

Report of the Head of Planning, Transportation and Regeneration

Address 53-55 THE BROADWAY JOEL STREET NORTHWOOD

Development: Subdivision and part change of use of existing Drinks Establishment (Use Class A4) to create a Retail Shop (Use Class A1) with retention of existing Public House and associated alterations to shopfront

LBH Ref Nos: 5564/APP/2019/675

Drawing Nos: Traffic Report Issue A (25 February 2019)
Marketing Report
FLU.387.2A.02 Rev. A Existing Basement Floor Plan
FLU.387.2.06 Existing Front Elevation
FLU.387.2A.03 Rev. A Existing Ground Floor Plan
FLU.387.2.13 Proposed Rear Elevation
FLU.387.2.07 Existing Rear Elevation
FLU.387.2A.06 Rev. D Proposed Basement Plan
FLU.387.2.12 Rev. A Proposed Front Elevation
FLU.387.2A.07 Rev. E Proposed Ground Floor Plan
FLU.387.2.01 Rev. B Proposed Site Layouts and Location Plan
2019/DA/05222 Addendum to Planning, Design and Access Statement
Servicing and Delivery Strategy for A4 Use Issue A (Dated 27th June 2019)
Planning, Design and Access Statement (June 2019)
3379-01 Rev. A AutoTRACK Analysis for 8.1m Rigid Delivery Vehicle

Date Plans Received:	26/02/2019	Date(s) of Amendment(s):	28/06/2019
Date Application Valid:	26/02/2019		26/02/2019
			17/06/2019

1. SUMMARY

This application seeks permission for the subdivision and part change of use of the existing drinks establishment (Use Class A4) to create a retail shop (Use Class A1) with the retention of the existing Public House and associated alterations to shopfront. This would not result in the loss of a public house use or Asset of Community Value (ACV), although it would reduce its existing floorspace. The proposal would not lead to a shortfall in the provision of Use Class A4 uses within Northwood Hills Town Centre and would not represent an unnecessary loss of a valued facility. The proposed units would have adequate space and appropriate delivery and servicing arrangements. Given the ACV designation, the response to public consultation is particularly important and there appears to be greater public support than objection to the proposal. On balance, the proposal is considered to be acceptable. It is further considered that refusal of permission would leave the unit vacant for a further indefinite period time, acting against the vitality of Northwood Hills Town Centre. As such, the proposed development is considered acceptable in principle and with regard to impact on the character and appearance of the area, the local highway network, residential amenity, waste and access. This application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1	COM3	Time Limit
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The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers FLU.387.2.01 Rev. B, FLU.387.2A.02 Rev. A, FLU.387.2A.03 Rev. A, FLU.387.2.13, FLU.387.2.06, FLU.387.2.07, FLU.387.2A.06 Rev. D, FLU.387.2.12 Rev. A, FLU.387.2A.07 Rev. E and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and the London Plan (March 2016).

3 COM5 General compliance with supporting documentation

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

Traffic Report Issue A (25 February 2019); and
Servicing and Delivery Strategy for A4 Use Issue A (Dated 27th June 2019).

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and the London Plan (March 2016).

4 NONSC Cycle Storage

Prior to the operation of the proposed use, a plan detailing the provision of 17 secure and accessible cycle spaces for the new retail unit shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the development provides sufficient cycle parking facilities, in accordance with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), DMT 5 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.9 of the London Plan (March 2016).

5 NONSC Construction Logistics Plan

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate measures so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 1 and DMT 2 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.3 of the London Plan (March 2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R8	Loss of facilities which support arts, cultural and entertainment activities
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMTC 1	Town Centre Development
DMTC 4	Amenity and Town Centre Uses
DMHB 11	Design of New Development
DMHB 13	Shopfronts
DMT 1	Managing Transport Impacts

DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 5.17	(2016) Waste capacity
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities

3 170 LBH worked applicant in a positive & proactive (Granting)

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

3. CONSIDERATIONS

3.1 Site and Locality

The 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. The vacant William Jolle Public House occupies the ground level from Joel Street, which is listed as an ACV until October 2020. The first and second floors are used for a 24 hour gym. 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) and located in an area with a number of parking restrictions.

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

This application seeks permission for the subdivision and part change of use of the existing drinks establishment (Use Class A4), and ACV, to create a retail shop (Use Class A1) with the retention of the existing Public House at a reduced capacity. The proposal also involves

minor alterations to the shopfront.

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

5564/APP/2016/3908 53-55 The Broadway Joel Street Northwood

Change of use of the 1st and 2nd floors to a 24 hour gym (Class D2).

Decision: 20-06-2017 Refused **Appeal:** 24-11-2017 Allowed

5564/APP/2017/1007 The William Jolle, 53 The Broadway Joel Street Northwood

Change of use of Basement and ground floor to Class A1 and A4.

Decision: 04-04-2017 Withdrawn

5564/APP/2017/1250 The William Jolle, 53 The Broadway Joel Street Northwood

Subdivision and part change of use of premises to provide a retail unit (Use Class A1).

Decision: 22-05-2017 Withdrawn

5564/APP/2018/1121 53-55 The Broadway Joel Street Northwood

Details pursuant to Conditions 3 (Environmental Noise), 6 (CCTV), 7 (Facility Management Plan 9 (Sound Insulation), 12 (Car Parking Spaces), 13 (Wheelchair Car Parking), 14 (Cycle Parking), 15 (Details of Access and Entrance) and 16 (Travel Plan) of Appeal Ref: APP/R5510/W/17/3179261 dated 24 November 2017 (Council application ref: 5564/APP/2016/3908) (Change of use of the 1st and 2nd floors to a 24 hour gym (Class D2)

Decision: 03-08-2018 Approved

5564/APP/2018/153 Rear Of 53-55 The Broadway Joel Street Northwood

Details pursuant to Conditions 12 (car parking layout), 13 (disabled car parking spaces) and 14 (secure cycle storage) of Secretary of State's Appeal Decision ref: APP/R5510/W/17/3179261 dated 24/11/2017 (LBH ref: 5564/APP/2016/3908) -change of use of the 1st and 2nd floors to a hour gym (Class D2)

Decision: 08-03-2018 Approved

5564/APP/2018/2088 53-55 The Broadway Joel Street Northwood

Erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover

Decision: 16-08-2018 Approved

5564/APP/2018/3932 Rear Of 53-55 The Broadway Joel Street Northwood

Details pursuant to conditions 3 (Materials), 4 (Landscaping), 5 (Sustainable Water Management), 6 (Noise Generation), 7 (Parking Allocation) and 10 (Demolition and Construction Plan) of planning permission Ref: 5564/APP/2018/2088 dated 16/08/2018 (Erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover)

Decision: 12-02-2019 Approved

5564/APP/2018/4100 53-55 The Broadway Joel Street Northwood

Erection of a part two storey, part three storey building with habitable roofspace to provide 3 x studios and 6 x 2-bed flats with associated parking and bin and cycle storage, involving alterations to existing crossover

Decision:

5564/APP/2018/799 53-55 The Broadway Joel Street Northwood

Erection of a 2 storey building with accommodation in the roof to provide 4 residential units (1 x bedroom and 3 x 2 bedroom flats) with associated works including car parking, landscaping and installation of a crossover

Decision: 11-05-2018 Refused

Comment on Relevant Planning History

Application reference 5564/APP/2016/3468 for the change of use of the ground floor to Class A1 and installation of a replacement shopfront was withdrawn. Application reference 5564/APP/2017/1007 for the change of use of the basement and ground floor to Class A1 and A4 was also withdrawn. Application reference 5564/APP/2017/1250 for the subdivision and part change of use of premises to provide a retail unit (Use Class A1) was again withdrawn.

Application reference 5564/APP/2016/3908 for the change of use of the 1st and 2nd floors to a 24 hour gym (Class D2) was refused but allowed at appeal under reference APP/R5510/W/17/3179261. The appeal decision notice attached a number of conditions including:

Condition 12 - The development shall not be occupied until the 16 parking spaces shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

Condition 14 - No part of the development hereby permitted shall be commenced until details of covered and secure storage for 60 cycles for users of and visitors to the development have 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.

Application reference 5564/APP/2018/153 discharged Conditions 12 (car parking layout), 13 (disabled car parking spaces) and 14 (secure cycle storage) of Secretary of State's Appeal Decision ref: APP/R5510/W/17/3179261 dated 24/11/2017 (LBH ref: 5564/APP/2016/3908) -change of use of the 1st and 2nd floors to a 24 hour gym (Class D2)

Application reference 5564/APP/2018/1121 discharged Conditions 3 (Environmental Noise), 6 (CCTV), 7 (Facility Management Plan), 9 (Sound Insulation), 12 (Car Parking Spaces), 13 (Wheelchair Car Parking), 14 (Cycle Parking), 15 (Details of Access and Entrance) and 16 (Travel Plan) of Appeal Ref: APP/R5510/W/17/3179261 dated 24 November 2017 (Council application ref: 5564/APP/2016/3908) (Change of use of the 1st and 2nd floors to a 24 hour gym (Class D2)

Application reference 5564/APP/2018/2088 permitted the erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover

Application reference 5564/APP/2018/3932 discharged Conditions 3 (Materials), 4 (Landscaping), 5 (Sustainable Water Management), 6 (Noise Generation), 7 (Parking Allocation) and 10 (Demolition and Construction Plan) of planning permission Ref: 5564/APP/2018/2088 dated 16/08/2018 (Erection of a 2 storey building with accommodation in the roof to provide 4 x 2 bedroom self contained flats with associated car parking, landscaping and installation of a crossover)

Case Officer Comment:

Based on a site visit, the following two contraventions have been identified:

- Where there should be parking spaces 15 and 16, there is a generator. The gym is currently operational and therefore does not comply with the conditions of appeal reference APP/R5510/W/17/3179261.

- The approved 60 cycle spaces are not in place. Again this contravenes the conditions of appeal reference APP/R5510/W/17/3179261.

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.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- AM14 New development and car parking standards.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- 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.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- R11 Proposals that involve the loss of land or buildings used for education, social, community and health services
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
- R8 Loss of facilities which support arts, cultural and entertainment activities
- DMCI 1 Retention of Existing Community Sport and Education Facilities
- DMTC 1 Town Centre Development
- DMTC 4 Amenity and Town Centre Uses
- DMHB 11 Design of New Development
- DMHB 13 Shopfronts
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 5.17 (2016) Waste capacity
- LPP 6.9 (2016) Cycling
- LPP 6.13 (2016) Parking
- LPP 7.2 (2016) An inclusive environment
- LPP 7.4 (2016) Local character

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A site notice was erected and letters were sent to neighbouring properties. All consultations expired on the 04/06/2019.

A petition in support of the planning application was received with 26 signatories. Three objections from members of the public were also received. These are summarised as follows:

- The proposal would reduce the provision of public houses in Northwood Hills with no reasonable alternative facilities.
- The Locker Room is a sports bar. It offers no food, real ale or a pub experience and is more expensive than Wetherspoons.
- Wetherspoons have no large screens, promote community as a social meeting place and was comfortable for the older generations.
- The Locker Room's presence is not guaranteed.
- The applicant runs the Locker Room and Namaste Lounge.
- Namaste lounge and the Villa Caf both are primarily restaurants and are not comparable replacements.
- There is no valid supporting information that the existing premises could not be a viable Pub.
- The applicant states that Wetherspoons was closed as the business was no longer viable. This amounts to no more than hearsay. Alternatively in the public domain in September 2016 the Camra publication London Drinker reported Wetherspoon were closing 10 leasehold pubs including the William Jolle, as they wanted to have only freehold properties in their estate.
- In the months before it closed, a petition was presented to Wetherspoons with circa 350 signatures requesting a review of their decision to close. As stated under section 6.1 of the Planning Statement, it was apparent to M&S that there was strong feeling about the loss of the William Jolle. The doubling in rent for the premises was also a significant factor in the decision to close.
- If the Locker Room is viable at the higher price, then a larger pub with lower prices should be viable.
- Wetherspoons took over the site in the same stripped condition it is now, demonstrating that it can be viable over a 20 year period.
- Given the high level of cost is a supporting argument in favour of giving the planning permission an independent view be sought on this prior to any decision.
- There are similar sized large pubs namely the JJ moons in Ruislip Manor and the Ascott in Easctote that remain viable in a similar mixed shopping location.
- There is no independent information to back the statement of general support claimed at the community engagement exercise.
- The event was organised by Progress Planning, VDBM and the owner of the Namaste Lounge all of whom have interest in the success of this planning application. The neutrality of information presented is questionable.
- There is support for the ACV and there was a separate local petition to retain it as a pub.
- Northwood Hills is said to be a quiet suburb not requiring larger A4 facilities. It is the lack of such facilities that have led to it being quiet.
- Northwood Hills has no need for a further retail/supermarket outlet Northwood hills already has too many retail/supermarket premises (NISA, Sultan Food, Space, Northwood Food and Wine,

Greenland, Tesco and Northwood Local and others). Another adds no benefit to residents that would outweigh the loss of benefits from reduced A4 facilities.

- The proposal overturns the restrictions imposed on the site by the ACV issued November 2016.
- The proposal is another attempt to circumvent the protection offered by the ACV and should not be allowed.
- The reduction in size of the premises on offer could lead to new interest from companies and individuals who could re-open it as a pub.
- The designation of the ACV is intended to be extended.

A second round of consultation was conducted following submission for further information and expired on 16/07/2019. One objection was received and is summarised as follows:

- The amended application only really differs by giving the name of the potential tenant. This should have no bearing on the planning decision process.
- Typically Micro Breweries will charge between £4-5 a drink (as per Beer Asylum in Pinner and the Hop and Vine in Ruislip). The higher drinks price level goes against their previous viability argument.
- To be a community pub providing a social meeting place for all it needs to be affordable to all.
- The amendment repeats the hearsay comments about Wetherspoon's reasons for closure, and offers no further independent supporting evidence for the conclusions they draw from their community consultation.

Case Officer Comment:

All relevant material planning considerations are covered in the main body of the report. It is also noted the local councillor has called the application in for determination by the Planning Committee due to the properties designation as an ACV.

Northwood Hills Residents Association:

Due to the property being vacant for a long period of time Northwood Hills Residents' Association do not object to the concept of the unit being split into two - part retail, part public House. However, we would like to see the current Asset of The Community Order replaced with a new Asset of The Community Order, either voluntary or compulsory, for the maximum period allowed.

Internal Consultees

POLICY OFFICER:

Agreed principle of development.

HIGHWAYS OFFICER:

Site Characteristics & Background

The site is located on Joel Street and is placed within the local district shopping centre in Northwood. The proposed development is positioned to the rear of the site address with vehicular access taken at the rear from Ferndown which is a local residential road. The address was previously a vacant office block on the 1st and 2nd floors with a 'Drinks establishment' on the ground floor which is designated as an 'asset of community value' but remains vacant. The proposed A1 planning use class development currently forms nearly 60% of the aforementioned A4 'Drinks establishment'

The vacant offices attained consent for a 24hr Gym D2 use class (5564/APP/2016/3908) utilising the 1st & 2nd floors which was allowed on appeal in late 2017 and is now in place with 16 parking spaces (6 within the under-croft with the remainder allocated to the rear of the site and accessed via Ferndown). The site also benefits from a subsequent consent for 4 two bedroom units

(5564/APP/2018/2088) within a new build located to the rear with a provision of 5 on-plot surface level car parking spaces which emerge directly onto Ferndown.

The site is in proximity to Northwood Hills LU Station and exhibits a PTAL rating of 3 which is considered as moderate. However in practise, the 'real world' PTAL is somewhat higher than numerically depicted and hence sustainable travel to and from the address is highly likely.

Parking Provision

It is proposed to convert nearly 60% of the existing A4 space on the ground floor to an A1 retail use. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

The maximum parking standard for an A1 use requires 1 space per 50m² (GIFA) hence the proposal would demand up to 7 on-plot spaces. The development is presented as car-free. It is noted that the existing A4 usage of the same scale demands the same parking numbers hence it can be considered that the status quo in net parking terms would remain with the 'car-free' proposal as presented.

The 'car-free' aspect is therefore considered broadly acceptable reinforced by the aforementioned good 'real world' transport links and generous surrounding on-street car parking provisions and existing retail/commercial use mix of the town centre, all of which are highly likely to contribute to linked trips associated with the proposed A1 retail use class to and from the site given the established town centre use attractions. As a consequence this would inherently reduce the potential for any significant 'new' vehicular activity generated by the proposal. Even if this were not fully the case, ample 'paid for' on street car parking facilities are prevalent in the vicinity and would adequately cater for any such demand.

Cycling Provision

In terms of cycle parking there would be a requirement to provide at least 17 secure and accessible spaces for the new retail unit. This has not been indicated and should be secured via appropriate planning condition.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy (November 2012) requires the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The 'net' change from the A4 to A1 use would be expected to generate a nominal increase in activity spread mainly throughout the working day due to the linked trips associated with the established and similar town centre use attractions. Henceforth any variation in trip generation can be readily absorbed within the local road network without notable detriment to traffic congestion and road safety.

Operational Refuse & Servicing Requirements

Refuse collection will continue to be mainly conducted from Ferndown with some related activity on Joel Street as at present. The proposal would not prejudice existing servicing provisions for the Gym and 'Drinks Establishment' use which are located directly off Ferndown to the side of the under-croft car park. This is confirmed by the submitted service and delivery strategy hence there are no further observations.

Construction Logistics Plan (CLP)

A full and detailed CLP will be a requirement given the constraints and sensitivities of the local road network in order to avoid/minimize potential detriment to the public realm. This will need to be secured under a suitable planning condition.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

WASTE STRATEGY OFFICER:

Suitable containers for the storage of segregated waste and recycling must be provided at basement level / adjacent to the street at the rear of the property. The bins should be located within 10 metres of the nearest stopping point for the refuse collection vehicle. The pathway from the collection point to the vehicle must be smooth and free from steps.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

ASSET OF COMMUNITY VALUE

The application property comprises a vacant public house (William Jolle) on the ground floor which is a designated Asset of Community Value (ACV) under the Localism Act 2011. The designation of ACV's is given to land or buildings which are of community value, for the following reasons:

- the main use of the land or building furthers the social well-being or social interests of the local community and it is realistic to think that the main use can continue; or
- the land or building has been used to further the social well-being or social interests of the local community in the recent past and it is realistic to consider will do so again during the next five years.

The aim of an ACV is to give communities a right to identify a building or other land that they believe to be of importance to their community's social well-being i.e. pubs and village shops; should these assets come up for sale then there is an interim period during which community interest groups are allowed to express a written intention to bid for the property or land.

The ACV designation does not restrict who the owner of a listed asset can sell the property to, or how much it is sold for. The designation does not place a restriction on what the

owner can do with the property. If an application for change of use is submitted, the Local Planning Authority can decide whether the listing as an ACV is a material consideration, considering all the circumstances of the case. Under this application, the ACV designation is being afforded material weight in the consideration of the proposed development.

The property was designated in October 2015, as detailed within the Special Urgency Cabinet Member Report (dated 14 October 2015), and is listed for 5 years until October 2020. The proposal seeks to maintain the ACV but also proposes to reduce the floor space of the Use Class A4 unit from approximately 594 square metres to 220 square metres. The ground floor is currently vacant and all facilities have been removed.

MARKETING

The submitted Marketing Report indicates that the premises has been marketed and vacant since November 2016. Paragraph 3.3 of the Marketing Report states that the previous occupiers, Wetherspoons, closed in November 2016. Negotiations were conducted with four retailers, in addition to Namaste Lounge. It is noted that one retailer specifically withdrew from the deal as they 'didn't want to be seen as fighting against the wishes of the local community, particularly with the ACV in place'. A lease was signed by the owners of Namaste Lounge in July 2017. In August 2018, the premises was marketed further and in November 2018, Co-op Foodstores agreed to take approximately half the ground floor and associated basement.

VIABILITY

Paragraph 7.2 of the Marketing Report states that estimates for the fitting out the property ranged between £900,000 and £1,100,000, as obtained by MC Group in January and February 2018. The applicant maintains that this could not be justified if the target was to reproduce a budget conscious pub selling beer at £2 per pint. The applicant notes that the proposed cost of refurbishment for one operator is not viable due to the overall size of the premises and that the proposed subdivision would create two viable units which can be refurbished by two separate operators. The submitted information states that 'Mad Yank Brewery' are interested in occupying the proposed Use Class A4 unit on a 10 year renewable lease, subject to the outcome of the current application.

PUBLIC SUPPORT

The submitted Planning, Design and Access Statement states that the applicant held a pre-application community engagement exercise at the Namaste Lounge on the 6th February 2019. It states that there was "general support amongst those of the community who attended the event for retention of some element of public house and sub-division of the existing unit to release part of it for another use" (page 9). This is further evidenced within the submitted Addendum, which shows the community engagement notice and notes an attendance of approximately 50 residents, including members of the local residents association.

During the process of the application, a petition containing 26 signatories was submitted in support of the proposed development. The Northwood Hills Residents Association also submitted a comment in support of the proposed development, subject to the ACV being extended to the re-provided Use Class A4 floorspace.

It should be noted that three detailed objections were also received, critiquing the submitted

documentation and noting that the other Use Class A4 uses in the area do not provide the same service.

LOSS OF COMMUNITY FACILITY

Paragraph 92 of the National Planning Policy Framework (February 2019) requires that planning decisions: a) plan positively for the provision and use of community facilities including public houses; c) guard against the unnecessary loss of valued facilities particularly where this would reduce the community's ability to meet its day-to-day needs; and d) ensure that established shops, facilities and services are able to develop and modernise to the benefit of the community.

Policy 3.1 of the London Plan (March 2016) requires that development proposals protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.

Policy CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the loss of community facilities will be resisted and where the loss of these facilities is justified it will seek to ensure that resulting development compensates these uses to ensure no net loss.

Policies R5, R8 and R11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) all require that Local Planning Authority resist granting planning permission for proposals which involve the loss of land or buildings used for community use without a suitable alternative replacement. The consideration of such applications should take into account whether:

- (i) There is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;
- (ii) Adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;
- (iii) The proposed alternative use accords with the other policies of this plan and contributes to its objectives.

Policy DMCI 1 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that proposals involving the loss of an existing community facility will be permitted if:

- i) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:
 - a) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;
 - b) there is either no demand for another suitable social infrastructure use on-site, or that the site/premises is no longer appropriate for social infrastructure uses; and
 - c) any replacement/relocated facilities for the specific use provides a level of accessibility and standard of provision at least equal to that of the existing facility.
- ii) the activities carried out are inconsistent and cannot be made consistent with acceptable living conditions for nearby residents; and
- iii) the redevelopment of the site would secure an over-riding public benefit.

Regarding the criteria outlined within Development Plan policies, Northwood Hills currently has two operational main drinking establishments, including the Locker Room at 29-31 Joel Street and Namaste Lounge at 66 Joel Street. However, it is the view of the Local Planning

Authority that these two venues are targeted at a different type of customer to each other, as well as the pre-existing large public house on this site. Therefore the removal of A4 use on this site in its entirety would result in a shortfall in provision for this specific use within the local catchment area.

However, the scheme is proposing to re-establish an Use Class A4 use on site, albeit that the ground floor space would be split with a new Use Class A1 retail unit. As such, the criteria within the Development Plan are deemed to be met on the basis that the applicant has demonstrated the following:

- A smaller unit is the most viable solution for re-establishing an operational Use Class A4 unit on site;
- Refusing the application is unlikely to result in a larger Use Class A4 unit being re-established on site;
- Extending the long term vacancy of the site would not improve the shortfall in provision; and
- There is general public support for the proposed development.

RETAIL UNIT

The Hillingdon Local Plan: Part 2 - Policies Map (March 2019) identifies the application site as part of the Town Centre.

Policy E5 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will accommodate additional retail growth in established centre.

The emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that Northwood Hills is one of three 'Minor Centres'. Policy DMTC 1 states that the Council will support main town centre uses where the development proposal is consistent with the scale and function of the centre. Town Centre developments will need to demonstrate that: (i) adequate width and depth of floorspace has been provided for the town centre uses; and (ii) appropriate servicing arrangements have been provided. Proposals for main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.

The proposed Use Class A1 retail unit would measure approximately 9.5 metres in width and 24.2 metres in length at ground floor, equating to 230 square metres in floorspace. A further 144 square metres in floorspace would also be located on the basement floor, totalling 374 square metres. In conjunction with this, the proposed Use Class A4 public house unit would measure between 8.5 and 10.5 metres in width and 24 metres in length, equating to 220 square metres in floorspace. This space is considered to be adequate for the purposes of the proposed uses.

The proposed retail unit is to be serviced from Ferndown Road and the proposed microbrewery is to be serviced from the front on Joel Street. To the front of the site is a large pedestrianised area, adjoining Northwood Hills Station, a bus stop and 16 car parking spaces (including one disabled space). On the opposite side of Joel Street is a bus stop and 7 car parking spaces. As stated within the submitted Servicing and Delivery Strategy for A4 Use (Dated 27th June 2019) document, deliveries to the A4 unit are to be limited to around 2 or 3 per week, using small vans up to transit size. It is also noted that there is a loading bay on the east side of Joel Street, located approximately 75 metres to the south of the application site. As such, it is considered that appropriate servicing arrangements are proposed. In accordance with Policy DMTC 1, the proposal would also complement the

use of the existing parade and would not pose additional harm to residential amenity.

SUMMARY

Overall, the proposed subdivision and change of use would not result in the loss of a Use Class A4 unit or ACV, although it would reduce its existing floorspace. The proposal would not lead to a shortfall in the provision of Use Class A4 uses within the local catchment area and would not represent an unnecessary loss of a valued facility. The proposed units would have adequate space and appropriate delivery and servicing arrangements. On balance, the proposal is considered to be supported by the public by virtue of the submitted petition and comment from the local residents association. Given the unit has been vacant since November 2016, weight is afforded to the notion that refusal of permission would leave the unit vacant for a further indefinite period time, acting against the vitality of Northwood Hills Town Centre.

In terms of the weight applied to policies, the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) has not yet been adopted and does not carry full weight in the development management process. Based on the considerations noted above, it is considered the proposal is acceptable in principle and is in accordance with Policies R5, R8 and R11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy DMTC 1 and DMCI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019), Policies E5 and CI1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 3.1 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain or enhance.

Policy BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that proposals for alterations and extensions to existing buildings will be permitted where they harmonise with the scale, form, architectural composition and proportions of the original building.

Policy DMHB 11 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that: A) All development, including alterations, will be required to be designed to the highest standards and, incorporate principles of good design.

Policy DMHB 13 of the emerging Hillingdon Local Plan: Part 2 - Development Management

Policies with Modifications (March 2019) states that:

A) New shopfronts and alterations to existing shopfronts should complement the original design, proportions, materials and detailing of the building of which it forms a part and the surrounding street scene.

B) The Council will resist the removal of shopfronts of architectural or historic interest, particularly those listed on the Register of Locally Listed Buildings.

C) New shopfronts must be designed to allow equal access for all users.

D) Inset entrances on shopfronts should be glazed and well-lit to contribute to the attractiveness, safety and vitality of the shopping area and avoid blank frontages to the street.

G) Blinds, canopies and shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting. External security grilles will not normally be permitted, unless they are of good quality design.

H) In order to improve and maintain the quality of the public realm, the design of shopfronts should be of a high quality, taking into consideration: i) retention and maintenance of active shopfronts at all times; ii) the relationship between the shopfront and upper floors; iii) the relationship with surrounding shopfronts and buildings; iv) the use of materials which are appropriate to and enhance the character of the local area; and v) the value of existing architectural and historic features.

The change of use of the premises would involve internal alterations and a change of the front elevation doors to glazed folding doors for the retail unit and normal glazed outwards-opening doors for the public house. This is not considered to compromise the appearance and visual amenities of the existing street scene and would accord with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMHB 11 and DMHB 13 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.08 Impact on neighbours

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally, because of:

"(i) The siting or appearance;

(ii) The storage or display of vehicles, goods, equipment or other merchandise;

(iii) Traffic generation and congestion;

(iv) Noise and vibration or the emission of dust, smell or other pollutants, unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable."

Policy DMTC 4 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) states that proposals for drinking establishments will only be supported provided that they: i) would not result in adverse cumulative impacts due to an unacceptable concentration of such uses in one area; ii) would not cause unacceptable disturbance or loss of amenity to nearby properties by reason of noise, odour, emissions, safety and security, refuse, parking or traffic congestion; and iii) would not detrimentally affect the character or function of an area by virtue of the proposed use or visual impact.

Given the existing commercial character of the area, the proposed development is not considered to be detrimental to the character or amenities of surrounding properties by virtue of siting or appearance and storage or display of vehicles, goods or equipment. As stated by the Council's Highways Officer, the proposal is considered acceptable with

regard to traffic generation. Further, the proposed retail use is not considered to present a greater disturbance to neighbours than the existing Public House use. As such, the proposal is considered to accord with the requirements of Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy DMTC 4 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

7.09 Living conditions for future occupiers

Not applicable to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. This is supported by Policies DMT 1 and DMT 2 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

As stated by the Council's Highways Officer, the change of use from use class A4 to A1 would generate a nominal increase in activity due to linked trips associated with the established town centre use. It is considered that the trip generation can be absorbed by the local highway network without detrimental impacts. Subject to a condition requiring the submission of a Construction Logistics Plan, the proposal is not considered to have a significant detrimental impact on the local highway network and as such, is not contrary to Policy AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 1 and DMT 2 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.2 of the London Plan (March 2016).

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) will be considered and requires that new development is only permitted where it is in accordance with the Council's adopted car parking standards. This is supported by Policy DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019).

The proposed change of use does not include the provision of any new car parking. The existing A4 usage of the same scale demands the same parking numbers and as such, the proposal would maintain the status quo and entails a car-free proposal. As stated by the Council's Highways Officer, the site is complemented by on-street parking and the surrounding mixed town centre use would inherently reduce the potential for any significant new vehicular activity generated by the proposal.

Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Council will promote secure, attractive and adequate cycle parking facilities in the Borough's Town Centres. This is also supported by Policy DMT 5 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policy 6.9 of the London Plan (March 2016).

As stated by the Council's Highways Officer, there is a requirement to provide at least 17 secure and accessible spaces for the new retail unit. If recommended for approval, this would be secured via condition.

Given the above considerations, the proposed development is not considered to impact on car parking. Subject to condition, the application is not considered contrary to Policy AM14

of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policies DMT 5 and DMT 6 of the emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019) and Policies 6.9 and 6.13 of the London Plan (March 2016).

7.11 Urban design, access and security

Design considerations are addressed in the 'Impact on Street Scene' section of the report.

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that the all new development provides the highest standards of accessible and inclusive design.

The Council's Access Officer considers the proposal to be acceptable and it is considered that the proposed development accords with Policy 7.2 of the London Plan (March 2016).

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, landscaping and Ecology

Not applicable to the consideration of this application.

7.15 Sustainable waste management

Policies 5.17 of the London Plan (March 2016) require that there is an adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

Waste and recycling collection would be conducted from Ferdown Road for the proposed Use Class A1 retail unit and would be conducted from Joel Street by a private refuse collection company for the proposed Use Class A4 unit. Based on the scale of the proposed Use Class A4 unit, collections would occur once or twice a week similar to existing arrangements along Joel Street. As stated by the Council's Highways Officer, the proposal would not prejudice existing servicing provisions and is not considered contrary to Policy 5.17 of the London Plan (March 2016).

7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

7.17 Flooding or Drainage Issues

Not applicable to the consideration of this application.

7.18 Noise or Air Quality Issues

NOISE

Noise impacts are covered in the 'Impact on neighbours' section of the report.

AIR QUALITY

The air quality implications of the proposed additional unit alongside the existing unit and the associated delivery vehicle movements are not expected to have a detrimental impact on existing conditions in the area.

7.19 Comments on Public Consultations

All relevant material planning considerations are covered in the main body of the report.

7.20 Planning obligations

Not applicable to the consideration of this application.

7.21 Expediency of enforcement action

Not applicable to the consideration of this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

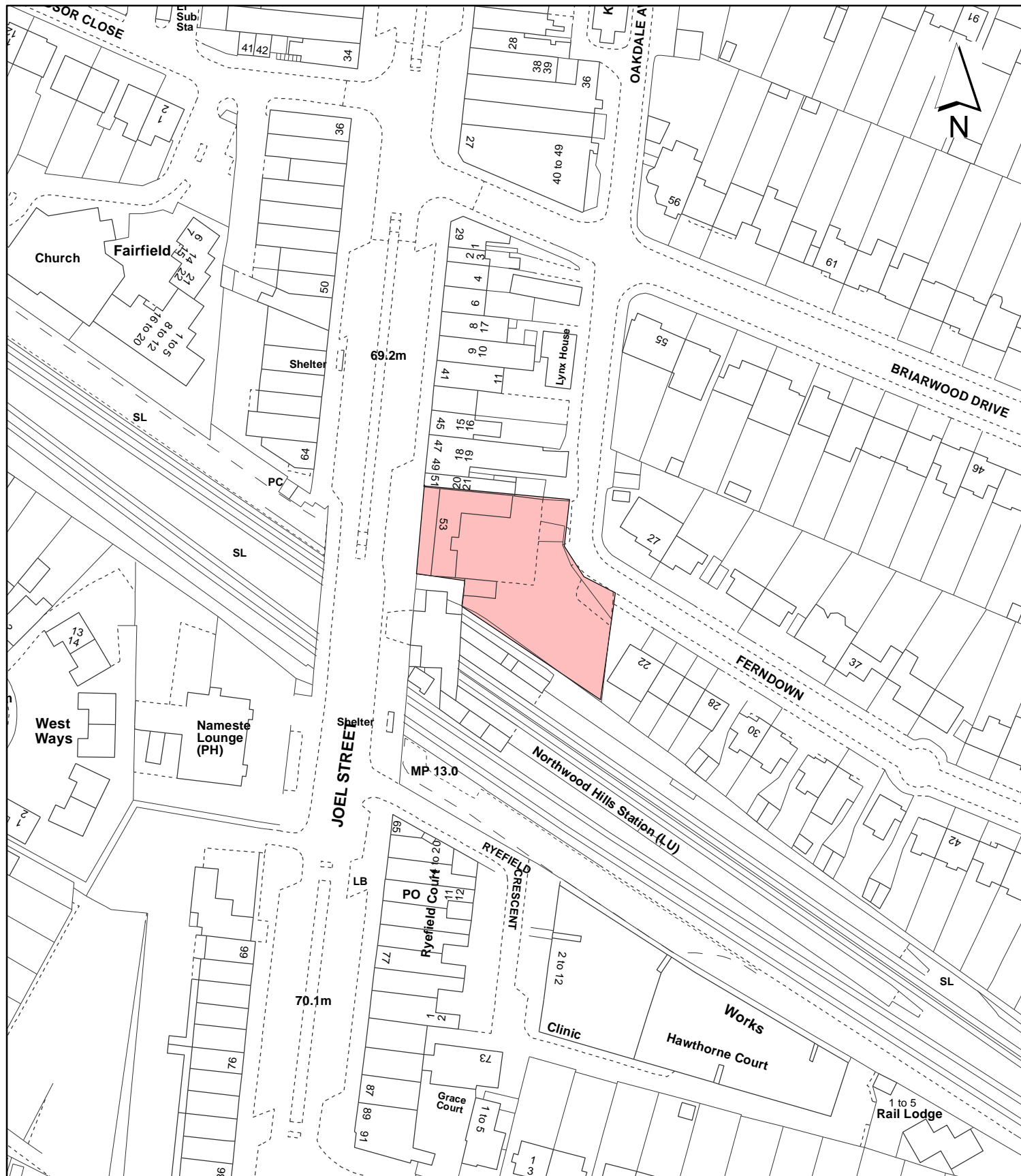
In conclusion, the proposed subdivision and change of use would not result in the loss of a public house use or ACV, although it would reduce its existing floorspace. The proposal would not lead to a shortfall in the provision of Use Class A4 uses within Northwood Hills Town Centre and would not represent an unnecessary loss of a valued facility. The proposed units would have adequate space and appropriate delivery and servicing arrangements. Given the ACV designation, the response to public consultation is particularly important and there appears to be greater public support than objection to the proposal. On balance, the proposal is considered to be acceptable. It is further considered that refusal of permission would leave the unit vacant for a further indefinite period time, acting against the vitality of Northwood Hills Town Centre. As such, the proposed development is considered acceptable in principle and with regard to impact on the character and appearance of the area, the local highway network, residential amenity, waste and access. This application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
The London Plan (March 2016)
Greater London Authority's Town Centres Supplementary Planning Guidance (July 2014)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Emerging Hillingdon Local Plan: Part 2 - Development Management Policies with Modifications (March 2019)
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (December 2008)
Planning Obligations Supplementary Planning Document (July 2014)

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Notes:

 Site boundary

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Site Address:

**53-55 The Broadway
Joel Street
Northwood**

Planning Application Ref:

5564/APP/2019/675

Planning Committee:

North

Scale:

1:1,250

Date:

August 2019

**LONDON BOROUGH
OF HILLINGDON**

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Planning Section**

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