Pell Frischmann

Guild Living, Uxbridge

Project No:	101482	**Prepared by:**	David Watson
Client:	Senior Living Urban (Uxbridge) Limited (Guild Living)	**Approved by:**	Victoria Balboa
Date:	25/02/21	**Status:**	F1 – Final
Subject:	Response to LBH Highways comments		

Introduction

1.1 Pell Frischmann (PF) is commissioned by the Applicant, Senior Living Urban (Uxbridge) Limited (Guild Living), to provide transport and highways advice for the proposed development. The proposal is for a comprehensive redevelopment of the site comprising demolition of existing buildings to provide residential care accommodation (C2), café and nursery (E), car parking, landscaping and associated works. The Local Planning and Highway Authority is the London Borough of Hillingdon (LBH). However, due the size and scale of the scheme, the planning application is referable to the Greater London Authority (GLA) and Transport for London (TfL).

1.2 This Technical Note is intended to provide a response to initial transport comments received from LBH Highway Officers following their review of the Transport Assessment (TA), Framework Travel Plan (FTP), Draft Car Parking Management Plan (CPMP), Draft Delivery and Servicing Management plan (DSP) and Outline Construction Logistics Plan (CLP); all produced by Pell Frischmann in July 2020.

LBH Comments

1.3 The following LBH comments have been identified as requiring additional information and this has been provided in the responses below.

Comment 1 – Disabled Parking - "*It is unclear from the information provided whether the stacker parking would cater for larger vehicles often associated with adapted vehicles for wheelchair uses? The proposal is unclear on this matter. The disabled parking spaces at surface level are all spaces are surrounded by soft landscaping, people exiting vehicles will do onto soft and potentially wet and slippery ground. This will be a particular problem for those with wheelchairs. The Highway Authority require that this matter is addressed by the applicant."*

1.4 The undercroft parking provides a height of 4.2m. With each stacker allocated a 2.6m (w) x 5.3m (l) x 4.2m (h) bay. The intention is to provide a system which would accommodate large SUV vehicles as well as a range of wheelchair accessible vehicles. The managed concierge parking arrangement allows for accessible vehicles with a rear boot hoist and if necessary the wheelchair can be removed / placed in the vehicle prior to being put on the stackers as residents would be assisted as required. Further information is enclosed within the attached. Full detail of the stackers (and exact product) should be subject to a planning condition.

Comment 2 – Electric Charging - "*No details regarding EVCP for the surface level parking spaces been provided, the Highway Authority require that here also 20% of car parking spaces should have active EVCP with passive provision for the remainder this should be secure by a planning condition."*

1.5 As noted in the TA and in the LBH response, 20% active and 80% passive are to be provided within the car park. In addition, electric vehicle charging points will be provided for the surface level parking at 20% provision (and 80% passive) and this can form part of a planning condition.

Comment 3 – Short Stay Cycle Parking – "*The Highway Authority has concern over the location of the short stay cycle parking provided around the access road. The locations chosen raise safety concerns as some are located close to junctions/bends which could be hit or overrun by larger vehicles. Rider using the cycle stands situated close to the refuse and delivery bay are in a vulnerable situation as they risk being hit by a large vehicle reversing*."

"The tracking shows that the delivery vehicles have the potential to come close to cycle parking to be provided. Safety concerns are raised as there could be conflict between cyclists and large vehicles reversing which are known to have reduced visibility, in particular when making a reversing manoeuvre."

1.6 The short stay cycle parking has been relocated away from the refuse vehicle and the entrance to the development in order to avoid conflict with vehicles. The arrangement is shown in **Appendix A**.

Comment 4 – Motorcycle Parking – "*In accordance with the Local Plan Part 2 standard - there is a requirement for 1 motorcycle/scooter parking space per 20no. parking spaces be provided for the residential element. In this case, 4 to 5no. spaces would be the requirement. The Highway Authority requires the applicant to clearly define where the motorcycle parking will be provided within the development, as currently this is not clear*."

1.7 Motorcycle parking is not considered to be appropriate for this development as the residents are older and unlikely to own a motorcycle. Instead, space has been designated for electric mobility scooters which are considered more appropriate for the age and type of residents who will live in the development.

Comment 5 – Tracking – "*The Applicant has failed to provide tracking diagrams which illustrate the proposed surface level spaces do not present a road safety risk to other road users.***"**

1.8 Vehicle tracking showing vehicles safely manoeuvring into the parking bays has been updated and is included in **Appendix A.**

Comment 6 – Nursery Drop Off – "*The Highway Authority has concern over the lack of drop off spaces provided for the nursery. It is indicated that the nursery would be able to use the drop off spaces which is only able to accommodate two standard vehicles. Vehicles accessing the nursery would not be able to 'drop and go' but would be in situ for a few minutes at least as parents and carers lift their child out of a car seat, collect belongings and then drop their child off. This could lead to a build-up of vehicles waiting to park at peak drop off and pick up times or potentially vehicles parking on the footway or other spaces which would present a risk to road safety and impede the flow of other vehicles*."

1.9 The nursery drop-off has been designed so that there is one full time dedicated nursey drop off bay and then during peak times an additional two of the valet bays are given over to the nursey during pick up and drop off during peak times. It has been calculated that this would provide enough bays for the nursery drop off, with the Port Cochere or Visitor bays being used if demand exceeded 3 bays.

1.10 For comparison, a similar nursery (Monkey Puzzle) with capacity for a 100 children, near to the site has been contacted to understand how they operate with regards to vehicle drop off and this is set out below:

1.11 On an average day they have circa 100 parents dropping off and picking up children from the nursery, with the following mode share:

1. 50% arrive and leave on foot - about half of these then to travel into London using the tube;
2. 20% use public transport; and
3. 30% use a car.

1.12 There are no defined arrival / departure times (unlike schools), although the peak hours generally coincide with the working day of the parents.

1.13 The nursery has identified a maximum of 5 – 8 arriving parents at any one time. If 30% of these arrive by car (as per the mode share), then 2-3 car parking spaces will be required.

1.14 This compares to the proposed development which has three car parking spaces allocated to the nursery during the peak hours. Demand indicated that this will be sufficient, however if there was an unusually high demand for any reason then they could the Porte Cochere. In an exceptional event,

where the nursery spaces and the Porte Cochere are full, then the in-house management team can direct parents to a free visitor bay to ensure that the road does not get blocked.

1.15 The strategy proposed provides the ideal scenario whereby parking is limited to a practical level which does not encourage car drivers, whilst also providing a suitable alternative should there be several cars all arriving at the same time. This approach ensures that traffic will never block back onto Harefield Road.

Comment 7 – Visitor Parking – "*The Highway Authority notes that there appears to be no provision of visitor parking bays for those without disabled parking badges*".

1.16 The visitor parking bays provided are a mix of regular and oversized bays and not specified for disabled users only, although blue badge holders would be given priority when booking the bays. The five spaces provided is considered a suitable provision to support the development, with options for visitors to park in the town centre.

1.17 Further information regarding the management of the parking is included in **Appendix B**.

Comment 8 – Carer Parking – "*The Highway Authority notes that there is no provision for carers or nurses who may have to visit residents of the site. They will be under extreme time pressures and will need to be able to access the site in an efficient manner. This is particularly important given the Applicant suggests that future occupants would be able to choose their own care packages. The Applicant is required to provide dedicated spaces for carers or visiting nurses."*

1.18 Nurses and carers will be allowed to use the visitor bays and can book ahead to reserve a space. These workers will be prioritised over general visitors to the development. Further information regarding the management of the parking is included in **Appendix B**.

Comment 9 – Tracking of Loading Bay – ***"****A standard DB32 Refuse Vehicle size is 7.9m x 2.4m and therefore the proposed bay would be too short in length. This type of vehicle would either over-run the footway restricting pedestrians or the carriageway restricting vehicles."*

1.19 A tracking drawing showing a vehicle manoeuvring around the site, whilst a refuse vehicle is stopped in the loading bay is shown in **Appendix A**. The tracking drawing shows that there is plenty of space for a vehicle to manoeuvre around the site whilst a refuse vehicle is stopped in the bay without blocking the carriageway.

Comment 10 – Service Bay – "*The applicant is only showing one refuse and delivery bay to service the whole site, this raises road safety and vehicle circulation concerns should more than one delivery vehicle be on-site at the same time. This would result in vehicles stopping within the access road and restricting through traffic. The restricted access could pose difficulties during an emergency or cause congestion / queuing on the access road and Harefield Road during busy periods.*

The transport assessment has indicated that the 'drop off' area could be used for the making of deliveries at the site. The Highway Authority considers that this is not a suitable alternative. The 'drop off' area is only suitable for two standard sizes vehicles but is being used to support a large number of users including nursery drop off, waiting for emergency vehicles and deliveries. This raises safety concerns that vehicles will wait for the 'drop off' area to become free, blocking the access road which is too narrow for other vehicles to pass which could lead to vehicles queuing back onto Harefield Road; parking in injudiciously or vehicles mounting the footway to get pass other vehicles"

1.20 The Porte Cochere has been designed adjacent to the reception for smaller and short term deliveries (eg. post, parcels etc.) and drop off (eg. residents arriving by taxi). The dedicated delivery bay is for larger deliveries and refuse, which are more likely to be scheduled (for example refuse collection and bulky deliveries).

1.21 The use of the Porte Cochere will not be as heavily used as described in the LBH response. An assessment has been undertaken to ensure that nursery and resident drop off can all be accommodated without using the Porte Cochere.

1.22 Emergency vehicles are not expected to need to turn up to the site regularly, as the majority of residents will be independent and mobile with in house care provided to them. In an event where the

ambulance does need to use the Porte Cochere, then the management team can ensure that the Porte Cochere is vacant of vehicles.

1.23 Delivery and Servicing vehicles will not be allowed to stop or block the road, which will be fully managed by on-site staff.

1.24 The TA makes reference to approximately 32 delivery and servicing trips over the course of the day. This equates to less than 3 vehicles an hour over a 12-hour servicing window. Assuming that on average each delivery takes approximately 5 minutes, there is more than enough capacity within the servicing areas to account for all these trips.

1.25 In addition to this, it is proposed to provide a delivery and service management plan which will, where possible regulate deliveries so that they do not coincide with busy periods such as nursery drop off or refuse collection.

Comment 11 – Level Access "*The site is currently accessed via a two-way entrance directly off Harefield Road. The existing access has a significant gradient between the highway and the car park. There are footways provided each side of the access into the site although these are below minimum standard. However, current pedestrian movements into and out of the site are low given the nature of the retail units*."

1.26 The gradient of the road is shallower than 1 in 20 and has been designed for DDA compliant access, therefore there is not considered to be any issues for pedestrians using the road.

Comment 12 – Valet Parking – "*The assessment does not provide adequate reassurance in regard to the safe operation of the valet system within the site*".

1.27 The valet service has been fully considered within the assessment to ensure that there is an adequate number of spaces for pick up and drop off throughout the day. A series of scenarios for pick up / drop off are detailed within **Appendix B**.

Comment 13 - Road Layout ***"****The narrowing of the junction at the access of Harefield Road leads to concern that larger vehicles will not be able to safety access the site without overrunning the footway. Further work undertaken by the Highway Authority indicates that larger special appliance fire vehicles would not be able to safely enter the junction. These special appliances are those with the ladders attached, the type which would be needed at a in the event of a fire"*

1.28 The revised road layout is included in **Appendix A**. The largest vehicle entering the site is the refuse vehicle and the tracking demonstrates that this can be achieved without overrunning any of the safe pedestrian areas. It is also noted that signage will be provided to ensure that users know that the road is one-way in an east to west direction.

Road Safety Audit

PROBLEM Location: Access road – Extent of scheme Detail: The proposed access road is to be generally 3.7m wide throughout the proposed development. This would be insufficient for a two-way arrangement and could result in head-on or side swipe collisions. If the road is to be 'one-way only', then further details need to be provided including the direction in which movement is permitted. If a resident or Valet attendant were to pass the entrance to the Stacker Parking would they circulate around the access road and enter from Harefield Road?

RESPONSE: Access is permitted from Harefield Road only and signage will be put in place to ensure that road users are aware of this. Valet attendants would circulate around the access road and back in via Harefield Road.

PROBLEM Location: Access road – Extent of scheme (see Appendix B for Vehicle Swept Path Analysis drawings.) Detail: The design proposes to make changes to the existing kerb alignment and narrow the access road. A vehicle swept path analysis has been undertaken at various locations along the road. The analysis has highlighted that a DB32 Refuse Vehicle and a DB32 Fire Appliance are able to turn into the access road from Harefield Road and around the bend near the Nursery. However, when reviewing the swept path for a Special Fire Appliance with a telescopic ladder it has shown that

the vehicle would be unable to turn into the access road from Harefield Road without mounting the footway , the soft landscaping or striking the cycle stands. The presence of street furniture such as lamp columns or sign-posts within the footway could restrict access for this vehicle during an emergency. The analysis has also highlighted that the vehicle would need to mount the footway and pass very close to the Generator Room when traveling around the bend. This may also result in collisions.

RESPONSE: The largest vehicle required on site is the refuse vehicle. Revised tracking has been provided to demonstrate that the vehicle can manoeuvre the site without overrunning any of the pedestrian safe areas. It is noted that this is a shared surface and that there will be no kerbs as such.

PROBLEM Location: Access Road (southern side) Detail: The proposed design details five parking spaces and five disabled bays along the southern side of the road. No footway is provided along the southern kerb-line so pedestrians will have to walk in the road. This is a particular concern adjacent to the parking spaces where it is proposed to provide soft landscaping/ grass. This would lead to drivers and passengers having to step onto the soft ground increasing the risk of trip and fall injuries and posing difficulties for wheelchair users.

RESPONSE: Where soft landscaping has been provided adjacent to bays, the bays have been enlarged to ensure that there is extra space hard space around the edge of the parking bays to avoid the need to stand on soft ground.

PROBLEM Location: Access Road (northern side) Detail: It is proposed to provide trees along the northern footway, adjacent to the building line. This will reduce the effective footway width to approximately 1.7m at these locations.

The plans also detail what appears to be columns (highlighted in Figure 2 below) in relation to the external building façade. The effective footway width adjacent to these columns would be reduced to 0.9m.

These pinch points may lead to pedestrians having to walk in the road, which would increase the risk of vehicles striking them. This is of particular concern for wheelchair users and pedestrians with push chairs. It is expected that the footway would become busier during the nursery's drop-off and pick up periods, meaning there will be more risk of pedestrians in the carriageway and a greater risk of injury.

RESPONSE: The safe space for pedestrians has been widened to ensure that there is significantly more space for pedestrians. The narrowest section of the safe space is 1.4m, which is considered to be suitable for pedestrians.

PROBLEM Location: Access road – close to Harefield Road junction. Detail: The current carriageway level of the access road is significantly higher than the carriageway of Harefield Road. The scheme plans do not currently detail the proposed carriageway levels for the access road. If the existing gradient is retained there is a concern that this could pose difficulties for pedestrians (particularly those with mobility impairments) and wheelchair users. Additionally, there would be an increased risk of slip, trip or fall injuries during icy conditions.

RESPONSE: The gradient of the road is shallower than 1:20 and is DDA Compliant, therefore there it is considered that this risk has been minimised as far as reasonably possible.

PROBLEM Location: Harefield Road – Adjacent to proposed development. Detail: It is proposed to provide trees on the eastern footway of Harefield Road as part of the development. Although there is currently one tree at this location the design proposes two additional trees further southwards. The footway starts to narrow at this location and would result in a 0.8m wide effective footway width. These pinch points may lead to pedestrians having to walk in the road, which would increase the risk of vehicles striking them. This is of particular concern for wheelchair users and pedestrians with push chairs. It is expected that the footway would become busier during the nursery's drop-off and pick-up periods, meaning there will be more risk of pedestrians in the carriageway and a greater risk of injury.

RESPONSE: The safe space for pedestrians has been widened to ensure that there is significantly more space for pedestrians. The narrowest section of the safe space is 1.4m, which is considered to be suitable for pedestrians.

PROBLEM Location: Extent of scheme. Detail: The plans do not detail if the footway is to be at a separate grade to the carriageway or the carriageway and footway is to be shared surface. If a shared surface is to be provided, the material palette between the carriageway and footway would need to be of a sufficient contrast so that a blind or partially sighted pedestrian can differentiate between the two. A blind or partially sighted pedestrian could unknowingly walk onto the carriageway if they cannot determine the footway edge, which may lead to them being struck by a vehicle. There is also a lack of tactile paving to highlight crossing points for blind or partially sighted pedestrians within the scheme limits.

RESPONSE: This point is noted and it is intended to have differential material. This can be conditioned and will be dealt with at the next stage of design.

PROBLEM Location: Vehicle drop-off point. Detail: A vehicle drop off point is to be provided, which is to be approximately 12m long. This will allow for two average sized vehicles to stop at this location. This capacity will be insufficient during the nursery's drop-off and pick-up periods and may result in vehicles stopping on the access road and restricting through traffic. Parents may be stopping for a period of time to pick up or drop off young children at the nursery. The restricted access could pose difficulties during an emergency or cause congestion/ queuing on the access road and Harefield Road.

RESPONSE: As noted above, there are three bays available for the nursery during peak pick up and drop off times. Further information as to how this would operate is set out in **para.1.10** above.

PROBLEM Location: Combined refuse collection and delivery vehicle bay Detail: A 6.4m x 3.2m combined refuse collection and delivery vehicle bay is proposed to serve the development. A standard DB32 Refuse Vehicle size is 7.9m x 2.4m and therefore the proposed bay would be too short in length. The vehicle in this case would either over-run the footway restricting pedestrians or the carriageway restricting vehicles. There is also a concern if more than one delivery vehicle arrives at the same time . This would result in vehicles stopping within the access road and restricting through traffic. The restricted access could pose difficulties during an emergency or cause congestion / queuing on the access road and Harefield Road during busy periods.

RESPONSE The tracking shows a refuse vehicle stopped in the bay whilst a vehicle manoeuvres around it without blocking the road. It is noted that the refuse vehicle will only be required at site once a day and the site will be managed to ensure that the bay can be used safely without blocking the road.

PROBLEM Location: Extent of scheme Detail: The plans appear to detail proposed cycle stands at two locations on the footway. The first location is close to the Harefield Road bell mouth and the other is close to the refuse collection bay. The cycle stands would be too close to the carriageway at both locations, which could result in a vehicle either striking the stand or a cycle resulting in a collision.

RESPONSE The short stay cycle parking has been relocated away from the refuse vehicle and the entrance to avoid conflict with vehicles.

Appendix A – Swept Path and Layout



Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

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Project: Guild Living Uxbridge

Drawing Title: Swept Path Analysis - External Parking Spaces
Mini Bus

	Name	Date
Drawn	AGA	26/02/21
Designed	AGA	26/02/21
Checked	DW	26/02/21
Approved	VB	26/02/21

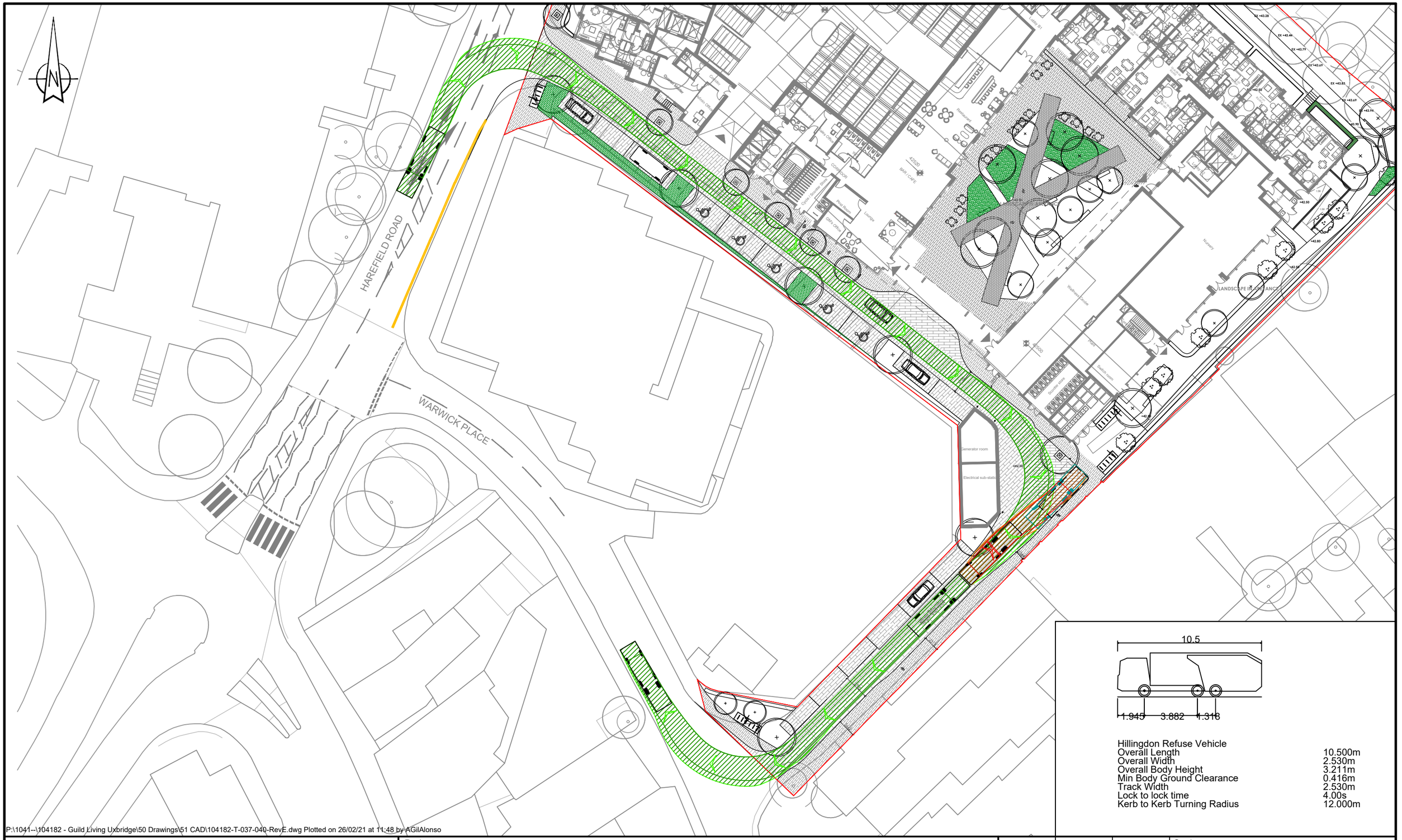
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File No. 104182-T-037-040-RevE.dwg

Drawing Status: DRAFT

Drawing No. 104182-T-037

Revision: C



Hillingdon Refuse Vehicle

Overall Length	10.500m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

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Project: Guild Living Uxbridge

Drawing Title: Swept Path Analysis
Refuse Vehicle

	Name	Date
Drawn	AGA	26/02/21
Designed	AGA	26/02/21
Checked	DW	26/02/21
Approved	VB	26/02/21

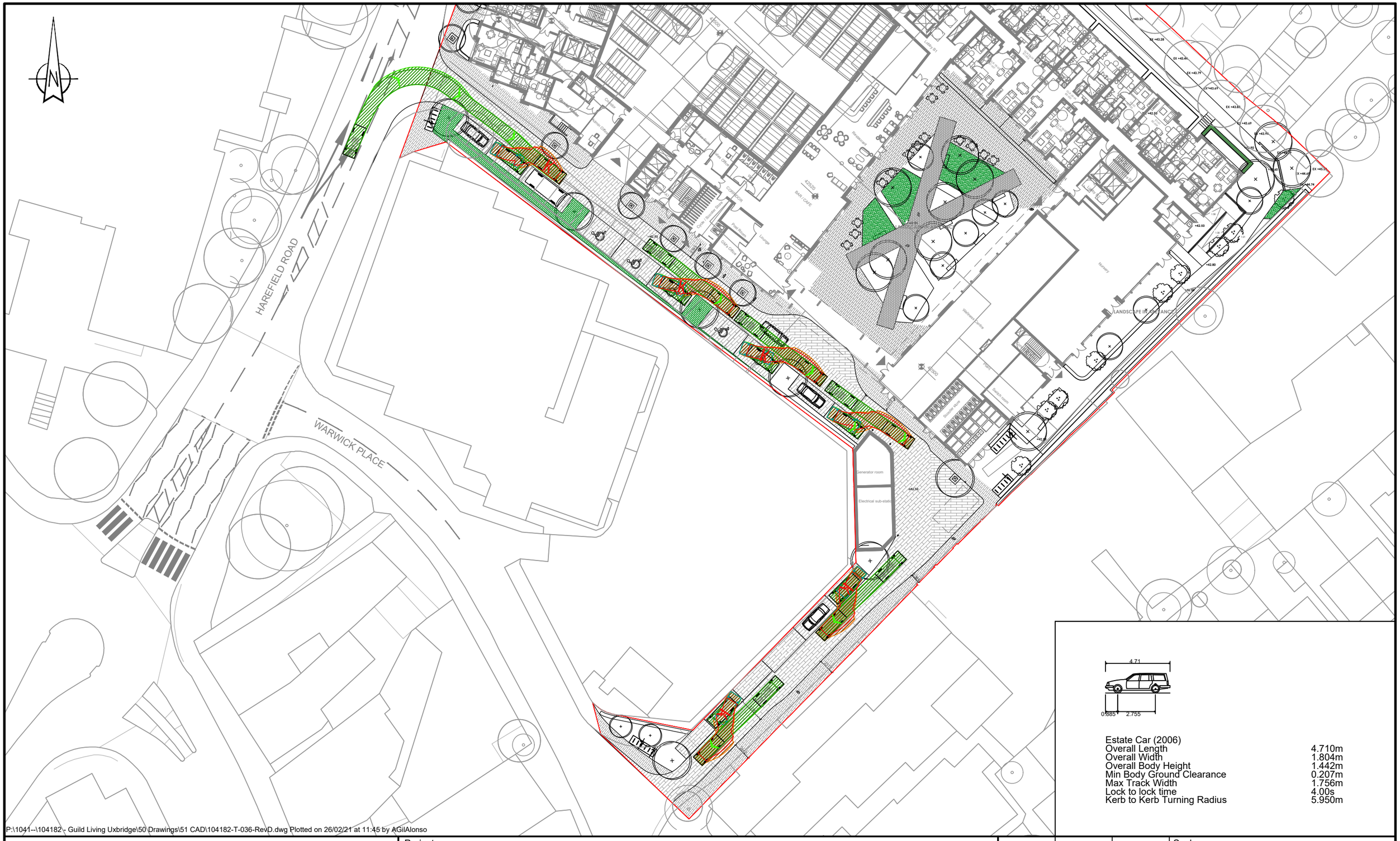
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File No.: 104182-T-037-040-RevE.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-038

Revision: E



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

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Project: Guild Living Uxbridge

Drawing Title: Swept Path Analysis - External Parking Spaces
Estate Car

	Name	Date
Drawn	AGA	26/02/21
Designed	AGA	26/02/21
Checked	DW	26/02/21
Approved	VB	26/02/21

Scale: 1: 500 @ A3

File No.: 104182-T-036-RevD.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-036

Revision: D

Appendix B – Car Park Management

AVISON YOUNG

Harefield Road

Parking Principles

1. Introduction

1.1 This note sets out the key parking principles in relation to planning application ref. 16299/APP/2020/3313, relating to the comprehensive redevelopment of the site at Harefield Road.

1.2 The purpose of the note is to provide a non-technical summary of the parking strategy for the proposed development and how this will be operated as part of a comprehensive managed solution. It is intended to underpin the principles for a car parking management plan to be secured by planning condition.

2. Resident Parking (Under croft)

- Whilst alternative modes of transport can be relied upon to some degree for this demographic, the proposed approach to car parking for residents is required due to the specific end user in order to continue to provide independent living.
- Parking will be managed by a concierge service that will be provided as part of the proposed development and will be available 24/7.
- The concierge service will be dedicated to meeting and greeting residents both when they wish to collect and return their cars. The concierge service will include a front of house presence with a fixed member of staff present at all times.
- When a car is requested or returned via the front of house staff, they will contact the relevant member of staff that will be responsible for both delivering and returning cars to and from the stacking system to the relevant (five) external valet bays.
- It is anticipated that all staff will be trained to use the stacker system to ensure that sufficient cover is provided. However, as part of a car park management plan, Guild will monitor and adjust the number of staff required to be available to ensure appropriate staffing during peak hours. This is critical to ensuring an appropriate level of service is provided to future residents.
- The concierge will have internal access to the car park which will be secured to restrict access. Residents will not be allowed to enter the car park and access will be restricted internally through staff access within the building and by a gate to the parking area. This will also prevent members of the public from being able to enter the car park. This has been discussed and agreed with the secured by design Met Police officer.

- Residents will have the option of requesting their car at the concierge desk or to phone down to the concierge from their room to arrange for their car to be brought out.
- When waiting for their car to be provided, residents will have the option of waiting in the various shared spaces provided at ground floor level. The nearest member of staff can be radioed to inform the resident that their car is ready.
- Upon return, residents will leave their cars in the relevant five external valet bays (seven when including the shared nursery/valet accessible bays) and provide their keys at the concierge desk. The concierge will then arrange for the car to be collected and parked by a member of staff.
- Should residents wish to return to their residence briefly (to collect a forgotten item for example) they will have the option of leaving their cars in the valet bays rather than having the car re-parked in the under croft. Residents will be able to arrange this with the front of house service as part of the proposed fully managed solution.
- Due to the temporary and quick turnaround nature of the valet bays, in the unlikely event an additional space is required beyond the five valet bays, a member of staff will be able to co-ordinate with the use of any unoccupied external bays or the additional drop-off space at the porte cochere.
- A total of 76 resident parking spaces are provided in the form of under croft parking utilising parking stackers.
- The parking stackers can accommodate large SUV vehicles as well as a range of wheelchair accessible vehicles.
    - The undercroft parking provides a height of 4.2m. With each stacker allocated a 2.6m (w) x 5.3m (l) x 4.2m (h) bay. The intention is to provide a system which would accommodate large SUV vehicles as well as a range of wheelchair accessible vehicles. The managed concierge parking arrangement allows for accessible vehicles with a rear boot hoist and if necessary, the wheelchair can be removed / placed in the vehicle prior to being put on the stackers as residents would be assisted as required. Further information is included at **Appendix I**.
- As part of the car park management plan, Guild will monitor the frequency of use to ensure that more frequent users' cars are located within easy access (i.e. at the bottom of a stacker), with infrequent users located in the upper stacker spaces.
- Where the car park is not at capacity, the fully managed solution also allows for the following (in co-ordination with the principles discussed below):
    - Where a resident has access to a space, but their vehicle is not present (i.e. a couple where one resident may have taken the car out and another is present at home with a visitor) a booking could be made for the visitor to use their space.
    - Where the total number of resident vehicles is less than 76 (i.e. there are permanent free spaces), these could be used flexibly for visitors, care visitors etc. as managed through the booking system.

3. All Other Parking

- The approach to visitors is to encourage alternative modes of transport given the town centre location and high PTAL, with the level of parking limited to those who require it for accessibility reasons.
- The following parking provision is provided as part of the proposed development along the access road:
  - 5x residential valet bays (including 2accessible bays);
  - 5x visitor bays (all oversized bays)
  - 2x staff parking (shared between all proposed uses);
  - 1x minibus space;
  - 1x dedicated nursery space (accessible bay)
  - 2x shared nursery/valet accessible spaces;
  - Up to 2x drop off/pick up bay (port cochere); and
  - 1x delivery and servicing space.
- The access road is a private road and therefore can be appropriately managed/enforced.
- The proposed levels of parking for this development are underpinned by the evidence base set out within the Transport Assessment and is based upon comparable developments. This ensures that the number of spaces is adequate for the proposed uses.
- Notwithstanding this, should there ever be an occasion whereby the relevant spaces for one use are all occupied the concierge will have the option as part of the managed system to direct users to alternative bays where there is capacity.
- All parking will be controlled as part of a managed solution, through a car parking management plan, where flexibility will be provided as required.
- There are five visitor bays located in the access road, all of which are oversized to facilitate mobility impairments. In addition, as identified where a resident has access to a space but is not using it, they will have the option of using it for personal visitors.
- Visiting carers can utilise the excellent public transport options. Notwithstanding this, where a carer cannot utilise public transport, the scheme provides flexibility to utilise one of the five dedicated visitor spaces provided by co-ordinating with the management. As noted above, there will also be scope for additional visitor spaces should the parking take up be limited which will be controlled as part of the wider managed solution. All visitor bays will need to be booked in advance with management.
- The majority of nursery users will come by foot or utilise the excellent local public transport services which will be an attraction of the location. In addition, the nursery has been provided with one dedicated space and access to two further flexible spaces. These are expected to accommodate the peak number of trips associated with the nursery as set out in the Transport Assessment.

- The proposed nursery and older persons' uses are complementary in this regard as the expected peak hours differ, with older residents generally favouring trips outside of traditional peak hours when parents may be dropping off children at the nursery.
- Notwithstanding this, as part of the managed solution should further need arise at any point the concierge will be able to offer alternative parking where there is availability. The on-site 24/7 management on this private road will ensure co-ordination of this.
- A minibus service will be offered as part of the range of services available to residents. Guild Living as the operator will manage a mini-bus service to provide for organised trips/days out beyond the town centre. These will be scheduled by the management and will form part of the integrated package available to all future residents at no additional cost. A dedicated parking space has been provided on-site which can accommodate the mini-bus. The concierge service and pick-up/drop-off area at the porte cochere will ensure easy of access for all residents who wish to use this service.
- To assist, the following potential scenarios have been prepared which are included at **Appendix II** to diagrammatically demonstrate how the managed solution will work to provide a flexible approach for different future users:
    - Nursery pick up/ drop off: Parent arrives at site and parks in one of the three bays set aside for the nursery during peak times -> drops / picks ups child. In the event that the bays are full, then the parent will be directed by the concierge into an available visitor parking bay.
    - Resident waiting to collect their car: Resident telephones down to the concierge and organises time to collect car-> Resident can wait in their room for the car to be collected or in one of the shared areas at ground floor level -> Valet retrieves car and has it waiting for the resident in a valet bay-> resident gets in car and drives off.
    - Resident returning their car: Resident drops car at valet bay -> keys handed into concierge -> concierge moves car into car park.
    - Visitor/ Carer parking: Visitor/ carer car parking booked in advance -> Visitor arrives and is directed to allocated car parking space. Long stay or regular visitors may be provided space in the internal car park depending on availability.

Appendix I: Details of Car Stackers

1.1 Parking Stacker Space Allowance

The diagrams illustrate the zone which has been provided for each of the proposed two tier parking stackers.

The 4.2m clear height which has been is in excess of the typical requirements for parking stackers for large vehicles such as People Carriers and SUVs.

The following page provides one example of a two-tiered parking stacker which fits within the alloted space. Please note that the applicant has not yet committed to using this specific manufacturer.

The purpose of this document is to demonstrate that sufficient space has been provided to accommodate one of the many products available on the market, to achieve the number of parking spaces proposed.

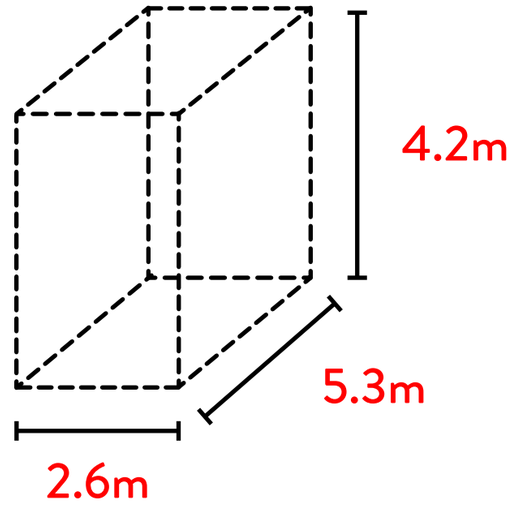
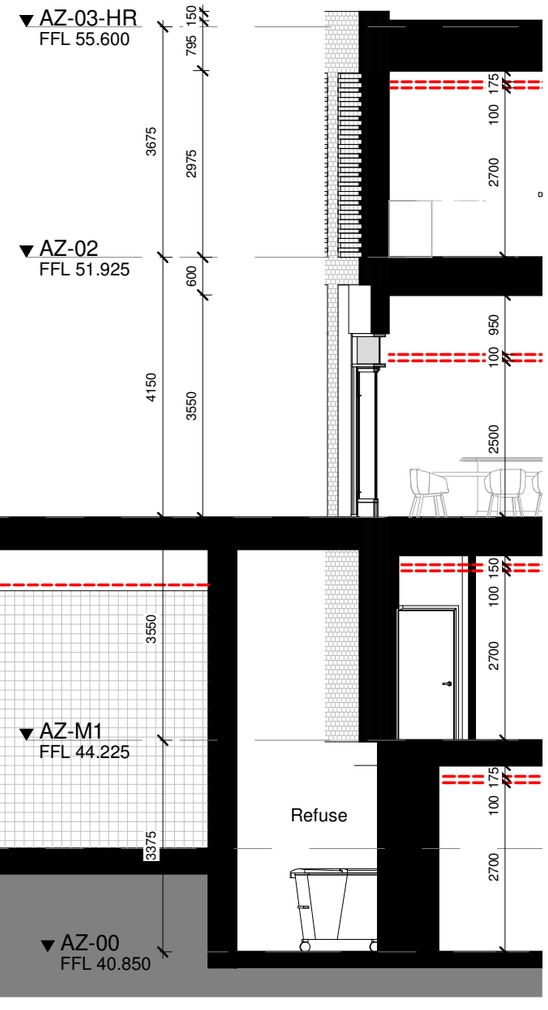


Diagram showing zone allowed for each individual parking stacker.



Plan showing space for parking stackers provided as per planning submission drawings



Section through podium showing clear height provided for parking stacker.

1.2 Product Example - Klaus Single Vario 2061-210

See below specification for Klaus Single Vario 2061 two tier parking system. Note the system is capable of accommodating vehicles of up to 2m in height.

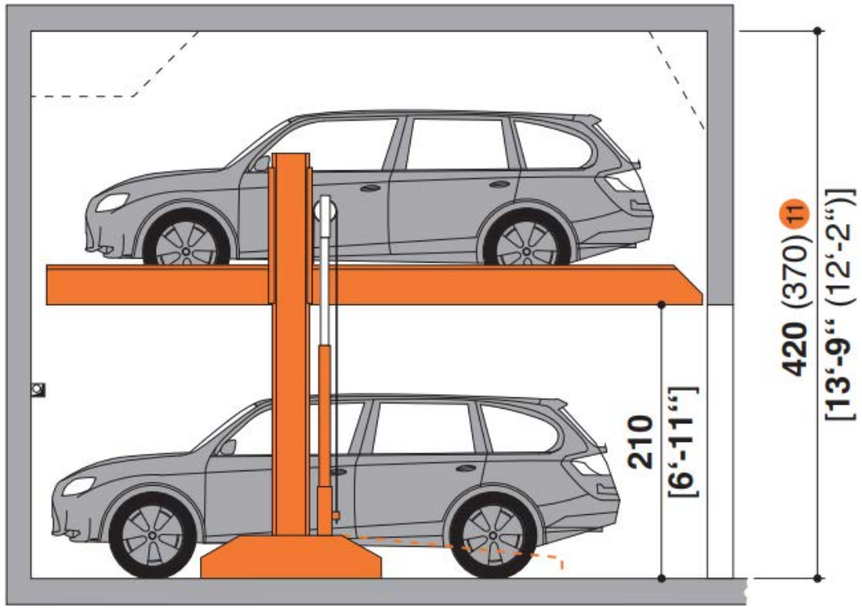
Klaus Single Vario 2061 Specification

The SingleVario 2061 is a simple and cost-effective way of creating two parking spaces from one. Since the system is built without a pit, it can well be used for the modernization of existing houses or or office premises. The great benefit of the SingleVario 2061 is its high flexibility. It can be adjusted individually to existing spatial situations and different heights of vehicles. The lower parking space must always be empty in order for the platform to be lowered. The system is the ideal solution, if, for example, the upper platform is used for long-time parking and the lower parking space for short-time parking.

- Single platforms (EB) for 2 vehicles
- Total height of standard type: 330 cm
- Pit depth: Not required
- Vehicle measurement: Heights 150 to **200 cm**, lengths 500 to 520 cm
- Distance between platforms: Flexibly adjustable, even retroactively
- Usable platform width for standard type: 230 cm, optionally up to max. 270 cm
- Standard design: 2.000 kg per parking space, optional max. 2.600 kg EB
- Horizontal access to parking levels
- Retroactive installation possible depending on local conditions
- Platform surface: StandardGrip, optional AluLongLife or EasyWalk
- dependent parking



Diagram showing dimensions of large accessible vehicle.



Height	Car height upper level	Car height lower level
420 [13‘-9“]	**200 [6‘-7“]**	**200 [6‘-7“]**
(370) [12‘-2“]	150 [4‘-11“]	200 [6‘-7“]





Appendix II: Parking Scenarios

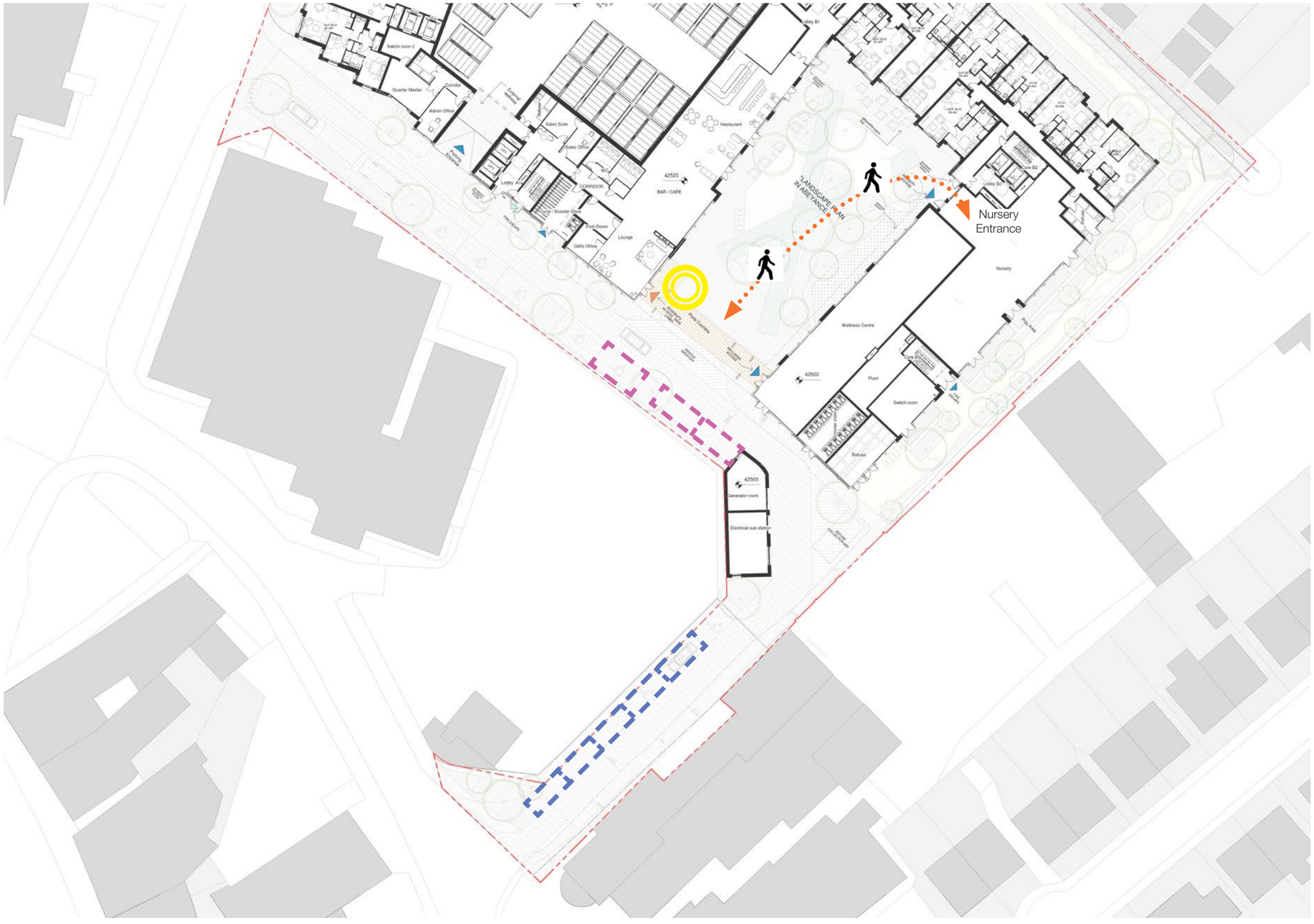
Nursery Pick Up / Drop Off

Parent arrives at site and parks in one of the three bays set aside for the nursery during peak times to drops / picks ups child. In the event that the bays are full, then the parent will be directed by the concierge into an available visitor parking bay.

Nursery Pick Up / Drop off Spaces

Concierge

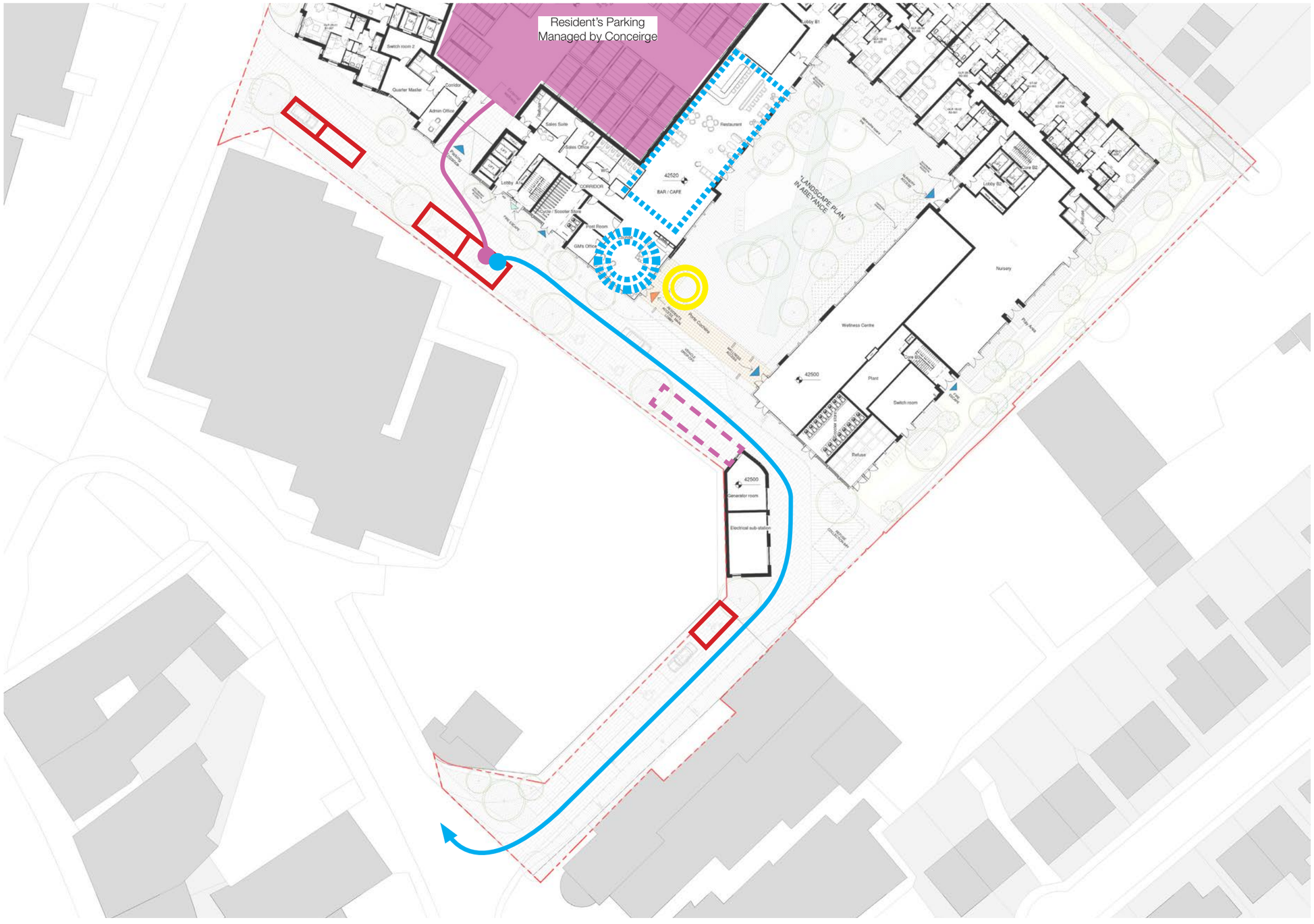
Vistor parking bays



Resident Collecting Their Car

Resident telephones down to the concierge and organises time to collect car. Resident can wait in their room for the car to be collected or in one of the shared areas at ground floor level. Valet retrieves car and has it waiting for the resident in a valet bay. Resident gets in car and drives off .

- Concierge
- Dedicated Resident lobby/ waiting area
- Lounge/Bar serves as alternative waiting area
- Concierge drives car to pick up point
- Resident leaves in vehicle
- Vallet Parking Bays
- Flexible Nursery / Valet Bay



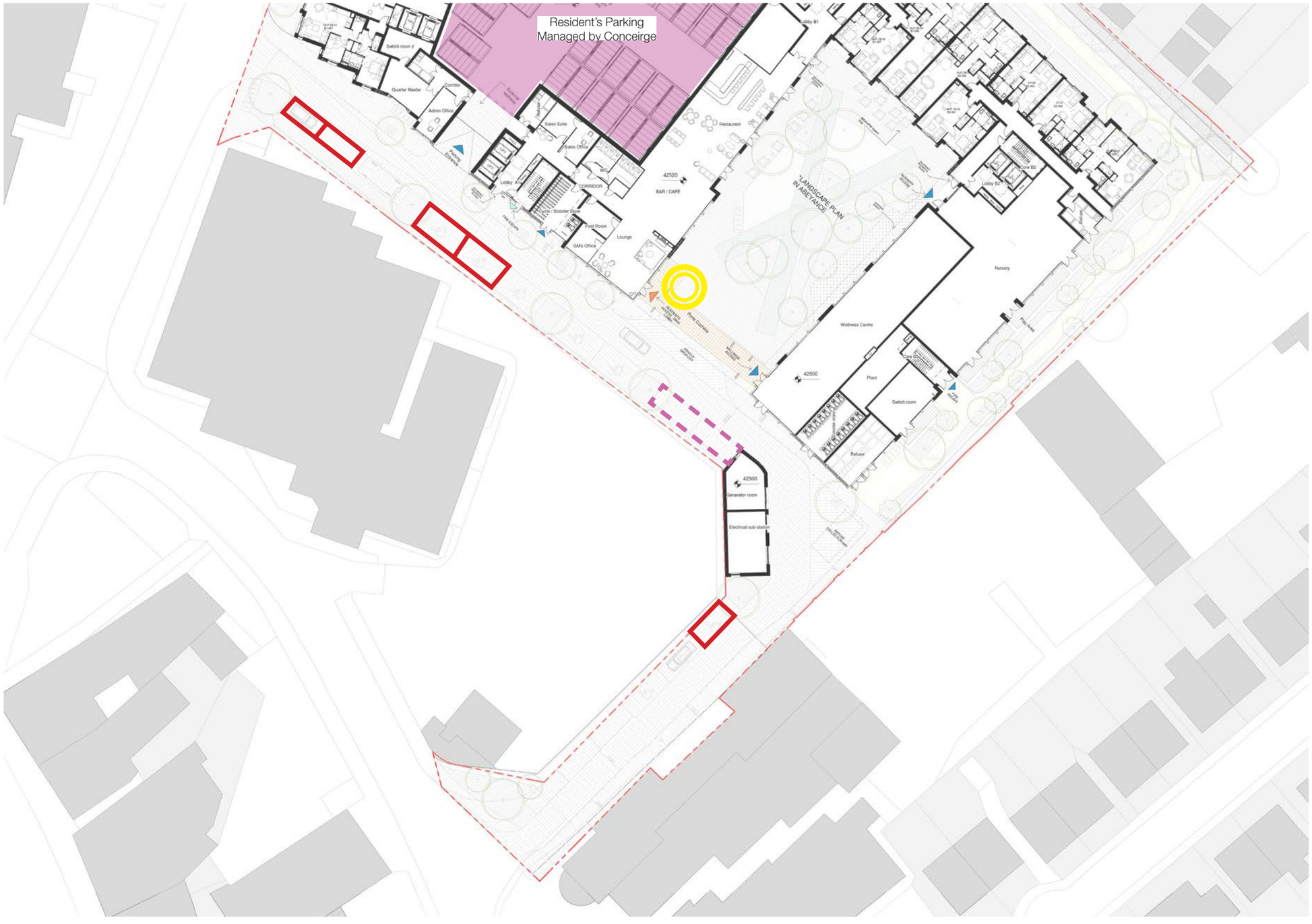
Resident Returning Their Car

Resident drops car in one of 5 valet bays and hands the keys to the concierge. The resident makes their way to their residence and the concierge drives the vehicle to the car park.

Concierge

Vallet Parking Bays

Flexible Nursery / Valet Bay



Visitor / Carer Parking

Visitor car parking booked in advance. Visitor arrives and is directed to allocated car parking space.
Long stay or regular visitors may be provided space in the internal car park depending on availability.

Concierge

Valet Parking Bays

