

## Report of the Head of Planning, Sport and Green Spaces

**Address** THE OLD VINYL FACTORY BLYTH ROAD HAYES

**Development:** Reserved Matters Application regarding the appearance and landscaping for Phase 5 'The Music Box' (formerly the Record Stack) of The Old Vinyl Factory site, as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 dated 31/07/2014.

**LBH Ref Nos:** 59872/APP/2016/1930

**Drawing Nos:** BPL 506\_T1 Deck level 2  
BPL 507\_T1 Deck levels 3, 4 & 5  
BPL 508\_T1 Deck level 6  
5344 TOVF Car Park Design Statement Rev E (2)  
5344-PL-07 Section Through Cladding rev E  
5344-PL-08 Context Elevations:  
12606\_10 Revised Reserved Matters Cover Lette  
0245\_SEW\_RST\_7000  
0245\_SEW\_RST\_7100  
0245\_SEW\_RST\_7101  
0245\_SEW\_RST\_7102  
0245\_SEW\_RST\_7103  
0245\_SEW\_RST\_7104  
0245\_SEW\_RST\_7105  
0245\_SEW\_RST\_2200  
0245\_SEW\_RST\_2201  
0245\_SEW\_RST\_2202  
0245\_SEW\_Issue\_Sheet\_Planning  
5344-PL-06 Elevations Sheet 2 of 2 rev C  
BPL 501\_T1 Section AA  
BPL 502\_T1 Section BB  
BPL 503\_T1 Section CC  
BPL 510\_T1 Elevations stair 1  
BPL 511\_T1 Elevations stair 2  
BPL 504\_T1 GF layout  
BPL 505\_T1 Deck level 1  
5344-PL-05 Elevations Sheet 1 of 2 rev H

**Date Plans Received:** 20/05/2016 **Date(s) of Amendment(s):** 11/08/2016

**Date Application Valid:** 24/05/2016 20/05/2016

### 1. SUMMARY

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated:

'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

## **2. RECOMMENDATION**

### **APPROVAL subject to the following:**

#### **1 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:

0245\_SEW\_RST\_7000

0245\_SEW\_RST\_7100

0245\_SEW\_RST\_7101

0245\_SEW\_RST\_7102

0245\_SEW\_RST\_7103

0245\_SEW\_RST\_7104

0245\_SEW\_RST\_7105

0245\_SEW\_RST\_2200

0245\_SEW\_RST\_2201

0245\_SEW\_RST\_2202

5344-PL-05 Rev H Elevations Sheet 1 of 2

5344-PL-06 Rev G Elevations Sheet 2 of 2

BPL 501\_T1 Section AA

BPL 502\_T1 Section BB

BPL 503\_T1 Section CC

BPL 510\_T1 Elevations stair 1

BPL 504\_T1 GF layout

BPL 505\_T1 Deck level 1

BPL 511\_T1 Elevations stair 2

BPL 506\_T1 Deck level 2

BPL 507\_T1 Deck levels 3, 4 & 5

BPL 508\_T1 Deck level 6

5344-PL-07 Rev B Section Through Cladding

5344-PL-08 Context Elevations

1615-181-100 Rev A

0245\_SEW\_RST\_7100 Rev 01; and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

**2 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:

5344 TOVF Car Park Design Statement Rev E

1615/181/MT/mt Parking Note

0245\_SEW\_RST\_9001 Specification of Planting and Soft Works

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 the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (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.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate

	soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

### **3            159                    Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

### **4            160                    Cranes**

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policysafeguarding.htm>)

### **5**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application

which is likely to be considered favourably.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site (The Music Box - previously known as the Record Stack) has an area of approximately 0.9 hectares and is located to the west within the wider site, directly to the south of The Veneer Store and The Veneer Building. 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. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey former office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

The wider site excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan.

#### **3.2 Proposed Scheme**

In accordance with the outline planning consent, the building will be used as a multi-storey car park with a commercial element provided at ground floor level to provide an active frontage. The proposed building would be 7 staggered storeys in height, with the suspended floors arranged at half-storey height to suit the split level design. The full height of the building is 54.620m AOD to the top of the lift overrun, while the main cladding rises to 51.23m AOD. This equates to a height of 22.6m above ground level to the top of the lift overrun. The overall height is within the approved maximum height parameter.

The car park is served by 2 pedestrian staircase cores with enclosed lobbies, one on each side of the building. The core on the north east elevation includes a lift. The building will be

clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

Vehicular entrance and egress is located at the North corner of the building, ensuring minimal impact upon the street and highways design of the wider development. Pedestrian access/egress at ground level is via either the lobbies or shared access alongside the vehicular entry/exit. Disabled parking is located on the lower floors adjacent to the circulation core containing the lift and in the surrounding surface car parking. Internal circulation follows a rational arrangement designed by the car park specialists at Bourne Parking. The layout of the building has been aligned with the geometry of the Veneer Store and Veneer Building.

Each parking floor has an area of approximately 1,585m<sup>2</sup> to the inside of the main structure including circulation cores. The gross internal floor area for the whole building is 11,094m<sup>2</sup>. A commercial unit is proposed to the east of the main car park. The gross internal area of the commercial unit is 118m<sup>2</sup>.

- Parking numbers

Within the Music Box multi-storey car park:

Standard/brown badge spaces: 412 including 95 electric vehicle charging

Accessible: 12

Total: 424 within car park

Surface spaces outside of MSCP:

Standard spaces: 28

Accessible: 20

Motorcycle: 24

Total: 49 surface car parking spaces

Total parking in this development phase is 473 car parking spaces and 24 motorcycle parking spaces.

The proposed commercial unit is approximately 118 sqm, and would initially be used as the site/sales office (Class B1), eventually being transformed into a retail unit of (Class A1). The open plan layout provides an adaptable space, suited for changing the use.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline

permission to allow variations to phasing of the approved development.

Application reference 59872/APP/2016/1931 granted a Non-material Amendment to planning permission ref: 59872/APP/2013/3775 to amend the approved parameter plans in connection with the Music Box development.

This reserved matters application is therefore submitted as Phase 5 of the revised application, as allowed as per application reference 59872/APP/2013/3775.

#### **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 (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  
Hillingdon Supplementary Planning Guidance - Land Contamination

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment  
PT1.CI1 (2012) Community Infrastructure Provision  
PT1.CI2 (2012) Leisure and Recreation  
PT1.E1 (2012) Managing the Supply of Employment Land  
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)  
PT1.E7 (2012) Raising Skills  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
PT1.EM4 (2012) Open Space and Informal Recreation  
PT1.EM5 (2012) Sport and Leisure  
PT1.EM6 (2012) Flood Risk Management  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.EM8 (2012) Land, Water, Air and Noise  
PT1.H1 (2012) Housing Growth  
PT1.HE1 (2012) Heritage  
PT1.T1 (2012) Accessible Local Destinations



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.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices

LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requiremer

- for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
  - OE5 Siting of noise-sensitive developments
  - R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
  - R7 Provision of facilities which support arts, cultural and entertainment activities

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **6th July 2016**

**5.2** Site Notice Expiry Date:- Not applicable

29th June 2016

## 6. Consultations

### External Consultees

Consultation letters were sent to circa 145 local owner/occupiers, the Hayes Conservation Area Advisory Panel and the Hayes Town Centre Residents Association on 07/06/2016. The application was also advertised by way of site and press notices. No responses have been received other than from the Hayes Conservation Area Advisory Panel.

#### HAYES CONSERVATION AREA ADVISORY PANEL

We are dismayed that the complete redesign of this building is being treated as 'reserved matters' and not as a new planning application. The Record Stack building, approved in outline as part of the original proposals put forward for this site, had a quirky charm that was in complete contrast to the monolithic blocks proposed for the remainder of the new buildings on the site. The present application proposes to replace it with the Music Box, yet another ugly rectangular block that appears to have a larger footprint than the Record Stack. We do not consider the new proposal acceptable as it makes no positive contribution to the overall look and feel of this Conservation Area site. The proposed cladding adds insult to injury as it does nothing to soften the appearance of the building. We do not consider this an appropriate proposal and hope that it will be refused permission.

#### HEATHROW AIRPORT LIMITED (HAL)

We have now assessed the proposed Appearance and Landscaping for the above application against safeguarding criteria, and I can now recommend that these conditions are discharged from a Heathrow Airport Ltd point of view. However, we would like to make the following observation:

#### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention 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 <http://www.aoa.org.uk/policysafeguarding.htm>)

#### METROPOLITAN POLICE

I do not have any objections to this. I have seen the detail and it doesn't affect the Secure by Design advice.

### Internal Consultees

#### CONSERVATION AND DESIGN OFFICER

These proposals have been subject to pre-application discussion. Whilst the loss of the original circular record stack design concept is regretted, the current proposal retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site, although ideally, more soft landscaping should be included at the base of the building. Other than this, no objection.

#### S106 OFFICER

No comments or objections.

#### SUSTAINABILITY OFFICER

No objection

#### ENVIRONMENTAL PROTECTION UNIT (EPU)

EPU have no adverse comments on this proposal.

#### HIGHWAYS

There is no objection to this application from the highways viewpoint.

#### LANDSCAPE ARCHITECT

I confirm that drawing Nos 0245\_RST\_SEW\_7000, 7101-7105 and 0245\_SEW\_RST\_2200-2202 are acceptable. However, there is no supporting documentation in the form of Landscape Specification and Landscape Management/Maintenance Specifications (as required by the reserved matters/conditions). These are required to ensure that best practice is followed to secure the appropriate preparation, planting and subsequent establishment of the soft landscape.

#### Case Officers comments:

These documents have subsequently been submitted and the Council's Landscape Architect has confirmed their acceptability.

#### FLOOD AND WATER MANAGEMENT OFFICER

This information complies with the overall strategy discharge rates.

It is appreciated the drawings have been updated to show the permeable paving to the south of the site and provide equivalent savings where the permeable paving could not be implemented where originally intended.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

As stated in the assessment of the original outline application, the site was largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The proposed development was approved within this area of the site as part of the outline consent for the redevelopment of the wider site. Approved as part of the outline consent was a set of parameter plans, which included the parameters within which the buildings should be located. These plans were amended under application reference 59872/APP/2016/1931. The proposed building is in accordance with the approved parameter plans in terms of height and footprint and as such, the use and scale of the building would be in accordance with the approved parameter plans which established the principle of the development as acceptable.

The principle of the development has already been approved at outline stage and is considered acceptable and appropriate. The change to the form of the building falls under appearance and is a reserved matter under consideration as part of this application.

#### **7.02 Density of the proposed development**

The application seeks reserved matters approval relating to appearance and landscaping for

a car park and commercial unit. Density is not therefore deemed to be a relevant consideration.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

#### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved. NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. Advice regarding the use of Cranes will be added as an informative to any approval of the application.

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 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 original outline application for the wider TOVF site proposed a circular car park in this location. However the consideration of appearance and layout for the proposed building were reserved and are now being put forward for consideration by the applicant as part of this reserved matters consent. The approved parameters plans for the site have been amended under a non-material amendment application reference 59872/APP/2016/1931. The changes to the parameter plans results in the proposed rectangular car park now falling within the set parameters for the site, however application reference 59872/APP/2016/1931 did not permit the principle of a rectangular building over a circular building in this location, it is the purpose of the current reserved matters application for appearance and landscaping to consider the acceptability of such a scheme.

The applicant has stated within the supporting information submitted with the proposals that 'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

As such they have amended the proposed building to a more standard rectangular form. Whilst the change from a circular to a rectangular building would make the proposal less unique as a built form, it is the purpose of this application to determine whether the proposed building is deemed an acceptable form of development.

The Council's Conservation and Design Officer has reviewed the details submitted with the application and has been party to pre-application discussions. They acknowledge that whilst the loss of the original circular record stack design concept is regretted from a design perspective, the current proposal 'retains the spirit of the design and would be appropriate within the context of the site. It is noted that the previously agreed high quality materials are taken thorough with regards to the hard landscaping for this part of the site.'

As such they raise no objection to the proposed design of the building.

The building will be clad in perforated panels that will make use of different sized punched holes to depict an enlarged and stylised photograph of historical pop culture. The image will

feature on the whole of the south east elevation, and return down both sides of the building as far as the stair cores. The remainder of the elevations will comprise plain (non-image) perforated panels, with the word VINYL picked out on the west corner in reference to the wider development.

#### **7.08 Impact on neighbours**

The building proposed is located within the wider TOVF site. It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

#### **7.09 Living conditions for future occupiers**

The application is not for residential accommodation; accordingly this consideration is not relevant.

The scheme will accord with relevant health and safety and disabled access requirements.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

It is proposed that within the Music Box multi-storey car park there will be 412 car parking spaces, including 95 electric vehicle charging spaces and 12 accessible spaces. External to the building 28 standard spaces are proposed, with 20 accessible spaces and 24 motorcycle spaces.

The Council's Highways Engineer has reviewed the proposal, including the layout of the building and the quantum of parking proposed and has raised no objection to the proposals

#### **7.11 Urban design, access and security**

Details of security measures, including CCTV are required by Condition 26 attached to the outline consent.

#### **7.12 Disabled access**

The Council's Access Officer was consulted as part of the application process and has raised no objection to the proposals.

#### **7.13 Provision of affordable & special needs housing**

The application is not for residential accommodation, accordingly this consideration is not relevant.

#### **7.14 Trees, landscaping and Ecology**

The Council's Landscape Architect has reviewed the proposals and following the submission of further information in the form of Landscape Specification and Landscape Management/Maintenance Specification has raised no objections to the proposals.

#### **7.15 Sustainable waste management**

In relation to waste management, Policy 5.17 of the London Plan requires that new developments provide adequate facilities for the storage of waste and recycling.

There is sufficient room within the commercial unit to accommodate appropriate waste and recycling facilities.

#### **7.16 Renewable energy / Sustainability**

The Council's Sustainability originally commented that the proposed stairwells don't have

any cladding and seem to be 'dead space'. As such they encouraged the applicant to consider additional planting in the manner of living screens up these sections.

The request for 'living walls' in these locations was passed to the applicant who provided the following response:

'The stair cores are clad with a combination of powder coated profiled aluminium and pre-cast concrete. The stairs deliberately emphasize the vertical circulation within the building and will not be dead space but will be the main pedestrian entrance and exits for the building. The proposed materials and sculptural form are considered in keeping with principles of the masterplan and in particular the design of the stairs on the Boiler House.

I am not convinced that a green wall would be appropriate. One of the stairs cores is north facing and a green wall of this height would be quite difficult to make work and would prove to be very expensive. In addition the maintenance cost of a green wall would be unviable for this building.'

This information was relayed to the Council's Sustainability Officer, who noted that there is no requirement for living walls within the planning conditions and to insist on their inclusion may be unreasonable. As such they have raised no objections to the proposals as submitted.

#### **7.17 Flooding or Drainage Issues**

The Council's Flood and Water Management Officer has been consulted as part of the application process and they have raised no objections to the proposals.

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment and flooding matters will require acceptable resolution in order to discharge the conditions attached to the outline consent.

#### **7.18 Noise or Air Quality Issues**

The Council's Environmental Protection Unit have been consulted as part of the application process and have raised no objection to the proposals.

Conditions were attached to the outline consent that cover air quality and noise issues.

#### **7.19 Comments on Public Consultations**

No comments were received from neighbouring occupiers. The comments received from the Hayes Conservation Area Advisory Panel are noted and it is agreed that the loss of the circular building is regrettable in design terms. However the Council's Conservation and Design Officer has reviewed the proposals and raised no objection to the development. The proposed cladding is considered to help soften and improve the design of the building, which is a multi-storey car park. These buildings are functional in nature and form and the proposed cladding is considered to improve and add interest to the appearance of the building.

#### **7.20 Planning obligations**

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

#### **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**

None

#### **10. CONCLUSION**

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission reference 59872/APP/2013/3775 for Phase 5 of The Old Vinyl Factory Masterplan: The Music Box (previously known as the Record Stack).

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The original outline consent proposed a multi storey car park within a circular building in this location. The current proposal is now for a rectangular building as the applicant has stated: 'The design as approved for a circular car park with continuous curved ramp was found to be unviable at technical design stage.'

The proposed development has been designed in accordance with the approved parameter plans for the site and despite the change to the form of the proposal from that permitted at outline stage, the design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area.

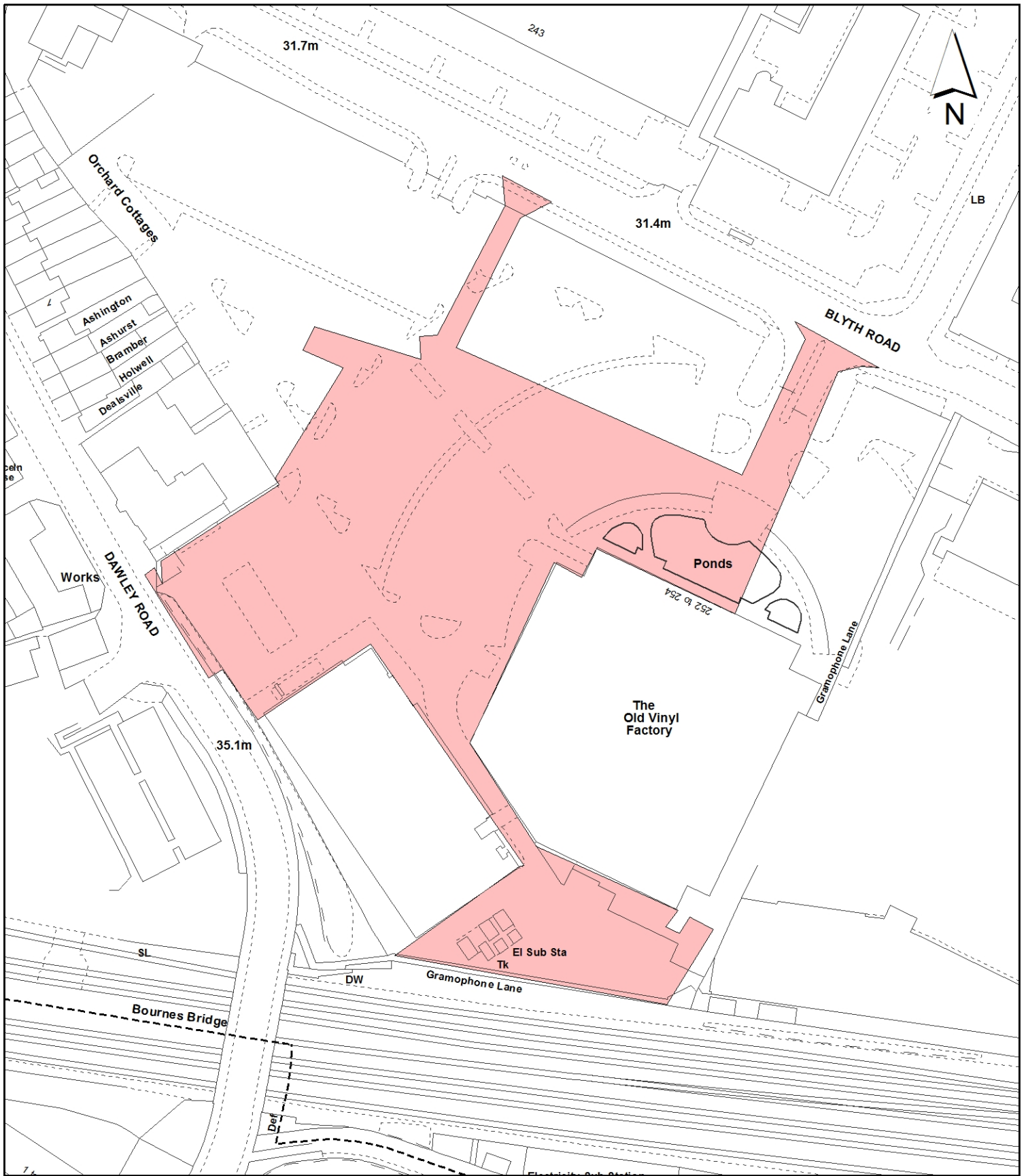
The overall development is in accordance with the outline consent. Therefore, the application is recommended for approval.

#### **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  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).  
 Unless the Act provides a relevant exception to copyright.  
 © Crown copyright and database rights 2016 Ordnance Survey 100019283

Site Address:

**Music Box Car Park TOVF  
 Blyth Road  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**59872/APP/2016/1930**

Scale:

**1:1,250**

Planning Committee:

**Major**

Date:

**August 2016**



**HILLINGDON**  
 LONDON