate proposed from the site from the original plans from 104 l/s to 97l/s. However this is little betterment when drainage design standards now require a 40% consideration for climate change not just the 30% as the strategy for the site was approved a number of years ago.

This is a completely new application and should meet current standards of Climate change of 40%. However the new attenuation provided in the form of a tank between buildings, is online from the existing tank and really should be separate to reduce the likely failure points. There is no response

made to this point of revised design. The drainage proposals should be revised so that they utilise the planted areas received run off in addition to that which falls in that area.

It is also noted that there is a "green roof proposed of 288m²". However little detail is proposed and whether this could also function as a blue roof. In an email information is provided in the form of links to a commercial site but this has not formed part of the drainage submission along with the detail revision of calculations and further detail is required at the discharge of condition stage. The proposals also claims that Vinyl square will also provide drainage benefit. However it is proposed that in order to achieve the depth needed for trees over an existing tank, these trees will need to be mounded up above current round level and provide little drainage benefit.

The scheme has two elements, refurbishment and new build. In terms of energy, I have no objections subject to the S106 contribution set out in the energy statement: Carbon offset payment of £4,338 towards the GLA target of 35% regulated carbon dioxide reduction against Part L2A 2013 for the New Built Building.

There are no further conditions.

WASTE STRATEGY OFFICER

Satisfactory for waste and recycling requirements. If any steps are proposed between the waste and recycling storage area then a dropped kerb is required so that bins may safely be moved to the vehicle for collection.

All roadways which the vehicle passes over should be designed to withstand the weight of a 26 tonne vehicle.

S106 OFFICER

S106 & Development Viability Manager There is no objection in principle to the proposed phased refurbishment and installation of two mezzanine floors within the existing Powerhouse and construction of a two-storey extension to the north to create B1 floorspace and a caf (Class A3). The proposed CIL Information Form indicates there would be 1,253 sq.m. of non-residential floor space. The applicant should clarify details of additional B1 office floorspace and details of Cafe (Class A3 use) floor space. So relevant Community Infrastructure Levy (CIL) charges could be calculated for the current proposal. Appropriate financial and non-financial contribution should be included in S106 agreement.

Case Officer's comments

The floor area details have been clarified by the applicant and the CIL contributions calculated as shown in Section 7.20 of this report.

LANDSCAPE ARCHITECT

The site has been the subject of pre-application discussion and meetings with the design team. The proposed north extension to the Powerhouse has resulted in the loss of road side tree planting which, according to the D&AS (p. 77) was no longer feasible due to the presence of underground services.

The Powerhouse landscape proposal is described and illustrated in Chapter 6 of the D&AS, showing the specimen tree on the Blyth Road frontage / junction of Powerhouse Lane and the interconnecting planted courtyard between the Powerhouse and the proposed extension - and the connecting space between the Powerhouse and the UTC.

Hard landscape materials are to include the contrasting black and white paving of The Groove, resin bonded gravel, heavy timber benches and feature metal work. Trees will be planted into a system of root 'cells' designed to provide greater soil volumes for sustainable tree establishment and

development - above the underground attenuation tanks.

The Powerhouse extension will feature a green roof which will contribute to the overall green infrastructure and biodiversity of the site.

The design layout of Vinyl Square has been modified since the original outline application. The external arrangement has evolved, however, it retains the strong visual imagery of the circular motifs at ground level (most effective in plan view) to a more functional central square with contained spaces, planted edges, sheltered seating, and a formal play area. The planting theme, designed to provide a mix of permanent structure plants and more ephemeral decorative species is described in chapter 8, together with reference to the Arts Strategy. Below Vinyl Square, supporting infrastructure including attenuation tanks and other services will be accommodated.

Following initial comments by the LPA in response to the submitted drawings, Lichfields issued an amended set on 3 June 2019.

The sites referred to below can be identified on SEW's masterplan ref. 301106 Rev 03, Powerhouse extension plans by SEW include dwg No.301100 Rev 01, 301101 Rev 02, 301102 Rev 01 and 301106 Rev 02 provide street level and courtyard planting plans with plant schedules.

The green roof details for the Powerhouse extension are provided on Pilbrow dwg. No. 1812-PP-PH-03-A-10-103 and 1812-PP-ZZ-00-DR-A-47-0001AA. The roof system is by Bauder, a market leader, and the Bauder Flora 5 seed mix has been specified which is suitable for this urban setting and is designed to deliver maximum biodiversity enhancements.

Vinyl Square plans include SEW's dwg. Nos. 301103 Rev 01, 301104 Rev 01 and 301105 Rev 01. The amended plans incorporate raised planting areas and additional tree cover within the planting mixes to the north, south and east edges of the Square. Additional tree planting at the west end of the site is shown on SEW dwg. No. 301107 Rev 03 and 301108 Rev 03.

The submission includes two supporting documents; Specification of planting and soft works and a Landscape maintenance and management plan.

No objection.

CONSERVATION AND URBAN DESIGN

The Powerhouse is a locally listed building and is situated within the Hayes Botwell: Thorn EMI Conservation Area. The building historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. The Powerhouse served to provide power to the entire factory site, and its scale was such that the Powerhouse would sometimes feed power back into the national grid. Originally, a single timber water tank was situated between the Powerhouse and Blyth Road, behind a boundary wall with brick piers and iron railings; this water tank appears to have been constructed in c.1913. This water tank would have been an integral part of the Powerhouse complex. A 'gatehouse' was also originally situated flush with the boundary wall. The water tank and cooling tower appear to have remained in situ throughout the working life of the factory, both until at least 1966-69, and the wider cooling tower until c.1989, as shown on Ordnance Survey maps. By 1992, the OS maps show they had been demolished.

The energy centre and cafe are now operational. However, the existing Powerhouse building remains to be restored and the consented use for a multi-use music venue/restaurant use has not yet commenced but remains extant. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey building with planning consent for commercial uses on the ground and first floor with residential above.

The application seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north.

The application includes a section of land to the north of the Powerhouse Building that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). This open space contributes to the sites open space provision but is also important with respect to the setting of the Locally listed Building, Grade II listed buildings and wider Conservation Area. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) requires that "special attention be paid to the desirability of preserving or enhancing the character or appearance" of a conservation area.

At pre-application advice stage it became clear that the expansion of the CRL was of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory, the change of use of the Powerhouse back to an employment use is broadly supported. The Powerhouse has a unique configuration of window openings which provide light to the interior of the building. The change of use proposals sensitively alter the existing openings, but then introduce a new building over the adjoining area of open space partly blocking light to the altered Powerhouse building. The new building has a number of glazed openings which should allow light to pass through the building into the space between the Powerhouse building and the new building. The building is of a simple design which reflects the former structures on site and which is not of such a scale that it has a dominating impact or detracts from the setting of the adjoining buildings, my only concern is that the new building does remove the area of open space and thus reduces views of the Powerhouse building as well as the openness that currently forms part of the setting of the Powerhouse building.

The proposals comprise insertion of a frame within the Powerhouse to create mezzanine floor space together with the creation of a new extension to the north, connected through two new openings in the north elevation. The proposed extension is two storeys, with glazing at ground level and clad in timber above. The west elevation window is proposed to be reduced in length with the introduction of brick infill at ground floor level.

The insertion of the frame would enable more efficient use of the internal space while leaving the original volumes of the space visible through the framing. The proposal would leave exposed elements of the key internal architectural features that contribute to the building's heritage significance, including the cornice at ceiling height and the ornate ceramic tile door surround. The frame would be set back from the northern, eastern and western windows, and the base of the second floor positioned above the internal cornice level to minimise the visual impact on the window frames as viewed externally.

It was highlighted at pre-application advice stage that there were not concerns regarding the change of use the Powerhouse, or the size and scale of the new building, but that the loss of the open space could adversely impact upon the setting of the locally listed building, Conservation Area and to a lesser extent Enterprise House, which is a grade II listed building.

The applicant has set out through their Design and Access Statement and Heritage Statement other options considered to avoid building over the open space in front of the Powerhouse building. This includes attempting to include the entire floorspace within the Powerhouse Building without an extension. They state that a Powerhouse only refurbishment would involve 300 desks and a roof extension over 3 floors. I agree with the findings that such options would involve significant alteration to the volume and integrity of the locally listed building, including loss of the concrete vaulted roof feature, I also note valid engineering concerns regarding the feasibility of alternative options. The

applicant says that the proposals have been 'inspired by the historical materials, palette, and configuration of the original ancillary buildings along Blyth Road. The architectural language has drawn its inspiration from the water cooler tower citing "his masters voice", originally clad in elegant timber louvers. Consistently with a deferential and humble architectural approach, the extension massing bends to the Powerhouse importance and unfolds in an understated horizontal two storey building.' I don't disagree with this assessment.

The heritage statement submitted by the applicant does identify historical precedence, this is of some relevance, albeit some of the building precedents pre-date the wider sites designation as a Conservation Area. The Conservation area and listed buildings have significance in part due to their employment heritage. If development that causes some, albeit limited harm, to the wider setting of listed buildings or the Conservation Area is proposed it is perhaps better if it is employment related than any other potential use. In this regard it should be stressed that I would be more critical of loss of the existing undeveloped space if it was not employment related given the site history, which is an important part of the overall justification for the proposals. If approval is granted I would wish it robustly conditioned as employment use only, it is important if this proposal is granted consent that it is partly because of the employment benefits offered and such a consent does not become eroded by subsequent changes of use. A full suite of conditions would be required to ensure appropriate materials are incorporated into the development.

HIGHWAYS

The development site, referred to as the Powerhouse, forms part of the Hayes Old Vinyl Factory development. The Old Vinyl Factory development is located to the south west of Hayes town centre and directly west and within comfortable walking distance of the Town Centre and Hayes and Harlington Railway Station. Within the Old Vinyl Factory the Powerhouse is centrally located, on the northern perimeter of the site fronting onto Blyth Road. Blyth Road is an adopted highway benefitting from street lighting and a 30 mph speed limit. The section of Blyth Road by the development site operates one-way working east to west; it is not a bus route.

The development site benefits from good access to public transport. Transport for London (TfL) use a system called PTAL (Public Transport Access Level) to measure access to the public transport network. For any given location, PTAL assesses walk times to the public transport network taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b is best. The Powerhouse has a PTAL of between 3 and 4 which is rated moderate to good.

Hayes and Harlington station is on the Great Western Mainline with direct train services to London Paddington, Reading, Heathrow airport as well as Didcot and Oxford. From 2019 Hayes will also be served by the new Elizabeth Line (Crossrail) currently under construction. The Elizabeth Line is a new railway line across Central London serving the West End, City and Docklands and running from Reading and Heathrow in the west across to Shenfield and Abbey Wood in the east.

Hayes is also well connected to the local bus network, eight different bus services pick up and set down in the town providing access Uxbridge, Harrow Weald, Greenford, Charville Estate, Northolt, Heathrow Terminal Five, Heathrow Central Bus Station, Feltham, Brentford and Bulls Bridge Roundabout. There are firm proposals to change the West London bus network in response to the opening of the Elizabeth Line. These proposals include a new north/south bus route linking Ruislip with Heathrow Airport.

Hayes town centre also offers access directly onto the under construction Grand Union Canal Quietway. When complete Phase 1 of the The Grand Union Quietway will link Hayes town centre with Yiewsley via Stockley Park and West Drayton. Works involve resurfacing the existing unmade towpath with a 2 metre wide bitumen macadam surface for pedestrians and cyclist to use. Eastbound the Grand Union Canal Quietway when complete will provide cyclists with a direct, pleasant and off-road route all the way to Central London. This Quietway provides a further

opportunity to extend the recently launched Brunel University Santander bicycle hire scheme to include Hayes, Stockley Park and West Drayton. It is understood that idea has already been discussed with the developer whose response was favourable.

In 2013 outline planning permission (ref 59872/APP/2012/1838) was granted to refurbish and extend the Powerhouse building. An approval of reserved matters followed in 2015 (ref 59872/APP/2015/665) for an energy centre and cafe which were subsequently constructed, and a music venue which was not. The current planning application (ref 59872/APP/2019/784) proposes to renovate the space formerly intended for the venue, and together with a new building extension provide new space for office. This existent planning permission has provision for 32 car parking spaces.

The proposals for the redevelopment of the site are to renovate the existing industrial building, adding an extension to the north and retrofitting the interior for use as office space. There is an existing energy centre which remains, and an existing cafe which is relocated into the extension.

The proposed development quantum (Gross Internal Area) is:

- 2169 sqm B1 office

- 74 sqm A3 cafe

This is a total of 2243sqm GIA, being an increase from 990sqm at present (not counting the energy centre which remains).

There are two multi-storey car parks on site: the Music Box and the Veneer Store, which primarily serve the office buildings on site. The other buildings provide parking on plot in accordance with their usage. There are also surface car parking spaces to the south of the Music Box and Veneer Store buildings, with additional surface spaces dotted around the areas of public realm. Similar to the outline permission granted in 2013, this new development would also have 32 car parking spaces. These would be distributed using the existing parking provision across the wider Old Vinyl Factory site. There would be 11 car parking spaces for the Powerhouse office in the Veneer Store Surface Car Park, 10 spaces for the Powerhouse office and 1 space for the cafe in the Material Store Parking Garage and 10 car parking spaces for the Powerhouse office. The Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allows for a maximum of 1 car parking space for the cafe and 27 car parking spaces for the office, 28 in total. Whilst this exceeds the maximum number of car parking spaces permitted in the development plan, the total number of car parking spaces provided across the Old Vinyl Factory site remains unchanged. Taking this into account 32 car parking spaces is considered acceptable.

As these car parking spaces are distributed across the Old Vinyl Factory site, it is essential that these spaces are clearly marked for use by the occupant of the Powerhouse only. The developer reports that the method of allocation for on-street spaces at the Old Vinyl Factory will be by way of signage, with the nature of the space and any restriction given. For office workers, a business permit is issued to them, and spaces are marked as being for business permit holders only. Within the Material Store parking garage, spaces would similarly be marked/signed as required. Access is controlled by a roller shutter barrier that is activated using a pin code or key fob. The allocation for all associated parking should be conditioned as part of a Car Parking Management Plan Framework. This will prevent informal parking taking place by users of the site as a whole. I trust you as the Local Planning Authority will secure this by way of condition.

Notwithstanding that these 32 car parking spaces that form part of the gross provision for the Old Vinyl Factory site as a whole, they should still conform with the Council's requirement that 20% of all spaces have active electric vehicle charging points, 20% have passive electric vehicle charging provision, Provision for Blue Badge Holders should also be provided at 10% of the car parking spaces. This would accord with both the currently adopted Unitary Development Plan standards and the emerging Local Plan: Part 2 DMT 6 policy. This should also be secured via a suitable planning condition.

Fifty cycle spaces are proposed, using 25 Sheffield stands. These are located in the public realm adjacent to the Powerhouse, at the northwest and southwest corners of the building. This is double the minimum number of 25 required by the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) cycle parking standards. Taking into account that cycling between the Powerhouse and Hayes town centre, Hayes and Harlington railway station and the Grand Union Canal Quietway is probable, these extra cycle parking spaces is to be welcomed.

As mentioned above, the development site is located near to the Grand Union Canal Quietway. This provides an excellent opportunity to roll out the Brunel University Santander Bicycle hire scheme. Members of the scheme are currently able to collect a bicycle from one of three docking stations at Uxbridge town centre, Brunel University and Hillingdon hospital. Stockley Park Business Park have expressed a keen interest in hosting a docking station, the new Elizabeth Line Crossrail stations at Hayes and Harlington and West Drayton are also prime sites for new docking stations.

The provision of Santander bicycles at The Old Vinyl Factory as part of this planning application is a logical extension of this cycle hire scheme, taking into account its proximity to the Grand Union Canal Quietway and both Elizabeth Line Crossrail Stations.

The extension that forms part of the development will be built on land formerly to be used for landscaping/public realm. To compensate for this loss of this land the developers are providing an area of landscaping to just west of the development site also fronting onto Blyth Road. The attractiveness of this area of open space will be enhanced and further made attractive by the presence of a statue of the famous HMV dog 'Nipper'. It is considered that people will chose to cycle to this area of landscaping to sit and relax at lunchtimes etc. However, the plans submitted do not show provision for any cycle parking at this location. Cyclists are likely to fly park their bicycles which will detract from the areas attractiveness and create nuisance/tripping hazards. There is also a risk that the owners bicycle may be stolen. To overcome this situation three Sheffield cycle stands should be provided.

As mentioned above, the development site has an existent planning permission for an energy centre, cafe and a music venue. The number of trips generated by this development has been assessed and it was conclude that the surrounding highway network could absorb these extra vehicular trips without detriment to the flow of traffic or road safety. When assessing the transport impact of this development, the difference in trip generation between the existent planning permission and this planning application needs to be determined. The developers agent highlights that since planning permission for the energy centre, cafe and a music venue was granted, changes have been to the number and use of car parking spaces across the Old Vinyl Factory site as a whole. The number of car parking spaces allocated for residential use across the site has been reduced; these now redundant car parking spaces can now be reassigned for use by the occupants of the Powerhouse. If the Powerhouse was to receive planning permission it would generate trips, however, the number of movements to and from the Powerhouse would be less that the number of trips generated by the residential use. On this basis, the gross number of trips generated by the Old Vinyl Factory falls to the benefit of the flow of traffic and road safety.

Taking into account that the development is within a built up area, it is required that the applicant submits a Travel Plan, Service and Delivery Plan and Construction and Logistics Plan.

There are no traffic, highway or transportation objections to this development.

AIR QUALITY

The proposed development is located with the Hayes Focus Area, bringing traffic and energy production emissions which will add to current poor air quality. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not air quality neutral.

In addition, the predicted impacts to the NO₂ annual mean concentrations are classified as moderate adverse at for four existing sensitive receptors. Exceedances of the annual mean NO₂ objective were predicted at receptor locations E6, E7 and E9.

Therefore, a section 106 agreement with the LAP of £70,533 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, an Air Quality condition is required to develop and implement a Low Emission Strategy. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address:

1) the travel plan is to achieve a 10% reduction in vehicle trips. Incentives for occupiers of the site to use public transport are to be proposed. A clear and effective strategy to encourage staff to a) use public transport; b) cycle / walk to work where practicable; c) enter car share schemes; d) purchase and drive to work zero emission vehicles.

2) Any CHP or gas boiler will have to conform with the London Ultra Low NO_x requirements. The strategy shall detail the specification of the equipment to meet the lower emissions requirements stated and what measures will be taken to maintain the efficiency of the energy centre.

3) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with a minimum of three charging points.

The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, policy 7.14 of the London Plan, and policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2).

Case Officer comments:

The Old Vinyl Factory site has already contributed £25,000 towards air quality monitoring in this locality. As such it has been agreed with the Council's Air Quality Specialist that a contribution of £45,533 would be appropriate for the current application.

POLICY

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Saved UDP Policies (2012)
- The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Local Plan: Part 2

The Local Plan Part 2 Draft Proposed Submission Version (2015) was submitted to the Secretary of State on 18th May 2018. This comprises of a Development Management Policies document, a Site Allocations and Designations document and associated policies maps. This will replace the current Local Plan: Part 2 - Saved UDP Policies (2012) once adopted.

The document was submitted alongside Statements of Proposed Main and Minor Modifications (SOPM) which outline the proposed changes to submission version (2015) that are being considered as part of the examination process.

Submission to the Secretary of State on 18th May 2018 represented the start of the Examination in Public (EiP). The public examination hearings concluded on the 9th August 2018. The Inspector submitted a Post Hearing Advice Note outlining the need to undertake a final consultation on the updated SOPM (2019) only. The Council undertook this consultation between 27th March 2019 and 8th May 2019. All consultation responses have been provided to the Inspector for review, before the Inspector's Final Report is published to conclude the EiP process.

Paragraph 48 of the NPPF (2019) outlines that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

On the basis that the public hearings have concluded and the Council is awaiting the final Inspector's Report on the emerging Local Plan: Part 2, the document is considered to be in the latter stages of the preparation process. The degree to which weight may be attached to each policy is therefore based on the extent to which there is an unresolved objection being determined through the EiP process and the degree of consistency to the relevant policies in the NPPF (2019).

Loss of permitted Music Venue (D2)

The Powerhouse currently has an extant permission to be restored as a multi-use music venue and restaurant, which forms a key component of the overall masterplan to regenerate The Old Vinyl Factory site and the wider Hayes area.

Policy CI2 of the Local Plan: Part 1 (2012) outlines that development proposals should not result in the loss of existing leisure and recreational facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed. Furthermore, Policy CI3 outlines that the Council will safeguard the quality of existing viable cultural facilities and supporting proposals for new and improved cultural facilities.

The use of the site as a music venue has not been implemented to date and the applicant has stated that extensive marketing to find a music venue provider to occupy the space has ultimately proved unsuccessful. Additional marketing evidence has been provided in support of this assertion.

Furthermore, in considering the level of flexibility that should be afforded to this change of use, one

must also consider the need to regenerate a locally listed building and encourage their reuse in line with Policy HE1, in order to help secure its conservation.

Principle of B1 Floorspace

Emerging Policy SA 2 of the Local Plan: Part 2 and the SOPM (2019) states that the site should be used for residential-led mixed use development, in accordance with the approved outline planning permission (ref: 59872/APP/2012/1838) or any variations thereafter. Policy SA 2 outlines that the Council will support the development of up to 7,886 sqm of new B1 floorspace. This quantum of B1 floorspace has not been met on site to date and therefore the addition of new B1 floorspace is in accordance with the emerging Development Plan. As such, there is no in principle objection to the use of the Powerhouse for B1 floorspace.

Affordable Workspace

Paragraph 5.6 of the planning statement submitted by the applicant states the following:

The provision of the CRL within the Powerhouse will be in accordance with Policy E6 (Small and Medium-Sized Enterprises) (SME) of the Local Plan Part 1, which encourages the development of affordable accommodation for small and medium-sized businesses.

The applicant has worked with Officers to agree to secure an appropriate quantum of the B1 floorspace as affordable accommodation through a S106 agreement. As such, weight should be attached to Local Plan: Part 1 Policy E6 in support of the scheme when the balance with other Development Plan policies and material planning considerations is being made.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Powerhouse building currently has an extant permission to be restored as a multi-use music venue and restaurant, which forms a key component of the overall masterplan to regenerate The Old Vinyl Factory site and the wider Hayes area.

Policy CI2 of the Local Plan: Part 1 (2012) outlines that development proposals should not result in the loss of existing leisure and recreational facilities unless satisfactory alternative provision is made or it can be demonstrated that the asset is no longer needed. Furthermore, Policy CI3 outlines that the Council will safeguard the quality of existing viable cultural facilities and supporting proposals for new and improved cultural facilities.

The use of the site as a music venue has not been implemented to date and the applicant has stated that extensive marketing to find a music venue provider to occupy the space has ultimately proved unsuccessful. Additional marketing evidence has been provided in support of this assertion.

In considering the level of flexibility that should be afforded to this change of use, one must also consider the need to regenerate a locally listed building and encourage their reuse in line with Policy HE1, in order to help secure their conservation. As such, there is no in principle objection to the change of use from D2.

Emerging Policy SA 2 of the Local Plan: Part 2 and the SOPM (2019) states that the site should be used for residential-led mixed use development, in accordance with the approved outline planning permission (ref: 51588/APP/2011/2253) or any variations thereafter. This approved scheme incorporated a substantial quantum of B1 floorspace, which is concentrated less than 100m from the Powerhouse. It is therefore considered that

the principle of B1 floorspace as part of the mixed use element of the allocation has already been established. As such, there is no in principle objection to the use of the Powerhouse for B1 floorspace.

Public Open Space

The Development Infrastructure Funding Study (DIFS) (2017) for Hayes is part of the evidence base for the emerging Local Plan: Part 2 and identifies a need to increase the number of accessible and high quality open spaces in Hayes. The loss of the approved public space to the north of the Powerhouse building should the scheme be approved is a material consideration and sufficient mitigation and/or an on balance is needed to justify this loss.

The expansion of the CRL is of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory and that the change of use of the Powerhouse back to an employment use is broadly supported.

It should be noted that whilst the application submission includes extensive details relating to the Central Research Laboratory (CRL) the application itself is for office (Use Class B1) floorspace. Paragraph 5.6 of the planning statement submitted by the applicant states that the provision of the CRL within the Powerhouse will be in accordance with Policy E6 (Small and Medium-Sized Enterprises) (SME) of the Local Plan Part 1, which encourages the development of affordable accommodation for small and medium-sized businesses. The applicant has proposed the provision of the following affordable workspace package; 10% of floor area to be 20% below standard market rate for a period of three and half years. This would be captured within the s106 legal agreement should the application be approved and is deemed in compliance with Policy E6.

In addition to the above affordable workspace offer and/or the benefits of the Central Research Laboratory, the support for the proposed office use, the application is also considered to result in the preservation of a locally listed building that may otherwise fall into disrepair given the applicant's demonstrated inability to secure it as a music venue. On balance therefore the principle of the application in terms of the proposed use and the loss of the secured open space is deemed to be acceptable.

7.02 Density of the proposed development

Residential density is not relevant to the consideration of the application.

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

Conservation Area and Listed Buildings

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are locally listed. The Powerhouse is one of these locally listed buildings and historically provided the entire TOVF site's energy. The Powerhouse was constructed in c.1907 as one of the first buildings on the Gramophone Company site. Originally, a single timber water tank was situated between the Powerhouse and Blyth Road, behind a boundary wall with brick piers and iron railings; this water tank appears to have been constructed in c.1913. This water tank would have been an integral part of the Powerhouse complex. A 'gatehouse' was also originally situated flush with the boundary wall. The water tank and cooling tower appear to have remained in situ throughout the working life of the factory, both until at least 1966-69, and the wider cooling tower until c.1989, as shown on

Ordnance Survey maps.

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

Historic England were consulted on the application and have raised no objections to the development. The Council's Conservation and Design Officer has reviewed the design of the proposed extension and raised no concerns regarding its appearance subject to a materials condition. The Powerhouse has a unique configuration of window openings which provide light to the interior of the building. The change of use proposals sensitively alter the existing openings and has a number of glazed openings which should allow light to pass through the building into the space between the Powerhouse building and the new building. The building is of a simple design which reflects the former structures on site and which is not of such a scale that it has a dominating impact or detracts from the setting of the adjoining buildings.

However the application includes a section of land to the north of the Powerhouse Building that was consented as public open space as part of the wider TOVF outline consent (ref. 59872/APP/2012/1838). This open space contributes to the sites open space provision but is also important with respect to the setting of the Locally listed Building, Grade II listed buildings and wider Conservation Area. Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) requires that "special attention be paid to the desirability of preserving or enhancing the character or appearance" of a conservation area.

The Council's Conservation and Design Officer has noted within their comments that there are no concerns regarding the size and scale of the new building, but that the loss of the open space could adversely impact upon the setting of the locally listed building, Conservation Area and to a lesser extent Enterprise House, which is a grade II listed building. However they also note that the expansion of the CRL is of very high importance to both the applicant and the Council's Partnerships and Business Engagement Manager with regard to its economic development benefits and the wider vision of bringing employment uses back to the VINYL factory and that the change of use of the Powerhouse back to an employment use is broadly supported.

The applicant has set out through their Design and Access Statement and Heritage Statement other options considered to avoid building over the open space in front of the Powerhouse building. This includes attempting to include the entire floorspace within the Powerhouse Building without an extension. The Council's Conservation and Design Officer agrees that such options would involve significant alteration to the volume and integrity of the locally listed building, including loss of the concrete vaulted roof feature, and that there are valid engineering concerns regarding the feasibility of alternative options. The applicant says that the proposals have been 'inspired by the historical materials, palette, and configuration of the original ancillary buildings along Blyth Road. The architectural language has drawn its inspiration from the water cooler tower citing "his masters voice", originally clad in elegant timber louvres. Consistently with a deferential and humble architectural approach, the extension massing bends to the Powerhouse importance and unfolds in an understated horizontal two storey building.'

The heritage statement submitted by the applicant does identify historical precedence, which is of relevance. The Conservation area and listed buildings have significance in part due to their employment heritage. The Council's Conservation and Design Officer concludes that if development that causes some, albeit limited harm, to the wider setting of listed buildings or the Conservation Area is proposed it is perhaps better if it is employment related than any other potential use.

The overall development is considered to be a well designed extension which will have a positive impact on the visual amenities of the Conservation Area and the adjacent Listed Buildings, in accordance with Policies BE4 & BE10 of the Hillingdon Local Plan (November 2012). The proposed use is deemed appropriate given the history of the site. It is recommended that the a materials condition is attached should the application be approved.

Archaeology

The Greater London Archaeological Advisory Service (GLAAS) have confirmed that they have no objections to the current application. The proposal is therefore deemed in accordance with Policy BE3 of the Hillingdon Local Plan (November 2012).

7.04 Airport safeguarding

Heathrow Airport Ltd were consulted on the application and no objection has been received. The proposed development is of a similar or lower height and scale to the surrounding buildings and as such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

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

7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

Enterprise House has extant consent for commercial uses at ground and first floor with residential use on the upper floors that is yet to be fully implemented. The adjacent Boiler House building to the east has residential properties at first floor and above. The proposed extension to the Powerhouse building would be located 16.6m from Enterprise House to the north and 19.6m from the Boiler House building to the east. It is worth noting that the existing Powerhouse building is located only 12.23m from the Boiler House building. The proposed separation distances are considered sufficient to prevent the proposed extension from having a detrimental impact on existing or future residential occupiers.

The Powerhouse building has extant consent for use as a music venue with cafe and/or restaurant. The proposed B1 Office use is considered likely to result in a reduced detrimental impact on existing residents than this previous consent in terms of noise disturbance.

The alteration to the Vinyl Square are not considered likely to have any impact on existing residential amenity other than to improve the level of soft landscaping within the locality.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

As noted above Enterprise House has extant consent for commercial uses at ground and first floor with residential use on the upper floors that is yet to be fully implemented. Therefore any future residential occupiers of Enterprise House would be positioned at a higher level than the proposed new two storey extension and would overlook the proposed green roof. Occupiers of the Boiler House at first floor level would be located 19.6m from the proposed extension. This separation distance is considered acceptable given that the use proposed is B1 Office Use.

7.09 Living conditions for future occupiers

Living conditions for future occupiers are not a consideration for this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

In 2013 outline planning permission (ref 59872/APP/2012/1838) was granted to refurbish and extend the Powerhouse building. An approval of reserved matters followed in 2015 (ref 59872/APP/2015/665) for an energy centre and cafe which were subsequently constructed, and a music venue which was not. This extant planning permission has provision for 32 car parking spaces.

The proposals for the redevelopment of the site are to renovate the existing industrial building, adding an extension to the north and retrofitting the interior for use as office space. There is an existing energy centre which remains, and an existing cafe which is relocated into the extension.

The proposed development quantum (Gross Internal Area) is:

- 2169 sqm B1 office

- 74 sqm A3 cafe

This is a total of 2243sqm GIA, being an increase from 990sqm at present (not counting the energy centre which remains).

There are two multi-storey car parks on site: the Music Box and the Veneer Store, which primarily serve the office buildings on site. The other buildings provide parking on plot in accordance with their usage. There are also surface car parking spaces to the south of the Music Box and Veneer Store buildings, with additional surface spaces dotted around the areas of public realm.

Similar to the outline permission granted in 2013, this new development would also have 32 car parking spaces. These would be distributed using the existing parking provision across the wider Old Vinyl Factory site. There would be 11 car parking spaces for the Powerhouse office in the Veneer Store Surface Car Park, 10 spaces for the Powerhouse office and 1 space for the cafe in the Material Store Parking Garage and 10 car parking spaces for the Powerhouse office. The Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) allows for a maximum of 1 car parking space for the cafe and 27 car parking spaces for the office, 28 in total. Whilst this exceeds the maximum number of car parking spaces permitted in the development plan, the total number of car parking spaces provided across the Old Vinyl Factory site remains unchanged. Taking this into account 32 car parking spaces is considered acceptable.

18 cycle spaces are proposed, using 9 Sheffield stands. These are located in the public realm adjacent to the Powerhouse, at the northwest and southwest corners of the building. The minimum number required by the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) cycle parking standards is 25 spaces. In addition to the 25 standard cycle spaces a further 10 Santander spaces are proposed. Taking into account that cycling between the Powerhouse and Hayes town centre, Hayes and Harlington railway station and the Grand Union Canal Quietway is probable, these extra cycle parking spaces is to be welcomed.

The Council's Highways Engineer has reviewed the scheme in detail and raised no objection to the development. The proposed introduction of Santander cycle stands is welcomed as a way of encouraging more sustainable forms of transport to the private car.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. The Council's Conservation and Design Officer has reviewed the scheme and raised no objections to the appearance of the building or materials proposed.

It is recommended that the development be covered by a Secured by Design condition should the application be approved.

7.12 Disabled access

The proposed scheme has been reviewed by the Council's Access Officer who has raised no objection to the application. An informative is proposed to be added should the application be approved.

7.13 Provision of affordable & special needs housing

The provision of affordable housing is not relevant to the consideration of the application.

7.14 Trees, landscaping and Ecology

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.

The Council's Landscape Architect has reviewed the proposed scheme and confirmed that following some slight design amendments they have no objections to the application.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Management Officer was consulted on the proposals and has raised no concerns or objections to the proposals. It is recommended that a Servicing and Refuse Collection Strategy condition be attached to any grant of planning consent.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. However, overall the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. Therefore, the development does not achieve the necessary zero carbon standards and consequently requires a S106 offsite contribution as per Policy 5.2E of the London Plan.

The Council's Sustainability Officer has reviewed the application proposals and confirmed that they have no objections to the application subject to an offsite contribution. The proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £4,338.

Subject to a Section 106 Legal Agreement securing the carbon off set contribution, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within flood zone 1 on the Environment Agency maps. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Water Management Officer assessed the submitted documentation and raised some concerns regarding the proposed discharge rates. However a contribution of £45,533 has been agreed with the applicant and the application is proposing to increase the level of soft landscaping within the locality. Details have been submitted which confirm the constraints on site in terms of existing servicing which prohibits the introduction of further flood management infrastructure. The application would

result in an improved discharge rate over the extant scheme (104l/s to 97l/s) and is therefore considered acceptable.

7.18 Noise or Air Quality Issues

NOISE

The Council's Environmental Protection Officer has reviewed the proposed development and submitted details and confirmed that they have no objection to the development. They have confirmed that the submitted Acoustics Report March 2019 (120396-ACO-R01 Rev 3) is acceptable in terms of noise protection. It is recommended that this document be included within a compliance condition should the application be approved.

AIR QUALITY

The proposed development is located with the Hayes Focus Area, bringing traffic and energy production emissions which will add to current poor air quality. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not air quality neutral, however following discussions with the Council's Air Quality Officer it has been agreed that a contribution of £45,533 be requested to mitigate the development. The applicant has agreed to this contribution and it is recommended that this be secured via a s106 legal agreement should the application be approved.

7.19 Comments on Public Consultations

The petition in support of the application with 141 signatures is noted. The concerns raised by two adjacent residents are covered within the body of this report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision 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. These saved UDP policies are supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

1. Affordable Work Space
2. Carbon off-set contribution of £4,338
3. Travel Plan plus £20,000 bond
4. Air Quality Contribution of £45,533
5. 10 Santander cycle spaces
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal office floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £43,855.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per

square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £75,180.

7.21 Expediency of enforcement action

No enforcement action is required in relation to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic.

Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application seeks planning permission for a change of use to office floorspace and installation of two mezzanine floors within the existing locally listed Powerhouse building and construction of a two-storey extension to the north to create Class B1 floorspace and cafe (Use Class A3), with associated landscaping, lighting, access and parking together with detailed public realm and landscaping for Vinyl Square and the permanent siting of the Nipper the Dog sculpture, plus additional soft landscaping works to the south of Blyth Road.

The application sites form part of The Old Vinyl Factory (TOVF) for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 9872/APP/2013/3775, for the mixed-use redevelopment of the site. The outline consent has now expired.

The proposed use is considered appropriate and on balance the loss of an area of open space secured under the outline consent is deemed acceptable given the wider benefits of the proposal, including the refurbishment of the listed building, the proposed affordable workspace offer and improved level and quality of soft landscaping.

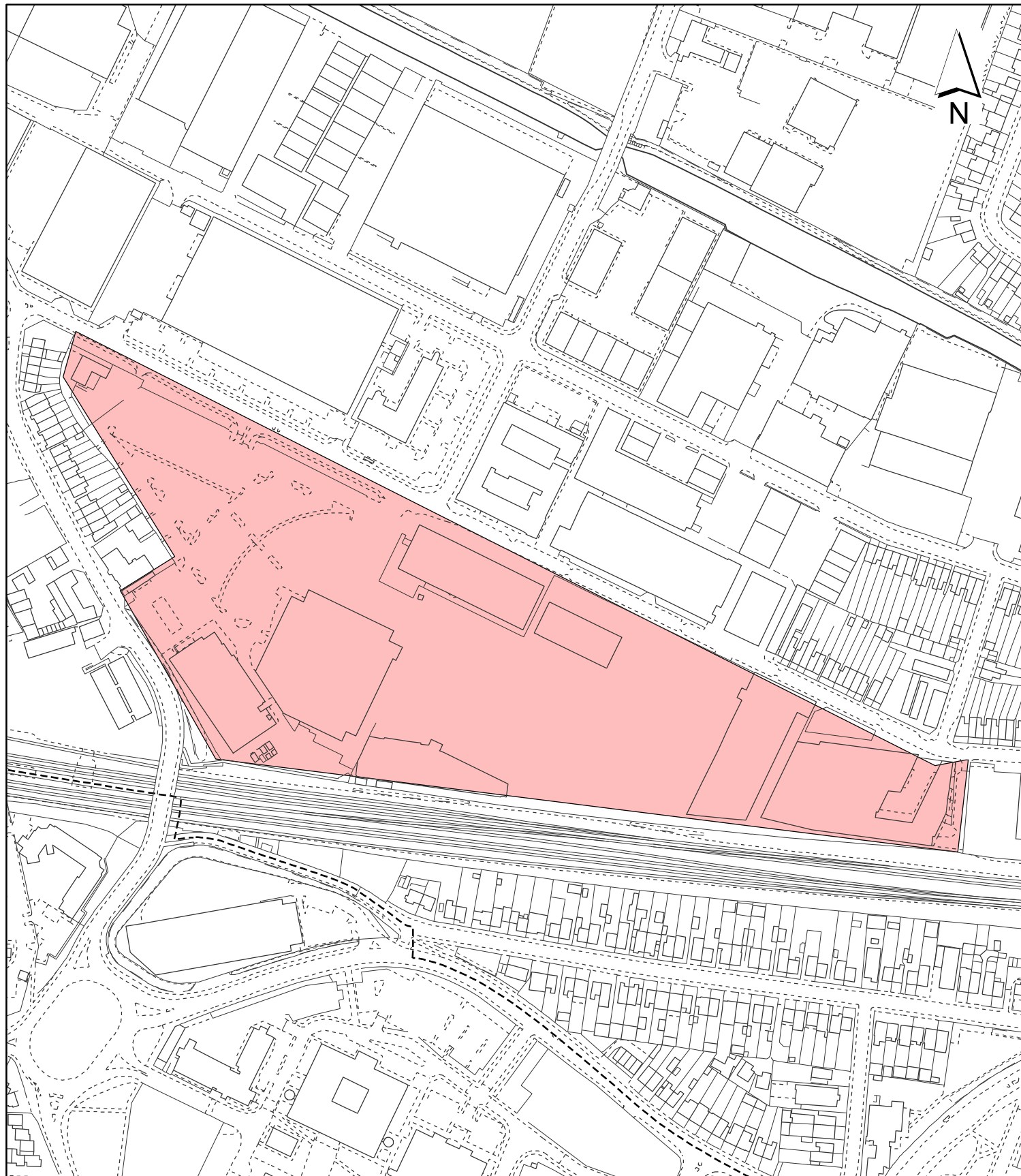
The proposed scheme is considered to reinforce the transformation of the area and to make a positive architectural statement. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Emerging Hillingdon Local Plan: Part 2 Site Allocations and Designations
Emerging Hillingdon Local Plan: Part 2 Development Management Policies
Emerging Hillingdon Local Plan: Part 2 Policies Map

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Notes:

 Site boundary

For identification purposes only.

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Site Address:

Powerhouse TOVF

Planning Application Ref:

59872/APP/2019/784

Planning Committee:

Major

Scale:

1:3,000

Date:

July 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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HILLINGDON
LONDON