

PLANNING APPLICATION FOR CHANGE OF USE FROM B8 TO D2
STATION PARADE, ICKENHAM ROAD RUISLIP, HA4 7DL

PLANNING STATEMENT

on behalf of
CrossFit Ickenham Ltd

prepared by

CrossFit Ickenham Ltd

July 2016

1.0 INTRODUCTION

- 1.0.1 This statement is made in support of a full planning application for the change of use of a vacant B8 building to a D2 gymnasium at Station Parade, Ickenham Road, Ruislip, HA4 7DL. It addresses planning policy requirements and demonstrates the proposal's conformity with the Development Plan. In terms of the principle of the development, the proposed site is located in a 'Developed Area' as identified in the saved UDP. There are no UDP policies that resist the loss of existing storage and distribution. As such the loss of the Use Class B8 is acceptable.
- 1.0.2 This statement has been prepared on behalf of CrossFit Ickenham Ltd. The club has been established for four years, during which time membership has grown to over 100, including a large number of children and young and mature adults together with local youth and adult sports clubs. CrossFit Ickenham Ltd has operated from Ruislip (Middlesex Stadium, Breakspear Road, Ruislip, HA4 7SB), however, environmental conditions and poor facilities at the venue, coupled with a growing membership, mean that the club now requires a dedicated gymnasium and permanent home.
- 1.0.3 This application therefore represents the re-location of the club to a new, permanent location within the boundaries of Ruislip and Ickenham.

1.1 Site Context

- 1.1.1 The site is located east of Station Parade and some 40m south of its junction with Ickenham Road. To the south of the site is a car park serving West Ruislip Station, to the east are residential properties fronting Ickenham Close and to the west is a residential care home. Adjacent to the site

and on the north side of Ickenham Road is Ruislip Golf Club. The area is predominately residential with a small number of businesses situated around the location of West Ruislip Station. [See document: "CFI location of site.jpg"].

The site forms part of the 'Developed Area' as identified in the Saved Policies of the Hillingdon UDP.

- 1.1.2 The application site consists of Unit no.2 on Station Parade, Ickenham Road, which forms part of a small scale business area with one other unit, Unit no.1 (Bainbridges Auction House). This site of two self-contained industrial units utilises shared access, manoeuvring/car-parking facilities.
- 1.1.3 The site comprises a self-contained unit and yard. The building itself is of steel portal construction, with a concrete floor and part blockwork, part profile metal clad walls, to an approximate eaves height of 4.8m. The building includes a small office and is accessed via a metal roller shutter loading door to Station Parade. Car parking for up to ten cars will be provided to the side of the building. There are also three allocated parking spaces located within the shared access.
- 1.1.3 Unit 2 has currently been on the market with vacant possession for over three years. During that time the marketing agent (Chris Simmons Commercial, Suite 105, 113 High St, Ruislip, Middlesex HA4 8JN) has advertised it extensively. It has had two previous interested parties, both of whom did not proceed for various unknown reasons.
- 1.1.4 The application site extends to approximately 593sqm.

1.2 Description of Development

- 1.2.1 The proposal is for the conversion and change of use of the ground floor of the existing B8 storage facility to a D2 gymnasium. The building is to be used for a range of health and fitness activities from CrossFit, gymnastics, Olympic weightlifting, etc., both for children and adults of all ages. The activities will not include or provide music-based exercise classes. Additional noise reduction and sound proofing materials will be installed where needed.
- 1.2.2 Remodelling of the existing internal accommodation will ensure that the toilet and changing room facilities are accessible to people with mobility impairment. [See documents: "CFI proposed interior(1).jpg" and "CFI existing interior(1).jpg"].
- 1.2.3 There is provision for up to ten car parking spaces (located within yard of the self-contained unit), There is also three allocated bays (located on the shared forecourt, one to be designated as disabled parking). These will be accessed via the existing shared access point off Station Parade, Ickenham Road. [See document: "CFI site plan parking.jpg"].

- 1.2.4 Cycle parking facilities for seven cycles are also included as part of the scheme, located within the yard of the self-contained warehouse.

2.0 PLANNING POLICY CONTEXT

- 2.0.1 This section provides an overview of the national and local planning policies that are relevant to the design of developments such as this.

2.1.1 RELEVANT PLANS AND POLICIES

Section 8, Core Policies – Environmental Improvement, Open Spaces, Sport and Leisure, Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012) states:

2.1.2 (8.67)

“Sport and physical activity give people opportunities to learn skills, to express their identities, and to share experiences. It gives them a sense of community and a stake in the places where they live, contributing to a feeling of civic pride.”

2.1.3 (8.70)

“Developing the sporting and the health benefits of an active lifestyle is a priority for the Council. Sport and leisure is a high profile service area to ensure that “Hillingdon is a more active, healthy, successful sporting borough”. The Council with its very clear commitment to sport and physical activity has matched its aspiration to provide high quality sports facilities with increasing programmes of community based sports development, as well as supporting athletes to achieve their full potential as elite performers.”

2.1.4 (8.75)

“This Hillingdon Local Plan: Part 1- Strategic Policies will meet future demand by improving access to sport and leisure facilities, encouraging more people to take part in sport and active recreation and providing new facilities to address local deficiencies.”

- 2.1.5 Section 2, MEETING COMMUNITY NEEDS, Recreation, Leisure and Community Facilities (9.1) of the London Borough of Hillingdon Unitary Development Plan (adopted 1998) Saved Policies 27th September 2007 states:

“Participation in most leisure activities, including sport, has been increasing since the early 1970s because of greater interest in health, more disposable income, more leisure time and for many people greater mobility. The regional recreation strategy emphasises participation and accessibility to recreational facilities. Within Hillingdon there is expected to be greater demand from most age groups because the Census Office (OPCS) project an increased population level for the Borough

by year 2006. One implication of these is that participation in many recreational pursuits can be expected to increase, particularly those popular with young adults such as active sports. The demand for family pursuits, which appeal to the older age groups, is also expected to increase while the needs of the very young, people with disabilities and the elderly remain important. At the same time pressures for development of land used or capable of use for recreational purposes have also increased.”

2.3 NATIONAL PLANNING GUIDANCE

2.3.1 the key national planning guidance in relation to this application is contained within PPS1 [Delivering Sustainable Development].

2.3.2 PPS1 seeks to ensure, “high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted”

2.3.3 Planning guidance further states that Local Planning Authorities should seek to:

- Create places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.
- Promote designs and layouts, which make efficient and effective use of land.
- Encourage developments, which are easily accessible and well connected to public transport and community facilities and services, and are well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.
- Encourage developments, which take a design-led approach to the provision of car-parking space that is well integrated.
- Look for a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- Create, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.

2.2.4 PSS4 sets out the Government’s overarching objective for sustainable growth.

2.2.5 Policy EC10 (Determining Planning Applications for Economic Development) states that all planning applications for economic development should be assessed against the following impact considerations:

- Whether the proposal has been planned over the lifetime of the development to limit

carbon dioxide emissions, minimise vulnerability and provide resilience to, climate change.

- The accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured.
- Whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.
- The impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives.
- The impact on local employment.

2.2.6 PPG13: Transport – was issued in April 2001 with the objective of delivering a safe, efficient and integrated transport system to support a strong and prosperous economy. It encourages development that is in accessible locations and reduces the need for travel by car [para. 4].

2.3 LOCAL PLANNING POLICY

2.3.1 the site falls within the development boundary for Hillingdon. Appendix 1 (red outline indicates site location only).

2.3.2 Accordingly, the following policies are considered relevant to this application: Policy D1: Design criteria.

2.3.3 The Council will seek to achieve a high quality of design in all new development: Policy D2: The local Context.

2.3.4 Development should be designed with respect to the local context, taking account of the following: Policy D7: The layout of development.

- The prevailing density of surrounding development subject to policy H1.
- The height and mass of neighbouring buildings.
- The level and type of detailing, including materials and roof forms, that may predominate in an area.

2.3.5 Development should create an attractive and distinctive environment at a human scale: Policy D8: Accessibility.

2.3.6 Policy D8 requires that proposals provide for safe and convenient pedestrian access: Policy T19:

General traffic considerations.

2.3.7 Policy T19 states that development will be permitted, provided that:

- Road safety is not prejudiced.
- Appropriate provision is made for vehicular access.
- Appropriate provision is made for public transport services.
- Appropriate measures have been taken to facilitate access by foot and bicycle.

2.4 CONCLUSION

2.4.1 Planning policy supports the sustainable use of land within existing urban areas. It recognises the important role of non-residential uses in building strong and inclusive communities. Any such development should promote sustainable forms of transport and assist in the lowering of carbon emissions.

3.0 KEY ISSUES

3.1 Introduction

3.1.1 The key planning issue of relevance to this application are:

- The suitability of the proposed use in its location;
- The extent of proposed works to the existing building; and
- Impact upon traffic and highway safety.
- Justification for loss of employment site.

3.2 Principle of Development

3.2.1 The starting point for establishing the suitability of use is the local plan. In this instance the application site falls within an area allocated as E2 (Existing Businesses, Offices and Light Industrial (B1) and General Industry).

3.2.2 The proposal involves the change of use of the existing (vacant) B8 storage unit to a D2 gymnasium. There are no policies in the development plan that specifically address change of use applications in non-residential areas. Therefore it is only the general design and other policies such as traffic considerations, upon which the development should be considered against.

3.2.3 Being located with an existing business estate the site and surrounding area is home to a mix of uses, from which a number of local businesses operate. The addition of a D2 use is considered entirely appropriate, particularly given that the conversion works to the building will be minimal and that the site is vacant.

- 3.2.4 In this respect the works represent the re-use of a vacant brownfield site and conversion of an existing building within the urban area, a key aim of PPS1.

3.3 Works to existing building

- 3.3.1 The proposal involves the conversion and change of use of the existing building. This will result in a number of minor internal works, including providing the necessary facilities for such a use, including bathrooms, changing rooms, an office, all of which are considered essential for a gymnasium. It should be noted that these minor internal alterations do not require planning permission in their own right.
- 3.3.2 The only works to the exterior of the building include minor works to paint the blockwork and existing roller shutter entrance to Station Parade, Ickenham Road and the placement of a sign on the front elevation of the unit. No additional windows or openings or any other alterations are proposed which would give rise to the loss of any privacy to adjoining properties.
- 3.3.3 Proposed works to convert the building to allow for the new use are considered minor and will have negative no impact upon the appearance of the building or the nature of the surrounding industrial estate.

3.4 Impact upon traffic and highway safety

- 3.4.1 Access to Station Parade from the subject unit is via the shared access road. This provides means of egress for both vehicular and pedestrian traffic leaving the premises from either the gated entrance to yard or the roller shutter entrance to unit. There is also a direct pedestrian access to the subject unit via the West Ruislip Station approach road.
- 3.4.2 The number of member's cars will be minimal due to the small class sizes and one-to-one personal training sessions held throughout the day (from 06.00 am to 20.30 pm). Large sections of the existing membership lives in the immediate vicinity and currently train prior to, and after, the working day (9.00am-5.30pm), thereby enabling them to utilise West Ruislip Station and local bus routes to commute to and from work. Wherever possible members are encouraged to walk, cycle or run to the gymnasium as the preferred choice. Consequently the use of vehicles is limited and would result in little or no impact on traffic congestion.
- 3.4.3 it is proposed to convert the existing yard to provide parking for ten cars. There are three additional existing parking bays allocated within the shared access vehicular access, one is intended to become a disabled bay. There will also be storage for seven bikes within the existing yard.
- 3.4.4 the proposed works will not have any significant impact upon the operation or safety of the highway. It is aimed to reduce the demand for travel and promote sustainable transport choices

wherever possible, therefore, the impact of the proposed development upon the highway will be minimal and suitable measures have been, and will continue to be taken to ensure sustainable transport choices are promoted wherever possible.

3.5 Loss of employment site

- 3.5.1 If approved, the application will result in no loss of employment in the change of use of the building from B8 business to D2 Leisure. The level of employment will increase, as there has been no permanent, part time or temporary staff on site for over three years. The proposed use will provide for two full time employees and up to six part time employees.
- 3.5.2 As stated, Unit 2 has been subject to an prolonged marketing campaign; being appropriately promoted for its existing use for a period in excess of three years. The resultant marketing has failed to attract a permanent tenant.
- 3.5.3 As the site has been marketed for a considerable period of time it is appropriate for the Council to consider alternative uses that would allow the building to be brought back into use that would generate employment, therein alleviating the risks associated with dormant buildings.
- 3.5.4 The proposed works represent an effective and efficient solution that will allow Unit 2 to be converted and occupied by a permanent tenant providing employment with the minimum adaptation works.

4.0 CONCLUSION

- 4.0.1 In considering the planning merits of any development proposal, the starting point is the development plan, as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004. If it can be demonstrated that the proposed accords with the policies of the development plan, or that material considerations indicate that the application should be determined other than in accordance with the development plan, then planning permission should be granted.
- 4.0.2 This statement has demonstrated that the scheme has been developed in response to the context of the surrounding area and the need for CrossFit Ickenham to find a permanent home. As such the development will result in the sustainable re-use of the building and the generation of employment within the urban area.
- 4.0.3 The access and travel arrangements for the site are shown to be well conceived and appropriate in relation to the surrounding area and the needs of the people who will utilise the site in the future. The site itself provides an opportunity for sustainable development.

4.0.4 Accordingly, the development satisfies all relevant planning criteria.