

**Job No:** 2023-5274  
**File Ref:** N03-CC-Transport Addendum F2 (241127)  
**Date:** November 2024  
**Job Title:** 148-154 High Street, Uxbridge

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**Subject: Transport Assessment Addendum: GLA / LBH Response**

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## Introduction

1. This Transport Assessment Addendum has been prepared to provide additional information and clarification on transport and highway comments raised within the Greater London Authority ('GLA') Stage 1 response from Transport for London ('TfL') and from LB Hillingdon Highways ('LBH Highways') in relation to the proposed development of the site known as 148-154 High Street, Uxbridge, UB8 1JY ('the site') within the London Borough of Hillingdon ('LBH') (LBH Planning Ref: 78696/APP/2024/867).
2. In the consideration of the planning application, TfL have made comments with respect to Healthy Streets, Vehicular Access, Impact of the Proposed Development, Buses, Cycle Parking, Car Parking Delivery and Servicing, Construction Logistics and Travel Plan. A copy of the GLA Stage 1 report and corresponding standalone TfL comments are included at **Appendix A**.
3. With respect to LBH Highways, a detailed assessment of the planning application has been undertaken with comments received which confirm that the proposed development would be acceptable from a transport and highways perspective, subject to planning conditions and obligations. A copy of the LBH Highways response is included at **Appendix B**.
4. This Note has been prepared to provide clarity and further information in relation to the comments received from TfL and LBH Highways with each theme discussed in turn below.

## Healthy Streets

**GLA Comment:** *55. An Active Travel Zone Assessment (ATZ), which includes a review of routes to key trip attractors during darker hours, has identified a number of areas for improvements. Contributions towards the delivery of these improvements should be secured, in line with London Plan Policies T2 and T4. It is also noted that a Women's Safety Audit is being undertaken in Uxbridge Town Centre and should be taken into account as part of the assessment of the improvements required.*

*56. Route 2 of the ATZ assessment, which looks at the access to Dowding Park, highlights the poor environment for walking and cycling at the roundabout junction between the High Street and Hillingdon Road. Proposals should be put forward to deal with this barrier to walking and cycling*

5. A comprehensive assessment of the local walking and cycling environment was undertaken as part of the Transport Assessment which concluded that the pedestrian environment is generally provided to a good standard with some minor deficiencies identified. However, this should be considered in the context of the impact of the proposed development whereby the number of person trips generated by the proposed development is unlikely to be perceptible, equivalent to approximately 2 person movements every minute on average. This level of activity is limited within the context of the wider area given the site's location within a town centre location.
6. In addition, the proposals commit to significant improvements to pedestrian accessibility and public realm improvements underpinned by the delivery of improvements to Cocks Yard, including:
  - The realignment of the pedestrian route to provide a clear line of sight between High Street and Bakers Road overcoming the existing issues with poor legibility and visibility.
  - The provision of a new pedestrian route from Belmont Road to link into the existing pedestrian route between High Street and Bakers Road, improving permeability.
  - The delivery of public open space with a central courtyard within the centre of the site to activate the pedestrian routes, providing a significant improvement to landscaping within the town centre.
7. The proposed development will also allow for a widening of the footway on Belmont Road and Bakers Road providing a notable public benefit.

8. It is noted that LBH are satisfied with the impact of the proposed development in this respect and have not requested financial contributions towards improvements and it is therefore considered that no financial contributions are required.
9. With respect to the request to make improvements to access to Dowding Park at the underpass, consideration should be given to financial contributions that have already been secured towards this. As set out in the planning application for St Andrew's Park that is currently being determined by LBH (LBH Planning Ref: 585/APP/2024/1879) a scheme of improvement works was secured via the original site-wide hybrid consent for St Andrew's Park. Vinci St Modwen have paid £1,967,690 to LB Hillingdon to renovate, refurbish and deliver improvements to the pedestrian experience of the underpass. The contribution was paid fully to LB Hillingdon paid by October 2021. LB Hillingdon's S106 Schedule, Q4 2023/24 confirms that c.98% (£1,935,418) of the contribution has not been spent, as of 31/04/2024.

**GLA Comment:** *57. The strategy of improving pedestrian accessibility through widening and improving the Cock's Yard connection is welcomed, as is the provision of new public space at the centre of the site. However, as noted in the Design section above, further improvements to Cock's Yard should be considered, including consideration of functionality of routes during darker hours*

10. The design approach which underpins the delivery of improvements to Cocks Yard has been developed following a positive collaboration with LBH Officers throughout the pre-application process and is considered to represent a significant improvement to the existing situation.
11. The courtyard will be subject to ongoing management to ensure its quality. Lighting is proposed to be provided within the space (which can be secured by planning condition) and Secure by Design have also not raised an objection to the proposals, ensuring that the proposals are attractive and suitable to be used during darker hours. The current situation has limited lighting, dark corners and a dog-leg which makes it highly unattractive during dark hours which is being comprehensively improved by the design of the proposals.

**GLA Comment:** *58. Potential streetscape enhancements have been identified on Belmont Road. Whilst the principle is welcomed, it is not clear how these will be integrated with the proposed loading bay and retained parking spaces. Further improvements to Belmont Road should be introduced to improve the pedestrian experience and road safety in the town centre.*

12. The potential improvements to Belmont Road have been agreed with Hillingdon. The proposals seek to reorganise the existing parking spaces across the site frontage to introduce a loading bay to serve the development, reducing the demand for space on Bakers Road. The proposals require the relocation of 2no. accessible bays and 1no. motorcycle bay where space exists on Belmont Road, at the expense of standard parking spaces. This is complemented by a widening of the footway on Belmont Road as the proposed building façade is pulled away from the site boundary with high quality landscaping and short stay cycle parking incorporated within land controlled by the Applicant.
13. The alterations can be seen in the Proposed Highway Arrangement plan that was attached to the Transport Assessment and included at **Appendix C**.
14. On the basis of the above, the proposed development will deliver notable improvements to Belmont Road, including improving the streetscape and pedestrian environment.

**GLA Comment:** *59. The submitted information is unclear about how the scheme would support cycling to and from town centre destinations. It is also not clear whether cycling is allowed in any part of the internal courtyard or Cock's Yard. Given the conditions of surrounding carriageways, there could be a demand to cycle through this space, particularly for deliveries by cycle, which could conflict with the quality of public realm aspirations. Further thought on the cycling strategy for this site is required, and, where necessary, contributions should be secured towards improving cycling access to/from key trip attractors.*

15. Cycling is not proposed to be permitted within the Courtyard or Cocks Yard, with cyclists required to disembark as per the existing situation and for cyclists using the High Street or the footway on Belmont Road and Bakers Road. The space will not be accessed by dropped kerbs akin to a vehicular access and instead form an extension of the existing footway on Belmont Road, Bakers Road and High Street to prevent access by cyclists. Appropriate signage can be installed if necessary to prevent unauthorised access.

16. As set out within the Transport Assessment, it is anticipated that there could be in the region of 4 cycle trips during the weekday morning peak hour and 4 additional cycle trips during the weekday evening peak hour created by the proposed development. This level of increase in cycle trips on surrounding routes would not result in a noticeable change in the level of service for existing cyclists.
17. The proposed development incorporates additional short stay cycle parking on the High Street, Belmont Road and within Cocks Yard to improve facilities for cyclists visiting the town centre with 24 cycle parking spaces (12 Sheffield stands) provided in pockets across the site, in proximity to building entrances to provide easily accessible facilities for all uses.
18. LBH Highways have reviewed the proposed development and its impacts in detail and have not identified a need to create improvements to cycling to and from the town centre. On this basis, contributions towards improving cycle access on local streets is not considered necessary.

## **Vehicular Access**

**GLA Comment:** *60. Vehicle access to the on-site disabled person parking spaces is from Bakers Road, with a one-way ramp into the basement being provided. Further information on this arrangement is required to ensure that the different modes using this ramp can do so in a safe and comfortable manner. In line with the Healthy Streets approach, the vehicular access to this site should be designed to ensure pedestrian and cycle safety is appropriately integrated.*

*61. As highlighted above, there is significant demand on kerb space in this location. It should be clarified if the proposed development has been future proofed to enable the sharing of facilities, such as the vehicular ramp, should the adjoining site come forward in the future.*

19. The proposed ramp has been designed to allow for one-way working, controlled by traffic lights, with sufficient waiting space at the top and bottom to allow vehicles to pass one another. The access and ramp have been designed to align with 'Car Park Design' (Institute of Structural Engineers, June 2023).

20. The ramp is principally designed for vehicles only; however, it is recognised that cyclists may choose to use this as an alternative to the proposed cycle lift that is proposed. The cycle lift will be the primary means of moving between the basement and ground floor for cyclists and will benefit from appropriate signage and be clear to occupiers of the development which provides segregation from vehicles. Pedestrians will be able to access the basement and associated car and cycle parking by using lifts within the proposed development.
21. During pre-application engagement with LBH, consideration was given to widening the ramp to allow for segregated pedestrian and/or cyclist access; however, this was deemed to be inappropriate and was not considered further as it would result in a material widening of the ramp which would significantly impact the ability to deliver the improvements to Cocks Yard and the proposed central courtyard.
22. The design of the vehicular crossover at the top of the ramp will provide pedestrian priority for pedestrians walking on Baker's Road. The proposed design envisages the creation of a 'Copenhagen Crossing' which provides a level surface across the footway and gives priority to pedestrians. Alternatively, the access could be formed of a traditional crossover which would also provide an appropriate reduction in vehicle dominance and provide a continuous footway for pedestrians across the access.
23. Owing to the restrictive nature of Baker's Yard, where bus stops present across the existing accesses cannot be moved / reduced, the proposed car park access will affect the location of the existing loading bay across the site frontage.
24. The current location of the loading bay would effectively block the access into the site. Unless amendments to the bus stops could be pursued, it will be necessary to remove the loading bay. Instead, the Applicant proposes to introduce double yellow line parking restrictions which would allow for loading and servicing to occur at this location, including to serve neighbouring uses; however, a vehicle would block the access to the proposed basement parking.
25. As such, the proposed design and access solution has been developed to work in a holistic manner, considering the opportunities and constraints of the site to achieve the following:
- No net loss in on-street accessible car parking.
  - All bus stops and bus stands remain as per the existing situation and are unaffected by the development proposals.

- The proposals remove existing accesses which require vehicles to cross bus stops which reduces conflicts with buses.
  - Restricting car parking and vehicular activity on site to a small number of accessible spaces significantly reduces vehicular traffic on Bakers Road.
  - The loss of a loading bay on Bakers Road is unfortunate but double yellow line restrictions would still enable loading to occur.
  - The proposals prevent an access being located on Belmont Road which would have a significant impact upon disabled parking and affect the flow of pedestrians on this element of the high street.
26. The proposed vehicular access strategy has been developed to positively respond to pre-application collaboration with LBH and give detailed consideration to comments received from the GLA / TfL during pre-application discussions to reduce the demand for kerb space on Bakers Road and deliver access in the most appropriate location, cognisant of the constraints of the local highway network.
27. It is noted that LBH have raised no objection to the proposed layout and approach to vehicular access has been agreed to be acceptable by LBH and is therefore considered appropriate.

**LBH Highways Comment:** *A ramp leading off Bakers Road measuring 3.7m wide would provide vehicle access to the basement car parking. This ramp would offer one-way working, traffic signals would be provided at either end to indicate whether vehicles arriving or leaving have right of way. At the top of the ramp - the Bakers Road end, there would be a flare measuring 6.8m width by 9m length which is wide enough for two vehicles to pass, it would be long enough to hold 2no. vehicles waiting for the signals to change to green. This flare has been provided to avoid a situation where cars waiting at a red signal queue back onto Bakers Road. The Highway Authority is mindful that pedestrians will inevitably walk up and down this ramp exposing themselves to being hit by a passing car. The Highway Authority require a planning condition obliging the applicant to submit plans for approval showing how potential conflict between vehicles and pedestrians using this route will be eliminated.*

28. The Applicant accepts a planning condition to demonstrate how the potential conflict between pedestrian and vehicles using the ramp if it is considered necessary.
29. It is considered that the risk of pedestrians using the ramp will be very low. Cyclist and pedestrians will be able to use the dedicated lifts which will be easily identifiable and benefit from appropriate signage. Unlike at present, the car park will be private with only a limited number of parking spaces and people accessing the basement will be familiar with it and they will know that they can use the lifts which are safer, easier to use and more convenient. Nevertheless, appropriate mitigation will be considered pursuant to the proposed planning condition

### **Impact on Public Transport Network**

**GLA Comment:** *62. A multi-modal trip generation assessment has been provided, however, further thought on this is required, including, but not limited to, modal split applied and providing an overview of trips made by each mode on a daily basis.*

*63. Following the submission of the revised assessment, it will be possible to consider the impact of the proposals on the surrounding public transport network and whether contributions towards enhancements are required, in line with London Plan Policy T4.*

30. The multi-modal trip generation assessment undertaken within the Transport Assessment is considered to be comprehensive and robust. No issues have been raised by LBH Highways in regard to the trip generation assessment undertaken.
31. The methodology adopted within the Transport Assessment is underpinned by a TRICS-based assessment which is appropriate and reflective of the scale and size of the hotel and the methodology undertaken at similar sites across London.
32. With respect to the modal split data applied, this has been based upon Census data for the Co-Living element and a combination of TRICS and Census data for the hotel element to reflect the nuances between how people will travel for each element of the development. In each instance, the modal split has been amended to reflect the car-free nature of the development by increasing the proportion of people who will travel by sustainable modes (underground, bus, cycle and walk) which results in a robust and appropriate modal split. The associated modal splits align with and exceeds Policy T1 and Figure 10.1 of the London Plan whereby at least 75% of trips will be made on foot, by cycle or by public transport by 2041 with 96.2% of co-living person trips and 82.9% of hotel person trips proposed to be made by sustainable modes.



33. On the basis of the above, the methodology to calculate person trips and the associated modal splits is considered appropriate and robust. To accommodate the request of TfL, the daily trip generation figures for the co-living and hotel elements is set out in **Table 1**.

<b>Table 1: Daily Multi Modal Person Trips (Hotel and Co-Living)</b>			
<b>Travel Mode</b>	<b>Daily (7am-9pm)</b>		
	<b>Arrive</b>	<b>Depart</b>	<b>Total</b>
Underground / Rail	283	310	594
Bus	131	142	273
Taxi	34	40	74
Motorcycle	12	13	26
Car Driver	8	8	16
Car Passenger	19	21	40
Cycle	23	25	47
Walk	252	277	530
<b>Total</b>	<b>763</b>	<b>837</b>	<b>1599</b>

34. Caution should be applied when considering the daily total multi-modal trip generation as once the number of trips is broken down by hour and by public transport service / node, the impact is limited and contextualised by the town centre location of the site and existing infrastructure. A comprehensive and detailed assessment of the peak hour impacts of the proposed development upon all modes of transport was undertaken within the Transport Assessment which demonstrated the impacts would be acceptable.
35. The number of person trips generated by the proposed development is unlikely to be perceptible, equivalent to approximately 2 person movements every minute on average. This level of activity is limited within the context of the wider area given the site's location within a town centre location.
36. In addition, consideration should be given to the trip generation potential of the existing site which is formed of 4,716sqm retail at lower levels with offices and ancillary retail floorspace above. The proposed development will accommodate 1,115sqm of flexible Class E floorspace, and as such, there will be an associated reduction in person trips and transport impacts associated with the reduction in floorspace which would at least be partially offset the impacts associated with the hotel and co-living uses.

## Buses

**GLA Comment:** *64. The site is in close proximity to a range of bus infrastructure. In line with London Plan Policy T3, it must be ensured that the proposed development does not adversely impact on bus operations or accessibility to bus infrastructure during construction and subsequent operation of the proposed development.*

37. A detailed assessment of the impact upon bus infrastructure was set out in Section 7 of the Transport Assessment whereby consideration has been given to the impact of the proposed development to local buses and bus infrastructure.

38. The proposed design does not affect any bus infrastructure in any capacity. All bus stops and bus stands are proposed to remain in situ and will not be amended by the Applicant.

39. The proposed development is considered to improve bus operations and accessibility by removing 3 existing vehicular accesses which are achieved through existing bus stops, widening the footway on Bakers Road to provide additional space for queuing / waiting for buses and the proposed design does not affect any bus infrastructure in any capacity. All bus stops and bus stands are proposed to remain in situ and will not be proposed to be amended by the Applicant.

**GLA Comment:** *65. As noted below in the Delivery and servicing section, there is a concern about the impact that the proposed servicing strategy on Bakers Road could have on bus operations.*

40. This has been considered in detail later in this Addendum.

**GLA Comment:** *66. Clarification should also be provided as to whether the proposed development results in any carriageway changes. There is a concern that any reduction in the width of carriageway in this location would result in an adverse impact on the safe and efficient operation of buses.*

41. The proposed changes to the public highway do not involve any changes to the carriageway.

**GLA Comment:** *67. In addition, the submitted Transport Assessment has identified that the proposed development will generate trips by private vehicles (taxis, motorcycles and private car). There is concern about the impact private vehicle movement on Bakers Road could have on the safe and efficient bus operations.*

42. It is considered that the proposed development will reduce the site's impact upon bus operations.

43. As set out above, the existing site has 3 accesses which require access from bus stops. The proposed development retains the location of bus stops and infrastructure without any changes and will remove the existing accesses to reduce conflict with vehicles on Bakers Road. In addition, the proposals will create a new loading bay on Belmont Road which will reduce the demands for servicing vehicles on Bakers Road and therefore improve the relationship with bus infrastructure.
44. The existing site accommodates a public car park and accommodates up to 67 parking spaces. Assuming a highly conservative estimate of the usage of the car park where each parking space is only used once per day for commuter parking, this would equate to 67 vehicle arrivals and 67 vehicle departures per day (134 vehicle movements). In reality, the number of vehicle movements to and from the site is expected to be much higher given the town centre location and associated potential usage.
45. The proposed development is car-free, with the exception of disabled car parking, and, as such, it is expected that car driver and vehicle movements will be notably reduced.
46. Assuming each disabled parking bay is used a single time per day, this equates to 9 car arrivals and 9 car departures (18 vehicle movements). It has been calculated that the proposed site will generate in the order of 39 servicing vehicles per day, equating to up to 78 vehicle movements. As such, the proposed development is expected to generate a demand for up to 87 two-way vehicle movements per day.
47. It is recognised that a small proportion of journeys will be made by taxi (particularly to the hotel) and the trip generation assessment found that the proposed development will generate 4 taxi movements in the morning peak hour and 6 taxi movements in the evening peak hour.
48. It is important to note however, that the majority of taxi trips will not be new / primary trips, but rather associated with taxis already in the area diverting to or passing by the hotel. In addition, while it is expected that an increase of up to 6 taxi movements per hour will be generated, it is likely that many of these trips will involve two or more people in the same taxi and therefore is expected that the actual increase in taxis at the site will be fewer.
49. It is anticipated that taxi activity will be accommodated on-street within available legal parking and/or waiting opportunities.

**GLA Comment:** *68. A contribution towards enhancing bus infrastructure in proximity to this site, with a view of improving the safe and efficient operation of buses and passenger experience, should be secured, in line with London Plan Policy T3. Further discussions with the Council and applicant are needed in this regard prior to determination.*

**LBH Highways Comment:** *(Conditions): The Highway Authority require a planning condition that requires the applicant/developer to provide public transport real-time information boards in suitable locations around the hotel. REASON to be in accordance with the London Plan 2021 Policy T1 Strategic approach to transport.*

50. As set out in the Transport Assessment at Paragraph 7.52, the pre-application advice received from the GLA noted that “a contribution towards improving bus infrastructure within proximity to the site will be sought in line with Policy T3”. The proposals will provide significant improvements to bus access and footway widths as outlined within the Transport Assessment and summarised within this Addendum. The Applicant is open to further discussions on the extent of any financial contributions within this context.
51. It is noted that LBH Highways have confirmed that they require a planning condition that public transport real-time boards are required within the hotel to support the use of buses which is accepted by the Applicant. No further financial contributions have been requested or are required.

## **Cycle Parking**

**GLA Comment:** *69. 240 cycle parking spaces are proposed for the co-living element. In line with the requirements of the LSPBSL LPG a rate of 0.75 spaces person is expected. It is noted that scheme is expected to accommodate 356 residents, and therefore 267 cycle parking spaces would be expected. The proposed quantum should therefore be increased to meet policy requirements.*

52. The proposed development is formed of 320 co-living rooms which are designed to be single occupancy and will therefore require 240 long stay spaces as have been proposed and provided for. It is unclear where the figure of 356 residents quoted by the GLA has been sourced as it cannot be found within the Application material submitted.
53. On the basis of the above, the proposed quantum of long stay cycle parking is considered appropriate and has been provided in accordance with the Large Scale Purpose-built Shared Living (‘LSPBSL’) London Plan Guidance (‘LPG’).

**GLA Comment:** *70. 9 long-stay cycle parking spaces are proposed for the hotel, which accords with London Plan Policy T5. In line with London Plan standards, it should be demonstrated that the highest potential applicable long-stay cycle parking standard can be accommodated for the commercial floorspace.*

54. This has been considered in detail within the submitted Transport Assessment (Paragraphs 7.23 – 7.25) whereby the commercial floorspace (Class E) has been assessed against a range of permitted uses including food retail, non-food retail, mixed retail and offices. It was established that the flexible commercial space would create a demand for between 5 and 15 long stay cycle parking spaces.
55. The commercial floorspace will be served by 14 long stay cycle parking spaces which therefore significantly exceeds the policy requirements for the store assuming traditional retail uses occupy the spaces which is expected given the high street location of the site. However, as some of the space could reasonably be occupied by an office use, the additional long-stay provision therefore provides redundancy and flexibility to accommodate future demands of the Class E units.
56. The proposed quantum of long stay cycle parking for the commercial floorspace is considered appropriate and aligns with the realistic use of the site and demands for cycle parking in the context of the requirements within Policy T5 of the London Plan.

**GLA Comment:** *71. A total of 30 short-stay cycle parking spaces is to be provided, of which 13 have been identified for the hotel and co-living uses. Short-stay cycle parking should be provided in line with London Plan standards, taking note of the forthcoming commercial use. Further clarification on quantum on short-stay cycle parking to include all proposed uses is required.*

57. The approach to short stay cycle parking was considered in detail within Paragraphs 7.33-7.38 of the Transport Assessment, demonstrating why the proposed quantum of short stay cycle parking is appropriate.
58. It is noted that LBH Highways have raised no concerns regarding the quantum of short stay cycle parking in their assessment of the proposed development.

59. Across the site, pockets of cycle parking will be provided in proximity to building entrances and in public areas to provide easily accessible facilities for all uses; a total of 24 cycle parking spaces (12 Sheffield stands) are proposed. The proposed quantum of short-stay cycle parking is considered acceptable as it seeks to maximise the quantum of cycle parking available without compromising the benefits of the proposed public realm and space available for pedestrians. The proposals will deliver a reduction in retail floorspace in comparison to the existing situation and the proposed retail uses constitute the majority of the demand for cycle parking in accordance with policy (up to 17 spaces). The proposed short-stay-cycle parking exceeds the requirements for the hotel and co-living uses (13 spaces).

**GLA Comment:** *72. High quality cycle parking should be provided to support a strategic modal shift. Cycle Parking should be designed in line with London Cycle Design Standards (LCDS). Based on the plans, whilst largely in compliance, there are still some areas that need further consideration.*

60. The proposed long stay cycle stores have been designed to reflect best practice guidance, providing a mixture of different types of spaces including Sheffield stands and accessible cycle spaces to meet the needs of various users of the development. The significant majority of two-tier spaces have been designed with a minimum of 2.5m wide aisles however, it is recognised a limited number of 'pinch points' exist.

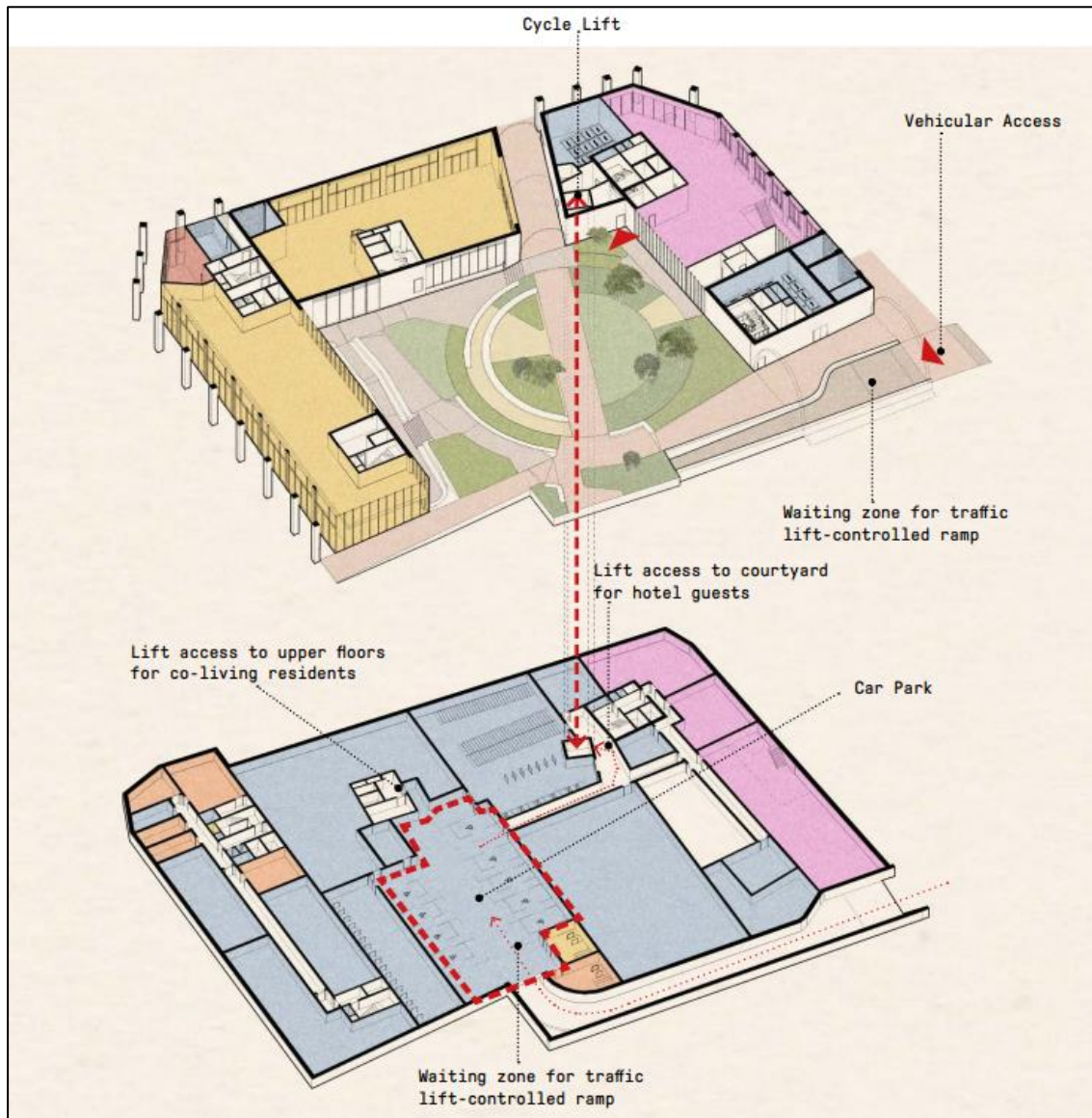
61. The Applicant has resolved to positively respond to the comments raised and update the design of the long stay cycle stores located at basement level to ensure there is a 2.5m minimum aisle width across the frontage of all cycle parking spaces. This is illustrated in the revised basement plan included at **Appendix D**.

**GLA Comment:** *73. The location of the dedicated cycle lift to the basement should be clarified, clearly noting the access to the lift at ground floor level. Access to basement cycle parking areas should be safe and legible, preferably via the same external door as the pedestrian access to the core.*

62. The cycle lift (which will be used by pedestrians and cyclists for all users of the development to travel between the ground floor and basement levels) can be accessed from the north eastern corner of the courtyard, accessible via a private lobby door to provide security which can be accessed by authorised users including pedestrians and cyclists. Appropriate signage will be provided to provide ease of access to all users.

63. **Figure 1** is extracted from the submitted Design and Access Statement shows the location of the cycle lift in relation to both the ground floor and basement.





**Figure 1: Cycle Lift Location in Relation to Ground Floor and Basement**

**LBH Highways Comment:** *The Highway Authority notes that the outside door between the lift and pocket park is under 1.2m wide, the Highway Authority believes that there is scope to widen this doorway to 1.2m allowing this matter to be addressed by way of a planning condition*

64. This is agreed and the Applicant accepts this being secured by way of planning condition.

## Car Parking

**GLA Comment:** *74. The proposed development is to be car-free with the exception of disabled person parking provision, which is supported. A total of 9 disabled person parking spaces are proposed, of which 4 are associated with the hotel use and 5 with the proposed co-living. A Parking Design and Management Plan (PDMP) should be secured, detailing the management of these spaces and how additional spaces can be provided should demand arise. Noting the low level of parking proposed at this site, the applicant is strongly encouraged to introduce active electric vehicle charging provision for all spaces from the outset.*

**LBH Highways Comment:** *The published London Plan 2021 Policy T6.1 Residential Parking requires that disabled persons parking should be provided for new residential developments delivering 10no. or more units. As a minimum the Highway Authority should ensure that for 3% of dwellings, at least 1no. designated disabled persons parking bay per dwelling is available from the outset. For this development this would be 9no. spaces and this requirement has been met. However, Policy T6.1 also requires that new developments demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1no. designated disabled persons parking space per dwelling as soon as existing provision is insufficient. The Highway Authority require a planning condition obliging the applicant to submit a Parking Design and Management Plan for approval, this should clearly outline how additional disabled persons car parking spaces would be provided should demand arise.*

65. The Applicant accepts a planning condition to provide a Car Park Design and Management Plan to clearly illustrate how the nine proposed car parking spaces will be managed, including the provision of electric vehicle charging infrastructure.
66. It is noted that, for clarity, of the 9 accessible spaces proposed, 4 are proposed for the co-living use and 5 are proposed for the hotel use.
67. With respect to the quantum of spaces and consideration towards how additional spaces will be provided in the future should demand arise, the quantum of spaces has been carefully considered to ensure that the quantum provided meets current and future needs based upon planning policy considerations and precedents of other hotel and co-living developments which benefit from planning permission.



68. As set out within the Transport Assessment, from a review of planning permissions for other co-living developments across London, it is evident it is not appropriate to rigidly apply the accessible car parking policy (London Plan Policy T6.1) for a Sui Generis planning use such as co-living. Instead, the level of car parking provided should be based upon context specific factors, and on this basis, and in line with other co-living schemes 3-4 disabled bays is considered appropriate. Therefore, the provision of 4 spaces aligns with planning precedents and exceeds the demand for spaces which is observed at existing sites.
69. The proposed approach to accessible parking for both the co-living and hotel has been developed following an evidence-led review of planning policy and planning precedents as set out in detail within the Transport Assessment. It is considered that the proposed approach is wholly acceptable and would offer a level of parking which is appropriate to meet the needs of future residents.
70. On the basis of the above and that set out within the Transport Assessment, it is not considered necessary to include details on how additional disabled car parking could be delivered in the future.

## **Delivery and Servicing**

**GLA Comment:** *75. Delivery and servicing is to occur on-street. In line with London Plan Policy T7, provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. From the information provided, it is not clear whether the provision of an on-site delivery and servicing area was considered.*

71. The proposed approach to deliveries and servicing was considered from the outset as part of the wider design development where it was considered that the delivery of significant public realm improvements with the proposed courtyard and improvements to Cocks Yard would be of a greater benefit than accommodating servicing vehicles on-site.
72. The existing site has a large servicing area on-site which is accessed from Bakers Road and requires vehicles to cross a bus stop in order to enter and leave the loading area. This is considered to negatively contribute to the public realm and impact buses with large areas of footway being designed as vehicle crossovers and vehicles are required to stop in the road or on the footway until the access is clear of buses.
73. The proposed design solution has been developed to positively respond to the site constraints and reduce the effects upon buses and bus infrastructure and is therefore considered acceptable.

74. It is noted that LBH Highways have reviewed the approach to deliveries and servicing in their assessment of the proposed development and have raised no objection (subject to conditions and obligations).

**GLA Comment:** *76. Double yellow lines are proposed on Bakers Road in front of the proposed site access, with it being indicated that delivery and servicing could occur from this location. There is a concern about the impact that loading on the proposed double yellow lines could have on bus operations and their accessibility.*

*77. A vehicle loading on the double yellow line proposed behind Bus Stop O would mean that a second bus would not be able to pull up parallel and adjacent to the kerb, meaning that it would not be accessible for those with mobility impairments. Further information is required, including on the number of vehicles using the existing loading bay. As noted above, further amendments to this element of the delivery and servicing strategy may be required to ensure no adverse impact to bus operations in this location, which would be contrary to London Plan Policy T3.*

**LBH Highways Comment:** *The loading bay on Bakers Road would be removed allowing the new basement access to be created. Across the new basement access would be double yellow lines which would still allow delivery vehicle to stop and load/unload. This would be an improvement on the existing 'blocking' situation as the frequency that the new basement access would be used would be less given it would provide access to just 9no. car parking spaces*

75. The current location of the loading bay would effectively block the access into the site. Unless amendments to the bus stops could be pursued, it will be necessary to remove the loading bay. Instead, the Applicant proposes to introduce double yellow line parking restrictions which would allow for loading and servicing to occur at this location, including to serve neighbouring uses; however, a vehicle would block the access to the proposed basement parking.
76. It has been identified by LBH Highways that the proposed solution would be an improvement to the existing situation and is therefore considered acceptable.
77. The proposed design solution was developed to prevent any amendments being required to any bus stop facilities and seek to ensure that bus operations are unaffected by the proposed development whilst providing appropriate solutions within the context of the opportunities and constraints of the highway network surrounding the site.

78. The proposed development will be principally served by a new loading bay on Belmont Street; however, it is recognised that some activity such as waste collection associated with the proposed development would occur from the double yellow lines on Bakers Road. The demand for the double yellow lines would be no different to the existing situation where neighbouring properties use the loading bay that is located on Bakers Road.

**GLA Comment:** *78. An outline Delivery and Servicing Plan (DSP) has been provided. It is considered that additional measures should be identified to support reducing the impact of the development on the surrounding transport network. A full Delivery and Servicing Plan should be secured, in line with London Plan Policy T7.*

79. The Applicant agrees to a planning condition to provide a full Delivery and Servicing Plan prior to the occupation of the development in accordance with the request from LBH Highways for such a document.

## **Construction logistics**

**GLA Comment:** *79. An outline Construction Logistics Plan (CLP) has been submitted to support the application. It must be ensured that construction of the proposed development does not adversely impact on bus operations, accessibility to bus stop infrastructure or Uxbridge Station.*

*80. A full Construction Logistics Plan (CLP) should be secured, in line with London Plan Policy T7. Noting the interface with bus operations, it is essential that TfL is consulted on this at the earliest possible stage.*

80. The proposed Construction Logistics Plan has been developed to restrict all activity from being undertaken from Bakers Road to avoid any potential impacts to bus operations, accessibility to bus stop infrastructure or Uxbridge Station by creating a pit lane / loading area on Belmont Road. Specific requirements are set out within the CLP to ensure bus operations are duly considered by the Contractor, once appointed to ensure the requests of TfL are fully considered.
81. The Applicant agrees to a planning condition to provide a Detailed Construction Logistics Plan prior to the commencement of demolition and construction works as requested by TfL and LBH Highways.

## Travel Plan

**GLA Comment:** *81. A framework Travel Plan has been submitted to support this application. A full Travel Plan should be secured. Noting the nature of the proposed development, it should be ensured that consideration is given to the different measures that will be implemented during different times of the day to support sustainable and active travel by visitors, residents and staff.*

82. This is accepted and agreed by the Applicant and reflects the request from LBH Highways who have reviewed the Travel Plans submitted with the planning application and consider them to be satisfactory.

## Appendix A

**148-154 High Street, Uxbridge**

Local Planning Authority: Hillingdon

Local Planning Authority reference: 78696/APP/2024/867

**Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

**The proposal**

Demolition of existing buildings and construction of a mixed-use development comprising a hotel (Class C1), residential co-living accommodation (Class Sui Generis), and commercial floorspace (Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure.

**The applicant**

The applicant is **DNA Uxbridge Ltd** and the architect is **Child Graddon Lewis**.

**Strategic issues summary**

**Land use principles:** The proposal to redevelop the site for a mixed-use development comprising co-living accommodation (Sui generis), hotel accommodation (Class C1) and retail floorspace (Class E) could be supported in strategic planning terms, subject to further information being submitted to demonstrate compliance with London Plan Policy H16.

**Affordable housing:** The proposals do not include any affordable housing offer or contribution, which is wholly unacceptable. The financial viability will be rigorously scrutinised by GLA officers.

**Urban design:** The proposed design is broadly supported, though some clarifications and amendments are requested in relation to public realm, internal quality, fire safety, and inclusive design. Conditions and obligations are also recommended.

**Heritage:** Further information is required to enable GLA officers to assess the proposals' impacts.

**Transport:** The applicant is encouraged to explore further improvements to the pedestrian and cycling environment and contributions should be secured. Concerns around impacts on bus operations must be addressed. Other clarifications are requested and conditions and obligations are recommended.

Other issues on **environmental matters** also require resolution prior to the Mayor's decision making stage.

**Recommendation**

That Hillingdon Council be advised that the application does not yet comply with the London Plan for the reasons set out in paragraph 98. Possible remedies set out in this report could address these deficiencies.

## Context

1. On 14 May 2024 the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor must provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.
2. The application is referable under the following categories of the Schedule to the Order 2008:
  - 1B "Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings— outside Central London and with a total floorspace of more than 15,000 square metres."
  - 1C "The building is more than 30 metres high and is outside the City of London".
3. Once Hillingdon Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or, allow the Council to determine it itself.
4. The Mayor of London's statement on this case will be made available on the GLA's public register: <https://planning.london.gov.uk/pr/s/>

## Site description

5. The application site measures 0.38 ha and is located within Uxbridge Town Centre. The site is fronting Uxbridge High Street and is bound by Belmont Road to the north, Bakers Road to the east and Cocks Yard to the south.
6. The site is centred around a ground floor central service yard, which contains private basement car parking underneath. The existing building on site comprises office and retail floorspace and measures approximately 4,500 sqm. The retail units at ground floor are let and trading. It is understood that most of the commercial floorspace on the upper floors is vacant.
7. The site is not in a conservation area; however, it is situated between Old Uxbridge and Windsor Street Conservation Areas. There are no statutory listed buildings on site, but there are several Grade II listed buildings to the north and south of the site, including Uxbridge Underground Station (Grade II), a number of telephone boxes (Grade II) and also the Crown and Sceptre Public House (Grade II).
8. The site has a Public Transport Access Level (PTAL) of 6a, on a scale of 0 to 6b where 6b represents the highest level of access to the public transport network.

Uxbridge Underground Station is located 50m to the south of the site and is served by the Piccadilly and Metropolitan lines. The site also benefits from a well-connected bus network, and is also in close proximity to a range of bus infrastructure, including a bus stop adjoining the site. The SRN (A4020) can be accessed within 400m, with the TLRN (A40) located 1.7km away.

## **Details of this proposal**

9. The proposal is for the demolition of the existing buildings and comprehensive redevelopment of the site to provide a mixed-use development between 8 to 10 storeys in height, comprising the following:
  - 162 hotel rooms (Class C1);
  - 320 co-living units (Sui generis); and
  - 1,115 sqm GIA commercial floorspace (Class E).

## **Case history**

10. GLA pre-application advice was sought and a meeting held on 1 February 2024, with a written advice letter issued on 28 February 2024. GLA officers noted that the redevelopment of the site to provide co-living units, hotel rooms and commercial floorspace could be broadly supported in terms of land uses, subject to an affordable housing contribution and the provision of further information on the loss of employment floorspace.
11. With regards to transport, it was noted that the servicing arrangements and the impact of the development on bus infrastructure raised particular challenges and needed to be revised. In addition, all other matters raised in the advice report relating to urban design, heritage, transport and environment also needed to be addressed as part of any future application.

## **Strategic planning issues and relevant policies and guidance**

12. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the London Borough of Hillingdon Local Plan Part 1 - Strategic Policies (2012); Part 2 – Development Management Policies (2020); and Part 2 - Site Allocations and Designations (2020); and the London Plan (2021).
13. The following are also relevant material considerations:
  - The National Planning Policy Framework and National Planning Practice Guidance;
  - Local Plan Review (Reg 18).
14. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:



- Co-living accommodation - London Plan; Large Scale Purpose Built Shared Living LPG;
- Hotel / Retail - London Plan;
- Affordable housing - London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy;
- Urban design - London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity: A Design-Led Approach LPG; Accessible London: achieving an inclusive environment SPG; Fire Safety draft LPG;
- Heritage - London Plan; World Heritage Sites SPG;
- Transport and parking - London Plan; the Mayor's Transport Strategy;
- Environment - London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Energy Planning Guidance; Mayor's Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG; Preparing Borough Tree and Woodland Strategies SPG; All London Green Grid SPG; Urban Greening Factor LPG;

## **Land use principles**

15. As noted above, the application site is located within Uxbridge Town Centre identified as a Metropolitan Town Centre in the London Plan. London Plan Policy SD6 supports mixed-use development in town centres to enhance the vitality and viability of town centres.
16. Hillingdon Council's Local Plan: Part 2 – Development Management Policies (2020) and Site Allocations and Designations (2020) identifies the site as suitable for residential-led mixed-use development subject to the provision of upper floor residential units (which must include affordable housing and an appropriate unit mix); the provision of main town centre uses to achieve active frontages along Bakers Road and Belmont Road; retention of ground floor retail uses fronting the High Street; and the enhancement of the pedestrian thoroughfare of Cock's yard linking Uxbridge Town Centre and the Bus Interchange (SA26: 148-154 High Street / 25-30 Bakers Road, Uxbridge). Further, the site is also within a Hotel and Office Growth Location as identified by the Local Plan.

## Co-living

17. London Plan Policy H1 aims to increase housing supply and sets Hillingdon Council a net housing completion target of 10,830 between 2019/20 to 2028/29. Net non-self-contained accommodation is considered to count towards meeting housing targets as per London Plan paragraph 4.1.9, on the basis of a 1.8:1 ratio for co-living. The proposed 320 co-living units would therefore be considered approximately equivalent to 178 units.
18. Co-living schemes are required to meet the criteria set out in London Plan Policy H16(A1-8). The overarching aim of the policy is to ensure that shared living

developments are provided in appropriate locations and well-managed, are of an acceptable design quality (discussed in the Urban Design section below) and contribute to affordable housing (discussed in the Affordable Housing section below).

19. The proposed scheme would be well-connected with good access to local services and employment by walking, cycling and public transport, given the site's PTAL of 6a. In addition, it is understood that it would not give rise to any over-concentration of shared living accommodation in this location, thereby contributing to mixed and inclusive neighbourhoods.
20. The planning statement mentions that the Co-Living accommodation will be: under single management; rented with a minimum tenancy of no less than three months; and provide a management plan. However, it does not appear that an Operational Management Plan has been submitted, setting out how the shared-living units would be managed and maintained to ensure the long-term quality of the accommodation. This should be provided and should include: the management approach and services; on-site management; resident services and facilities; tenancy management; amenity management; health and safety and security measures; access arrangements; and facilities management. It should then be appropriately secured by the Council.
21. Policy H16 is clear that the design and use of shared living units should ensure that these are not self-contained homes and are not capable of being used as self-contained homes. It is therefore recommended that the accommodation is secured in perpetuity as Sui generis use together with the proposed management plan, as required by Policy H16 and Large Scale Purpose Built Shared Living (LSPBSL) LPG.

#### Visitor accommodation

22. As London Plan Policy E10 supports serviced accommodation in town centres and within Opportunity Areas where they are well-connected by public transport, the inclusion of hotel rooms is acceptable in land use terms.

#### Retail

23. The proposals would include 1,115 sqm of commercial floorspace, which represents a significant reduction from the existing 4,500 sqm. Noting that the site is currently under-occupied and the constraints associated with the provision of a new public square, the proposed reduction does not raise strategic concerns.

#### Conclusion

24. The land use principle to redevelop the site for a mixed-use development comprising co-living accommodation (Sui generis), hotel accommodation (Class C1) and retail floorspace (Class E) could be supported in strategic planning terms, subject to further information being submitted to demonstrate compliance with London Plan Policy H16.

## **Affordable housing**

25. In line with London Plan Policy H16, the proposal is expected to contribute towards affordable housing provision through a cash in lieu contribution towards conventional affordable housing (Class C3). The scheme will be subject to the Viability Tested Route set out in London Plan Policy H5, but, should it provide a contribution equal to 35% of the units at a discount of 50% of the market rent, it would not be subject to a Late-Stage Viability Review.
26. The proposals do not currently include any affordable homes and nor any cash in-lieu payment, which is wholly unacceptable. The applicant has submitted a financial viability appraisal (FVA), which notes that the proposed scheme is unable to viably support a cash in lieu contribution towards conventional C3 affordable housing, and this is being rigorously scrutinised by GLA officers.
27. Any affordable housing contribution, an early-stage implementation review and a late-stage review should be secured by S106 as part of any permission. A draft S106 agreement should be provided to GLA officers for review in advance of the Stage 2 referral.

## **Urban design**

### Design scrutiny

28. The applicant presented the scheme to a Design Review Panel, in line with London Plan Policy D4. However, clarification should be provided to confirm how the comments made by the Panel have been taken into account.

### Development layout and public realm

29. The arrangement of the proposed uses on site is logical and appropriate. The proposals comprise some active uses at ground floor level fronting the surrounding streets and the central courtyard, which is positive.
30. The proposal for a new publicly accessible central courtyard with a new passage from Belmont Road and the improvement of the existing Cocks Yard at the south of the site are supported. However, the applicant is strongly encouraged to explore further improvements to the pedestrian experience, including making the proposed arched openings more generous and welcoming, providing activation on the eastern end of Cocks Yard and enhancing Belmont Road, Bakers Road and their junction.
31. Hard landscaping dominates the scheme and the applicant is strongly encouraged to further explore opportunities to introduce soft landscaping and urban greening across the site.
32. As required by London Plan Policy D8, appropriate management and maintenance arrangements must be secured for the public realm, in accordance with the Public London Charter LPG. These must include 24-hour public access and minimise rules and regulations to those essential for the public realm's safe

management and maintenance. The quality of treatment and landscaping should also be adequately secured by condition.

### Height, massing and architecture

33. London Plan Policy D9 specifies that tall buildings should only be developed in locations identified in local plans as being suitable. Hillingdon's Local Plan defines a tall building as one that is substantially taller than its surroundings or causes a significant change to the skyline. In terms of location, Policy DMHB 10 states that tall buildings should be located in Uxbridge or Hayes town centres, or an area identified by the Borough as appropriate. As such, whilst no specific heights are noted in development plan policy, the proposed taller buildings would be in line with Policy D9(B3).
34. As per Policy D9(C), the development should satisfactorily address visual, functional, environmental and cumulative impacts.
35. With regards to the visual impacts, the proposed scale and form would be acceptable in the emerging context, which includes buildings of a similar height. The three 'wings' of the building have different appearances through selection of different colour palettes within the same family of materials, which is supported. Design details and material samples of all facing materials should be secured by condition as part of any permission.
36. With regards to functional, environmental (including also glare and light pollution) and cumulative impacts, it is noted that the applicant's technical information on these aspects will be assessed in detail by the Council and presented at Stage 2.

### Co-living internal quality

37. Communal facilities and amenity provision is distributed through the co-living accommodation with the largest provision made at basement and ground level. Additional triple aspect communal spaces are provided on upper floor levels and are located adjacent to external amenity at 8th floor level.
38. Concerns are raised around the large quantum of amenity space provided at basement level and it is considered this should be partly redistributed elsewhere in the building with access to outlook, natural daylight and ventilation.
39. The co-living accommodation is served by a long continuous internal corridor accessing many studios. No design proposals have been made to mitigate the institutional feel that the spatial arrangement delivers. Measures such as variation in corridor width at doors and introduction of natural light where the corridor changes direction should be introduced to improve the design quality of the circulation layout.
40. The spatial standards of the co-living accommodation perform well against the GLA LSPBSL LPG and the layout of the studios themselves is well planned. The Council should also consider if they are satisfied with the inclusion of public realm within the external communal amenity space and ensure that laundry, kitchen and storage facilities would be adequate for the expected 356 residents.

<b>Parameter</b>	<b>Proposed</b>
Private studios	20-24 sqm
Private accessible studios	31-36 sqm
Accessible studios	10%
Internal amenity provision/ resident	3.68 sqm
Average studio size above minimum	3 sqm
Approx. kitchen space per resident	0.8 sqm
Approx. dining space per resident	4 spaces per cooking station
External amenity space per resident	1.8 sqm including public realm

### Fire safety

41. London Plan Policy D12 requires all major development proposals to submit a fire statement. It appears that the applicant has submitted with the application two fire statements, one for the co-living element and one for the hotel element, and it is considered that these should be combined in one single document for the whole development.
42. These have been produced by a third-party assessor, whose experience and qualifications have been clarified within the statement, in accordance with policy requirements. It is also welcome that the statements clearly confirm how they address the requirements of Policy D12(B,1-6) and that the information included appears specific and relevant to the development proposal, including through the use of site and floor plans.
43. London Plan Policy D5(B5) requires a minimum of one lift per core to be provided as an evacuation lift. Whilst it is welcome that the provision is clearly shown on the proposed plans, it is not considered to meet policy requirements, as the evacuation lifts should be in addition to firefighting lifts. This must therefore be revised. In addition, an outline management plan (including how the evacuation lifts will be operated) and outline evacuation strategy (including details on how the development would enable the safe and dignified emergency evacuation for all building users, such as people with a range of disabilities) appear to be missing and should be included.
44. Whilst the fire statements contain a declaration by the qualified assessor, this should be revised, following the requested changes above, to clearly state that the fire safety information submitted with the application satisfies the requirements of London Plan Policy D12 and D5(B5).

45. A revised fire statement should be submitted and should be appropriately secured.

#### Inclusive design

46. The submitted D&A statement mentions that 10% of the co-living rooms would be wheelchair adaptable and would measure between 31-36 sqm, in line with the LSPBSL LPG.

47. In addition, it mentions that 15% of hotel rooms would be provided as wheelchair accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018, as per London Plan Policy E10(H).

48. However, further information should be provided (including clear diagrams) to demonstrate that the wider site including public realm, external amenity, entrances, etc., are appropriately designed for disabled people, as the D&A statement appears to only state it would comply with the superseded Disability Discrimination Act. The Council should also secure details of the public realm landscaping and furniture to ensure that they would be inclusive for people with protected characteristics and would facilitate social interaction.

#### Public toilets

49. Given the creation of new public realm, it is considered that the proposals should accommodate easy to find and access public toilets, which would be suitable for a range of users, including disabled people, families with young children and people of all gender identities, and include a changing place toilet, in line with Policy S6.

50. The submission of public toilets details, their delivery and management (including wayfinding) should be secured as part of any permission by obligation.

#### Free drinking water

51. The proposals should include provision of free drinking water, in line with London Plan Policy D8. A planning condition should be secured requiring its delivery and future management as part of any permission.

### **Heritage**

52. London Plan Policy HC1 states that proposals affecting heritage assets, and their settings should conserve their significance, avoid harm, and identify enhancement opportunities. The NPPF states that when considering the impact of the proposal on the significance of a heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. The NPPF states that in weighing applications that affect non-designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

53. The site is not within a conservation area and contains no designated or non-designated heritage assets. There is potential for the proposed development to impact the visual setting of the following designated heritage assets:
- The Market House, listed Grade II\*;
  - The Church of St Margaret, listed Grade II\*;
  - Discotheque Royale (Regal Cinema), listed Grade II\*;
  - Randall's Department Store, listed Grade II;
  - Uxbridge Underground Station, listed Grade II;
  - Uxbridge Quaker Meeting House and associated wall and graveyard, listed Grade II;
  - 126 High Street, listed Grade II;
  - Multiple listed buildings (Grade II) on Windsor Street;
  - Multiple listed buildings (Grade II) on High Street;
  - Old Uxbridge and Windsor Street Conservation Area;
  - Uxbridge Lock Conservation Area; and
  - Rockingham Bridge Conservation Area.
54. Although it is noted that a Heritage Statement has been provided, the submitted imagery (comprising a few small model shots provided at pages 78 to 83 of the Design and Access (D&A) Statement and a couple of visualisations at page 104 of the D&A statement) is considered insufficient to appropriately support it. A Heritage Impact Assessment (in line with the GLA's Practice Note: *Heritage Impact Assessments and the setting of heritage assets*) should therefore be submitted to enable GLA officers to assess the proposals' impacts prior to Stage 2.

## Transport

### Healthy Streets

55. An Active Travel Zone Assessment (ATZ), which includes a review of routes to key trip attractors during darker hours, has identified a number of areas for improvements. Contributions towards the delivery of these improvements should be secured, in line with London Plan Policies T2 and T4. It is also noted that a Women's Safety Audit is being undertaken in Uxbridge Town Centre and should be taken into account as part of the assessment of the improvements required.
56. Route 2 of the ATZ assessment, which looks at the access to Dowding Park, highlights the poor environment for walking and cycling at the roundabout junction between the High Street and Hillingdon Road. Proposals should be put forward to deal with this barrier to walking and cycling.
57. The strategy of improving pedestrian accessibility through widening and improving the Cock's Yard connection is welcomed, as is the provision of new public space at the centre of the site. However, as noted in the Design section above, further improvements to Cock's Yard should be considered, including consideration of functionality of routes during darker hours.
58. Potential streetscape enhancements have been identified on Belmont Road. Whilst the principle is welcomed, it is not clear how these will be integrated with

the proposed loading bay and retained parking spaces. Further improvements to Belmont Road should be introduced to improve the pedestrian experience and road safety in the town centre.

59. The submitted information is unclear about how the scheme would support cycling to and from town centre destinations. It is also not clear whether cycling is allowed in any part of the internal courtyard or Cock's Yard. Given the conditions of surrounding carriageways, there could be a demand to cycle through this space, particularly for deliveries by cycle, which could conflict with the quality of public realm aspirations. Further thought on the cycling strategy for this site is required, and, where necessary, contributions should be secured towards improving cycling access to/from key trip attractors.

### Vehicular Access

60. Vehicle access to the on-site disabled person parking spaces is from Bakers Road, with a one-way ramp into the basement being provided. Further information on this arrangement is required to ensure that the different modes using this ramp can do so in a safe and comfortable manner. In line with the Healthy Streets approach, the vehicular access to this site should be designed to ensure pedestrian and cycle safety is appropriately integrated.
61. As highlighted above, there is significant demand on kerb space in this location. It should be clarified if the proposed development has been future proofed to enable the sharing of facilities, such as the vehicular ramp, should the adjoining site come forward in the future.

### Impact on public transport network

62. A multi-modal trip generation assessment has been provided, however, further thought on this is required, including, but not limited to, modal split applied and providing an overview of trips made by each mode on a daily basis.
63. Following the submission of the revised assessment, it will be possible to consider the impact of the proposals on the surrounding public transport network and whether contributions towards enhancements are required, in line with London Plan Policy T4.

### Buses

64. The site is in close proximity to a range of bus infrastructure. In line with London Plan Policy T3, it must be ensured that the proposed development does not adversely impact on bus operations or accessibility to bus infrastructure during construction and subsequent operation of the proposed development.
65. As noted below in the Delivery and servicing section, there is a concern about the impact that the proposed servicing strategy on Bakers Road could have on bus operations.



66. Clarification should also be provided as to whether the proposed development results in any carriageway changes. There is a concern that any reduction in the width of carriageway in this location would result in an adverse impact on the safe and efficient operation of buses.
67. In addition, the submitted Transport Assessment has identified that the proposed development will generate trips by private vehicles (taxis, motorcycles and private car). There is concern about the impact private vehicle movement on Bakers Road could have on the safe and efficient bus operations.
68. A contribution towards enhancing bus infrastructure in proximity to this site, with a view of improving the safe and efficient operation of buses and passenger experience, should be secured, in line with London Plan Policy T3. Further discussions with the Council and applicant are needed in this regard prior to determination.

### Cycle Parking

69. 240 cycle parking spaces are proposed for the co-living element. In line with the requirements of the LSPBSL LPG a rate of 0.75 spaces person is expected. It is noted that scheme is expected to accommodate 356 residents, and therefore 267 cycle parking spaces would be expected. The proposed quantum should therefore be increased to meet policy requirements.
70. 9 long-stay cycle parking spaces are proposed for the hotel, which accords with London Plan Policy T5. In line with London Plan standards, it should be demonstrated that the highest potential applicable long-stay cycle parking standard can be accommodated for the commercial floorspace.
71. A total of 30 short-stay cycle parking spaces is to be provided, of which 13 have been identified for the hotel and co-living uses. Short-stay cycle parking should be provided in line with London Plan standards, taking note of the forthcoming commercial use. Further clarification on quantum on short-stay cycle parking to include all proposed uses is required.
72. High quality cycle parking should be provided to support a strategic modal shift. Cycle Parking should be designed in line with London Cycle Design Standards (LCDS). Based on the plans, whilst largely in compliance, there are still some areas that need further consideration.
73. The location of the dedicated cycle lift to the basement should be clarified, clearly noting the access to the lift at ground floor level. Access to basement cycle parking areas should be safe and legible, preferably via the same external door as the pedestrian access to the core.

### Car Parking

74. The proposed development is to be car-free with the exception of disabled person parking provision, which is supported. A total of 9 disabled person parking spaces are proposed, of which 4 are associated with the hotel use and 5 with the proposed co-living. A Parking Design and Management Plan (PDMP) should be

secured, detailing the management of these spaces and how additional spaces can be provided should demand arise. Noting the low level of parking proposed at this site, the applicant is strongly encouraged to introduce active electric vehicle charging provision for all spaces from the outset.

### Delivery and servicing

75. Delivery and servicing is to occur on-street. In line with London Plan Policy T7, provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. From the information provided, it is not clear whether the provision of an on-site delivery and servicing area was considered.
76. Double yellow lines are proposed on Bakers Road in front of the proposed site access, with it being indicated that delivery and servicing could occur from this location. There is a concern about the impact that loading on the proposed double yellow lines could have on bus operations and their accessibility.
77. A vehicle loading on the double yellow line proposed behind Bus Stop O would mean that a second bus would not be able to pull up parallel and adjacent to the kerb, meaning that it would not be accessible for those with mobility impairments. Further information is required, including on the number of vehicles using the existing loading bay. As noted above, further amendments to this element of the delivery and servicing strategy may be required to ensure no adverse impact to bus operations in this location, which would be contrary to London Plan Policy T3.
78. An outline Delivery and Servicing Plan (DSP) has been provided. It is considered that additional measures should be identified to support reducing the impact of the development on the surrounding transport network. A full Delivery and Servicing Plan should be secured, in line with London Plan Policy T7.

### Construction logistics

79. An outline Construction Logistics Plan (CLP) has been submitted to support the application. It must be ensured that construction of the proposed development does not adversely impact on bus operations, accessibility to bus stop infrastructure or Uxbridge Station.
80. A full Construction Logistics Plan (CLP) should be secured, in line with London Plan Policy T7. Noting the interface with bus operations, it is essential that TfL is consulted on this at the earliest possible stage.

### Travel Plan

81. A framework Travel Plan has been submitted to support this application. A full Travel Plan should be secured. Noting the nature of the proposed development, it should be ensured that consideration is given to the different measures that will be implemented during different times of the day to support sustainable and active travel by visitors, residents and staff.

## Environment

### Energy strategy

82. The London Plan requires all major developments to meet a net-zero carbon target. Reductions in carbon emissions beyond Part L of the 2021 Building Regulations should be met on-site. Only where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, a contribution to a carbon offset fund or reductions provided off-site can be considered.
83. An energy statement has been submitted with the application. The energy statement does not yet comply with London Plan Policies SI2, SI3 and SI4 and should be revised to ensure compliance with the requirements. Whilst full details have been provided to the Council and applicant in a technical memo, a summary of the overall outstanding policy requirements is reported below:
- Be Lean – re-modelling required;
  - Be Clean – re-modelling required and demonstration that the number of energy centres has been minimised;
  - Be Green – re-modelling required and demonstration that renewable energy has been maximised, including roof layouts showing the extent of PV provision and details of the proposed air source heat pumps;
  - Be Seen – confirmation of compliance with this element of policy, with compliance to be secured within the S106 agreement;
  - Energy infrastructure – further details on the design of district heating network connection is required, and the future connection to this network must be secured by condition or obligation;
  - Managing heat risk – further details to demonstrate the cooling hierarchy has been followed.
84. The applicant has calculated the carbon shortfall in tonnes of CO<sub>2</sub>, however, this appears to have been miscalculated. This should be reviewed and the associated carbon offset payment that will be made to the borough should be accordingly confirmed. The draft S106 agreement should be submitted when available to evidence the agreement with the borough.

### Whole Life-cycle Carbon

85. In accordance with London Plan Policy SI2, the applicant has submitted a whole life-cycle carbon assessment. However, the submission does not yet demonstrate full compliance with the policy and it should be revised to ensure compliance with the requirements.
86. Whilst full details have been provided to the Council and applicant in a technical memo, it is noted that further information is required on: the estimated WLC emissions; material quantity, assumptions and end of life scenarios; GWP potential for all life-cycle modules.
87. A condition should be secured by the Council requiring the applicant to submit a post-construction assessment to report on the development's actual WLC

emissions. The template and suggested condition wording are available on the GLA [website](#)<sup>1</sup>.

### Circular Economy

88. In accordance with London Plan Policy SI7, the applicant has submitted a Circular Economy (CE) Statement and completed the CE template, in accordance with the GLA guidance. However, the submission does not yet demonstrate full compliance with the policy and it should be revised to ensure compliance with the requirements.
89. Whilst full details have been provided to the Council and applicant in a technical memo, it is noted that further information is required, including a Pre-Redevelopment Audit and an Operational Waste Management Plan.
90. A condition should be secured requiring the applicant to submit a post-construction report. The template and suggested condition wording are available on the GLA [website](#)<sup>2</sup>.

### Urban greening

91. In line with London Plan Policy G5, the applicant has calculated the Urban Greening Factor of the proposed scheme and this would be 0.16.
92. The proposed UGF falls significantly below the requirement of 0.4 for predominantly residential developments and efforts should be made to explore further enhancements to the proposed greening measures. These should then be secured by the Council by condition.

### Air quality

93. In line with London Plan Policy SI1, an Air Quality Assessment has been submitted to demonstrate that the proposals would meet a number of requirements to tackle poor air quality, protect health and meet legal obligations.
94. Whilst full details have been provided to the Council and applicant in a technical memo, it is noted that further information is required to demonstrate that the proposals would not lead to further deterioration of existing poor air quality and would not create unacceptable risk of high levels of exposure to poor air quality.

## **Local planning authority's position**

95. Hillingdon Council planning officers are currently assessing the application. In due course the Council will formally consider the application at a planning committee meeting.

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<sup>1</sup> <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance>

<sup>2</sup> <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance>

## Legal considerations

96. Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged; or, direct the Council under Article 6 of the Order to refuse the application; or, issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application (and any connected application). There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

## Financial considerations

97. There are no financial considerations at this stage.

## Conclusion

98. London Plan policies on co-living, hotel, affordable housing, design, heritage, transport and environment are relevant to this application. The application does not yet comply with these policies, as summarised below:

- **Land use principles:** The proposal to redevelop the site for a mixed-use development comprising co-living accommodation (Sui generis), hotel accommodation (Class C1) and retail floorspace (Class E) could be supported in strategic planning terms, subject to further information being submitted to demonstrate compliance with London Plan Policy H16.
- **Affordable housing:** The proposals do not include any affordable housing offer or contribution, which is wholly unacceptable. The financial viability will be rigorously scrutinised by GLA officers.
- **Urban design:** The proposed design is broadly supported, though some clarifications and amendments are requested in relation to public realm, internal quality, fire safety, and inclusive design. Conditions and obligations are also recommended.
- **Heritage:** Further information is required to enable GLA officers to assess the proposals' impacts.
- **Transport:** The applicant is encouraged to explore further improvements to the pedestrian and cycling environment and contributions should be secured. Concerns around impacts on bus operations must be addressed. Other clarifications are requested and conditions and obligations are recommended.

- **Environment:** Further information needed in relation to energy, whole life-cycle carbon, circular economy, urban greening and air quality. Conditions and obligations are also recommended.

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For further information, contact GLA Planning Unit (Development Management Team):

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We are committed to being anti-racist, planning for a diverse and inclusive London and engaging all communities in shaping their city.

## **Appendix B**

## HIGHWAY COMMENTS

**Reference** 78696/APP/2024/867

**Location** 148-154 HIGH STREET UXBRIDGE

**Proposal** Demolition of existing buildings and construction of a mixed-use development comprising a hotel (Class C1), residential co-living accommodation (Class Sui Generis), and commercial floorspace (Class E) and ancillary work, including public realm improvements, a new pocket park, basement parking, and associated infrastructure.

### *1. Description*

A planning application has been received seeking permission to construct a 0.38ha mixed-use development in Uxbridge town centre on a plot fronting a pedestrianised section of Uxbridge High Street, Belmont Road to the north, Bakers Road to the east and Cocks Yard to the south. The proposals comprise the demolition of the existing buildings and structures to provide a mixed-use development including a 162no. bedroom hotel which would overlook Uxbridge High Street, 320no. co-living studio units fronting onto Bakers Road and Belmont Road and the re-provision of 1,115sqm of commercial floorspace at ground floor level along Uxbridge High Street and part of Belmont Road. The proposal also includes a new pocket park. The development would be car-free save for the provision of 9no. disabled persons car parking spaces in the basement. Seven of these spaces would be provided with active electric vehicle charge points. There would be 263no. cycle parking spaces also in the basement. Vehicle access to the basement parking would be taken from Bakers Road via a single carriageway ramp, a lift would be provided for cyclists to use though riders could use the ramp if they wish. To service the site a new 20m loading bay would be created on Belmont Road.

### *2. Existing Use*

The site is currently occupied by a building that provides retail uses at ground floor level along High Street and Belmont Road. Along Bakers Road there are some vacant retail uses though most of the frontage comprises of back-of-house areas. From Bakers Road there are currently three points of vehicle access into the site, these comprise an entrance to a ground floor servicing/car parking space, an exit from the same ground floor servicing/car parking space and a two-way ramp providing access to a 131no. public car park at basement level. Both the ground floor servicing/car park exit, and the public car park access have bus cage road markings across them. This arrangement gives rise to situations whereby a stationary bus blocks the path of vehicles entering or leaving at these points. A dedicated loading bay is also provided.

Cocks Yard is an adopted pedestrian passageway approximately 85m in length with high solid brick wall forming the sides. Whilst the passageway is lit it has a dog-legged alignment which creates blind corners and obscures forward visibility, this together with poorly managed commercial waste bins at the Bakers Road end creates an unwelcoming pedestrian environment. There is a hot food takeaway kiosk halfway along the route.



### *3. Trip Generation*

The applicant anticipates that the co-living element would generate 12 to 15no. deliveries per day during the weekend, this would be equal to 1no. movement every 2no. hours. The applicant reports the hotel would generate 3 to 4no. service and delivery movements a day.

The proposed retail uses will be expected to generate fewer deliveries per day than the existing situation whereby the existing site comprises a larger quantum of floorspace (4716.13sqm existing vs 1,115sqm proposed). Based on 1,115sqm GIA (c.1,225sqm GEA) of floorspace, the retail units will generate 16 to 17no. deliveries per day.

In summary, it is envisaged that the proposed development will generate a demand for up to 36no. deliveries per day (12-15no. for the co-living use; 3-4no. for the hotel use; and 16-17no. deliveries for the retail uses).

### *4. Parking and Access*

#### *4.1. Car parking*

The site is situated in a zone with a PTAL ranking of 6a indicating that access to public transport is very good compared to London as a whole - this suggests there are genuine opportunities for trip making to and from the site by public transport. The London Plan 2021 Policy T6.1 Residential Parking requires that except for disabled persons parking all developments in areas of PTAL 5 and 6 are car free, the proposal therefore is compliant with this requirement.

The published London Plan 2021 Policy T6.1 Residential Parking requires that disabled persons parking should be provided for new residential developments delivering 10no. or more units. As a minimum the Highway Authority should ensure that for 3% of dwellings, at least 1no. designated disabled persons parking bay per dwelling is available from the outset. For this development this would be 9no. spaces and this requirement has been met. However, Policy T6.1 also requires that new developments demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1no. designated disabled persons parking space per dwelling as soon as existing provision is insufficient. The Highway Authority require a planning condition obliging the applicant to submit a Parking Design and Management Plan for approval, this should clearly outline how additional disabled persons car parking spaces would be provided should demand arise.

A ramp leading off Bakers Road measuring 3.7m wide would provide vehicle access to the basement car parking. This ramp would offer one-way working, traffic signals would be provided at either end to indicate whether vehicles arriving or leaving have right of way. At the top of the ramp - the Bakers Road end, there would be a flare measuring 6.8m width by 9m length which is wide enough for two vehicles to pass, it would be long enough to hold 2no. vehicles waiting for the signals to change to green. This flare has been provided to avoid a situation where cars waiting at a red signal queue back onto Bakers Road. The Highway

Authority is mindful that pedestrians will inevitably walk up and down this ramp exposing themselves to being hit by a passing car. The Highway Authority require a planning condition obliging the applicant to submit plans for approval showing how potential conflict between vehicles and pedestrians using this route will be eliminated.

#### *4.2 Electric Vehicle Parking*

The London Plan 2021 requires that 20% of residential car parking spaces are provided with an active electric vehicle charger. Seven of the 9no. spaces would benefit from active provision which is more than the London Plan requires and is therefore accepted.

#### *4.3 Cycle Parking*

As mentioned above the proposal would provide 263no. cycle parking spaces in the basement, this in accordance with the London Plan 2021 minimum standard which would require 252no. spaces.

Access to these cycle parking spaces would be via a lift though the rider could use the vehicular access ramp if they prefer. The applicant reports that the cycle lift would measure at least 1.2m x 2.3m in size which is adequate. Access to the lift would be taken from the pocket park. The Highway Authority require that cycle parking is in accordance with The London Plan 2021 Policy T5 Cycling which requires cycle parking to concur with the London Cycle Design Standards paragraph 8.5.3 Residential Cycle Parking. This stipulates that cycle parking spaces must be well located and close to the entrance of the property avoiding obstacles such as stairs, multiple doors, narrow doorways and accessways (less than 1.2 metres wide) and tight corners. The Highway Authority notes that the outside door between the lift and pocket park is under 1.2m wide, the Highway Authority believes that there is scope to widen this doorway to 1.2m allowing this matter to be addressed by way of a planning condition.

#### *4.4 Parking Management Scheme Permits.*

The London Plan 2021 requires that the development be car free. As such the Highway Authority require that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council that prohibits future residents of the development from joining any nearby parking management schemes.

### *5. Travel Plan*

A Framework Travel Plan has been submitted alongside the planning application and has been reviewed. The Framework Travel Plan is considered satisfactory as it includes baseline mode split forecasts, personalised journey planning initiatives, monitoring and review, an action plan, considers both employees and guests and moreover a statement mentioning the *“developer is fully committed to the implementation of the Travel Plan and will provide all reasonably necessary funding to ensure that the agreed targets.”*

The Travel Plan commits to providing guest and employees access to public transport information via its website and printed promotional material. The Highway Authority considers that screens should also be provided in the hotel reception and other suitable locations displaying real time public transport information. This should be secured by way of a planning condition. A contribution is also sought to fund the installation of a Passenger Real Time Information Board at the short flight of stairs linking the railway station and Bakers Road.

## *6. Servicing and Deliveries*

The applicant proposes to change the existing service and delivery arrangements. The 3no. points of access on Bakers Road would be removed and replaced with a single carriageway access to the new basement. In addition, a new loading bay would be created on Belmont Road in an area currently used for disabled parking. This would measure 20m in length, the Kerbside Loading Guidance produced by Transport for London recommends that the kerb length for manoeuvring required by a vehicle entering in a forward gear should be the length of the vehicle plus its width. For a vehicle leaving a bay in a forward gear the kerb length for manoeuvring should be vehicle width times 1.5. For the loading bay to accommodate a 16.5m articulated vehicle the loading bay should measure 21m in length.

The loading bay on Bakers Road would be removed allowing the new basement access to be created. Across the new basement access would be double yellow lines which would still allow delivery vehicle to stop and load/unload. This would be an improvement on the existing 'blocking' situation as the frequency that the new basement access would be used would be less given it would provide access to just 9no. car parking spaces.

The design of this layby should include a dropped kerb between the footway and carriageway there by allowing pallets and refuses skips to be wheeled without difficulty. Plans showing this should be included in the Delivery and Servicing Plan.

## *7. Conditions*

7.1. The Highway Authority required that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement with the Council that prohibits future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site. REASON to be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking.

7.2. The Highway Authority required that the applicant submit revised plans for approval showing that the outside door linking the cycle lift with the pocket park would be not less than 1.2m wide. REASON to be in accordance with the London Plan 2021 Policy T5 Cycling.

7.3. The Highway Authority require a planning condition that requires the applicant/developer to provide public transport real-time information boards in

suitable locations around the hotel. REASON to be in accordance with the London Plan 2021 Policy T1 Strategic approach to transport.

- 7.4. A Construction Logistics Plan and Delivery and Servicing Plan should be submitted to the Council for approval. REASON to be in accordance with the published London Plan 2021 Policy T7 Deliveries, servicing and construction which requires that Construction Logistics Plans and Delivery and Servicing will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of development.
- 7.5. The Highway Authority require that then applicant enters 1990 Town and Country Planning Act s.106 legal agreement with the Council that obliges them to fund in full the cost of all traffic orders necessary to build or service the proposal.
- 7.6. The Highway Authority require a planning condition obliging the applicant to submit a Parking Design and Management Plan for approval, this should clearly outline how additional disabled persons car parking spaces would be provided should demand arise.

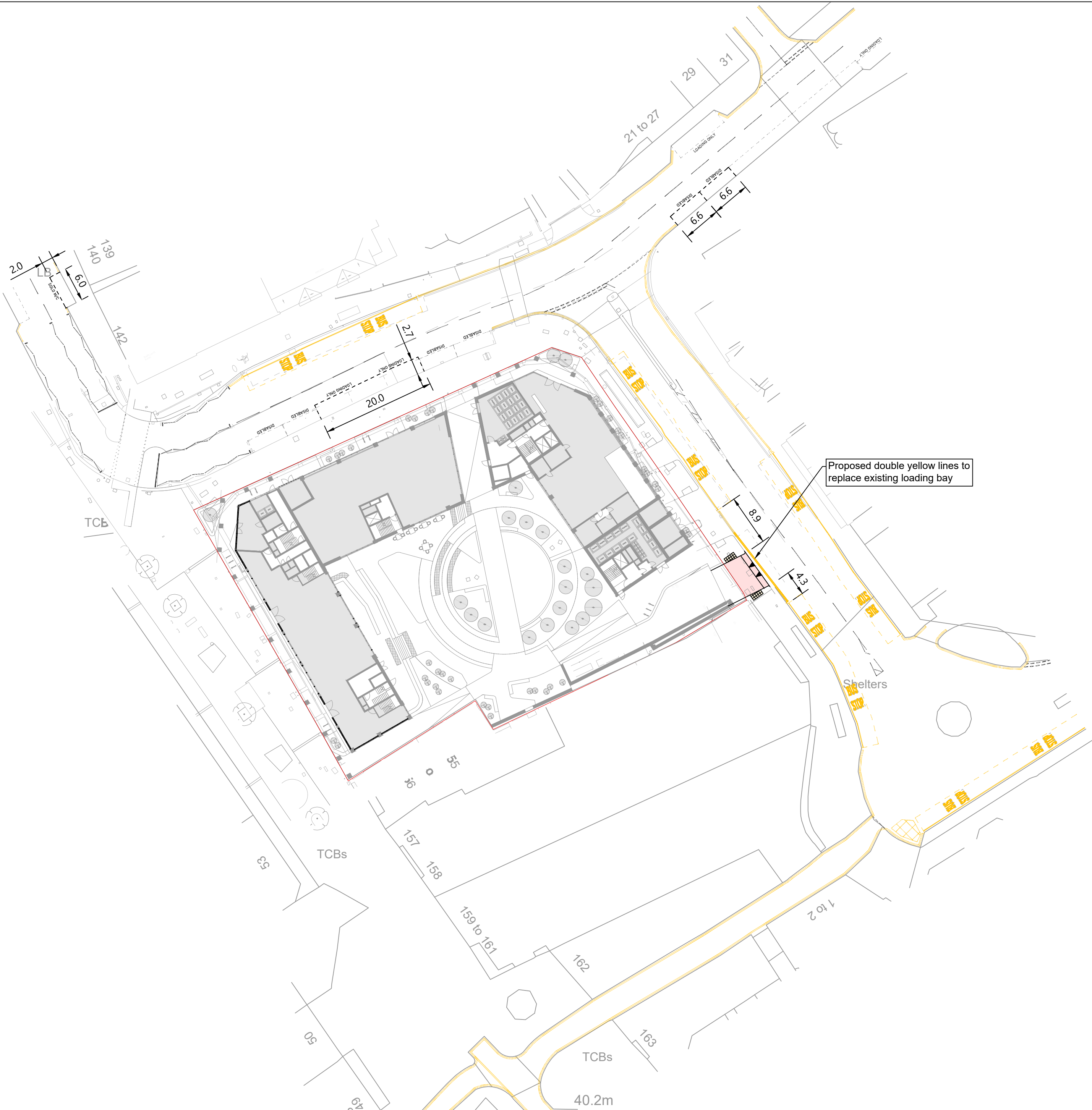
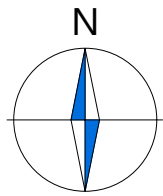
## *8. Heads of Terms*

The applicant enters a 1990 Town and Country Planning Act s.106 legal agreement obliging them to install a Passenger Real Time Information board at the top of the steps linking the Railway Station with Bakers Road.

## *9. Contact*

Dr Alan J Tilly.  
Transport Planning and Development Team Manager  
T. 01895 250970  
E. [atilly@hillingdon.gov.uk](mailto:atilly@hillingdon.gov.uk)

## Appendix C



#### NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

#### KEY:

	Site boundary
	Proposed copenhagen crossing
	Proposed tactile paving

C	Updated layout	RLM	CC	26.03.2024
B	Updated layout	RLM	CC	128.02.2024
A	Updated layout	RLM	CC	02.02.2024

Rev	Details	Drawn	Checked	Date
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#### REVISION HISTORY

Status: ☒ Preliminary ☐ Detailed ☐ As Built

Client:

DNA (Uxbridge) Ltd

Project:

148-154 High Street  
Hillingdon

Drawing Title:

Proposed Highway Arrangement

Scale:

1:500

Size:

A2

Drawn by:	Checked by:	Approved by:	Date:
RLM	CC	SM	08.01.2024

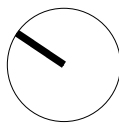


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Scheme Ref:	Drawing No:	Sheet :	Rev:
5274	002	1 of 1	C

## Appendix D





USES KEY

- Ancillary
- Hotel BOH
- Co-Living Amenity
- Retail



B	2024.07.1	AD	Planning issue in response to comments
A	2024.04.1	AD	Updates in response to officer comments
-	2024.03.28	AD	Planning Issue
Rev	Date	By	Description

Project  
148-154 Uxbridge High Street,  
UB8 1JY, Hillingdon

Drawing Title  
PROPOSED BASEMENT PLAN

Project Status  
PLANNING

Client Logo

DNA | REAL ESTATE

MODA

Client  
DNA (UXBRIDGE) LTD

Contract Number  
UXB

Project Number  
P23-110

Scale @ A1  
1 : 200

Date  
28/03/2024

Drawn By  
DJ

Checked By  
AD

Drawing Number Identifier  
0501B1

Revision  
B

Drawing Number  
UXB-CGL-ZO-B1-DR-A-0501B1

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