LANDSCAPE STRATEGIES

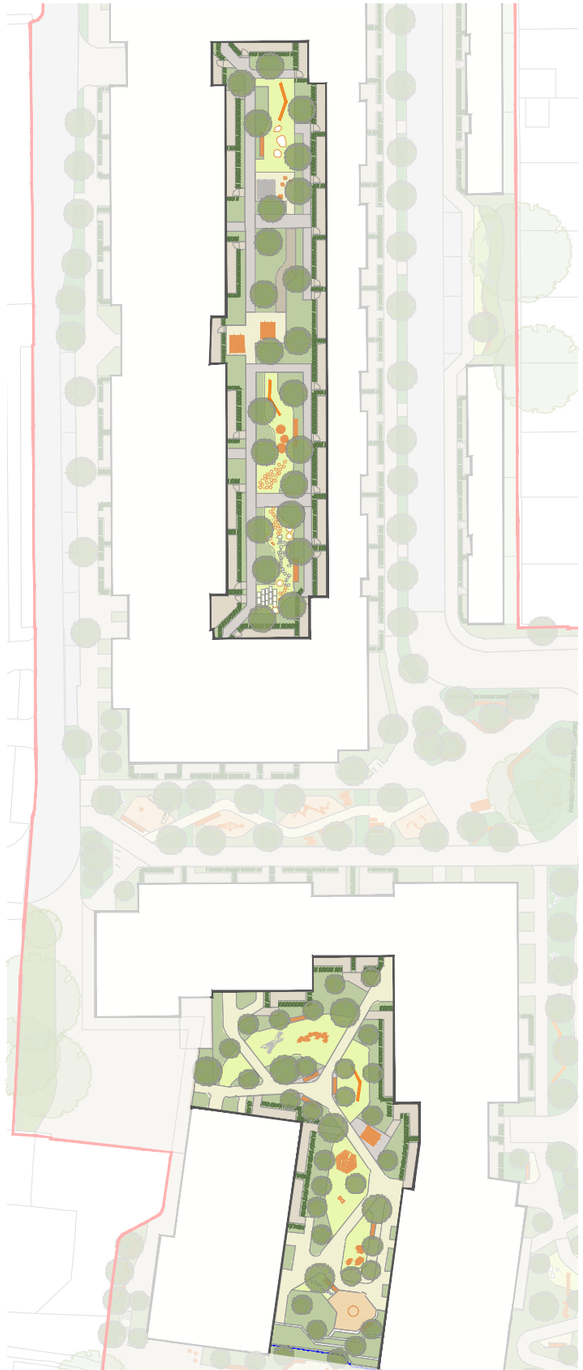
4.9.8 Communal Gardens

The communal gardens are all situated on the first floor of Phase 2/3 and to the ground floor of Phase 4.

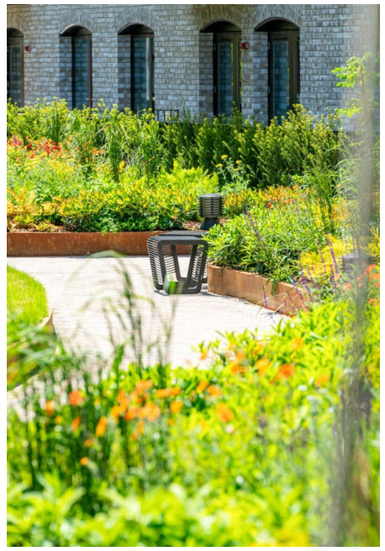
The design of these follows the objectives below:

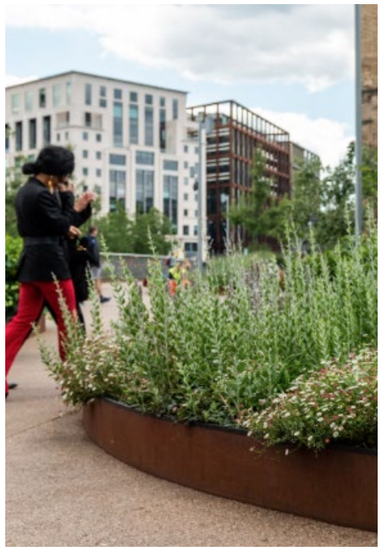
- Provide safe doorstep play for children under 5;
- consider the needs of all users;
- provide a space for residents to relax and socialise, enabling the fostering of community.

Each communal space provides areas of seating, mixed between benches, chairs and picnic benches. Doorstep play is proposed, varying between fixed equipment and natural play. Planting is provided within raised beds to the podium garden and in ground to the Phase 4 space, with ample tree planting provided to both spaces.



COMMUNAL COURTYARD PLAN





DESIGN INTENT

LANDSCAPE STRATEGIES

4.9.9 Planting strategy

The planting strategy for proposed development follows the principles set out within the consented scheme, with minor adjustments to suit the revised layout. This considers ecology, sustainability, urban greening, drought tolerance and tolerance of seasonally wet soils to rain gardens.

To the street frontages, a buffer is provided for defensible space between private entrances/terraces and the pedestrian pavement. Between the pavement and road rain gardens with tree and suitable planting mixes are provided to soften the pedestrian routes.

More varied planting will be provided to the other areas of public realm, this will provide native species, plants for pollinators, and seasonal interest. Evergreen shrubs will provide the backbone of the design, with flowering perennials and ornamental grasses providing colour and movement.

Within the rain gardens, suitable species will be utilised to allow for both seasonally wet soils and drought conditions. These will also provide seasonal colour with herbaceous species, creating interest to the areas of public realm and streets.

The podium courtyard to Phase 2/3 will be planted with species that suit raised bed conditions, with drought tolerance a key priority.

RESIDENTIAL FRONTAGE

STRUCTURE

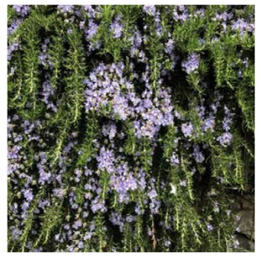
GROUNDCOVER

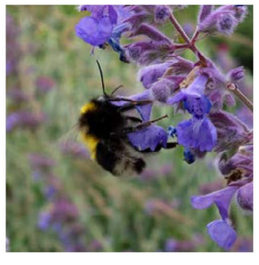
STREETS

TEXTURE

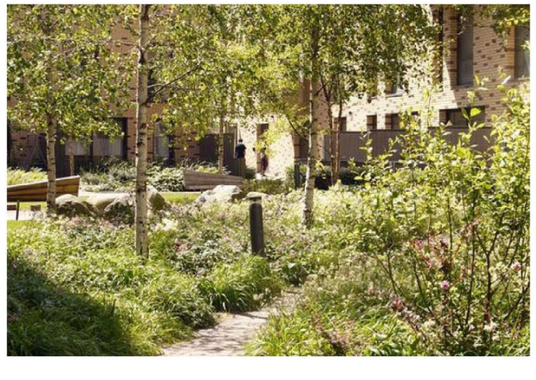
SuDS

COLOUR

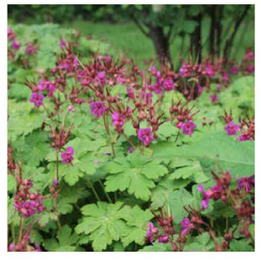




WILDLIFE



RESIDENTS' GARDENS



LOW MAINTENANCE

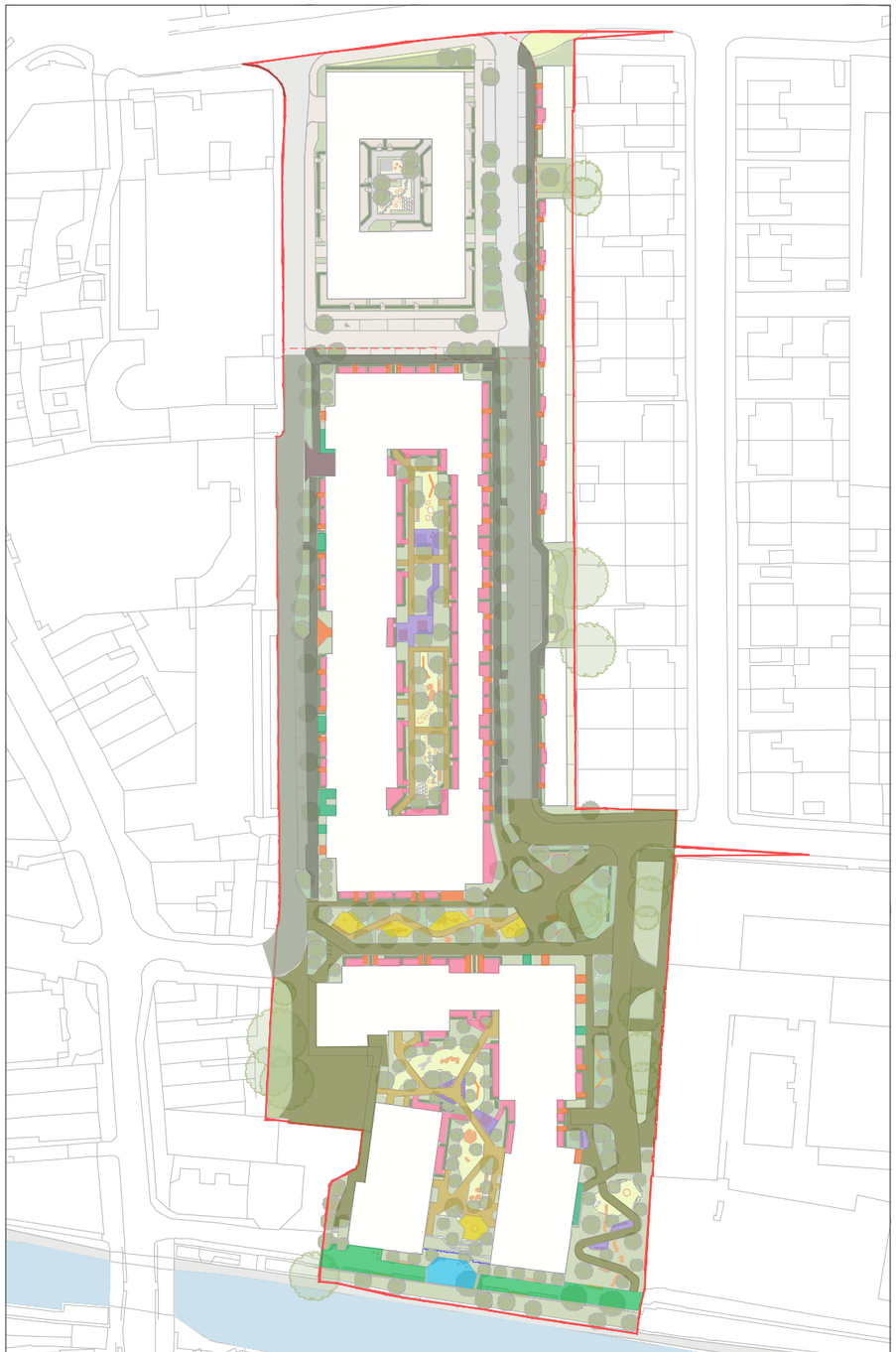
SEASONAL QUALITIES

PUBLIC SPACE

LANDSCAPE STRATEGIES

4.9.10 Hard Landscape Strategy

The paving strategy for the site follows both the consented outline approach, as well as the Phase 1 consented precedent. This will provide continuity throughout the wider development, and create a varied and hierarchical approach to surfacing.



PAVING STRATEGY DIAGRAM

Key

- Road; asphalt
- Vehicle entrance; block paving
- Silverdale Road & Community Square shared surface; block paving
- Shared entrances & public links
- Residents pathways; resin bound aggregate
- Pavement; flag paving
- Play surfacing
- Feature paving; setts
- Private amenity; flag paving
- Canalside; feature paving
- Canalside; blocks

LANDSCAPE STRATEGIES

4.9.11 Furniture and Play Equipment

The furniture and play equipment across the proposals follows the strategies established within both the original outline consent and the Phase 1 consented landscape.

Hardwood timber topped benches, chairs and picnic tables will be utilised to provide a robust and grounded furniture palette, whilst the timber provides a more inviting softness.

Play equipment will be provided to create varied experiences suitable for younger ages, with a mix of play on the way and fixed equipment being proposed. Natural play features in the form of boulders and stepping logs will also be provided.

The selection and layout of play equipment will provide a range of play experiences and support imaginative play. Accessible equipment is also to be utilised where suitable to allow all children to have access to play.

BENCHES; TIMBER TOPPED WITH BACKS & ARMRESTS

PICNIC TABLES

TIMBER CLAD INDIVIDUAL CUBE SEATS

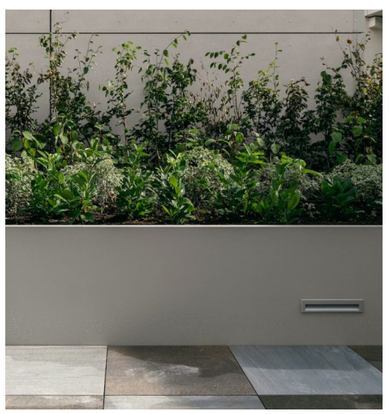
EQUIPPED PLAY

PLAY ON THE WAY

NATURAL PLAY

WILDLIFE HOTELS

STAINLESS STEEL CYCLE STANDS



PODIUM RAISED BEDS; POWDER COATED STEEL

BINS

LANDSCAPE STRATEGIES

4.9.12 Sustainable Drainage, Urban Greening & Biodiversity Strategy

SUSTAINABLE DRAINAGE

The sustainable drainage strategy for the site relies on a mix of permeable surfacing and rain gardens. Rain gardens are provided to pockets along the Austin Road and Crown Close frontage, to Silverdale Road, and within the Community Square.

Surfacing will be a mix of permeable and impermeable surfaces. Surfacing to the podium courtyards will be permeable.

URBAN GREENING & BIODIVERSITY

The development of the scheme has been guided throughout by the requirements of Biodiversity Net Gain (BNG) and Urban Greening Factor (UGF) assessments. Measures to support delivery of urban greening and ecological enhancement will include the following as per the original consent:

- a comprehensive tree planting scheme using a mix of native and non-native species;
- use of plant palettes and mixes that have a high proportion of species of known wildlife value, including 'Plants for Pollinators';
- biodiverse extensive green roofs;
- habitat features including bird and bat boxes, and insect hotels.

The Urban Greening Factor calculation has been undertaken at an outline level without the full specification of tree and general planting. The outline score is 0.42, an increase on the consented proposals.

Surface Cover Type	Factor	Area	Contri-bution	Notes
Semi-natural vegetation	1	1424	1424	Existing trees + proposed meadow
Intensive green roof, min substrate depth 150mm	0.8	785	628	Phases 1B & 2 podium gardens
Standard trees (soil volume min. 2/3 of canopy area)	0.8	3705	2964	Estimated 5m canopies, 19m2 per tree
Extensive green roof	0.7	4349	3044	
Flower-rich perennial planting	0.7	1355	948	Estimate 50% of planting
Rain gardens	0.7	893	625	
Groundcover planting	0.5	1355	677	Estimate 50% of planting
Amenity grassland	0.4	379	152	Existing to SE
Total Contribution			10463	
Urban Greening Factor				0.42

PROPOSED SUDS, URBAN GREENING AND BIODIVERSITY STRATEGY

CONSENTED SUDS, URBAN GREENING AND BIODIVERSITY STRATEGY

5. PHASE 1 DETAILED AREA

5.1 SUMMARY

NOTE: ALL IMAGES ON THIS PAGE ARE EXTRACTS FROM THE CONSENTED DESIGN AND ACCESS STATEMENT FOR THE AVONDALE DRIVE ESTATE HYBRID PLANNING APPLICATION

No changes to the phase 1 detailed application are proposed under this Section 73 application.

For details please refer to Chapter 5 of the Design and Access Statement prepared by Pollard Thomas Edwards (PTE) Architects on behalf of the London Borough of Hillingdon for the redevelopment of Hayes Town Centre Estate, Hayes, UB3 3DN submitted as part of the consented Hybrid Planning Permission (reference 76550/APP/2021/4499).

PHASE 1 TECHNICAL REVIEW - LESSONS LEARNED

Phase 1 Height Review

PRP worked with Higgins on the Phase 1 technical design, coordinating the scheme with Structural design, Mechanical & Electrical design and Fire engineers recommendation. Following coordination, the following changes were proposed and captured in the now as-built design:

- Increased ground to first floor heights to allow sufficient depth for build-up of the podium and to provide enough headroom below.
- Increased roof build-up from underside of structure to external finish to accommodate required depth of structure and falls for rainwater collection.

Outline Height Review

The above lessons learned from the phase 1 technical design have been integrated into the proposed outline design alongside an additional 1000mm to allow for future flexibility and construction tolerance. The parameter plans specify the height at the top of parapet for each zone as well as a maximum overall height inclusive of this tolerance. There is then an additional height allowance for roof plant and lift overruns, matching the approach taken by the consented scheme.

Construction tolerance

The proposed parameter plans now allow for a +250mm deviation of the building outline to allow for construction tolerance.

View of Phase 1 from corner of Pump Lane and Austin Road

VIEW OF PHASE 1, PTE

6. TECHNICAL DESIGN

6.1 TECHNICAL SUMMARIES

6.1.1 TVIA

Hayes Town Centre Estate TVIA Summary

The Heritage and Townscape Visual Impact Assessment (HTVIA) Addendum, prepared by Savills Heritage and Townscape, assesses the visual impact on both the local and wider townscape, including heritage assets, arising from the Amended Scheme. The assessment follows the methodology established in the 2021 HTVIA. The heritage impact assessment considers the significance of heritage receptors and the visual influence of the Amended Scheme on these assets. The visual impact assessment was carried out using nine representative townscape views, in agreement with LB Hillingdon, and used Accurate Visual Representations (AVRs) produced by Hayes Davidson to illustrate the maximum parameters, alongside the illustrative masterplan designed by PRP Architects. The report also provides an overview of relevant policy and guidance updates related to townscape and heritage and discusses any modifications to the baseline conditions of the site and its surroundings, including the heritage context.

In summary, the Amended Scheme is considered to cause no harm to the significance of nearby listed buildings, conservation areas, or locally listed assets. The scheme complies with Hillingdon's heritage policies (DMHB1, DMHB2, DMHB3). The findings indicate that the visual impact of the Amended Scheme is positive across all nine assessed views. This positive visual impact is attributed to the considered placement and articulation of building heights and massing, which respond appropriately to site edge conditions, as well as improvements to the site layout and streetscape that enhance permeability and legibility. The architectural strategy will be further detailed through subsequent reserved matters submissions. Overall, the visual impact assessment aligns with policies outlined in the London Plan (D9) and Hillingdon Local Plan (DHMB10), both of which emphasise high-quality design standards for tall buildings through considered site layout, form, and massing.

6.1.2 Daylight / Sunlight

Daylight / Sunlight Summary

The revised daylight and sunlight assessment for the Hayes Town Centre Estate benchmarks the proposed Section 73 amendments against the 2021 hybrid consent, reviewing both the outline maximum parameter envelope and the illustrative scheme. The study evaluates potential effects on neighbouring properties, internal daylight potential, and sunlight within proposed amenity spaces, in line with the 2022 BRE guidance.

Results show that changes in Vertical Sky Component (VSC), No-Sky Line (NSL), and Annual Probable Sunlight Hours (APSH) are generally negligible or improved when compared to the consented scheme. Where minor reductions occur, these remain well within accepted parameters for an urban location and reflect a proportionate outcome that balances development efficiency and amenity.

The façade-based VSC analysis confirms strong daylight potential across both the illustrative and outline schemes, with most elevations achieving or exceeding 27% VSC and lower results confined to typical urban pinch points such as courtyard corners or lower storeys.

Sunlight assessments of external spaces show that most communal and private amenity areas comfortably exceed the BRE 2-hour sun target on 21 March, with remaining spaces close to this threshold and performing strongly in summer. Overall, the revised massing achieves appropriate daylight and sunlight conditions, consistent with BRE guidance and planning policy expectations.

TECHNICAL SUMMARIES

6.1.3 Fire

Outline Fire Strategy

This addendum updates the outline fire strategy to reflect design changes and the move to BS 9991:2024. It covers the reorganisation of several blocks, including the removal or renaming of Blocks I and K, which have been replaced with Blocks J and L. The layouts and orientations of many blocks have also been updated to improve circulation and access.

Under the new standard, all residential buildings now have two protected stair cores with smoke control, firefighting shafts and updated escape routes. Each stair core includes an evacuation lift with a protected and ventilated lobby, allowing independent escape for people with mobility needs.

The updated design also improves wayfinding, provides temporary waiting areas in lift lobbies and applies new travel distance limits to ancillary areas such as plant rooms, car parks and cycle stores. These updates ensure that occupants can reach a safe place quickly and that fire safety systems work together effectively.

6.1.4 Sustainability and Energy

Sustainability and Energy Strategy

The Energy and Sustainability Statement has been created to confirm the development's energy strategy and the resulting carbon emission reduction associated with the implementation of high performance building fabric, high efficiency mechanical and electrical building services. Photovoltaic solar panels are also proposed to generate renewable electricity on site.

The Energy and Sustainability Statement to be submitted with the RMAs will demonstrate regulated carbon emission savings that firstly incorporate the passive and low energy design measures viable for the development over the baseline requirement. This forms part of the 'Be Lean' assessment. Secondly, a feasibility study will be carried out to determine if the development is in close proximity to any existing or proposed District Energy Networks, forming part of the 'Be Clean' assessment. The final study will be in line with 'Be Green' criterion which will include all feasible on-site renewable technologies.

The aspiration is for all buildings to be achieve net zero carbon but as a minimum 80% reduction has been targeted.

TECHNICAL SUMMARIES

6.1.5 Drainage Strategy

Drainage Strategy for Hayes Town Centre

The drainage strategy for the Hayes Town Centre development is based on the design principles established in the previously approved drainage strategy by Whitby Wood in 2021, ensuring a coordinated and sustainable approach in line with the wider phased development.

Surface Water Drainage:

Surface water will be managed via a gravity drainage system incorporating shallow attenuation tanks located beneath the proposed car park and landscaped areas. Attenuation has been designed to limit surface water discharge to greenfield runoff rates. There are three proposed discharge points: two connections to the existing Phase 1 drainage network, and one direct connection to the public Thames Water surface water sewer located in Silverdale Road. The discharge to the Thames Water sewer is restricted to 5.6 l/s. This multi-point discharge approach supports efficient drainage and reduces peak flows to the public sewer system.

Foul Water Drainage:

The foul water drainage system will also operate under gravity and includes three discharge points: two connections to the Phase 1 drainage system and one direct connection to the existing public Thames Water foul sewer in Crown Close.

Some sections of the existing drainage network will require diversion or abandonment to suit the new development layout, subject to Thames Water approval and a build-over agreement where necessary.

All new on-site drainage infrastructure will remain private and be maintained by the management company. Any diverted public surface water or foul drainage will be adopted and maintained by Thames Water. Final connection points and discharge rates are subject to agreement with Thames Water.

6.1.6 Aviation Strategy

Aviation Safeguarding Assessment

The site lies approximately 2.6 km to the north of London Heathrow Airport, in an area subject to aerodrome safeguarding, the process by which airspace required for safe and efficient take-off and landing at airports is maintained free of new development. The site is also located within the safeguarding area for RAF Northolt.

An aviation safeguarding assessment of the proposed development has been undertaken and confirms that it complies with all relevant aviation safeguarding requirements.

The site is located within the area covered by London Heathrow Airport's inner horizontal surface (IHS). At a maximum height of 67.9 m AOD, the outline maximum heights parameter plan complies with the OLS. A review of flight procedures indicates that the airport is likely to accept temporary infringement of the IHS by cranes. Cranes up to a maximum height of around 130 to 140 m AOD could be accommodated at the site with no impact on flight operations.

There is potential that the site could impact the technical safeguarding of the H10 en-route radar located at Heathrow. NATS has been consulted and it is expected that any identified impacts can be mitigated by the implementation of a radar mitigation scheme (RMS).

TECHNICAL SUMMARIES

6.1.7 Financial Viability Assessment

Financial Viability Assessment

A Financial Viability Assessment ("FVA") in support of the application has been prepared by Savills. The FVA presents a robust analysis of the level of planning contributions (including affordable housing and other Section 106 and Community Infrastructure Levy financial contributions) the project can justifiably provide. Savills' analysis has considered the total income realisable from the project, alongside the costs to bring the Estate forward. Their analysis concludes that the quantum of reprovision and additional affordable housing proposed within the application exceeds that which may otherwise be justified on viability grounds. The driver behind this approach has been to ensure a full reprovision of Rented housing for existing residents on the Estate.

6.1.8 Noise Impact Assessment

Noise Impact Assessment

The outline assessment for Phases 2-4, carried out to accompany the S.73 application, indicates that acceptable noise levels can be achieved at the site both internally and in external amenity spaces.

7. APPENDIX

7.1 APPENDIX 1 - INDICATIVE SCHEDULE OF AREAS

The schedule of areas for Phase 1 below reflects the as-built design. The proposed schedule of areas for Phases 2-4 are an estimate only, based on the indicative masterplan design.

The areas category 'Residential' includes all back-of-house and ancillary areas including: bins, bikes, plant.

Note: The figures in the below table are indicative and based on the illustrative masterplan. The final floorspace, unit and tenure mix will be confirmed through the submission and approval of reserved matters applications in compliance with the controls defined in relevant planning conditions and s106 obligations.

Phase	Tenure	Residential		Non-Residential		Car Park	Total GIA	Total NIA
		GIA	NIA	GIA	NIA	GIA		
1	Social Rent	6,234	4,647	0	0	469	6,703	4,647
	Returning Leaseholders	1,705	1,395	0	0	146	1,852	1,395

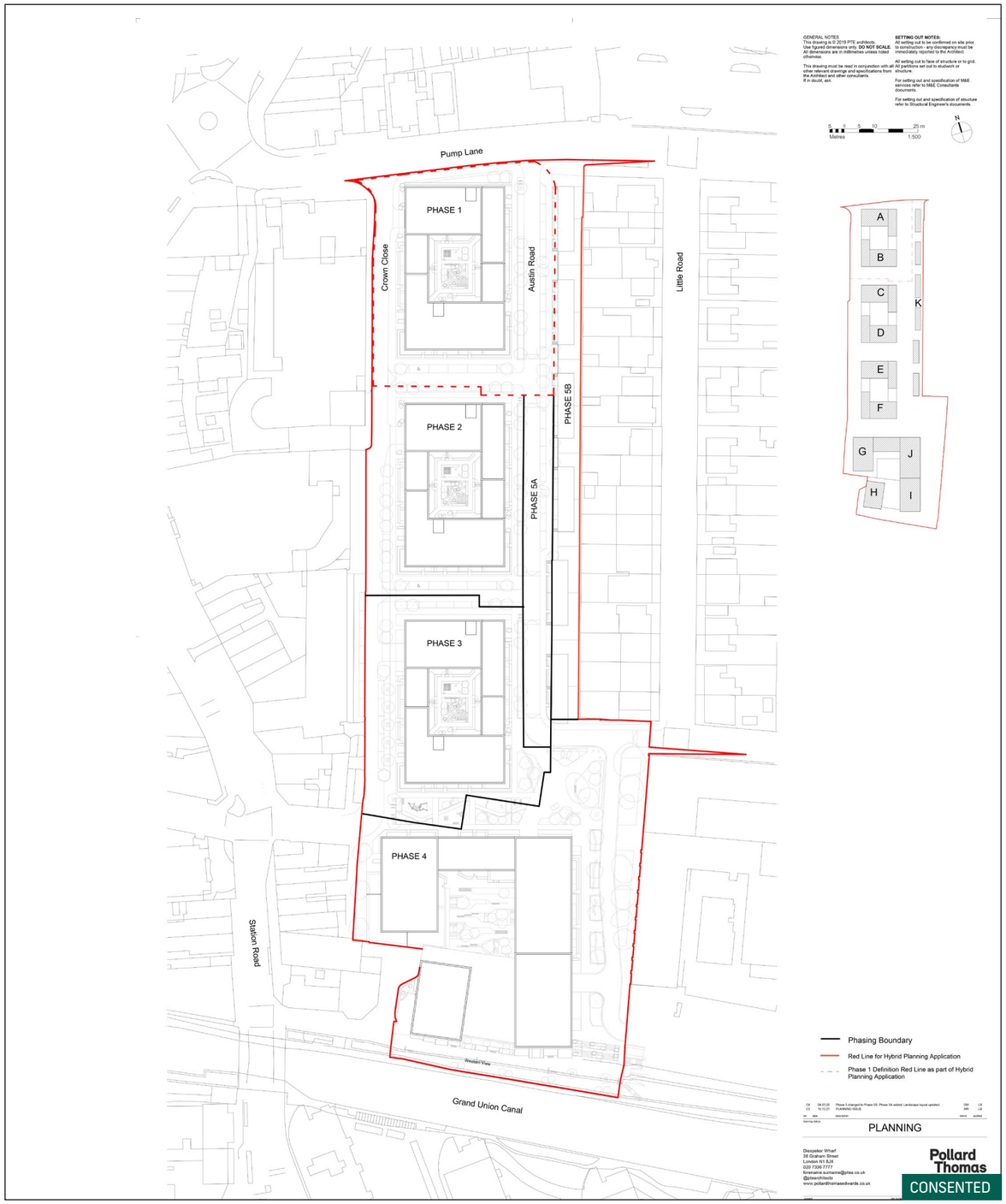
As-built

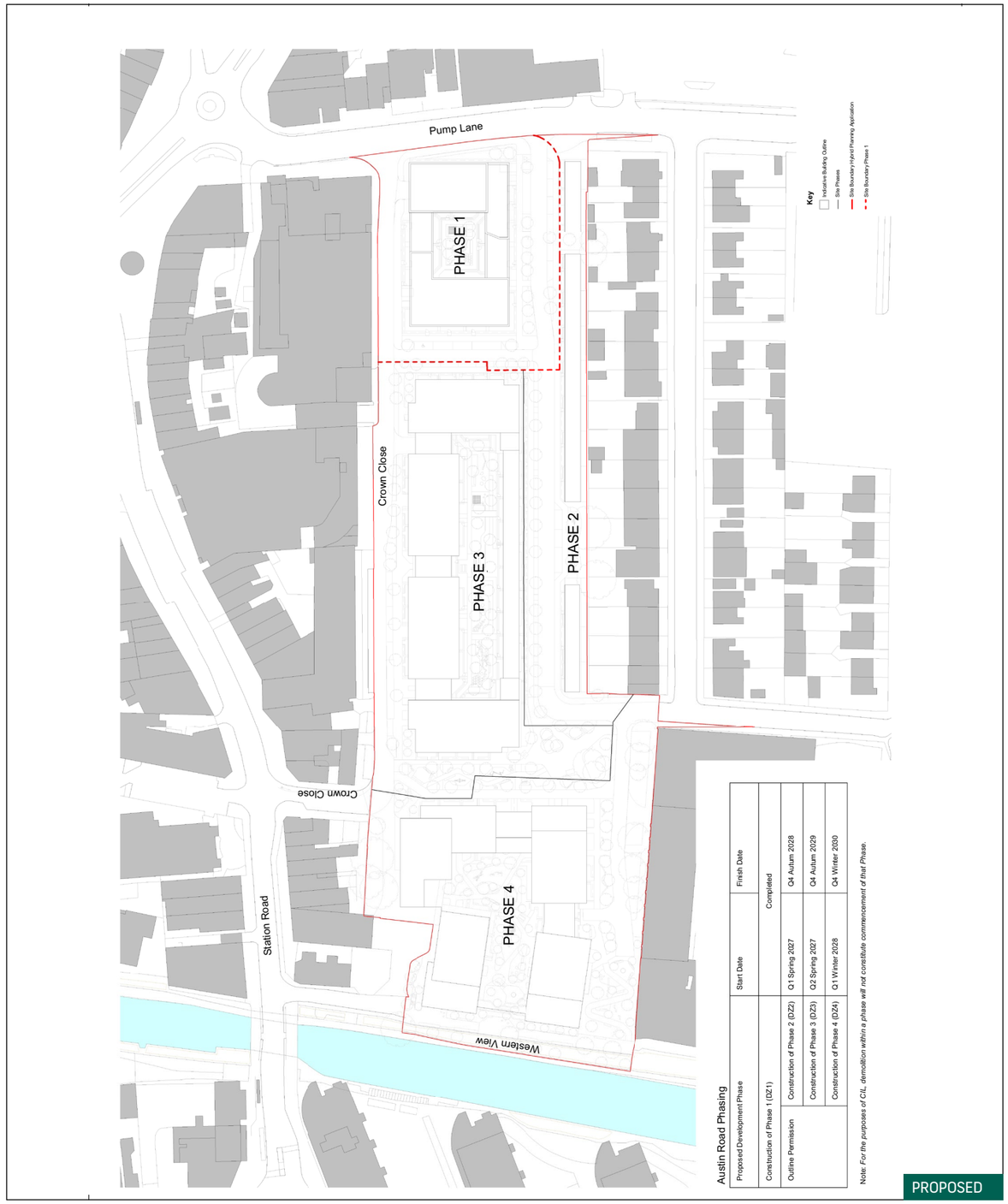
Phase	Tenure	Residential		Non-Residential		Car Park	Total GIA	Total NIA
		GIA	NIA	GIA	NIA	GIA		
2	Social Rent	1,223	1,195				1,223	1,195
3	Private	3,092	2,047			177	3,269	2,047
	Social Rent	19,502	14,631			1,264	20,767	14,631
				370	350		370	350
4	Private	21,961	15,307				21,961	15,307
Total		45,779	33,179	370	350	1,441	47,590	33,529

Proposed, based on the indicative masterplan design

7.2 APPENDIX 2 - CONSENTED DRAWING COMPARISON

7.2.1 Indicative Phasing Plan





APPENDIX 2 - CONSENTED DRAWING COMPARISON

7.2.2 Parameter Plans - Land use