4.12 Initial Pre-Application Meeting - 24th February 2020

The initial pre-application meeting was held on the 24th of February 2020. During this meeting a Planning Performance Agreement was discussed and agreed with LB Hillingdon Planning Officers.

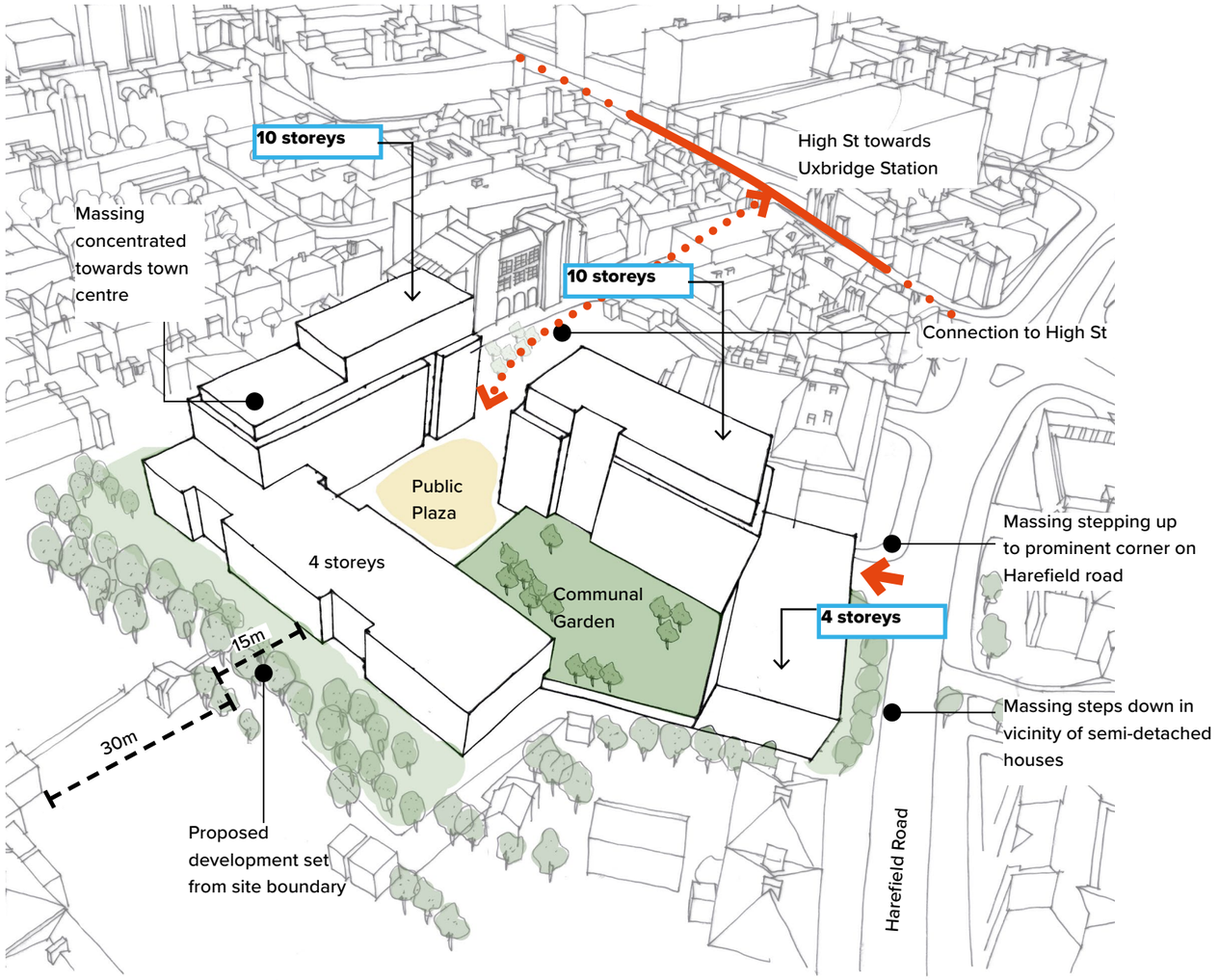
The initial massing proposal featured a 10 storey building to the southern boundary, an 8 storey building to the west, and 4 storey buildings on the east and north boundaries - the latest facing Harefield Road.

The feedback received from the Planning Officers highlighted the desire to incorporate in the scheme an active frontage along Harefield Road. The Officers suggested that further refinement was required in terms of the proposed height and massing and how it relates to the surrounding context.

The use of set-backs, mansard roofs and design details was encouraged as a way of assisting the design rationale for height.

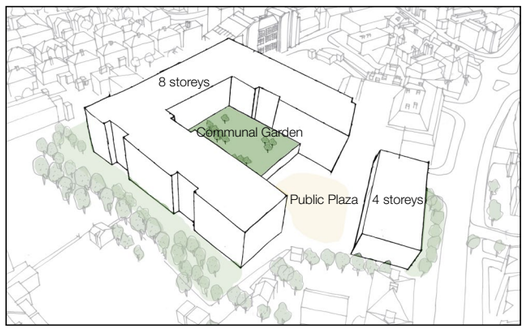
Officers required further details to demonstrate at a high level how the redevelopment of the Police Station could come forward alongside the proposed scheme.

Further clarifications were sought in regards to the proposed use and access.

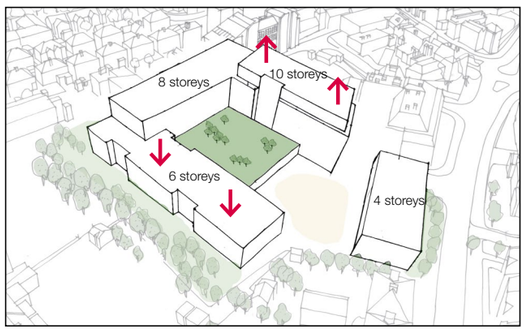


Massing Development Diagrams

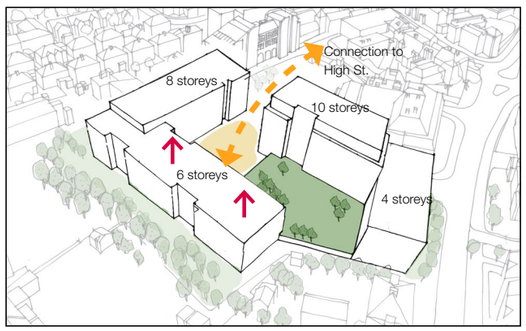
1. Massing focused around central courtyard and split into two blocks.



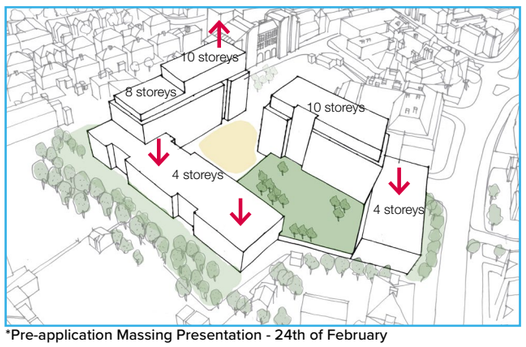
2. Massing reduced to north and east to respect surrounding building heights



3. Massing redistributed to allow connection to High St.



4. Massing further reduced to north and east to respect surroundings



*Pre-application Massing Presentation - 24th of February

4.13 Pre-application 1 Meeting - Massing Development - 29th May 2020

Pre-application meeting feedback

Design

- It should be demonstrated at a high level how redevelopment of the police station could come forward alongside the proposed scheme.
- It was recognised that 7 storeys on the site towards the town centre is a reasonable starting point and that additional height would need to be justified in design terms.
- Height fronting Harefield Road should respect the existing context.
- The use of set-backs, mansard roofs and design details should be explored as a way of assisting the design rationale for height.

Transport/Access

- Feasibility of the proposed link to the high street was questioned due to right of access. Suggested that Harefield Road should be the primary access, but secondary access is still welcomed.

Design Response

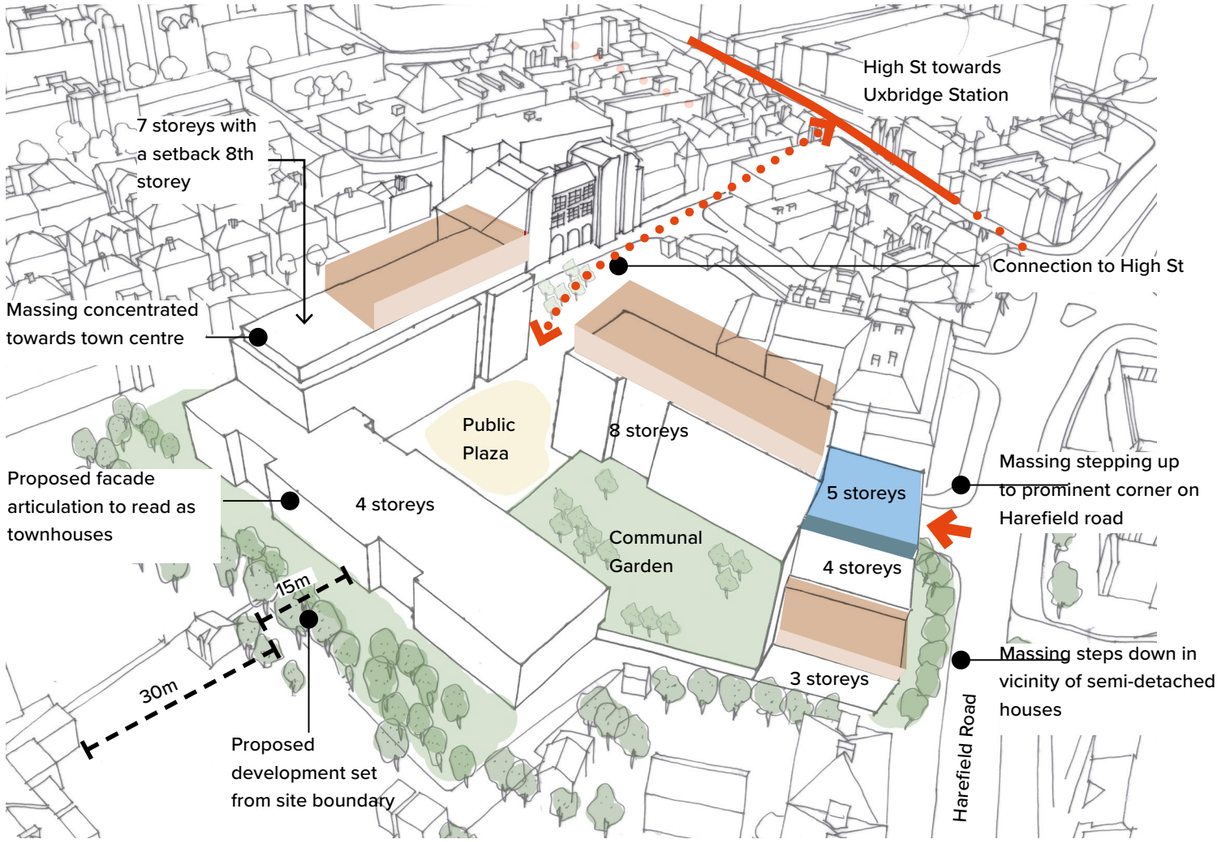
Design

- An initial masterplan was prepared to demonstrate that the Police Station site could come forward with an appropriate level of height and massing in line with the proposed development.
- The proposed massing has been updated with the received feedback in mind. Step backs have been introduced and further articulation provided to reduce visual weight of any additional height and massing.
- The proposal provides active frontage on Harefield Road on the prominent south-western corner of the development, nearest the Uxbridge town centre.

Transport/Access

- The potential access constraints are recognised, however, this should not preclude good urban design in seeking to introduce permeability through the site, encouraging pedestrian links to the town centre. One of the key benefits in locating this type of development in the town centre to allow people to maintain their independence, where they can access facilities locally but also have access to care within the development.
- The proposal will deliver a significant improvement over the current use of this space as an access to a service yard.
- The main access for the site is proposed to be off Harefield Road and the scheme does not rely on the link for access or servicing.





4.14 Pre-application 1 Meeting - Massing Development - 29th May 2020



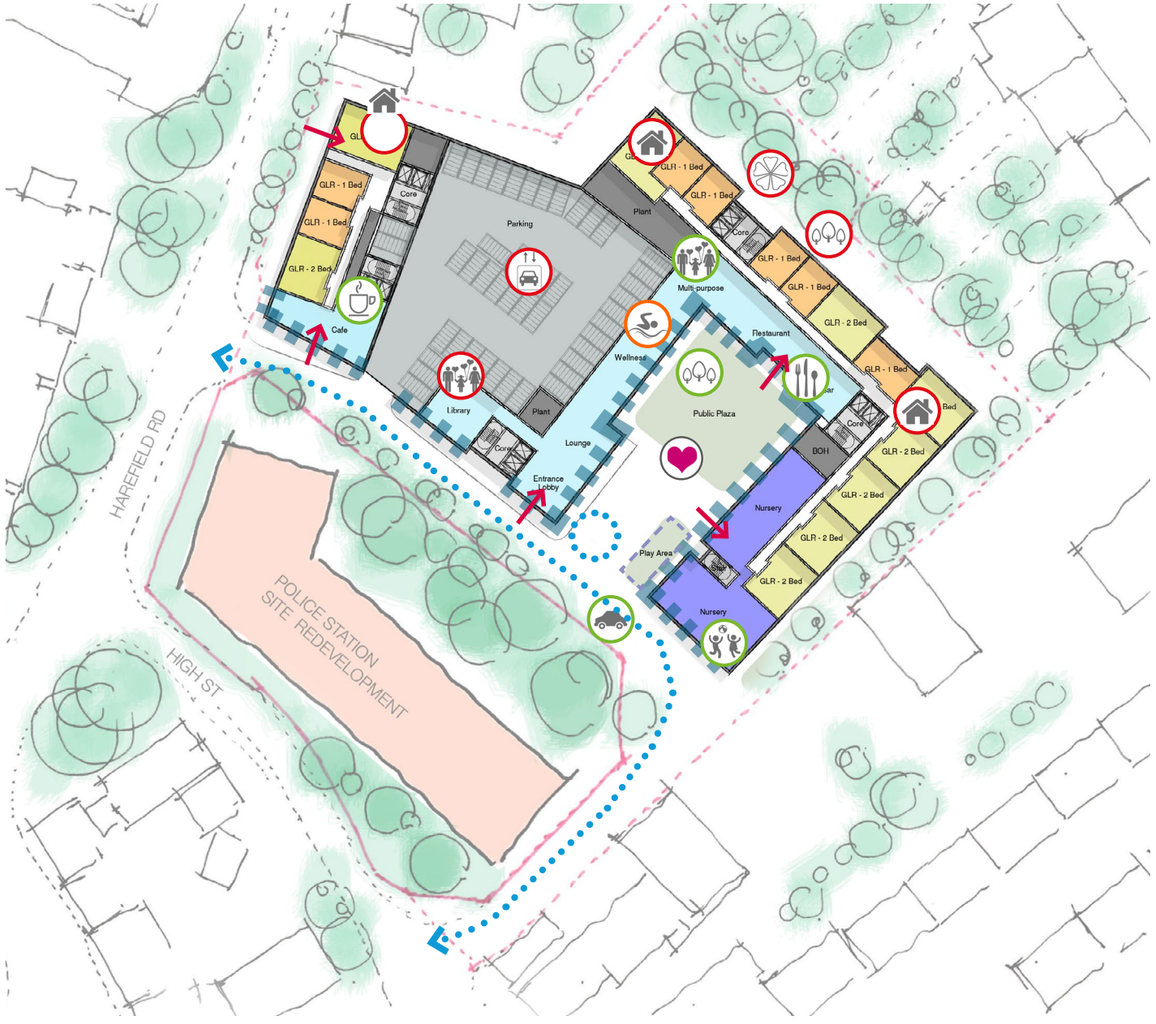
New Community Square and landscaped areas

Communal facilities interfacing with the wider community



Street activation and publicly accessible amenity

Community spaces



Plan showing ground floor amenities open to public



*Potential future development of police station site

4.15 Pre-application 2 Meeting - Site Layout and proposed amenities - 19th June 2020

PPA1 meeting feedback

Design

- Officers welcomed the further reduction in height from the initial pre-application meeting in February and transition along Harefield Road. Officers requested further consideration of the proposed heights and potential impact on the neighbouring heritage assets.
- It was suggested that views for the HTVIA should be agreed with the LPA and the methodology from the refused application was questioned.

Transport/Access

- It was suggested that the transport consultants issue their transport scoping note directly to LB Hillingdon Highways Officers to confirm the approach to surveys in light of Covid-19.

Consultation

- It was agreed the initial consultation strategy should be shared with LN Hillingdon officers to confirm the approach.

Trees

- It was agreed the initial tree strategy should be shared with LN Hillingdon officers to confirm the approach.

Design Response

Design

- Following the meeting further design development has taken place to refine the massing in consultation with Alan Baxter (townscape and heritage consultant). As a result a further setbacks have been introduced to both 8 storey elements. Additional refinement of the height/massing has taken place through introduction of pitched roofs along Harefield Road.
- An Initial Views Selection document, prepared by Alan Baxter, was issued to the LPA on 8th June 2020 for agreement.

Transport/Access

- The strategy was shared with LBH for agreement.

Consultation

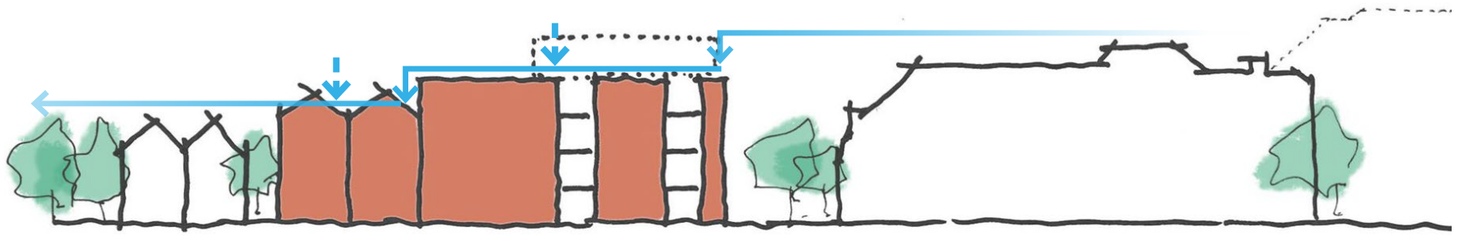
- A programme of webinars was set, with an initial meeting for immediate neighbours set to be held on 23rd June 2020.

Trees

- A survey of all trees within, and adjacent to the site was undertaken on 05 June 2020. Further details were included to demonstrate how the proposed layout has taken account of trees, seeking to retain these where feasible.



4.16 Pre-application 2 Meeting- Site Layout and proposed amenities - 19th June 2020



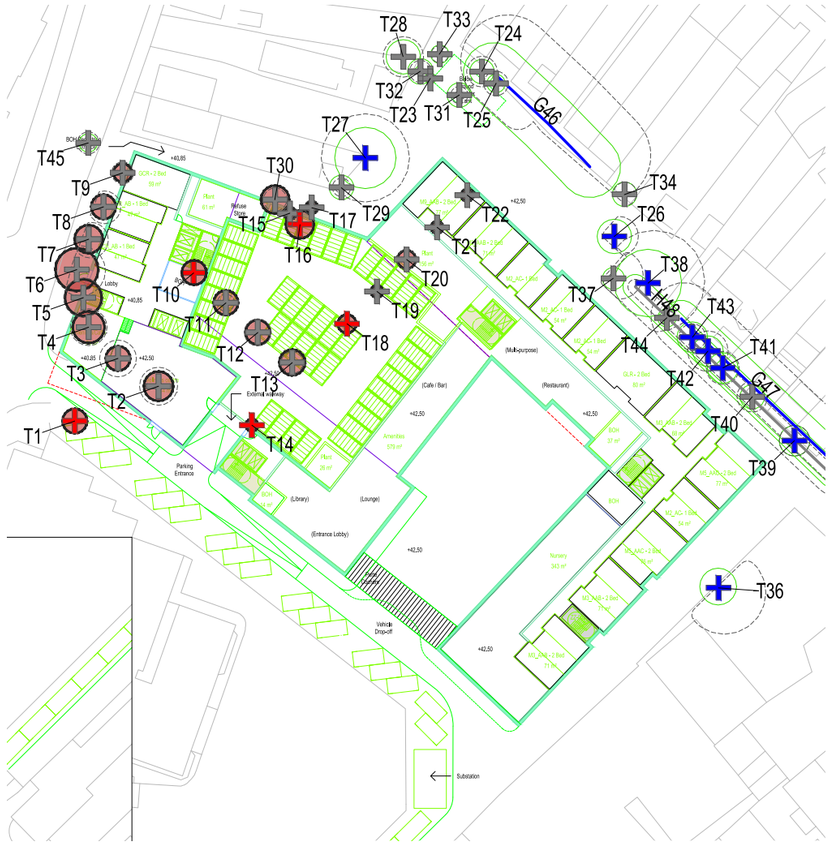
Harefield Road elevation setbacks and roof-scape design intent



Artist impression. View down Harefield Road



Artist impression. Podium view



Tree survey

4.17 Pre-application 3 Meeting - Character and Materials- 10th July 2020

PPA2 meeting feedback

Design

- Officers noted there is agreement that in terms of the wider heritage context there is no visual connection or harm. However, from a more local perspective and going past the development, it is for the team to demonstrate that the proposed development sits comfortably in this location.
- The initial views for the Visual Impact Assessment were presented to officers for discussion. A number of additional views were suggested, including one from the roundabout where Harefield Road Meets the High Street and three further views from residential streets to the north of the site.

Transport/Access

- Highways officers issued comments on Transport Scoping Note on 22nd June 2020, providing a number of recommendations and requesting further information on the proposed car stackers and drop-off/pick-up facilities for the ancillary uses.

Landscaping and Trees

- Officers provided further written comments on landscaping and trees on 26th June 2020, requesting further cross-sections of the site and to understand how the site will interface with adjacent boundaries. Additional information was also requested on the potential provision of green / brown / blue roofs for SUDS, energy conservation and biodiversity.

Design Response

Design

- Following the meeting further design development has been undertaken in regards to the proposed development and how it sits within Harefield Road. This includes the preparation of with additional façade studies and sketches to show how the proposed development will be viewed in short views along Harefield Road.
- An Initial Views Selection document, prepared by Alan Baxter, was issued to the LPA on 8th June 2020 for agreement. Further detail was provided in the PPA3 document to demonstrates the scheme is acceptable in terms of the its visual impact.

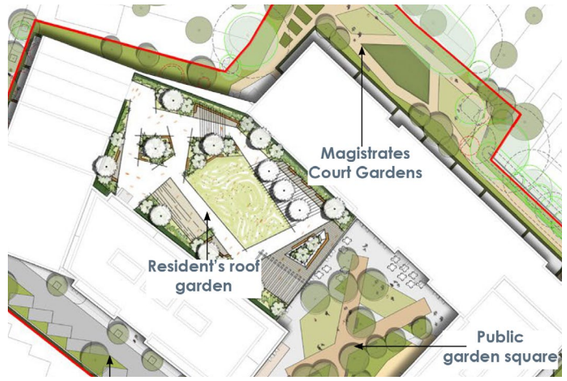
Transport/Access

- Further detail was included in the PPA3 report to show the design progression. Mainly the access strategy for the proposed development was outlined.

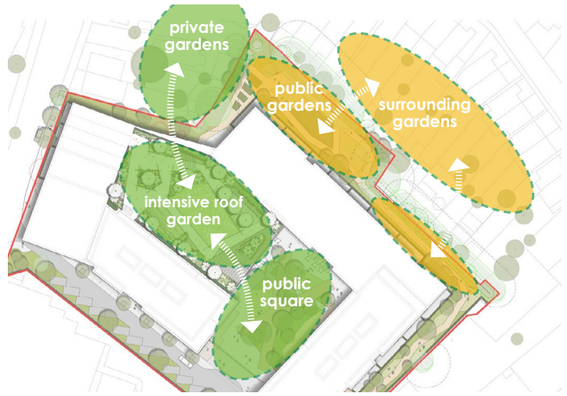
Landscaping and Trees

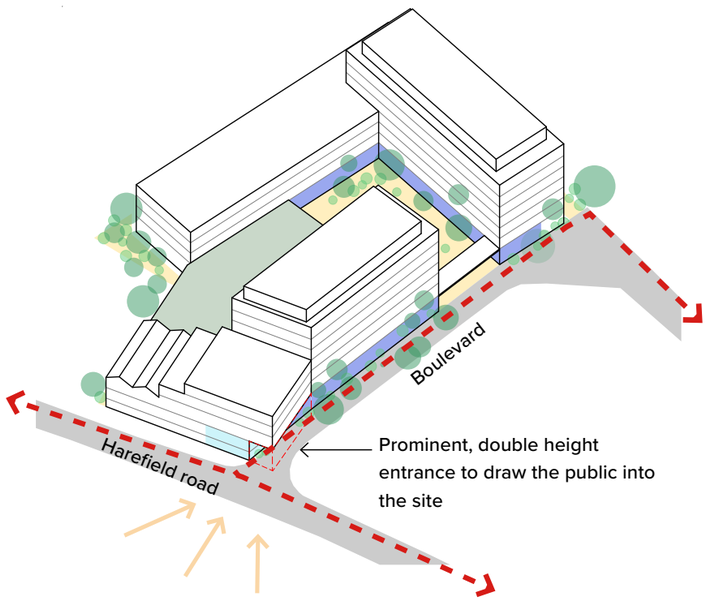
- The PPA3 report provided further detail in relation to the received comments, including additional cross-sections to demonstrate how the proposed development will interface with adjacent boundaries.













Key

- Primary pedestrian route
- Prominent corner - Cafe/Wellness centre
- Lively and active frontage
- Active entrance point

4.18 Pre-application 4 Meeting - 11th September 2020

PPA3 meeting feedback

Design

1. Officers requested that a block form masterplan should be provided to demonstrate that any future redevelopment of the police station site would not be prejudiced by the proposed scheme;

2. It was suggested that the police station levels step back from the street frontage, something that could be incorporated in the proposal for the 5th storey on Harefield Road;

3. Officers questioned whether the development is aligned with the building line, suggesting that the established buildings are set back whereas the proposed facade is not;

4. Officers queried the extent of depth to the Harefield Road elevation and whether balconies could be added;

5. The principle of the overhang on Harefield Road and the scale/materials of the double height entrance were questioned;

6. It was noted that the current material choice/design of the set-back elements make the building feel 'heavy' and should be reviewed to provide a lighter approach to the setback, so that it feels subservient to the building, particularly when viewed from longer distances;

7. Officers requested further detail on the public space within the courtyard;

8. Officers suggested that the design team should review the potential to remove or reduce the 5th floor fronting Harefield Road and the 8 storeys block, to provide an additional step in heights within the proposed massing.

Design Response

Design

1. PPA1 set out an initial sketch in block form demonstrating how the future redevelopment of the police station could come forward. The layout is underpinned by the following design principles:
   - locating the massing along the N-S axis of the site ensuring that the required separation distances from neighbouring sites are provided;
   - reinforcing the frontage and alignment along Harefield Road;
   - placing amenity space in connection to the main plaza proposed on the application site;
   - reinforcing the pedestrian connection to the Town Centre High Street
2. a further setback was introduced on the 5th level of the building fronting Harefield Road in response to the officers' feedback.

3. Discussions with the council - where the 3d model was used for reference - allowed the scheme to demonstrate that the proposed design responds to the context, with private front gardens providing relief and defensible space.

4. To create depth and articulation the Harefield Road elevation proposes juliette balconies with planter boxes, brick corbel inset panels, recessed spandrel panels and recessed downpipe details. In order to create legibility the elevation has been broken down into 5 townhouses which alternate between light and dark mortar.

5. The entrance has been designed in response to the officers' suggestions and now incorporates active frontage to Harefield Road whilst maintaining a balanced transition of uses from residential to the north to high street to the south. When viewed from the north, the double height element is limited but gradually reveals itself as the viewer approaches Warwick Place crossing the boulevard, leading the visitors to the amenity areas facing the Plaza. The design has been refined through the introduction of vertical fins that visually ground the structure above and reduce the amount of gazing which could potentially have an impact on neighbouring properties;

6. A lighter tone has been proposed for all metal elements. The architectural treatment to the set-back level has been redesigned to a reduced parapet height and fascia;

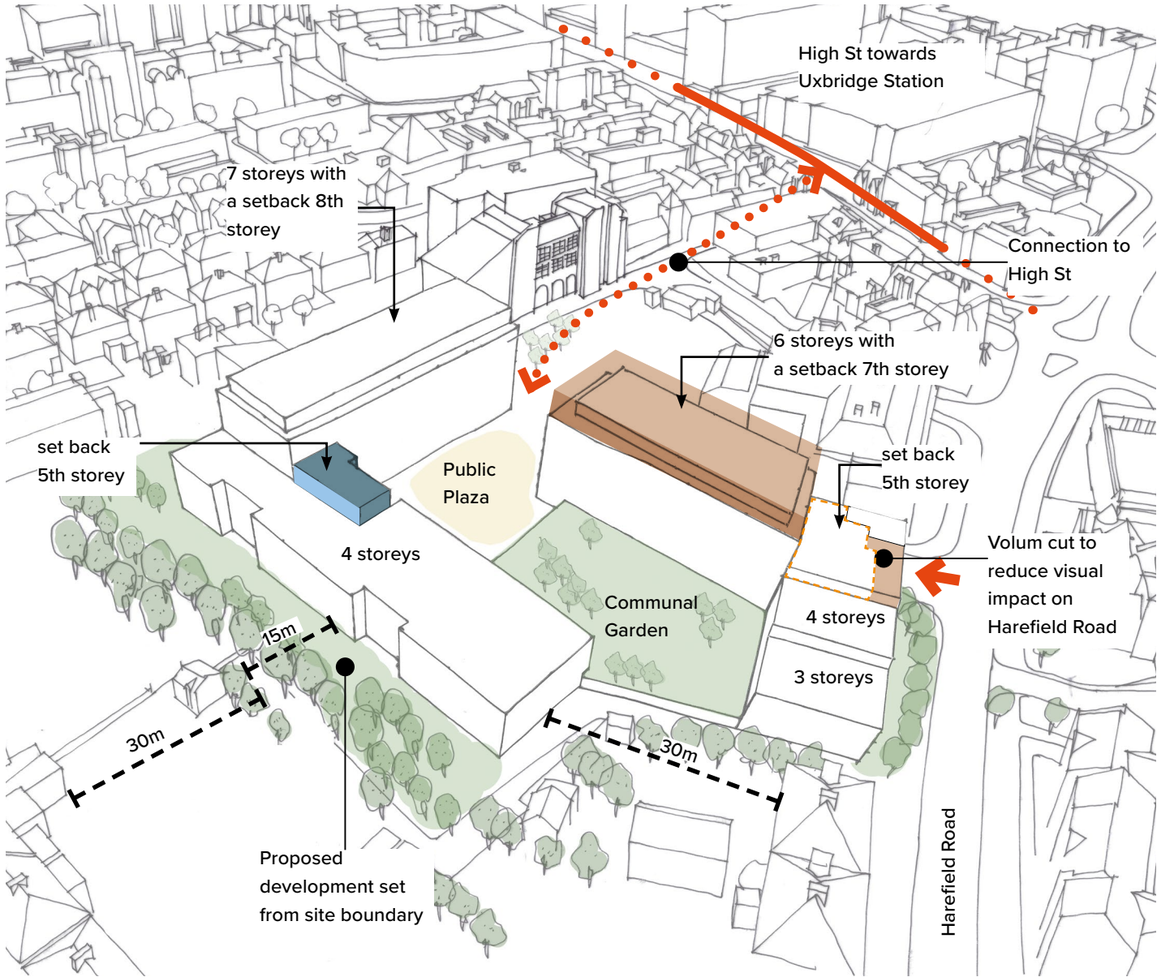
7. Further information was provided to demonstrate the look and feel of the amenity spaces;

8. In response to the comments received, significant set-backs have been introduced which resulted in providing a clearly defined transition along Harefield Road and removing one floor from Building A.

9. Approach from Harefield Road, the double height entrance to the wellness centre is only revealed when arriving at the entrance of the proposed boulevard. The scale of the building steps up towards the town centre and down to the north in keeping with the residential developments.

KEY

- Massing removed since PPA3
- Massing added since PPA3
- Site access



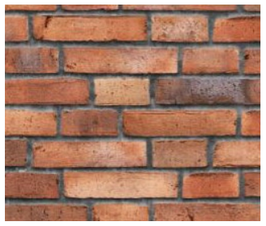
4.19 Pre-application 4 Meeting - 11th September 2020



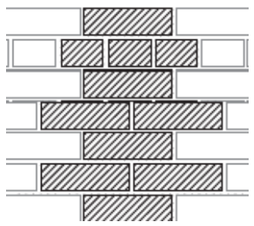
Plaza amenities and activities



Elevation design development - set-back level

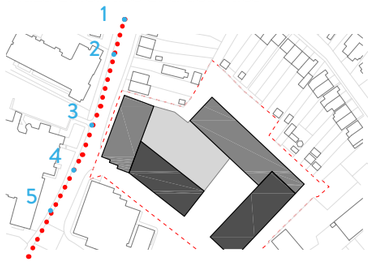


Material precedent





Harefield Rd elevation treatment



Approach from Harefield Road - north to south



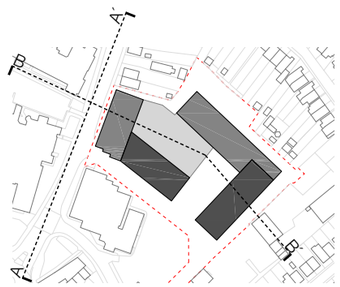


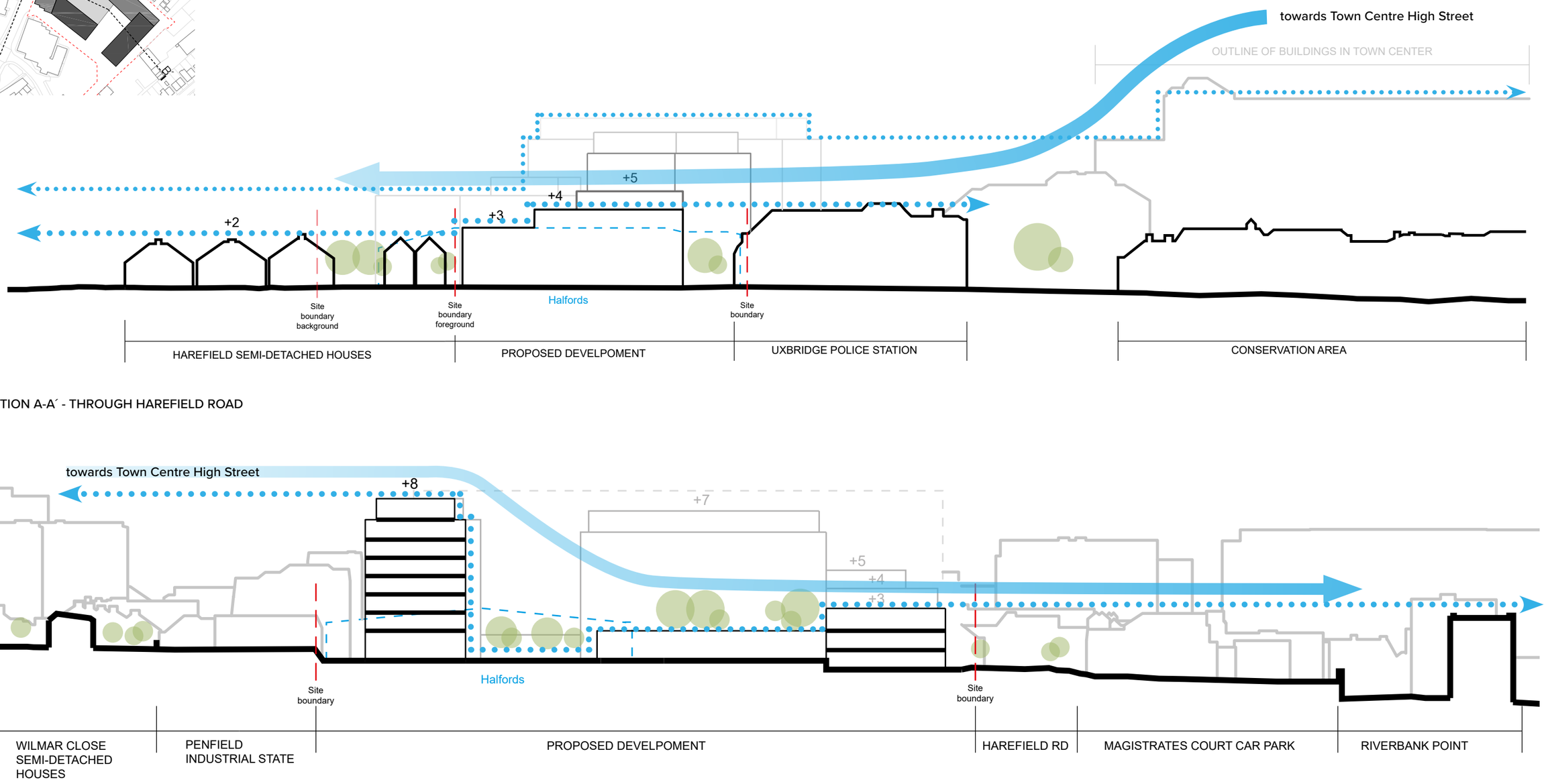






4.20 Building Height Section Diagram





SECTION A-A´ - THROUGH HAREFIELD ROAD

SECTION B-B´ - THROUGH COURTYARD

4.21 Colour Palette Development

Selecting the right material palette is an important part of the design process in order to create a distinct architectural expression which is both human-centric and familiar.

A combination of materials and textures within the façade palette can be juxtaposed to create a language which is familiar and recognisable to the local and Guild Living community. The proposed design evaluates the composition of local built form as well as taking inspiration from the landscape context which forms a distinctive part of the local neighbourhood.

A number of buff coloured brick buildings are located close to the site and it is felt to maintain a high calibre design the focus will be on this material palette to contribute positively to the character of the area.



Grade II listed buildings on the north side of Uxbridge High Street'



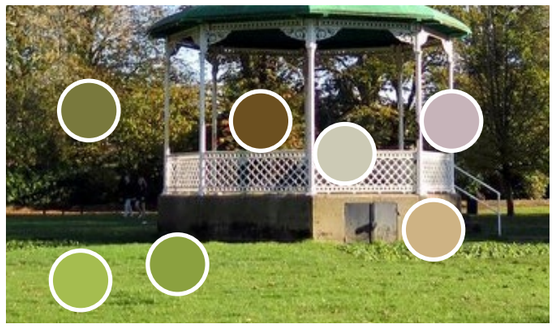
Uxbridge Magistrates' Court - Locally Listed Building



Fassnidge Park







Proposed colour palette



A blend of local architecture and landscape



Distinctiveness



Distinctiveness reflects the culture and character of their life history through colour, texture, forms and materials.

Legibility



Legible environments have an easy to understand typology, language and materiality that provide easy to understand hierarchies.

Familiarity



The built environment and materials are recognisable to seniors and easily understood by them.

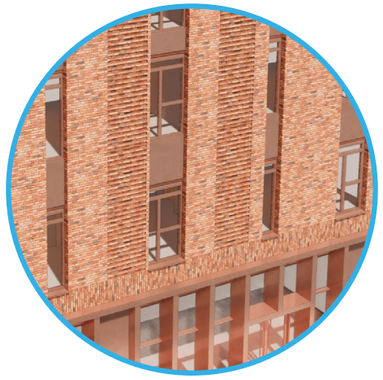
4.22 Facade Materials - Building Facade Materials - Brick

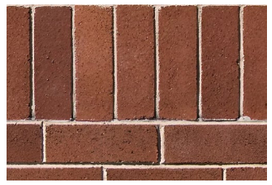
Studies of the site's surrounding context inspired the selection for the masonry colour palette.

Along Harefield Road, the elevation is structured and fragmented through the use of different tones of mortar.

For the buildings along the southern boundary a combined solution of protruding brick panels, stretcher bond and soldier courses are being proposed to frame and structure the façades.

Bricks will be sourced from suppliers with sustainable supply chains and established manufacturing processes. The proposed fired clay bricks will be manufactured in accordance with BS/EN standards and guidelines and will have all necessary reaction to fire certification.

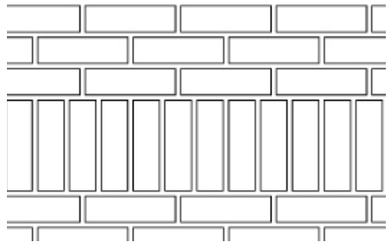




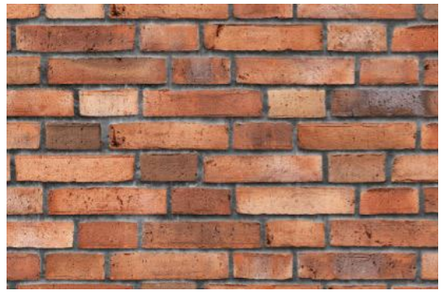
Soldier Course



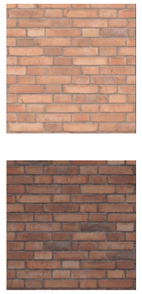
Protruding Brick

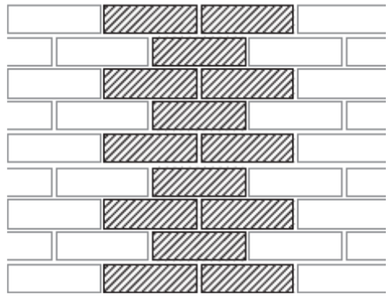






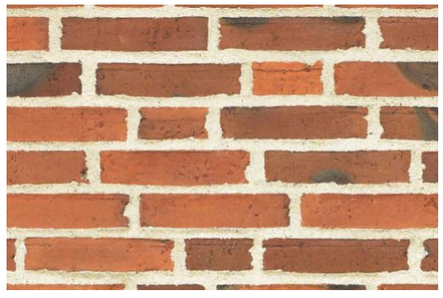
Proposed brick tone - dark mortar



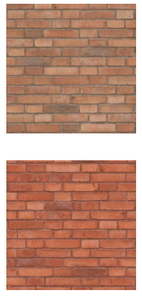


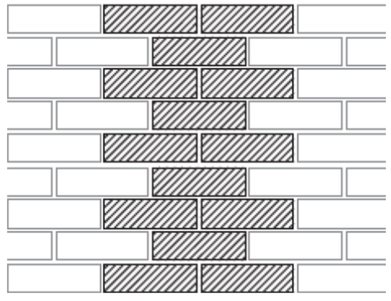
Stretcher Brick Bond





Proposed brick tone - light mortar





Stretcher Brick Bond

4.23 Facade Materials - Building Facade Materials - Other

1. Dark Grey PPC Aluminium Double Glazed Unit. Kawneer System or Equivalent.
2. Dark Brown PPC Aluminium Double Glazed Unit. Kawneer System or Equivalent.
3. 3mm Dark Brown PPC Aluminium Cladding with Standing Seam. Taylor Maxwell or Equivalent.
4. 3mm Dark Brown PPC Aluminium Panel for Window Infills and Flashings. Taylor Maxwell or Equivalent.
5. 3mm Dark Grey PPC Aluminium Panel for Window Infills and Flashings. Taylor Maxwell or Equivalent.







