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Our Ref: 02B905040
Your Ref: 16299/APP/2020/3313

07th May 2021

Zenab Haji-Ismail
Major Applications Team
London Borough of Hillingdon
Civic Centre
High Street
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Middlesex
UB8 1UW

Dear Zenab

Land off Harefield Road, Uxbridge – Revisions to Full Planning Application Ref. 16299/APP/2020/3313

We write to you on behalf of our client, Senior Living Urban (Uxbridge) Limited (Guild Living), to submit further amendments to the full planning application ref. 16299/APP/2020/3313 for the comprehensive redevelopment of Land off Harefield Road, Uxbridge.

The proposed amended description of development as a result is as follows:

> *Comprehensive redevelopment of the site comprising demolition of existing buildings to provide residential care accommodation (Use Class C2) with ancillary uses, and commercial unit at ground floor level (Use Class E), in buildings up to 7 storeys with car parking, landscaping and associated works.*

Background

The further amendments address the previous matters of concern raised within the committee report and the first draft reason for refusal as published on 13th April 2021, which was subsequently withdrawn from the agenda of the Major Applications Planning Committee on the 21st April 2021 follow discussions with planning officers.

The withdrawn committee report also included three other reasons for refusal relating to overheating; affordable housing; and, the requirement for a Section 106 Agreement. These reasons have also been addressed following the submission of additional information previously issued to the LPA prior to the withdrawal of the application from the agenda.

The withdrawal of the application from the agenda has enabled the Applicant to work proactively with planning officers to overcome the design reason for refusal.

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Submission Documents

In addition to this cover letter, the following information is submitted in support of the revised application, which should be read in conjunction with the information submitted as part of the original application:

- Revised Planning Drawings prepared by Marchese and Partners;
- Revised Landscape Drawings prepared by Andy Sturgeon; and
- Transport Technical Note Addendum prepared by Pell Frischmann.

The following drawings are to be superseded as a result.

Title	Current Drawing Ref.	Proposed Drawing Ref.
MEZZANINE LEVEL MASTER PLAN	P3	P4
LEVEL 01 MASTER PLAN	P2	P3
LEVEL 02 MASTER PLAN	P2	P3
LEVEL 03 MASTER PLAN	P2	P3
LEVEL 04 MASTER PLAN	P2	P3
LEVEL 05 MASTER PLAN	P2	P3
LEVEL 06 MASTER PLAN	P2	P3
ROOF LEVEL MASTER PLAN	P2	P3
LEVEL 00 GA	P3	P6
MEZZANINE LEVEL GA	P3	P4
LEVEL 01 GA	P2	P3
LEVEL 02 GA	P2	P3
LEVEL 03 GA	P2	P3
LEVEL 04 GA	P2	P3
LEVEL 05 GA	P2	P3
LEVEL 06 GA	P2	P3
ROOF LEVEL GA	P2	P3
SECTIONS BUILDING B	P2	P3
SECTIONS BUILDING A/B	P2	P3
SUBSTATION & GENERATOR	P2	P3

LANDSCAPE GROUND FLOOR MASTERPLAN	P11	P12
PODIUM GARDEN	P03	P04
GREEN ROOF MASTERPLAN	P04	P05
SECTION BOUNDARY INTERFACE 4/4 MAGISTRATES GARDEN	P02	P03

Proposed Revisions

The proposed revisions are summarised as follows:

1. Removal of all car stackers and managed car parking arrangement;
2. Revision to the layout and configuration of car parking layout providing a policy compliant level of parking for future occupants;
3. Reconfiguration of access road parking to include an additional dedicated loading bay;
4. Restriction of the Class E unit to prevent nursery use and associated requirement for drop-off parking arrangement; and
5. Provision of additional staff/carer parking;
6. Provision of a car club space;
7. Increased pedestrian walkway width to a minimum width of 1800mm.

These revisions directly respond to the comments and assessment set out within the withdrawn committee report as follows.

1. Removal of car stackers and managed arrangement

Concerns were raised that the car stackers world result in significant reliance on a managed car parking solution to ensure the free flow of traffic through the access road. The removal of the car stackers means that residents can now park their own cars and there is no requirement for a managed car parking solution. This fully addresses highways officers' concerns in relation to the overreliance on a concierge.

2. Revised layout/configuration to achieve policy compliant car parking

The removal of the car stackers and revised layout/configuration enables a policy compliant provision comprising 18 disabled spaces for residents. This amendment reflects the planning policy officers' comments received March 2021, also set out within the report, which outlined that the previous provision of car parking spaces was significantly above the car free requirement of the London Plan

3. Reconfiguration of the access road for additional loading bays

Concerns were also raised in relation to the provision of servicing bays to accommodate short term drop off/ deliveries in the event that one or more may arrive at the same time.

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In response, the parking layout has been further amended to include a new dedicated servicing bay adjacent to the main entrance which can accommodate two box vans (or the potential for a larger vehicle, although this is not identified as being required it provides flexibility in any event). The dedicated refuse bay has been retained adjacent to the bin store. The Porte Cochere continues to provide a dedicated space for emergency vehicles. This amended arrangement will ensure that there are dedicated spaces for all users in the event that they arrive at the same time. This arrangement ensures that the free flow of traffic will not be compromised as a result of any servicing/deliveries that may be taking place.

4. Restriction to prevent nursery and removal of associated parking

Concerns were raised in relation to the provision of nursery car parking spaces. It has been agreed that a nursery will not be provided as part of the proposed development and the unit will revert to a flexible Class E unit with a restriction on nursery use. The relevant documents have been updated to reflect this, along with the description of development, with the restriction to be controlled by condition as per standard practise.

In reducing the quantum of resident parking and removing the nursery the number of trips will be significantly reduced, which directly response to officers' concerns relating to the potential for the free flow of traffic through the access road to be restricted.

5. Provision of staff/carer parking

Concerns were also raised in relation to the number of visitor/ carer bays. An increased number of staff/ carer spaces has also been provided comprising 15 spaces including 3 accessible spaces.

6. Provision of a car club space

A car club space is now proposed following the comments that this would be well suited to the development, provide further means of transport particularly for infrequent trips made further afield by future occupants, and assist in reducing the overall need for parking. The car club would not be restricted to the development along, and therefore would also benefit residents of the wider surrounding area.

7. Pedestrian walkway

Concerns were raised with the proposed pavement widths along the access road, with the committee report highlighting that the pavement would be reduced to 1.3m at one point. In response, the pavement widths have been further increased to ensure that they are now at a minimum of 1.8m throughout the access road therefore removing this issue. This will ensure a high quality accessible public realm, with access to the town centre via Harefield Road or Warwick Place.

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Summary

In summary, the proposed revisions directly respond to the consultee and officers concerns previously set out within the withdrawn committee report, specifically in relation to the layout of the site and the managed car parking solution. The amendments follow detailed discussions with officers. The scheme proposes a policy compliant and acceptable level of parking; has reduced the level of traffic through the site; provides in convenient access that does not require management; resulting in a high quality public realm designed to accommodate all users (including those who are elderly or vulnerable).

Should you require any further details or have any queries, please do not hesitate to contact me, or my colleague Tim Sturgess.

Yours sincerely

Avison Young

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For and on behalf of Avison Young (UK) Limited