AVISON YOUNG

Land Off Harefield Road

Planning Statement Addendum

March 2021

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For and on behalf of Avison Young (UK) Limited

1. Introduction

1.1. This Planning Statement Addendum has been prepared by Avison Young on behalf of the Applicant, Senior Living Urban (Uxbridge) Limited (Guild Living) to accompany amendments to planning application ref. 16299/APP/2020/3313 (the Original Application).

1.2. The Application was validated on the London Borough of Hillingdon (LBH) on 27th October 2020 and is currently pending determination. The proposed amendments to the application (the Amended Application) are made in response to consultation comments received following submission.

1.3. This Planning Statement Addendum provides a summary of comments received, sets out the proposed amendments which are then assessed against planning policy in comparison to the Original Application. This Addendum should be read in conjunction with the Planning Statement dated September 2020 which provides a full assessment of the proposed development against planning policy.

1.4. The following information is submitted in support of the Amended Application which should be read in conjunction with those submitted as part of the Original Application:

- Revised CIL Form;
- Revised Planning Drawings (Marchese and Partners);
- Design & Access Statement Addendum (Marchese and Partners);
- Landscaping Design and Access Statement Addendum and Landscape Drawings (Andy Sturgeon);
- Heritage and Townscape Visual Impact Assessment Addendum (Alan Baxter);
- Daylight, Sunlight and Overshadowing Report Addendum and Letter of Conformity (Avison Young);
- Energy Statement Addendum (Chapman BDSP);
- Revised Sustainability Appraisal (Chapman BDSP);
- Drainage Statement & Flood Risk Assessment Letter of Conformity (Chapman BDSP);
- Revised Tree Survey & Arboricultural Assessment (WSP);
- Contaminated Land Assessment Letter of Conformity (Chapman BDSP);
- Demolition & Site Waste Management Plan Letter of Conformity (Chapman BDSP);
- Transport Assessment Addendum (Pell Frischmann);
- Revised Travel Plan (Pell Frischmann);

- Revised Delivery and Servicing Plan (Pell Frischmann);
- Revised Construction Logistic Plan (Pell Frischmann);
- Biodiversity Survey and Report Letter of Conformity (WSP);
- Noise Impact Assessment Addendum (RBA);
- Air Quality Assessment Addendum (Air Quality consultants)
- Revised Fire Statement (Chapman BDSP);
- Revised Foul Sewage & Utilities Assessment (Chapman BDSP);
- Revised Statement of Community Involvement (Forty Shillings);
- Wind/Microclimate Letter of Conformity (WSP);
- Townscape Review (We Are Define); and
- Archaeology Assessment Letter of Conformity (WSP).

2. Post-Submission Consultation

2.1. The Applicant undertook a comprehensive programme of pre-application consultation which is set out in detail in the original Planning Statement and Statement of Community Involvement prepared by Forty Shillings.

2.2. Since the application was validated on 27th October 2020 the Applicant has continued to engage with planning officers at LBH along with other key consultees and groups.

2.3. As part of this process, a series of post-submission meetings have been held with LBH planning, design and heritage and highways officers. The purpose of the meetings was to discuss consultation responses received which are summarised below with further detail provided in the submitted Statement of Community Involvement Addendum.

3rd December 2020 (meeting with planning officers)

- Further information in relation to the break down and size of internal amenity areas requested.
- Further detail requested regarding access to the residents' garden from the west.
- Further details of the shared surface be provided including the size of the proposed pavements.
- Further details requested relating to the parking and how visitor/ nursery parking will work.

17th December 2020 (meeting with planning, landscape and access officers)

- Clarity sought on the 21m separation distances set out in guidance.
- Requested uplift in scooter parking provision.
- Requested urban greening calculation is provided.
- Further details regarding the car stackers and potential to accommodate accessible vehicles required.

17th January 2021 (Conservation and Urban Design Officer Comments)

- Sought clarification on the townscape impacts resulting from the proposed height in relation to the existing context.
- Suggested the proposed building line to Harefield road be reviewed in relation to the pattern of development.
- Sought clarity on the quality of accommodation.
- Considered the proposal would result in less than substantial harm to heritage assets 118 High Street (Grade II Listed Building) and Magistrates Court (locally listed building).

18th January 2021 (meeting with planning and planning policy)

- Meeting to discuss affordable housing provision. Officers noted that this will be subject to a third-party review of the submitted Financial Viability Appraisal (FVA).

27th January 2021 (meeting with planning, design, and heritage officers)

- The Applicant presented suggested amendments to the proposed massing.
- Officers requested further detail on the proposed landscaping fronting Harefield Road as a result of amending the building line.

3rd February 2021 (meeting with planning and highways officers)

- Requested further detail in relation to the one-way system and potential back up of traffic.
- Clarification sought in relation to the drop-off facility and how this interacts with emergency vehicles requested.
- Requested further detail regarding the operation of stackers and principles of parking management.
- Clarifications sought in relation to the provision of parking for visitors and carers.

12th February 2021 (meeting with planning, planning policy and planning obligations officers)

- The Applicant presented further information on the Guild product and business model in response to comments from the Council's social care team.
- Clarification sought as to how Wellness centre functions based on the proposed design.
- Officers requested further detail in relation to the potential service charges and what this covers.

17th February 2021 (Further Conservation and Urban Design Officer Comments)

- The amended visuals show an improvement to the Harefield Road frontage with the building line being set back a further 2 metres.
- Requested video footage starting further north along Harefield Road from outside no. 59 Harefield Road to understand kinetic views.
- Considers that the 7 storeys to Block A is still a storey to high.
- The reduction in height and massing of Block B is also an improvement and has helped to lessen the impact of the development on this part of the townscape.
- In summary, the impact of the development on the conservation area and listed buildings now considered acceptable.

26th February 2021 (meeting with planning officers)

- The Applicant presented the series of amendments to be made to the application.

- Officers confirmed that they understand the rationale behind the amendments to the massing which come in response to the design and heritage officer's comments.
- Officers advised that the amendments to the layout were positive as it provides a better solution in relation to the Wellness centre and nursery.

2.4. In addition to the above comments relating to design, access, highways, social care and affordable housing, the following comments have been received from statutory consultees, LBH internal consultees and the GLA.

Statutory Consultees

2.5. The following statutory consultees have confirmed no objection to the application subject to the imposition of planning conditions: National Air Traffic Services; Heathrow safeguarding; Ministry of Defence; GLAAS (Archaeology); Metropolitan Police; Thames Water; Environment Agency; Buckinghamshire Council; and, Natural England.

LBH Consultees

2.6. The following LBH internal consultees have no objection to the application subject to the imposition of planning conditions: Contaminated Land; Energy & Sustainability; Biodiversity; Daylight and Sunlight; and Noise.

2.7. The Council's Air Quality Team issued comments on 17th November 2020 which the Applicant responded to in its letter dated 2nd December 2020. A further response was received on 28th January 2021 and a meeting held on 3rd March 2021. Whilst it is agreed that there is no objection, it was agreed that the Applicant should provide additional details of measures provided as part of the prosed development which are air quality positive so allow for further consideration of the need for a financial contribution. This is discussed in further detail in **Section 4** below.

GLA Stage 1

2.8. The GLA Stage 1 response (in relation to the Original Application) was issued on 21st December 2020 and confirms support for the proposals in terms of principle of development and design. Further information relating to energy, transport and affordable housing has been requested.

2.9. The application has been revised in response to these consultation comments, with the scope of the proposed amendments set out in **Section 3** and an assessment of the changes in relation to the comments and planning policy set out in **Section 4** below.

3. Amended Development

3.1. The proposed amendments to the application can be summarised as follows:

- Scale/Height Massing:
  - Reduction of one storey from Block B
  - Reductions to mass of Block A
  - Additional 2m setback fronting Harefield Road
  - Overall reduction of the height of Building A by 300mm and Building B by 4125mm
- Units:
  - Reduction of 12 units from 194 to 182 with new units now provided where the Wellness centre was previously located.
- Wellness:
  - Relocated to front the main courtyard, in location previously identified for the nursery. This enlarged, reconfigured and better integrated space enables improved access to the facility and the inclusion of a hydrotherapy pool.
- Nursery:
  - Nursery and dedicated external play relocated to the south-eastern elevation. This provides an increase in publicly accessible space and improves the function of the courtyard. Access to the nursery is retained from the public courtyard.
- Back of House Spaces and Scooter Store:
  - Scooter store has been relocated and increased in size. Small refuse store has been relocated to prevent bins being wheeled through the central courtyard. Quarter master space has been provided for large deliveries.
- Restaurant/Bar/Lounge:
  - Area reconfigured to provide a more integrated offer and increased flexibility.
- Access Road:
  - Re-configured to provide increased pavement widths, better located cycle parking, a dedicated mini-bus space and amended parking spaces along with full tracking.
- Parking:
  - Amended internal parking from 80 to 76 spaces retaining the same ratio of parking overall.

- **Window Treatment** - For the short elevation of Building A treatment is applied to non-primary windows to mitigate any potential overlooking.

3.2. A detailed summary of the proposed amendments is set out in the submitted Design and Access Statement Addendum prepared by Marchese and Partners.

4. Planning Assessment

4.1. This section provides an assessment of the proposed development against the adopted Development Plan and other material considerations in relation to the proposed amendments only. This Addendum should be read alongside the Planning statement dated October 2020, which provides a full summary of the planning context and a planning assessment of the proposed development against all relevant planning policies.

Principle of Development

4.2. There is no change to the principle of development as a result of the proposed amendments. The site comprises previously developed (brownfield) land in an accessible location within Uxbridge Town Centre. All policies at national and local level support the sustainable reuse of such sites in principle. Therefore, the principle of development is acceptable.

Proposed Uses

4.3. The proposed development continues to provide Specialist Older Persons/Care Accommodation and ancillary facilities (Use Class C2) alongside Nursery (Use Class E) and Café/Restaurant (Use Class E) uses.

4.4. The proposed amendments include the relocation of the nursery to the southern boundary. The access is retained from the courtyard with the enclosed playground now to the south. This provides an increase in publicly accessibly space and improves the function and use of the square. The proposed Café/Restaurant has also been reconfigured to provide a better offer and flexibility. Both the Nursery and Café/Restaurants uses remain acceptable in this accessible town centre location and accord with London Plan Policies H1, SD6 and S3 and LPP2 Policy DMCI2.

4.5. The proposed amendments include a minor reduction in the proposed number of proposed Specialist Older Persons/Care Accommodation units (Use Class C2) from 194 to 182.

4.6. The proposed Specialist Older Persons/Care Accommodation continues to meet an identified need in a suitable location and therefore complies with London Plan Policy H12 and LPP2 Policy DMH8.

4.7. Notwithstanding this, LBH's Social Care team issued comments on 26th February 2021 which questioned the affordability of the development and therefore its potential to meet any need. The comments also raised concerns over the potential impact of the proposed development on the Council's social care budgets.

4.8. The Applicant prepared a detailed response in relation to these comments, which was issued on 26th February 2021 and can be summarised as follows:

- The Guild product is comparable in terms of costs to other similar products in LBH and it has been demonstrated that there is a pool of 5,133 eligible households that could choose to live in the proposed development.
- It has been demonstrated there would be a local demand for the proposed product based on the identified eligible downsizers, comparable average sales prices (ASPs) and greater range of wellness services and continuum of care offered as part of the Guild product.
- There is an identified need in LBH and that the proposed product can meet this need on the basis that there are identified eligible downsizers in LBH and the proposed product offers high quality accommodation with a greater range of care options, services and facilities than other comparable products with a similar ASP.
- The wealth of the eligible downsizers means that they will be able to afford the ongoing costs associated with the Guild product and will therefore not impact upon LBH Adult Social Care Budgets.
- The proposed development will result in social care savings of £316,600 per annum alongside a comprehensive package of further economic and planning benefits.

4.9. The response clearly addresses the comments through evidence and that the proposed use will meet the identified need and therefore complies with London Plan Policy H12 and LPP2 Policy DMH8.

Affordable Housing

4.10. The proposed amendments include a reduction of 12 units from 194 to 182 which impacts the viability of the proposed development.

4.11. A separate response in relation to Affordable Housing provision has been issued to LBH which sets out the impacts of the proposed amendments on the affordable housing offer. The response sets out how exceptional circumstances have been demonstrated in that it is not possible to provide affordable housing on-site, or off-site. Therefore a payment in lieu of affordable housing is acceptable in planning terms and accords with policy.

4.12. The proposed payment in lieu, which is subject to agreement through an independent third party review being undertaken on behalf of the LPA. This will provide the maximum quantum of affordable housing and therefore complies with London Plan Policy H4 , H5 and H13 and LPP2 Policy DMH 7.

Quality of Care Accommodation

4.13. The revised residential mix compared to the Original Application is set out in **Table 1** below.

Table 1 Original and Revised Unit Mix

Type		Original Application		Amended Application	
		Number	%	Number	%
Guild Living Residences	1-bed	35	18%	34	19%
	2-bed	121	62%	115	63%
	3-bed	5	3%	4	2%
Guild Care Residences	1-bed	5	3%	5	3%
	2-bed	2	1%	0	0%
	3-bed	0	0%	0	0%
Guild Care Suites		26	13%	24	13%
Total		**194**	**100%**	**182**	**100%**

4.14. The proposed unit mix continues to promote housing choice by providing a range of housing, enable downsizing to free-up larger family sized homes and contribute to an identified need for older persons' housing in LBH. As such the proposals continue to accord with London Plan Policy H10, LPP1 Policy H2 and LPP2 Policy DMH2.

4.15. Due to the nature of the use, the proposed development has been purposefully designed to meet all accessibility requirements. Following further consultation with the Council's Access Officer the Amended Application includes several amendments which will further enhance accessibility for future residents and visitors which are highlighted in the Design and Access Statement Addendum. On this basis, the proposed development continues to comply with London Plan Policy D5, D7 and LPP2 Policy DMHB16.

Design and Heritage

4.16. A full assessment of the proposed amendments and how they respond to design and heritage comments received is set out in the submitted Design and Access Statement Addendum and the Heritage and Townscape Visual Impact Assessment Addendum. An additional Townscape Review, prepared by We Are Define, is also submitted which provides a further independent review of the design approach in light of the proposed amendments.

4.17. A summary of key concerns raised by the Council's Design and Conservation officer and how the amendments respond to these is set out below.

The townscape impacts resulting from the proposed height in relation to the existing context

4.18. The proposed amendments include significant reductions in the built form, including the reduction of Building B by one storey and the provision of a further reduction in mass to the set back 7th storey of Block A. This results in an overall reduction in building heights.

4.19. The reduction in massing results in the proposed development being less visible in long distance agreed views of the site (as set out within the TVIA) and in some instances, including from the High Street (View J) and from Harefield Road looking north (View K) completely removes visibility of elements of the proposed development.

4.20. These amendments represent an even more successful response to the wider townscape context and provide a clear transition from the town centre through to the residential suburban context.

The siting of the building line to Harefield road in relation to the pattern of development

4.21. The proposed amendments include the introduction of a further 2m setback of the proposed building line from Harefield Road resulting in a 4m setback in total. This has enabled the provision of additional defensible space and landscaping, including trees, in this location.

4.22. The amendment further responds to the existing building line along Harefield Road and the proposed development is now clearly seen to sit back from the existing building line when viewing the site from the residential context looking south along Harefield Road (View F).

The quality of accommodation

4.23. The units have been designed to or exceed the minimum standards set out in the London Plan 2021 in terms layouts (room sizes, floor to ceiling heights etc.) to ensure that high quality residential accommodation is provided. Whilst a reduction in floor to ceiling heights is proposed from 2.7m to 2.6m per floor, this is still in excess of the 2.5m requirement. This enables a successful balance between the overall height of the building and maintains high quality accommodation.

4.24. Importantly, the layout optimises the site whilst meeting the appropriate standards to deliver a high standard of accommodation. As highlighted in the GLA Stage 1 report, the proposed development does include single aspect units, however, this comes as a result of site specific constraints including a requirement to provide a layout that minimises potential for overlooking/ an overbearing impact to residential properties to the north. Notwithstanding this, the design has been refined to ensure that north facing single aspect units are designed out where possible.

4.25. The proposed amendments respond to comments from officers regarding a small number of units just failing to meet the 21m separation distance between habitable rooms set out in supplementary guidance. A treatment is now applied to non-primary windows on the return elevation of Building A to remove any potential overlooking. Furthermore, the Amended Application is supported by a Daylight and Sunlight Assessment which confirms that the scheme will continue to achieve policy complaint internal levels of daylight and sunlight.

The relationship with heritage assets 118 High Street (Grade II Listed Building) and Magistrates Court (locally listed building)

4.26. The very minor harm previously identified in relation to the setting of Grade II listed No. 118 Uxbridge High Street has been removed as a result of the proposed amendments. The amendments also further reduce the very minor harm to the locally listed Uxbridge Magistrates Court and the North Uxbridge Area of Special Local Character and the negligible harm to the Uxbridge Lock Conservation Area. This harm is considered to be at the lowest end of the scale of less than substantial harm, and continues to be outweighed by the high-quality design and materiality of the proposed buildings (which has been further refined to better respond to the townscape context), along with the many public benefits that the Proposed Development would deliver, which are set out in **Section 5** below.

Environmental and Technical

Landscape and Trees

4.27. A Landscaping Design and Access Statement Addendum has been submitted which identifies that the proposed amendments include the introduction of additional landscaping along Harefield Road providing a successful contribution to its character. The application continues to provide 69 new trees trees and has an urban greening factor score of 0.4 as required by London Plan 2021 Policy G5. Accordingly, the amendments represent an improvement in terms of landscaping and trees and the proposed development continues to comply with local, regional and national planning policy.

Transport

4.28. Transport related amendments have been made to the access road, including increased pavement widths, provision of a dedicated minibus space, revised carparking layout and relocated cycling spaces.

4.29. A detailed response to comments received from LBH Highways officers was issued by the Applicant on 26th February 2021. In addition, a Transport Assessment Addendum has been submitted as part of

the Amended Application. Together they demonstrate how the amendments to the application fully respond to LBH Highways officers' comments and provide further detail in regard to the future management of the proposed parking and access road.

Energy

4.30. The Council's Energy and Sustainability Officer has confirmed that the Energy Statement submitted as part of the Original Application is acceptable subject to condition. An Energy Statement Addendum is submitted as part of the Amended Application. The amendments result in no overall change to the energy strategy in terms of carbon emissions, with both the original submission and the revised submission achieving overall a 53% reduction in regulated carbon emissions over Part L 2013 using SAP 10.0 carbon factors in compliance with policy.

Noise

4.31. The Noise Assessment submitted as part of the Original Application was considered acceptable subject to conditions following a third-party review. A Noise Assessment Addendum has been submitted as part of the Amended Application which confirms the proposed amendments do not alter the conclusions set out within the original Noise Assessment. The proposed development therefore continues to be acceptable in relation noise impacts subject to condition.

Air Quality

4.32. The Council's Air Quality Team issued comments on 17th November 2020 which the Applicant responded to in its letter dated 2nd December 2020. A further response was received on 28th January 2021 and a meeting held on 3rd March 2021. Whilst no objection is raised, it was agreed that the Applicant should provide additional details of measures provided as part of the prosed development which are air quality positive.

4.33. The Amended Application is supported by an Air Quality Addendum, which sets out specific air quality positive measures included as part of the proposed development. This can be summarised as follows:

- The adoption of a construction management plan to limit emissions to the air during the construction phase;
- Increased distance between Harefield Road and future vulnerable residents thus improving air quality conditions these residents and users will be exposed to;
- Provision of heat and hot water using Air Source Heat Pumps (ASHP) which are not associated with any emissions to the air;
- The installation of 200 Photovoltaic panels across the site, for the provision of electricity;

- Non-domestic elements of the amended proposed development seeking a 'very good' BREEAM rating;
- High-efficiency mechanical ventilation systems with heat recovery for commercial and domestic areas;
- Provision of a biodiverse wildflower roof and a sedum roof;
- Trees and vegetation will be planted at ground level.
- Provision of 18 active, as well as 73 passive, electric vehicle charging points;
- Provision of 76 cycling parking spaces, of which 32 will be secured in a cycle store; this exceeds the GLA and LBH minimum requirement of 52 parking spaces;
- Implementation of a Travel Plan (TP) and appointment of a TP Coordinator who will promote and monitor the TP; and
- Operation of 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. This service will use low-emissions or electric vehicles.

4.34. A review of the on-site emergency diesel generator has also been undertaken to identify whether there could be any further improvements made in this regard. The provision of standby power is a requirement due to health care facilities being provided as part of the development and emergency power required in the event of a power failure.

4.35. As set out in the Air Quality Addendum, alternative options have been explored, however, these have been discounted due to potential failure risks which are not acceptable when considering that the generator is required to provide emergency power for critical care during any outages. Notwithstanding this, it has been identified that SCR technology can be applied to the generator which will lead to a 75% reduction in NOx emissions after 15 minutes resulting in a 56% reduction in yearly NOx emissions associated with the testing regime of the emergency diesel generator.

4.36. On this basis, the proposed development is not only air quality neutral but also actively contributes towards the improvement of air quality as required by LPP2 Policy DMEI 1 and is considered to comply with policy in this regard.

Daylight and Sunlight

4.37. The Daylight and Sunlight Assessment submitted as part of the Original Application was considered acceptable subject to conditions following a third-party review.

4.38. A Daylight and Sunlight Addendum relating to internal Daylight, Sunlight and Overshadowing impacts is included as part of the Amended Application which confirms that the proposed amendments result

in either comparable or improved results for internal daylight/sunlight and therefore continue to be acceptable.

4.39. A separate Daylight, Sunlight and Overshadowing Letter of Conformity has also been provided relating to impacts from the proposed development on neighbouring properties. The letter confirms that the proposed amendments will result in either negligible/technical changes only, or otherwise improve upon the Daylight, Sunlight and Overshadowing results, and therefore the conclusions set out in the original Daylight, Sunlight and Over Shadowing Report dated September 2020 remain valid.

4.40. The proposed development therefore continues to comply with London Plan Policy D6 and LPP2 Policy DMHB11.

Biodiversity and Ecology, Ground Investigations and Flood Risk/Drainage

4.41. The Council's internal consultees have confirmed that the reports submitted in relation to Biodiversity and Ecology, Ground Investigations and Flood Risk/Drainage as part of the Original Application are acceptable subject to planning conditions. The proposed amendments are supported by Letters of Conformity which confirm that the amendments will have no impacts in relation to these items (other than potential benefits) and the proposed development therefore continues to comply with planning policy in this regard.

5. Summary

5.1. This Planning Statement Addendum has provided a summary of the proposed amendments to the Planning Application. It has been demonstrated that the proposed amendments clearly responded to consultation responses received following submission of the application and that the proposed development is substantially in accordance with the relevant Development Plan taking account of the material planning considerations.

5.2. The proposed development continues to give rise to a comprehensive package of planning benefits, which are summarised as follows:

- Efficient use of a highly accessible, brownfield site;
- The provision of specialist older persons' housing and care accommodation to meet an identified need which is currently undersupplied in LBH;
- The provision of high-quality specialist older persons' housing and care accommodation, which is designed to enable older people to retain their independence and experience a better quality of life through the comprehensive package of care, educational and social services offered as part of the development;
- The Hillingdon First action plan, prepared by Guild Living, which will ensure that the proposed GLR units are made available to Hillingdon residents in the first instance;
- Local Authority savings of £316,600 per annum11 comprising savings of £184,500 through high level care provision, and savings of £132,100 through low level care provision;
- Reduce the likelihood of residents using local services, with a significant reduction in the duration of unplanned hospital stays, from an average of between 8-14 days to 1-2 days, promoting the efficient use of hospital beds and 46% less likely to visit a GP;
- The potential to free up existing housing stock in Hillingdon by enabling older people to downsize from family homes into the proposed development;
- The redevelopment of an underutilised low-density edge of centre retail site to provide an appropriate transitional development, both in use and design, between the residential context to the north and the town centre;
- The provision of affordable housing to meet the identified need in Hillingdon, by way of a payment in lieu which represents the maximum reasonable provision;
- The generation of employment opportunities for local people and wider economic benefits including;
    - 90 jobs per year in the Council area over the construction phase, as a result of expenditure on construction-related activities;

  - £20m in Gross Value Added (GVA) contributions to GDP for the Council area over the construction phase, as a result of expenditure on construction-related activities;
  - Gross GVA contribution of £2.7m per year to the Council area during the operational phase;
  - Annual consumer spending of new local residents of £14.9m; and
  - 24 net additional direct operational jobs per year and a further 126 net additional jobs per year within the local economy via indirect and induced channels.
- A reduction in overall vehicle trips compared to the existing use, which will ease pressure on the local highway network;
- The provision of a comprehensive landscaping strategy, including the introduction of 69 high-quality new trees and the creation of a public plaza that will act as a magnet drawing people into the site from the town centre;
- The enhancement of the vitality of town centre through the provision of a mixed-use development, with active frontages and a range of complementary facilities that are open to the public; and
- The provision of Community Infrastructure Levy receipts that will help the Council fund the infrastructure, facilities and services - such as schools or transport improvements - needed to support new homes and businesses.

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