Pell Frischmann

Project	104182 – Revised Scheme – Transport
Document Title or Subject	Transport Technical Note
Document Reference	104182-PEF-XX-XX-RP-Y-000001
Revision Reference	F01
Date	6th May 2021

1 INTRODUCTION

1.1.1 The purpose of this Technical Note is to provide a review of the proposed further amendments in relation to the application for full planning permission submitted by the Applicant, Senior Living Urban (Uxbridge) Limited (Guild Living), to the London Borough of Hillingdon (LBH). The proposal is for a 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.

1.1.2 A Transport Assessment was prepared in support of a full planning application submitted in October 2020 (16299/APP/2020/3313). A Revised Scheme was submitted in March 2021 to address comments from Hillingdon regarding the size and scale of the development.

1.1.3 Following submission of the Revised Scheme, an Amended Scheme has been developed with a reduced level of car parking and the managed parking system removed. In addition, the nursey has been removed and replaced by a flexible use class E unit.

2 REVISED DEVELOPMENT PROPOSALS

2.1.1 As a result of the proposed amendments, the floor areas and unit numbers have been reduced. A comparison between the Revised Scheme and the Amended Scheme is presented in **Table 2.1**

Table 2-1: Schedule of Accommodation

Use Class	Revised Scheme	Amended Scheme	Revised Scheme	Amended Scheme
	NIA (sqm)		Units	
Guild Living Residences (C2) Guild Care Suites (C2) Guild Care Residences (C2)	10,719 601 232	10,719 601 232	161 26 7	161 26 7
Nursery (E)	284	0	-	-
Restaurant/bar (E)	315	315	-	-
Wellness Centre (D2)	259	259	-	-
Flexible Use Class (E)	0	284		
Total	**12,410**	**12,410**	**194**	**194**

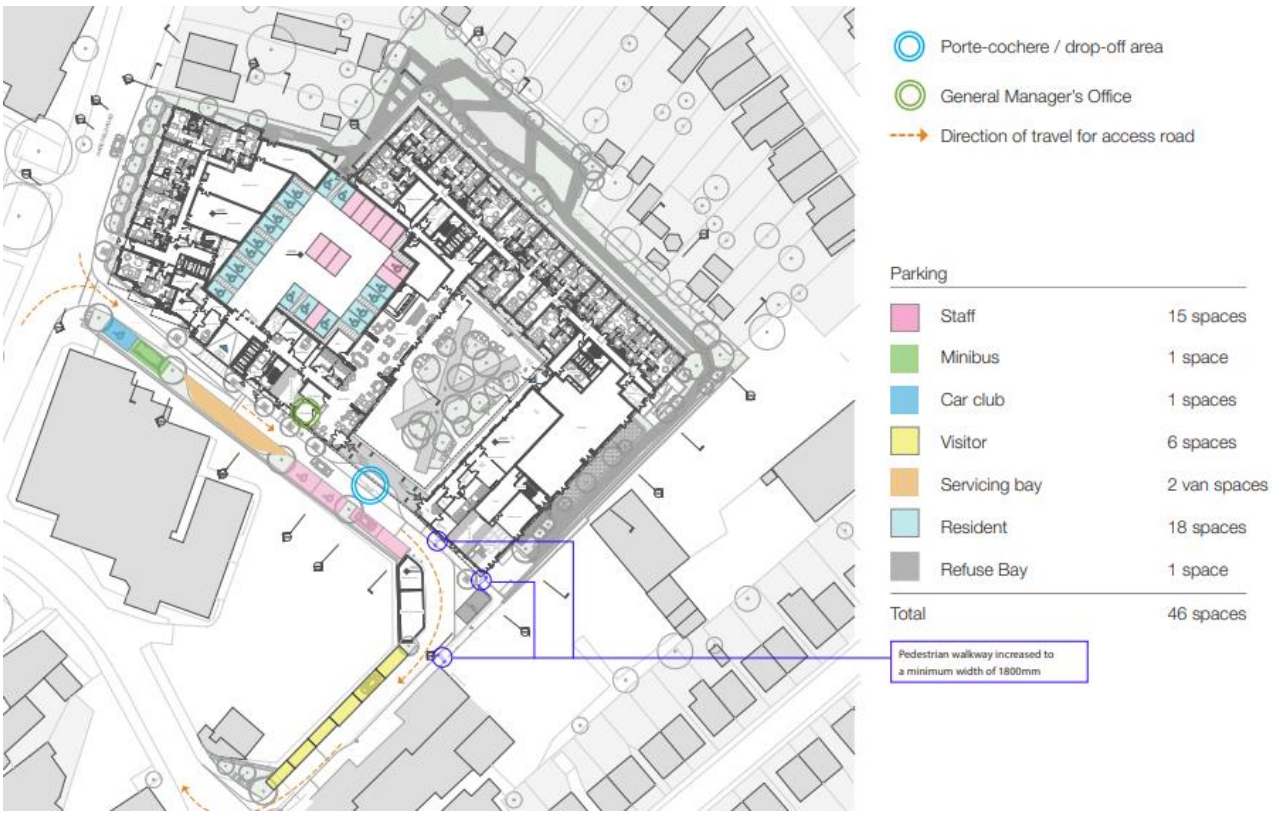
Source: Marchese & Partners

2.1.2 The proposed nursery has also been removed and replaced with a flexible use class E, however the Applicant has agreed that a Condition is to be attached to any permission which ensures that a nursery will not be provided as part of the proposed scheme even though it falls within Use Class E.

2.1.3 The level of residents car parking has also been reduced with the previously proposed stackers removed from the scheme. This negates the need for a managed parking solution and residents can now access the car park themselves without the need for a concierge service to transfer the cars in and out of the car parks. Additional staff / operational (carer) car parking has also been provided within the car park.

2.1.4 The car parking on the internal road has been reassigned following the removal of the need for dedicated concierge pick up / drop off bays and dedicated nursery bays. The revised layout and reassignment is shown in **Figure 2.1** below:

Figure 2.1 Car Park layout



2.1.5 A full plan including swept path analysis is included in **Appendix A**.

2.1.6 A total of 18 disabled bays are provided for the residents, which is in line with the standards set out in the London Plan as well as comments received from TfL that directs the development to be car free.

2.1.7 15 spaces have been provided for staff / carers / operational requirements (3 of which are disabled). Following discussions with Hillingdon, this level of car parking is considered appropriate for the operation of the proposed development, which could require external carers / nurses who need to attend a series of appointments at different care homes across the day, meaning that public transport may not be a viable option.

2.1.8 A minibus bay and a car club bay have been provided to promote shared car use and reduce the need for single occupancy vehicle trips where possible.

2.1.9 A new servicing bay has been introduced which can accommodate two box vans (or occasional larger vehicles), whilst both the Porte Cochere and the dedicated refuse bay have been retained to ensure that vehicles do not block the access road whilst loading / unloading.

2.1.10 In addition, there are 6 visitor bays located to the south of the access road have been retained.

2.1.11 Overall, the car parking has been significantly reduced and the need for a concierge drop off system removed from the scheme. In addition, further servicing bays have been included to ensure there is no potential for blocking of the access road.

3 CYCLE PARKING

3.1.1 The Transport Assessment assessed cycle parking against the C2 landuse for the London Plan 2021. As required by TfL, the care home has been assessed against the Specialist Older Housing landuse. The cycle parking requirement for the revised flexible use class E use has also been assessed using worst case parameters. This shown in **Table 2.2** below.

Table 3-1 Cycle Parking in line with London Plan 2021

Previous Land Use Designation	Long Stay	Short Stay	Total
Specialist Older Housing	18	5	23
Flexible Use E Class	2*	8**	10
D2 Wellness Centre	2	3	5
A3 Restaurant/bar	2	8	10
Total	**24**	**24**	**48**

*Assumed Office 1 space per 150sqm

**Assumed Retail 1 space per 40sqm

3.1.2 The maximum number of cycle parking spaces for the flexible Class E use has been calculated assuming a worst case scenario (Office for the Long Stay and Retail for the Short Stay).

3.1.3 Overall, the scheme is providing in excess of the long stay cycle parking requirement, with 32 spaces located in a secure cycle store, including a Sheffield stand to provide 5% enlarged spaces.

3.1.4 A total of 44 short stay cycle spaces (also in excess of the standards) is provided in the form of Sheffield stands located in the landscaped area.

4 IMPACT ON TRIP GENERATION

4.1.1 The reduction in residential based car parking (originally 80 reduced to 18) will result in a lower level of vehicle trips associated with the care accommodation. In addition, the nursery has been removed which would further reduce the proposed number of vehicle trips on the local highway network.

4.1.2 The impact of the new E-Class has been considered and given that it is proposed to only assign a single disabled car parking space to this land use, the majority of trips would be associated with public transport users or walking and cycling.

4.1.3 As a worst case scenario an office could be expected to employ around 28 staff (assuming a density of 1 per 10sqm), which comparable to the number of staff that would have worked at the nursery. As a result, there will be no uplift in trip generation, over and above that which was previously assessed for public transport. Any other land users, such as community or retail would be considered to generate local trips by foot only.

4.1.4 Overall it is anticipated that the revised scheme will result in fewer vehicle trips overall, with a similar number (or lower) of public transport, walking and cycling to the original assessment.

5 SUMMARY AND CONCLUSIONS

5.1.1 Further to discussions with Hillingdon, a number of amendments have been made to the scheme to address their concerns.

5.1.2 Overall the car parking has been significantly reduced and the need for a concierge drop off system removed from the scheme. Only disabled parking is provided for residents, with additional parking being offered to staff / carers / operational requirements. In addition, further servicing bays have been included to ensure there is no potential for blocking of the access road.

5.1.3 A car club has been introduced to the scheme to promote shared car usage at the site.

5.1.4 Overall, the scheme is providing in excess of the long stay cycle parking requirement, with 32 spaces located in a secure cycle store, including a Sheffield stand to provide 5% enlarged spaces.

5.1.5 A total of 44 short stay cycle spaces (also in excess of the standards) is provided in the form of Sheffield stands located in the landscaped area.

5.1.6 The reduction in vehicle spaces and the removal of the nursery will result in reduced impact in terms of vehicle trips.

Appendix A – Swept Path Analysis

MAGISTRATE COURT

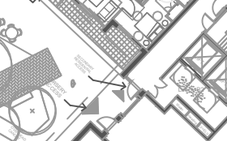
HAREFIELD ROAD

UXBRIDGE POLICE STATION

WARWICK PLACE

HAREFIELD ROAD

WARWICK PLACE



FORWARD MOTION

REVERSE MOTION

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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Project

Guild Living Uxbridge

Drawing Title

Swept Path Analysis - External Parking Spaces
Large Estate Car

	Name	Date
Drawn	JMH	04/03/2021
Designed	JMH	04/03/2021
Checked	DW	04/03/2021
Approved	VB	04/03/2021

Scale: 1: 500 @ A3

File No.: 104182-T-037-039 & 043.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-036

Revision: G

MAGISTRATE COURT

UXBRIDGE POLICE STATION

HAREFIELD ROAD

WARWICK PLACE

HAREFIELD ROAD

WARWICK PLACE

6.33

0.82 3.7

FORWARD MOTION

REVERSE MOTION

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	JMH	04/03/2021
Designed	JMH	04/03/2021
Checked	DW	04/03/2021
Approved	VB	04/03/2021

Scale: 1: 500 @ A3

File No.: 104182-T-037-039 & 043.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-037

Revision: F

MAGISTRATE COURT

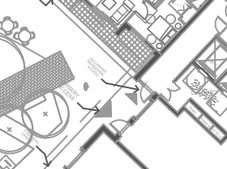
UXBRIDGE POLICE STATION

HAREFIELD ROAD

WARWICK PLACE

HAREFIELD ROAD

WARWICK PLACE



FORWARD MOTION

REVERSE MOTION

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

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Project

Guild Living Uxbridge

Drawing Title

Swept Path Analysis - External Parking Spaces
7.5t Box Van

	Name	Date
Drawn	JMH	04/03/2021
Designed	JMH	04/03/2021
Checked	DW	04/03/2021
Approved	VB	04/03/2021

Scale: 1: 500 @ A3

File No.: 104182-T-037-039 & 043.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-043

Revision: -

MAGISTRATE COURT

HAREFIELD ROAD

UXBRIDGE POLICE STATION

WARWICK PLACE

HAREFIELD ROAD

WARWICK PLACE



FORWARD MOTION

REVERSE MOTION

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	JMH	04/03/2021
Designed	JMH	04/03/2021
Checked	DW	04/03/2021
Approved	VB	04/03/2021

Scale: 1: 500 @ A3

File No.: 104182-T-037-039 & 043.dwg

Drawing Status: DRAFT

Drawing No.: 104182-T-038

Revision: I

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F01	-	Draft for Client / Project Team review and comment.	04/05/2021	DW	DW	VB

Ref. reference. Rev revision. Suit suitability.