

Report of the Head of Planning, Sport and Green Spaces

Address 53-55 THE BROADWAY JOEL STREET NORTHWOOD

Development: Change of use of 1st and 2nd Floors to Class D2 (gym).

LBH Ref Nos: 5564/APP/2016/3908

Drawing Nos: Final Statement Northwood Hills 090916 D2 1st-2nc
FLU.387.5.02
FLU.387.5.04
FLU.387.5.06
FLU.387.5.03
FLU.387.5.07
FLU.387.5.05
FLU.387.5.08
FLU.387.5.10
FLU.387.5.12
FLU.387.5.09
FLU.387.5.13
FLU.387.5.11
FLU.387.5.01

Date Plans Received: 24/10/2016

Date(s) of Amendment(s):

Date Application Valid: 24/10/2016

1. SUMMARY

Planning permission is sought for the change of use of the upper floors from offices (Class B1a) to a gym (Class D2). There are no external modification proposed, therefore the development would have no impact on the visual amenity of the area. The site is located in close proximity to modes of public transport and 16 no. car parking spaces are available. It is therefore considered the proposal would not result in harm to the local highway network. Any potential noise impact on neighbouring residents can be dealt with satisfactorily through an appropriate condition. The application is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HH-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:

FLU.387.5.08 Proposed Basement Plan

FLU.387.5.10 Proposed First Floor Plan

FLU.387.5.12 Proposed Front Elevation
FLU.387.5.09 Proposed Ground Floor Plan
FLU.387.5.13 Proposed Rear Elevation
FLU.387.5.11 Proposed Second Floor Plan

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/BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 A21 Parking for Wheelchair Disabled People

2no. of parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked with the Universal Wheelchair Symbol both vertically and horizontally. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances.

4 A12 Surfacing/Parking Spaces Defined

The access roads and parking areas shall be surfaced with dustless materials and the car parking spaces shall be marked out on site before the development hereby approved is occupied.

REASON

To prevent the emission of dust and deposit of mud on the highway and to ensure parking areas are clearly identified.

5 COM22 Operating Hours

The premises shall not be used except between:-
0800 and 2200, Mondays - Fridays
0800 to 2200 Saturdays
1000 to 1800 Sundays, Public or Bank Holidays.

REASON

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

6 NONSC Non Standard Condition

The gym (Use class D2) and associated car parking hereby approved shall be for use solely by users of the facility.

REASON

To ensure adequate off-street parking, and highway and pedestrian safety in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2015).

7 COM16 Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme will include sound insulation measures, administrative measures and limitation measures. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

8 B24 Amplified Noise

No music and/or other amplified sound shall be audible at the boundary of any residential premises either attached to or in the vicinity of the premises to which this application refers.

REASON

To ensure that the use does not detract from the amenities of local residents.

9 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, 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 using the facility.

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 Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

10 COM12 Use Within Same Use Class

The premises shall be used for a gym and for no other purpose (including any other purpose in Class D2) of the Schedule to the Town and Country Planning (Use Classes) Order 1987(as amended).

REASON

To allow the Local Planning Authority to consider the amenity, highways and other impacts of any potential alternative use of the site.

11 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained

thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy/ies AM13/R16 [refer to the relevant policy/ies] of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (2016) Policies 3.1, 3.8 and 7.2

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
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.
BE13	New development must harmonise with the existing street scene.
OE1	Protection of the character and amenities of surrounding properties and the local area
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R3	Indoor sports, leisure and entertainment facilities

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on the east side of The Broadway, Joel Street, immediately

to the north of Northwood Hills Tube Station. A mainly residential street, Ferndown, runs along the back of the Broadway parade. The site consists of a mid 1980's red brick three storey building with basement/lower ground level. A public house occupies the ground level from Joel Street, which is listed as an Asset of Community Value (ACV). The upper floor levels were previously used as offices, but are currently vacant. The upper floors are not affected by the ACV designation. There are significant differences in ground levels between the front and rear of the site with Ferndown approximately 3m lower than Joel Street. The site includes undercroft parking at lower ground floor level with more parking to the rear of the main building with access from Ferndown. The existing building is neither listed nor located within a conservation area. The site has a Public Transport Accessibility Level (PTAL) of 3 (Moderate).

The site is located within the Northwood Hills Town Centre and is a designated Secondary Shopping Area. The Broadway is characterised by mainly three storey terrace properties with commercial/retail at ground floor level. Ferndown to the rear of the site is much more residential in nature and comprises mainly two storey semi detached and terrace residential properties. To the south, the Metropolitan line abuts the site and beyond, there are three and four storey mixed use buildings on Joel Street, but the streets that branch off either side of the main road are characterised by mainly two storey residential properties.

3.2 Proposed Scheme

The proposal seeks to change the use of the upper floors from offices (Class B1a) to a gym (Class D2).

3.3 Relevant Planning History

5564/APP/2015/3770 53-55 The Broadway Joel Street Northwood
Change of Use of first and second floor from offices (Use Class B1) to 6 x 1-bed and 4 x 2-bed flats (Prior Approval)

Decision: 03-12-2015 PRN

5564/APP/2016/3439 The William Jolle Ph, 53 The Broadway Joel Street Northwood
Change of use of ground floor to Class D1 (Doctor or Dentist Practice) and installation of a replacement shopfront

Decision: 10-01-2017 Withdrawn

5564/APP/2016/3468 The William Jolle Ph, 53 The Broadway Joel Street Northwood
Change of use of ground floor to Class A1 and installation of a replacement shopfront

Decision: 10-01-2017 Withdrawn

5564/APP/2016/3469 53-55 The Broadway Joel Street Northwood
Change of use of 1st and 2nd Floors to Class D1 (dentist or doctors).

Decision: 10-01-2017 Withdrawn

Comment on Relevant Planning History

5564/APP/2016/3468 (11/01/2017) WITHDRAWN Change of use of ground floor to Class A1 and installation of a replacement shopfront.

5564/APP/2016/3469 (11/01/2017) WITHDRAWN Change of use of 1st and 2nd Floors to Class D1 (dentist or doctors).

5564/APP/2015/3770 (03/12/2015) PRIOR APPROVAL Change of Use of first and second floor from offices (Use Class B1) to 6 x 1-bed and 4 x 2-bed flats.

There have been several applications at the site in the recent past, this application differs to the previous application as this application applies to the upper floors only.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM5 (2012) Sport and Leisure

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

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.

BE13 New development must harmonise with the existing street scene.

OE1 Protection of the character and amenities of surrounding properties and the local area

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

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

R2 Provision of recreation, entertainment and leisure facilities in Town Centres

R3 Indoor sports, leisure and entertainment facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 24th November 2016

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbouring residents were consulted on the application between 1 November 2016 and 22 November 2016.

2no. objections and 1 petition was received.

I object in relation to the impact on parking within the residential roads of Briarwood Drive, Ferndown and Oakdale Avenue and also on Joel Street. Supporting information shows that the second floor of this development will contain some 65 items of Gym equipment and that there will be 10 full time plus 4 part time employees. Therefore this building could be occupied at anytime by up to 80 or more people (customers and employees. The building itself has only 10 parking spaces which may be for employees, and so raises the issue of customer parking with the available options being the streets I have mentioned above. The residential streets mentioned already are subject to commuter parking for Northwood Hills Station particularly from Monday to Friday from 7am to 7pm. This additional parking of gym customers will occur beyond these commuter times and also into Saturday and Sundays depending on the opening hours of the Gym. On the latter I also note there is no proposal given on the opening hours and I would express further objection if these were beyond 11pm at night on weekdays and included Sundays.

NORTHWOOD HILLS RESIDENTS ASSOCIATION

Object to the planning application for the following reasons:

A) On the 3 December 2015 an application to change the use of the 1st and second floors from Offices (Class B1) to 6 x 1 bed and 4 x2 bed flats under the prior Approval rules was confirmed by London Borough of Hillingdon Reference 5564/APP/2015/3770.

Recent comments made by Mayor Khan indicated that the GLA wish to see surplus Commercial Space converted into residential accommodation rather than the other way around.

B) Conversion to Class D1 or Class D2 will have severe impacts on parking in Joel Steet, Ferndown and other surrounding roads in an area already blighted with major parking issues. These issues are so severe that the Council (Please refer to the Cabinet Member for Transport) is currently considering the introduction of Residents only Parking zones. In the area. There is insufficient available parking to support either the D1 or D2 proposal.

C) Northwood Hills an official PTAL rating of 2 which is poor.

D) The increased vehicular traffic will undoubtedly have a major impact on residential neighbours, in particularly noise from a Gym if the premises are to remain open after 18:00 Monday to Friday and at weekends. Residential flats adjoin to the 1st and second floors.

E) The Hillingdon Local Plan (Development Management Policies) section 8.12 states "the Council will not support development which will unacceptably contribute to traffic movements, deleteriously impact on the highways network or road user safety (including pedestrian), or affect residential amenity including noise, congestion or inadequate parking provision". These applications fail this test and should therefore be declined.

F) NHRA deem applications 5564/APP/2016/3469 and 5564/APP/2016/3098 multiple and as such suggest that the Council is entitled to reject these under section 70c of The Town and Country

Planning Act (as amended).

PETITION

A petition with 20 signatures was received requesting that the application should be decided by the planning committee.

LUL

London Underground Infrastructure Protection made no comment to make on this planning application.

Internal Consultees

HIGHWAYS

The proposals would preserve current access arrangements. As the proposed use of the site does not entail any specific access requirements, no comments are therefore raised with reference to vehicular access.

It is not considered that trip generation would increase significantly as a result of the proposed change of use. Car trips generated by the proposed use are therefore unlikely to have a severe impact on existing traffic operations in the surrounding road network.

Car parking spaces need to be clearly marked on the submitted plans, both in the undercroft and courtyard area. 10% of the total parking spaces need to be designed for use by blue badge holders.

The applicant needs to justify that the number of provided parking spaces is adequate to meet the parking demand generated by the proposed development, though an analysis of the staff levels and the number of customers that are expected to travel by private transport.

The parking spaces within the site boundary shall be used for the sole use of staff and customers of the proposed facility and for no other purpose for the duration of the development. This requirement needs to be secured through an appropriate condition on the planning permission.

The applicant needs to provide 1 secure bicycle storage space per 15sqm of floor space. Details of the type, location and number of the proposed bicycle storage spaces shall be shown on the submitted drawings.

I write with reference to application no. 5564/APP/2016/3908 for change of use of the first and second floor at 53 - 55 Joel Street from Office to Gym (D2).

I understand that there is a concern from local residents regarding the potential for the proposed gym to increase parking pressure in the surrounding residential roads, which already experience significant parking congestion.

The submitted Transport Statement in support of the proposals estimates that the proposed gym would generate some 2 - 4 trips during AM and PM peaks. The document is rather incomplete and does not provide an accurate assessment of the proposals however, even if we multiplied the estimated figures by a factor of 4, the number of hourly trips generated by the gym would be below the stated parking provision (16 vehicles).

It should be noted that the application site is very close to a London Underground station and within short distance of local buses. Also, this type of facilities tends to attract local residents within walking distance from the site.

Two conditions are proposed:

- That at least 16 parking spaces be provided and a detailed car park layout be provided with all spaces clearly marked (at least 2 suitable for blue badge holders);
- Storage for at least 60 bicycles should be provided; these could include both short and long term storage.

The first conditions will ensure that sufficient parking space is provided; the second will further reduce the reliance on private cars for the future gym customers, as these are likely to be fit, relatively and health conscious people, who are more likely to consider bicycles as a means of transport.

For all the reasons stated above, I feel that the proposed development will not have a severe impact on the local highway network.

ENVIRONMENTAL PROTECTION UNIT

The potential noise from this type of development is an issue. For instance Music noise will need to be controlled as will potential impact noise from equipment or exercise classes. This will require improved sound insulation and other measures to control the potential noise. Please ask the applicants to provide a noise report looking at the potential noise and appropriate mitigation measures including the sound insulation within the building and between this and neighbouring premises.

(Officer Comment: It is considered that through appropriately worded conditions all of the above concerns can be addressed. Given the existing use and location above a public house officers do not think permission can be withheld because a noise report was not submitted with the application).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Strategic Objective 18 of the Hillingdon Local Plan: Part 1 (November 2012) seeks to improve access to local services and facilities, including health, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport.

Map 5.3 refers to Northwood Hills as a Minor Centre and Policy EM5 of the Hillingdon Local Plan: Part 1 seeks to direct appropriate use to town centres.

Policy R2 of the Local Plan: Part 2 (November 2012) seeks to enhance the vitality of the town centre and encourages the provision recreation and leisure facilities in such locations.

Policy R3 of the Local Plan: Part 2 (November 2012) considers sports and leisure facilities appropriate provided they cater for the needs of people living within a 1.6km radius of the site, are accessible by public transport and will not be detrimental to the amenity of the surrounding area.

It is considered the a gym (Use Class D2) is considered to be an appropriate use within the town centre. The site is located conveniently in the centre of Northwood Hills and is easily accessible by public transport. The applicant also submitted a Needs Assessment setting out that there is a demand for the proposed use in the local area. It is considered that the

amenity impact of the proposal can be mitigated through the use of conditions and as such, the principle of the proposal is considered to be acceptable.

7.02 Density of the proposed development

Not applicable to this proposal.

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

No external alterations are proposed as part of the application, this is not applicable to this proposal.

7.04 Airport safeguarding

Not applicable to this proposal.

7.05 Impact on the green belt

Not applicable to this proposal.

7.07 Impact on the character & appearance of the area

No external alterations are proposed as part of the application, as such the application would not result in harm to the street scene or the appearance of the area.

7.08 Impact on neighbours

The most significant impact on neighbouring residents is the potential impact of noise. A number of the buildings in the Broadway have residential accommodation on the floors above.

Conditions are attached which require details of sound proofing and other noise mitigation measures. A condition limiting the hours of use of the proposed gym is also proposed.

7.09 Living conditions for future occupiers

Not applicable to this proposal.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) require development proposals to be assessed against their traffic generation and the availability of public transport and the capacity and functions of principal roads. Policy AM9 seeks to ensure that adequate provision for cyclists is made in development proposals. Policies AM14 and AM15 require parking to be provided in accordance with standards, including provision for disabled persons.

16no. car parking spaces are available for users of the premise. The site is conveniently located next to a train station and buses. Concerns raised by residents within the local area have been acknowledged and duly considered by Officers. The Highways Officer considers that the proposal would not result in a detrimental impact to the local highway network due to its proximity to public transport nodes. A condition is included which seeks details of cycle parking and a further condition requires the applicant to clearly mark the car parking spaces and to secure 2 no. disabled car parking bays.

7.11 Urban design, access and security

No external changes are proposed. The first and second floors of the building, currently vacant office accommodation will be converted to use as a gymnasium of approximately 840 sqm. The ground floor access from Joel Street/Ferndern and lower ground floor access to the parking level will be as existing. The existing lift access will be retained. Level access is provided to the lifts.

Any signage required will be the subject of a separate application for advert consent.

7.12 Disabled access

Conditions are recommended to ensure the internal layout is fully wheelchair accessible.

7.13 Provision of affordable & special needs housing

Not applicable to this proposal.

7.14 Trees, Landscaping and Ecology

Not applicable to this proposal.

7.15 Sustainable waste management

As the proposal is for a change of use, the waste management arrangements are to remain as existing.

7.16 Renewable energy / Sustainability

Not applicable to this proposal.

7.17 Flooding or Drainage Issues

Not applicable to this proposal.

7.18 Noise or Air Quality Issues

Noise issues can be controlled through conditions controlling hours of use, a scheme of noise mitigation measures and control of amplified music.

7.19 Comments on Public Consultations

The objections relating to car parking have been considered by the Highways Officer and appropriate conditions have been secured to mitigate against the impact of the proposal on the local highways network.

7.20 Planning Obligations

It is not considered that Planning Obligations would be required

7.21 Expediency of enforcement action

Not applicable to this proposal.

7.22 Other Issues

No other issues.

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

10. CONCLUSION

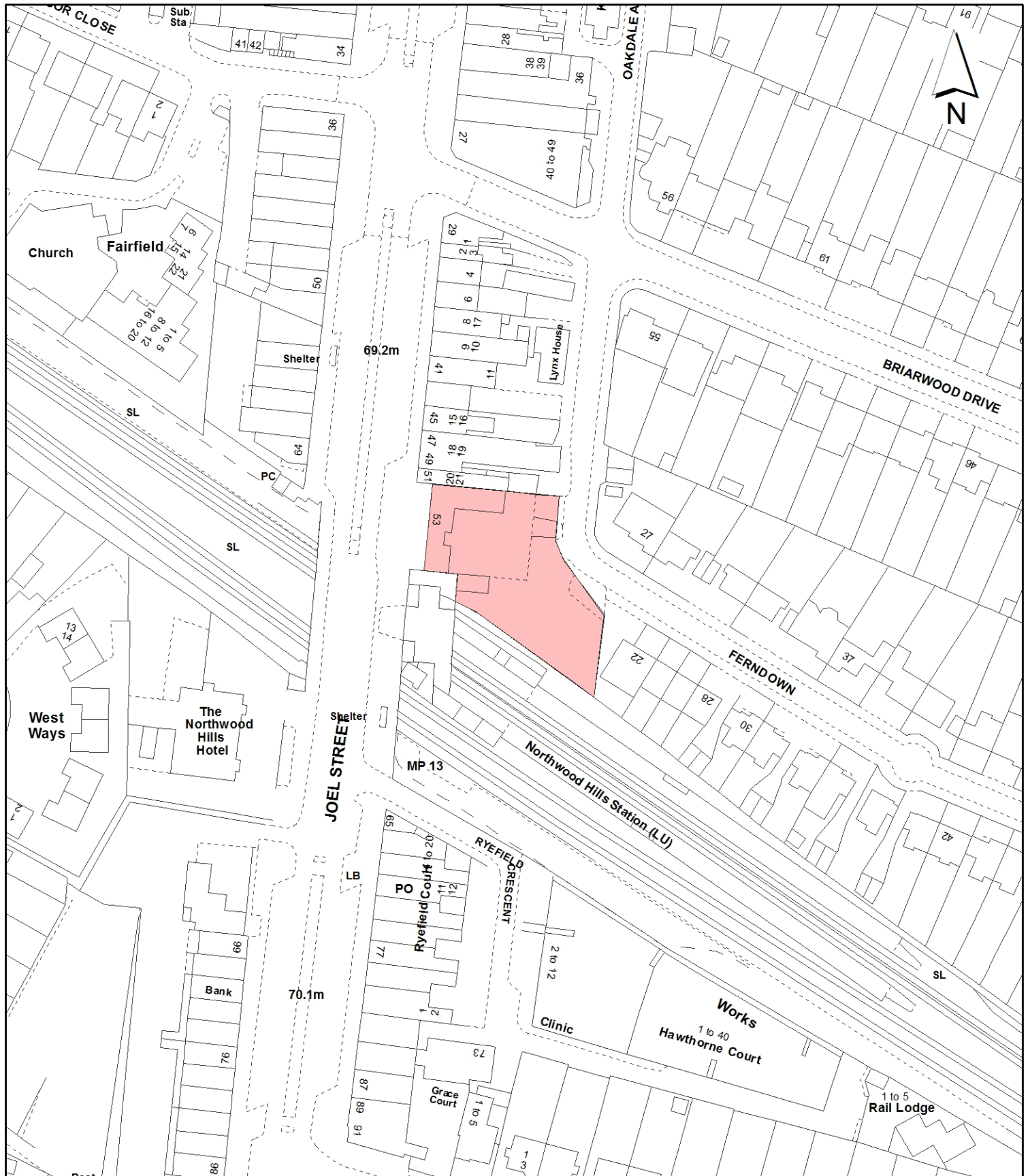
The development seeks the the change of use of the upper floors from offices (Class B1a) to a gym (Class D2). There are no external modification proposed, as such the development would have limited impact on the visual amenity of the area. Conditions have been proposed to ensure the development will not detrimentally harm the amenity of neighbouring residents. The site is located in close proximity to modes of public transport and 16no. car parking spaces are available. It is therefore considered the proposal would not result in harm to the local highway network and approval is recommended.

11. Reference Documents

Hillingdon Local Plan Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan Part 2
The London Plan (2016)
Supplementary Planning Document 'Accessible Hillingdon'
National Planning Policy Framework

Contact Officer: Zenab Haji-Ismael

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Notes:

 Site boundary

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Site Address:

**53-55 The Broadway
 Joel Street
 (Above William Jolle Pub)**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

5564/APP/2016/3908

Scale:

1:1,250

Planning Committee:

North

Date:

March 2017



HILLINGDON
 LONDON