

## **Report of the Head of Planning & Enforcement Services**

**Address** UNIT 2 (PHASE 200), RIVERSIDE WAY INDUSTRIAL ESTATE  
RIVERSIDE WAY UXBRIDGE

**Development:** Change use from Class B1(c) , B2, B8 to a Class D1 (training centre) with associated alterations to internal layout including creation of new stair case, toilets, and an external plant compound at ground level, alterations to access and parking arrangements.

**LBH Ref Nos:** 47163/APP/2011/1336

**Drawing Nos:** W0050-500  
W0050-503 REV B  
W0050-513 REV D  
W0050-515 REV C  
PL-01B  
PL-02A  
PL-03B  
PL-04B  
Planning Statement  
Noise Assessment Report  
Air Quality Statement  
Transport Statement  
Transport Addendum  
Flood Risk Statement  
nlp Letter dated 01/06/2011  
Email from Stephen Millns dated 13th July 2011 'Riverside Way noise impact clarification'  
Email from Stephen Millns dated 18th July 2011 'Riverside Way further noise impact clarification'  
Email from Stephen Millns dated 3rd August 2011 'Riverside Way'  
nlp Letter Dated 4th August 2011 (nlp ref: 12309/03/HS/IY/1809287v1)

**Date Plans Received:** 02/06/2011                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 22/06/2011

### **1. SUMMARY**

The application seeks planning permission to allow for a change of use of unit 2 from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

While the primary use would be for educational purposes the proposal is considered to better meet the objectives of the development plan as a whole than the retention of the industrial unit. Accordingly, no objection is raised to the principal of development in this instance.

The proposal would be appropriate in terms of character and appearance, would provide adequate levels of inclusive design and would not cause any harm to the amenity of residential occupiers.

Accordingly, the application is recommended for approval.

## **2. RECOMMENDATION**

**APPROVAL** subject to the following:

### **1 T8 Time Limit - full planning application 3 years**

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 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### **REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **3 RCU2 Use Within Same Use Class**

The premises shall be used as a National Training Centre for Excellence for Automotive Diagnostic Equipment Testing and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

#### **REASON**

To ensure that the proposal is only utilised for the above purpose and for no other purpose within Use Class D1 which would not better meet the needs of the development plan than industrial, warehousing or appropriate sui generis uses, in accordance with Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **4 NONSC Noise - External Plant**

The rating level of noise emitted from the external plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

#### **REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

### **5 NONSC Storage of oils, fuels and chemicals**

No storage of any oils, fuels or chemicals shall take place unless details have of the facilities for their storage have been submitted to and approved in writing by the Local Planning Authority. Thereafter storage of oils, fuels or chemicals shall only be carried out in accordance with the approved details.

#### **REASON**

To ensure that oils, fuels and chemicals are stored in an appropriate manner in

accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 5.14 of the London Plan.

## **6            SUS6            Green Travel Plan**

Within 6 months of the occupation of the building hereby approved, the occupiers shall submit a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall be proportional to the scale and type of development proposed and will include:

- (1) targets for sustainable travel arrangements
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

### **REASON**

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008)

## **7            H14            Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage (15 spaces), changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

### **REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

## **8            H7            Parking Arrangements (Residential)**

26 of the existing car parking spaces within the red site shown on drawing W0050-500 shall be allocated for the sole use of the development hereby approved. Thereafter these spaces shall be permanently maintained and managed to ensure they are available to users of the development and used for no other purpose.

### **REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

## **9            SUS8            Electric Charging Points**

Prior to occupation of the development hereby approved a minimum of 1 electric vehicle charging point shall be installed in the front parking area shown on drawing PL-01 B. Thereafter the charging point shall be retained and made available for users of the

development for so long as the use continues.

#### REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

#### 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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
LE2	Development in designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
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.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

### **3            I1            Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

### **4            I15            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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

### **5            I25            Consent for the Display of Adverts and Illuminated Signs**

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

### **6            I46            Renewable Resources**

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

### **7            I47            Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

## 8 158 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located off Riverside Way on the central part of the Riverside Way Industrial Estate and comprises an area of 0.46 hectares.

The site contains Unit 2 Riverside Way, which comprises a mix of warehouse and ancillary office floorspace within a modern 2 storey commercial shed of 2,0007 sqm gross external floorspace. The unit is vacant and was last occupied by a tenant in July 2010.

The site also incorporates a total; of 31 car parking spaces and a heavy goods vehicle service yard. There are soft landscaped areas within the site and vehicular links to St John's Road.

The application site is located within the North Uxbridge Industrial and Business Area and lies within Flood Zone 2.

With the exception of the locally listed Mill Building, located directly to the north of the application site. The immediate vicinity is characterised by the Riverside Way Industrial Estate, which comprises a mixture of modern business premises including light industrial (Use Class B1(c)), general industrial (Use Class 2) and Warehousing (Use Class B8) uses. The design of the industrial estate as a whole is consistent with that of unit 2.

Views of the site are available from St. Johns Road adjacent to the Industrial Estate Access and are softened by the extensive area of landscaping adjacent to Waterside House, located to the east of the site.

To the south lies phase 500, of the Riverside Way Industrial Estate site, which currently composes a vacant area of hardstanding, but benefits from planning permission for further industrial units. Further to the south beyond phase 500 lies the Green Belt Boundary.

#### 3.2 Proposed Scheme

The application seeks planning permission to allow for a change of use of unit from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

Internally the building would be altered to provide four garage areas for the provision of



training on diagnostic technology, which would be accessed via the exiting rear service yard. A diesel repair workshop, diesel clean room, theory instruction classrooms, ancillary eating/break out and storage areas would be provided at ground floor level. Additional classroom and break out space would be provided at first floor level.

Externally alterations would be limited to the provision of a 12.4m long by 5.6m wide by 2m high timber slatted enclosure located against the south west of unit 2 within the rear service yard and the associated loss of 5 parking spaces. No alterations are proposed to vehicular or pedestrian access and existing landscaping, refuse and cycle storage facilities would be retained.

It is anticipated that the training centre would run courses throughout the year, providing training for up to 30 people a day. It is anticipated that the centre will provide training for 2,000 technicians in year 1 expanding up to 4,500 technicians in year 5. The proposal would facilitate the relocation of an existing training centre in Denham, which currently employs 3 permanent staff and utilises 12 contract trainers on a part time basis. It is anticipated that the proposed facility will result in an increased level of employment of 11 full time equivalent staff.

### **3.3 Relevant Planning History**

47163/APP/2000/2724 Land At Former No.2 Riverside Way Uxbridge

ERECTION OF INDUSTRIAL/WAREHOUSE UNITS (CLASS B1(c), B2 AND B8) ANCILLARY OFFICES, ASSOCIATED CAR PARKING AND HIGHWAY WORKS (PHASE 2B)(DUPLICATE APPLICATION)

**Decision:** 13-02-2001 Not Determined **Appeal:** 29-06-2001 Allowed

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

The appeal approval and existing building/use is a material planning consideration relevant to the current scheme. Officers have reviewed the appeal documentation, in particular conditions imposed by the inspector. The conditions in this report are consistent with these.

### **4. Planning Policies and Standards**

The London Plan (2011)  
Planning Policy Statement 4

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

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

Part 1 Policies:

- |        |  |
|--------|--|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area.  |
| PT1.12 | To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.   |
| PT1.23 | To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes. |

- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- PT1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.

Part 2 Policies:

- 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.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- R10 Proposals for new meeting halls and buildings for education, social, community and health services
- LE2 Development in designated Industrial and Business Areas
- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- 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.



AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

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

**5.1** Advertisement Expiry Date:- **13th July 2011**

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

## **6. Consultations**

### **External Consultees**

The application has been advertised in accordance with the statutory provision, including the notification of 26 neighbouring owner occupiers.

Two letters of support have been received from Uxbridge College and Brunel University. The letter from Uxbridge College indicates that:

'Uxbridge College is excited at the prospect of welcoming Bosch's National Centre of Excellence for Automotive Diagnostic, which will provide training and development for the next generation of after market automotive engineers in the UK. The College has its own automotive diagnostic provision and would welcome the opportunity to exchange knowledge and experience with Bosch. We would see our partnership development in the following ways:

- (i) Opportunities for industrial knowledge exchange between our staff and Bosch staff;
- (ii) Potential for sponsorship of equipment;
- (iii) Visits by our students to the training centre;
- (iv) Visits by Bosch staff to the College to inform our students of work in tis industry;
- (v) The potential to develop an Apprenticeship programme with Bosch's; and
- (vi) Recruitment opportunities for our students into this industry.

In tough economic times, it is important that we be doing all we can to attract and retain good quality businesses to deliver sustainable economic growth and job opportunities. Bosch's investment in the Borough will act as a reminder that Hillingdon is a great place to do business.

We have already had some initial discussions with Bosch and can see an effective partnership developing that will benefit the College, our students as well as Bosch.'

The letter from Brunel indicates that:

(i) Brunel has a well established reputation for working closely with employers and over the years their students have benefitted from placements and job opportunities at Bosch. The university is keen to develop this relationship further and is excited by the prospect of Bosch establishing their National Centre of Excellence for Automotive Diagnostices at Riverside Way.

(ii) The university have had initial discussions with Bosch and can see a range of possibility that the new centre could provide including broader engagement through placements and intenships, contributions to the curriculum from Bosch staff, material support for 'Brunel Racing' and the Mechanical Engineering Programmes, and research projects.

(iii) Through close links with the automotive industry and the regional industrial parks where many car workshops are based, the university is clear about the need for this unique Centre and its important remit to raise and maintain the standards of automotive engineering in the UK.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT

No objection, subject to a condition regarding the proposed external plant.

ACCESS OFFICER

No objection.

SUSTAINABILITY OFFICER

No Objection.

HIGHWAYS OFFICER

The application site is situated within the Riverside Way Industrial Estate. The development site covers 2.01 hectares in size and has a planning consent for B1c/B2/B8 land uses. There are 20 car parking spaces located to the front of the building and 27 more to the rear.

PTAL accessibility index for the site is low at 0.79, representing a score of 1a (very poor). However the area is served by a number of bus routes. The nearest underground station is Uxbridge.

The proposals are for refurbishment Unit 2 to provide Bosch with a National Training Centre for Automotive Diagnostic Equipment Testing. 5 car parking spaces to the immediate rear of the building will be removed to accommodate new external plant associated with the proposed operation of the new use. There are no proposed changes to the existing access on Riverside Way.

A Transport Statement has been submitted in support of the application.

The training centre would provide four training garage areas and theory instruction rooms where training on diagnostic technology would take place for up to a maximum of 30 trainees per day. Training courses are proposed to run throughout the year and would attract people from all over the UK with the majority of courses being run over 3 days. Courses would predominantly run from Tuesday to Thursday between the hours of 09:00 to 17:00 hours. Given the length of the training course and the attendees being from across the UK it is considered likely that those travelling considerably long distances would stay overnight locally. From Uxbridge town centre the site is located approximately 17 minutes walking time and is also accessible via a short journey by bus.

The traffic impact assessment of the proposed development has indicated that the proposed training centre could result in an additional 6 two-way movements in the morning peak hour and decrease of 3 two-way movements in the evening peak hour during a typical training day (Tuesday to Thursday). During an entire typical training day the vehicular trip generation associated with the training centre could result in a net decrease of in two-way movements compared to the existing lawful use.

Consequently, there is no objection on the highways aspect of the proposals subject to the car parking spaces (except the removal of 5 spaces as proposed) being retained and available for car parking at all times for the proposed development.

## **7. MAIN PLANNING ISSUES**

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

The site is located within the North Uxbridge Industrial and Business Area (IBA) and seeks permission for an educational training centre.

It is recognised that the majority of activity undertaken at the site will be relating to automotive testing and maintenance, with the centre also being utilised to provide research and development with performance data from the centre being captured for these purposes. These particular aspects of the use would normally fall within Use Classes B1(c)/B2 which would be appropriate within an IBA. The fact that a proportion of

the activities on the site would be appropriate needs to be taken into account, however as the main output from the centre would be training the primary use on site would represent a D1 use which would normally be inappropriate within an IBA.

Policy LE2 of the Saved Policies UDP states: 'Industrial and Business Areas (IBA's) are designated for business, industrial and warehousing purposes (Use Classes B1 - B8) and for sui generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that:-

- (i) There is no realistic prospect of land being used for industrial and warehousing purposes in the future; and
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan.
- (iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.'

Policy R10 of the Saved Policies UDP states that: 'The Local Planning Authority Will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to the other policies of this plan.'

London Plan Policies Policy 3.18 Education Facilities, 4.4 Managing Industrial Land and Premises, Policy 4.10 New and Emerging Economic Sectors and 4.12 Improving Opportunities for All are also relevant, as is Planning Policy Statement 4.

With respect to whether there is a realistic prospect of land being used for industrial or warehousing purposes in the future there are a number of criteria (economic, locational and demand based) which need to be taken into account and further guidance is provided within the Mayors Industrial Capacity SPG.

The application is supported by limited information indicating that there has been poor economic performance from the Riverside Industrial Estate for a number of years and limited prospects of improvement. However, the evidence base provided is not substantive and the units on the site are of a modern specification within a decent quality industrial setting. As such there is no compelling reason on face value why the site could not be utilised in the future by employment uses. In addition the application site has only been vacant since July 2010 and no detailed marketing evidence has been provided, as such it is not considered that sufficient evidence exists that there will not be a reasonable demand for an industrial or warehousing use in the future. As such the proposal would not meet the criteria (i) of Policy LE2.

As such, consideration of the proposal hinges on the matter of whether the proposal would better meet the objectives of the development plan as set out within criteria (iii) of Policy LE2. In respect of this consideration the precise type and nature of the proposed use as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing is an important consideration.

Policy 3.18 of the London Plan supports the provision of education facilities in in general, including: 'Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to education purposes....'; and

'Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. On-site or off-site sharing of services between schools and colleges should be supported.'

Policy 4.12 of the London Plan also seeks that: 'Strategic development proposals should support local employment, skills development and training opportunities.'

It is clear that the proposed use for a training facility would make a positive contribution towards policy objectives encouraging educational facilities, in particular through providing training for up to 4,500 technicians. In this respect it is also considered of relevance that the type of training provided would increase the skills of people in the secondary/tertiary industries and these trainees would have increased opportunities to seek employment within industry on a local, regional or national basis.

It is also noted that there are currently two other educational facilities within the London Borough of Hillingdon who operate engineering and automotive courses, these being Brunel University and Uxbridge College. The proposed facility would provide a high quality training facility operated by a leading international supplier of automotive components and training with the application documentation highlighting a desire and willingness to establish links with these institutions. These types of links are particularly encouraged under policy 4.4 of the London Plan and it is noted that Uxbridge College have written in support of the application highlighting that they have had initial discussions regarding partnership working with such a centre and the benefits that this could provide in terms of:

- 1) Opportunity for industrial knowledge exchange;
- 2) Potential for equipment sponsorship;
- 3) Visits, including sharing of facilities and training;
- 4) Potential for apprenticeship programs; and
- 5) Potential recruiting opportunities for college students.

A similar letter of support, indicative of the benefits the centre could provide through partnership working has been received from Brunel University.

Regard should also be had to the fact that the training undertaken at the facility will necessarily involve a number of processes, which are typical of a normal engineering or automotive operation which would ideally be located in an Industrial Area and that it may be difficult to find an appropriate location for such uses in other areas.

It is therefore clear that the proposal would make a valuable contribution toward the objectives of the development plan with respect to educational provision both locally and nationally, which may not easily be accommodated elsewhere within the Borough outside of an Industrial and Business Area.

Planning Policy Statement 4 also indicates that Council's should "adopt a positive and constructive approach towards planning application for economic development. Planning applications that secure sustainable economic growth should be treated favourably" and the Government's recent Ministerial Statement on 'Planning for Growth' encourage local planning authorities to be sensitive to local economic changes, support enterprise and consider the range of likely economic benefits of proposals; including long term or indirect benefits such as the creation of more robust local economies.

In this respect it is noted that the proposal will create up to 11 full time equivalent staff, which would be similar to the number of staff employed by certain other industrial activities which could occupy a site of this type and size. The training provided could also enhance employment prospects within the borough and elsewhere.

It is also of relevance that the proposal would provide diagnostic courses running for periods of up to 4 days, with these being provided to local residents and those from much farther afield. As such many of these trainees will be likely to stay locally in overnight accommodation to attend the courses.

In conclusion, while the proposal would not represent a use which is strictly appropriate for location within a designated IBA it would provide a number of other benefits to matters of material importance, including to education and the local economy, which taken together are considered to better meet the requirements of the development plan as a whole. Accordingly the proposal is considered to comply with Policy LE2 of the Development Plan and other relevant policies mentioned above.

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

The application seeks the change of use of a commercial building to a training centre. As such, residential density is not considered relevant to the proposal.

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

The proposal would not result in any works which would result in harm to archaeological remains, nor is the application site located within a Conservation Area or Area of Special Local Character.

The Mill Building located 50m to the north of the application site on Rockingham Road is locally listed and the General Elliot Public House, located 67m to the west of the application site on St Johns Road is Grade II Listed. The change of use itself would not impact on the setting of these buildings, and neither would the proposed external timber store which would be only 2m high and located within the existing service yard.

#### **7.04 Airport safeguarding**

The proposal would not conflict with aircraft safeguarding criteria.

#### **7.05 Impact on the green belt**

The nearest green belt land is located to the south and east of the wider industrial estate. The proposal would not have any impact on the openness of the green belt.

#### **7.07 Impact on the character & appearance of the area**

The only external alterations proposed to the building involve the erection of a 12.4m long by 5.6m wide by 2m high timber slatted enclosure intended to house a compressor unit. This structure would be of a limited size and abut the south east corner of the existing unit 2 within the rear service yard.

The appearance and scale of this limited structure is considered to be appropriate within the context of this IBA in accordance with Policies BE13 and BE25 of the Saved Policies UDP.

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

The proposal involves the change of use of an existing building within an Industrial and Business Area and the erection of a small timber structure to house a compressor unit. There is no built form proposed which would impact on the amenity of any nearby residential occupiers.

Issues of noise are addressed elsewhere within the relevant section of the report.



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

The proposal is for a training centre, accordingly there will be no future residential occupiers.

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

The application site is located within the Riverside Way Industrial Estate, and has 20 car parking spaces to the front of the buildings, with 27 spaces and a service yard to the rear. The site has a relatively low level of public transport accessibility, but is served by a number of bus routes and is located within a reasonable walking distance (under 600m) from Uxbridge Town Centre.

The proposal would involve the change of use of Unit 2 to provide a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing, the proposal would result in the loss of 5 parking spaces to the immediate rear of the building to accommodate external plant. No changes to the external access arrangements from Riverside Way are proposed.

The application is supported by a transport statement which indicates that the proposed training centre use could result in an additional 6 two-way movements in the morning peak hour and a decrease of 3 two-way movements in the evening peak hour during a typical training day. The proposal is anticipated to potentially result in a decrease in two-way trips over the course of the day compared to the existing lawful use.

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

Issues of design and access are addressed elsewhere within this report.

The application relates to an existing commercial building, which benefits from appropriate boundary treatments and security measures in the existing situation. It is therefore not considered that the proposal would give rise to any concerns in relation to security.

#### **7.12 Disabled access**

The applicant has provided detailed information in respect to accessibility, including but not limited to door widths, refuge areas and toilets. In addition the proposed plans show an acceptable layout with regard to accessibility and the scheme would be serviced by 2 disabled parking bays.

The Council's Access Officer has considered the application in detail and considers that the development as proposed would appropriately accommodate inclusive design and accessibility for the proposed type of use. Accordingly, no objection is raised in terms of accessibility and subject to accordance with the submitted plans no additional conditions required.

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

The proposal seeks a change of use to a training centre, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

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

The application seeks a change of use of an existing industrial unit to a training centre. The proposals would not involve the loss of any of the existing soft landscaping which is currently located on the boundaries of the site. The existing landscaping maintains a sufficient appearance within the industrial site and the proposals would not necessitate the provision of additional or enhanced landscaping.

In addition given the former industrial use of the premises it is served by substantial areas of hardstanding, including a service yard, which could facilitate deliveries for for the



internal and minor external operations without risk of damage to the existing trees.

The proposal would comply with Policies BE25 and BE38 of the Saved Policies UDP.

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

The existing industrial use is serviced by areas set aside for the storage of waste and recycling within the rear service yard.

The current application seeks to retain the current arrangements. It is considered that the existing arrangements for storage of waste and recycling are appropriate in terms of design and capacity to accommodate the needs arising from the proposed training facility.

The development would therefore comply with Policy 5.17 of the London Plan 2011.

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

Policies within chapter 7 of the London Plan seek to minimise the impact of developments on climate change, encouraging sustainable design and reductions in energy use.

These policies apply to change of use applications, however determining whether it is appropriate to impose such requirements in such instances it is important to consider to what extent the energy requirements or impacts of the proposed use differ from those of the existing use, to what extent the matter could be addressed within the scope of the application, and to what extent requiring any such measures would be reasonable.

In this instance, while the proposed training centre technically falls within a D1 use class the actual operation of the centre and its energy use are considered likely to be very similar to that of an B1(c), B2 or B8 use which could make use of the building in the existing situation. In addition no alterations to the building envelope or fabric are proposed and internal alterations are limited, meaning that there are limited efficiency improvements which could be made in the course of the proposed works.

In addition while it may be feasible to incorporate renewable technology at the site this can often have cost and structural implications which are likely to be unreasonable in this particular instance having regard to the limited scope of works and the similarities between the proposed and existing uses.

In this particular instance it is not considered that the proposal would justify the need for substantive works to reduce energy demand and the application would comply with the intention of policies within chapter 7 of the London Plan. However, an informative is recommended encouraging the applicant to minimise energy use and carbon dioxide emissions where possible.

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

The application site is located within flood zone 2, however the application relates to a change of use and the proposed use is not of a level of vulnerability where consultation with the Environment Agency is necessary. Similarly the sequential test and exception tests set out within PPS25 are not relevant to change of use applications of this type.

Having regard to advice within PPS25 that flood risk assessments should be proportionate to the risk and appropriate to the scale, nature and location of the development the applicant has provided a brief Flood Risk Statement.

The proposal would not result in any alterations to levels on the site, the permeability of the surface treatments, drainage facilities or any alterations to the footprint of the existing building other than the installation of a small external compressor and compound. It is therefore not considered that the proposal would result in any increased risk of flooding.

Nor is it considered that the proposed use would be more vulnerable to risks of flooding than the existing lawful use.

Accordingly, the proposal is not considered to give rise to any concerns relating to flood risk and would comply with Policy OE8 of the Saved Policies UDP.

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

##### **NOISE**

In respect of noise impacts the proposal needs to be considered in the context of the existing situation, this being that the existing unit which was granted at appeal in 2001 can be utilised for any purpose within falling within Use Classes B1(c) (Light Industrial), B2 (General Industrial) or B8 (Warehousing) in the existing situation and is not subject to any conditions restricting its operation in terms of hours or noise generation. This matter having been the subject of significant consideration by the Appeal Inspector. In addition the fact that the other units within the estate are also free of restrictions on their operation.

It is also noted that while the proposed use would involve some vehicle testing a diagnostic activity this is proposed to take place as part of the training use which is proposed on the site, which will require an environment which is conducive to communication and teaching. It is therefore considered that the proposed use is likely to result in significantly less noise generation than the uses which could occupy the site in the existing situation.

The proposed change of use would not therefore result in any harm to the amenity of residential occupiers by way of noise, and no conditions are necessary to secure this outcome. Indeed the imposition of any conditions in relation to the use of the premises within this IBA would be considered overly onerous given the existing situation.

The proposal does however, seek permission for the installation of additional external plant in the form of a condenser unit and it is considered that a condition should reasonably be imposed to ensure that the noise emitted from this piece of external equipment is not excessive.

The Council's Environmental Protection Unit raise no objection to the proposal subject to the recommended condition and it is considered that the proposal would comply with Policies OE1 and OE3 of the Saved Policies UDP.

##### **AIR QUALITY**

The application is supported by an air quality assessment due to its location within an air quality management area. However the proposal is predicted to result in a reduction in the number of vehicular trips to the site and as such the report concludes that development would likely lead to a small improvement in local air quality.

The Council's Environmental Protection Unit have reviewed the application and raise no objections in relation to air quality.

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

The comments have been addressed within the body of the report.

#### **7.20 Planning obligations**

The proposal would not necessitate any planning obligations to mitigate its impact.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

#### **8. Observations of the Borough Solicitor**

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

#### **9. Observations of the Director of Finance**

#### **10. CONCLUSION**

The application seeks planning permission to allow for a change of use of unit from B1(c), B2 and B8 to a training centre falling within Use Class D1, more specifically the proposal is for the building to be utilised as a Bosch National Training Centre of Excellence for Automotive diagnostic equipment testing.

While the primary use would be for educational purposes the proposal is considered to better meet the objectives of the development plan as a whole than the retention of the industrial unit. Accordingly, no objection is raised to the principal of development in this instance.

The proposal would be appropriate in terms of character and appearance, would provide adequate levels of inclusive design and would not cause any harm to the amenity of residential occupiers.

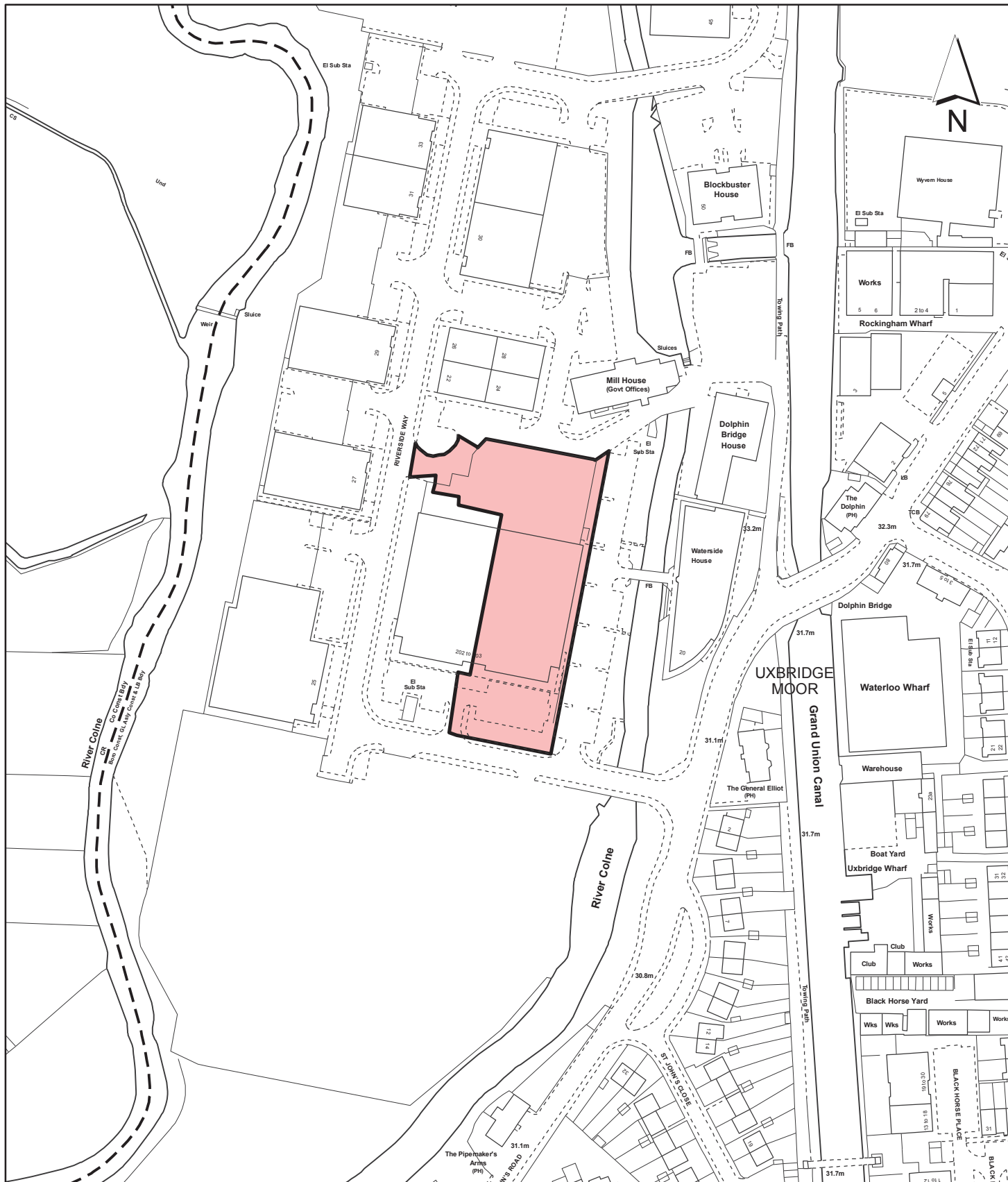
Accordingly, the application is recommended for approval.

#### **11. Reference Documents**

The London Plan (2011)  
Planning Policy Statement 4

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## Notes



Site boundary

For identification purposes only.

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Site Address

**Unit 2 (Phase 200)**  
**Riverside Industrial Estate**  
**Riverside Way, Uxbridge**

Planning Application Ref:

**47163/APP/2011/1336**

Planning Committee

**Central and South**

Scale

**1:2,000**

Date

**August**  
**2011**

**LONDON BOROUGH**  
**OF HILLINGDON**  
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