

Move 3
Enhance existing character of Avondale Drive



Avondale Drive will be transformed with a defined building frontage. The street’s green and leafy character will be retained and enhanced with building set back in key locations creating deeper pockets of green space. These pockets of green space will be located within the pubic realm and will provide a setting for retained and new trees.

- Key**
- Proposed public green Space
 - Areas of existing green space along Avondale Drive (outside of estate boundary)
 - Building frontage

Move 4
Create urban block with defined fronts and backs



Proposals will create urban blocks with defined fronts and backs. Communal gardens in the centre of urban blocks will provide generous outdoor space for shared recreation and play. The gardens will be accessible to only the residents of surrounding buildings and their guests. The communal gardens will also provide an attractive green outlook from the windows of surrounding rooms.

- Key**
- Courtyard
 - Houses completing frontage to courtyard
 - Communal gardens

3.3 Consultation

The detailed proposals for the Estate have been developed through extensive dialogue with key stakeholders. The list below summarises the bodies that have been consulted during design development:

- Estate Residents
- Hillingdon Council Members
- Hillingdon Council Planning Department
- Hillingdon Council Transport and Highways
- Hillingdon Council Refuse Department
- Greater London Authority
- Secured by Design
- Heathrow Airport
- NATS

3.3.1 Resident and Community Consultation

The pre-application public consultation was preceded by extensive engagement with residents of Avondale Drive Estate that culminated in Resident Ballot in line with the requirements set out by the London Mayor’s Affordable Housing Capital Funding Guide. The Resident Ballot was held in Spring 2021 with 94% of residents that voted, voting YES for redevelopment.

Engagement with residents living on the Site has continued throughout summer and autumn 2021 with detailed design discussions on the layout of the new estate, internal arrangements of the new homes, landscaping, built character and play facilities. This engagement included COVID secure design workshops showing physical models of different layouts for the new homes.

The wider community surrounding the Site (residential and stakeholder) were specifically engaged over two stages of public consultations in July and November 2021. Note that residents on the estate were also notified about these consultations and invited to attend if they wished.

For more detailed information on resident and community consultation, please refer to the Statement of Community Involvement which accompanies this application.



Resident Consultation Event (July 2021)

3.3.2 Hillingdon Council Planning

Throughout the design process regular meetings have been held with planning officers to review the emerging design and provide feedback. The list below summarises the meetings held:

- 16 June 2021 Pre-application Meeting 1
- 27 August 2021 Pre-application Meeting 2
- 27 September 2021 Pre-application Meeting 3

In addition to the above meetings a series of technical workshops were held with council officers, including transport, aboriculture and refuse.

Through extensive pre-application consultation the design fix was achieved on the basis of securing agreement with planning in design officers at LBH LPA which then allowed the application to be prepared in earnest with supporting baseline and impact assessments, as submitted.

3.3.3 Greater London Authority

The scheme was presented to the GLA at three pre-application meetings during design development.

- 27 July 2021 Pre-application Meeting 1
- 01 September 2021 Pre-application Meeting 2
- 12 October 2021 Pre-application Meeting 3

Through detailed design (and other planning matters) consultation, feedback from the GLA officers was supportive in terms of the overall design approach and the design was subsequently fixed on that basis alongside the design support from the LBH Local Planning Authority.

Comments have been reviewed and addressed in the submitted application.

3.3.4 Stakeholder Consultation

Aviation impact of building heights has been reviewed as design massing was being finalised, with reports indicating no issues with radar reflection. For further details, please refer to Aviation Impact Report.

Consultation with the adjacent Minet Junior and Infant school has been held as project has developed. Planning application submitted for extension to school has also been incorporated into daylight and sunlight assessment.

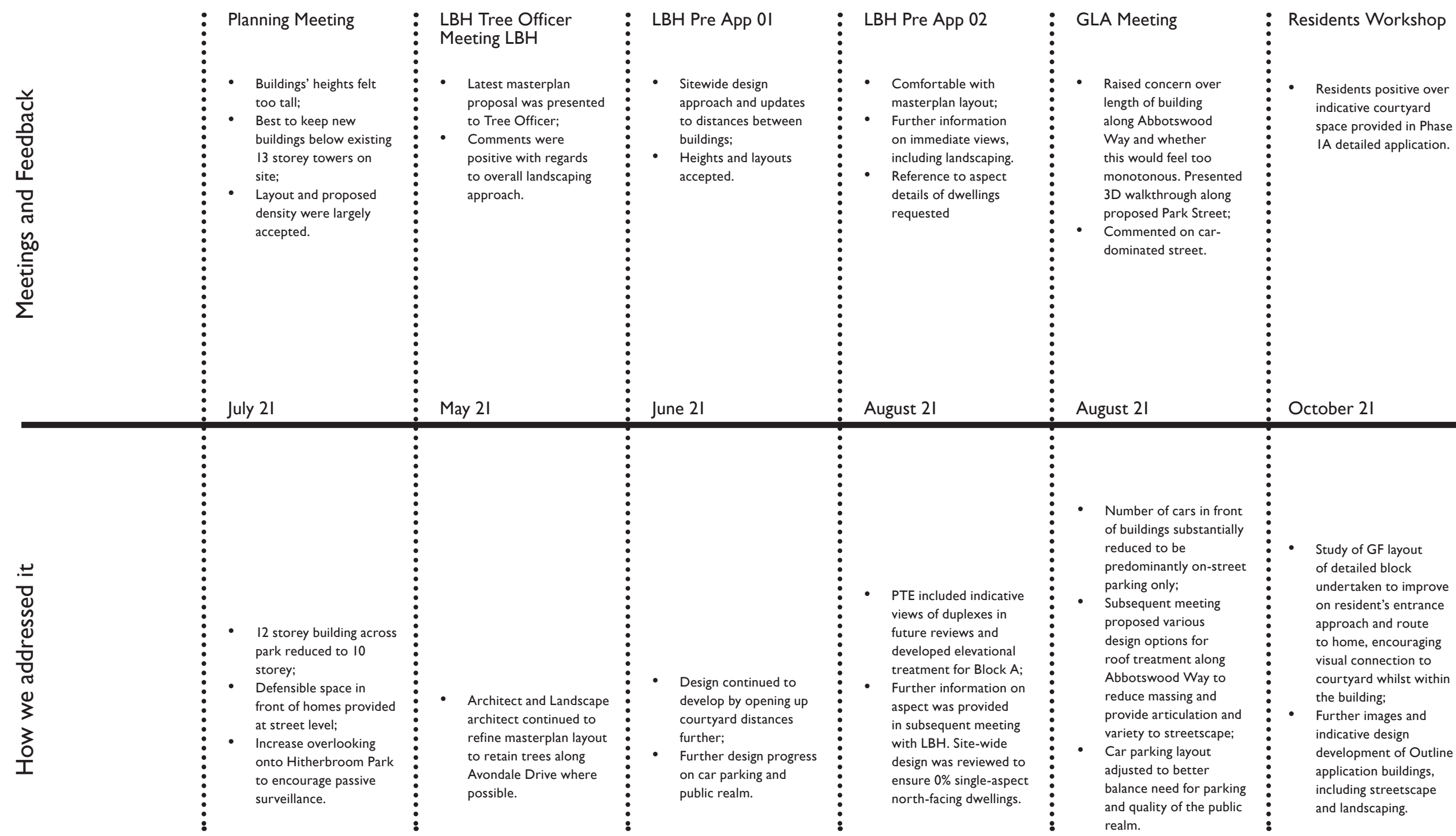


Public Exhibition (November 2021)



3.4 Design Development

The following diagram describes the key feedback received from pre-application consultation and how the design proposals developed in response.



Meetings and Feedback

How we addressed it

- Emerging design was reviewed to ensure that a structural strategy which was most carbon efficient could be incorporated

September 21

- As the design developed, adjustments were made to avoid unnecessary transfers in the structure and reduce the amount of structural material that would be required.

- Raised concern over onlooking between habitable rooms on Block EFGH.

October 21

- Massing redistributed to provide wider and more usable sized courtyard and continuous street frontage of duplexes along north and south elevations;
- Narrowest point of courtyard increased to 18m minimum and dwelling layouts adjusted to mitigate aspect from opposite-facing habitable rooms;
- Abbotswood Way elevation increased by 1 storey to present stronger edge to Park;
- Retain min. 50% affordable homes as per LBH target.

- Prefer play equipment to be excluded from around mature trees to south of block EFGH, with financial contribution to provide play in Hitherbroom Park instead;
- Street level entrances to duplexes should be explored along Abbotswood Way to increase articulation and surveillance;
- GLA in support of design.

October 21

- Landscape design amended to avoid large play equipment along Avondale Drive;
- PTE to include further information in DAS.

- Advised 1100mm parapet should be used when possible;
- This will mitigate against the need to have a man-safe system which will require ongoing maintenance, inspection, and the need to provide ongoing training and instruction for persons needing to use the system to access the roof.

October 21

- Parapet design reviewed and revised where necessary;
- All roofs serviced with min.1100mm parapets or wall with railings.

- Presented material and detailing studies, including 3D walkthrough of route home;
- Query over red brick as residents had preference for lighter brick.

November 21

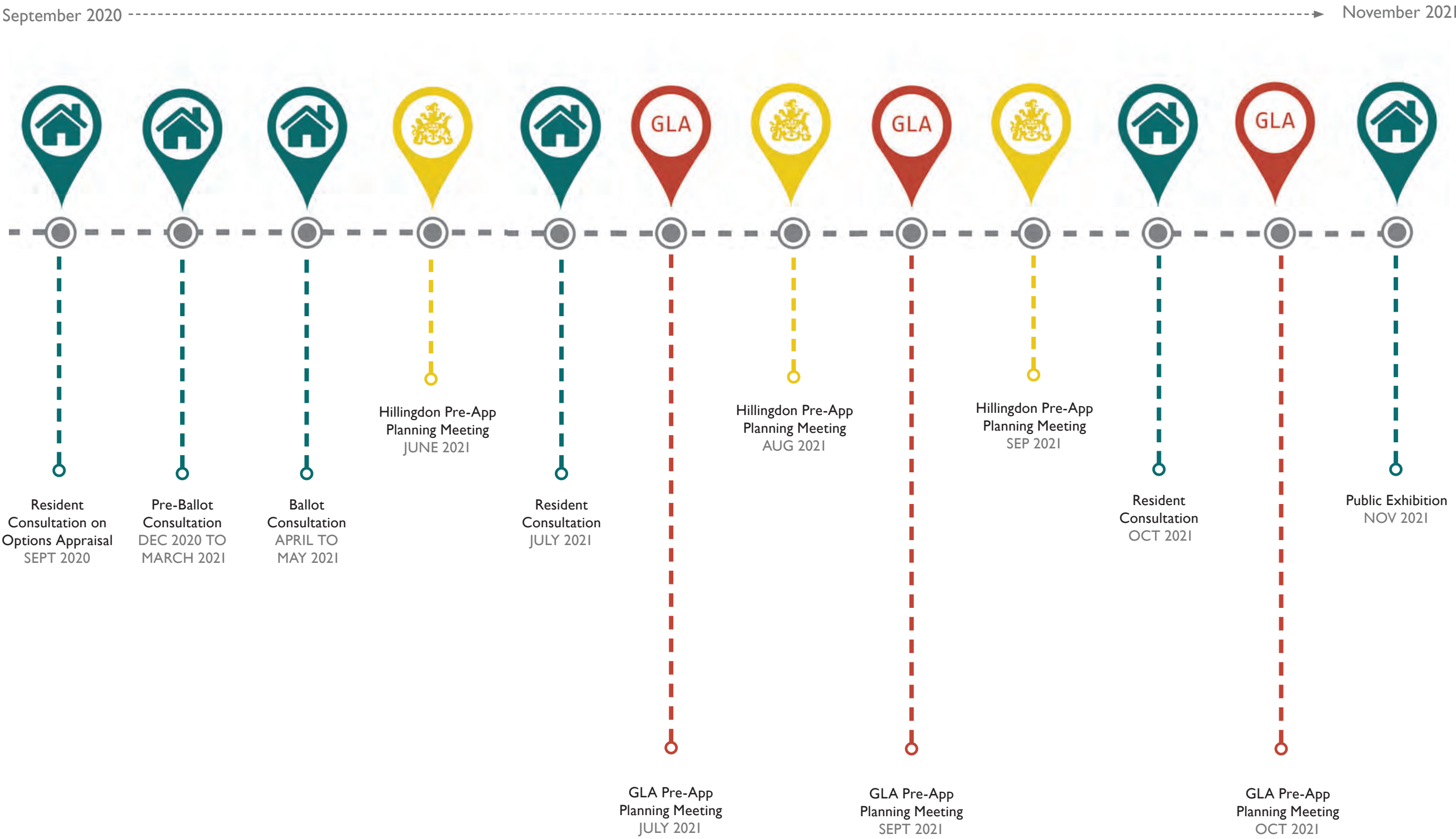
- LBH support for details around windows and considered appropriate for the location;
- Brick material to show variety in colours and give depth to contrast against existing red-brick estate.

- Presented further images of Outline planning area.

November 21

- Residents encouraged by landscaping and feel along Avondale Drive and Park Street;
- Resident's comments summarised in Statement of Community Involvement.

3.5 Consultation Timeline



4. Outline Area

- 4.1 Illustrative Masterplan
- 4.2 Parameter Plans
- 4.3 Illustrative Scale & Massing
- 4.4 Key Masterplan Strategies
- 4.5 Architectural Strategies
- 4.6 Street Types
- 4.7 Accommodation
- 4.8 Access Strategies

4.1 Illustrative Masterplan

The Illustrative Masterplan contains the Outline Area and the Detailed First Phase to show comprehensively how the regeneration of the estate could occur based on the fixed detailed design elements plus outline parameters.

The solid red line boundary defines the site subject to this Hybrid Planning Application (HPA), whereby the area within the dotted red line comprises the Detailed First Phase and the remainder of the Site, within the HPA solid red line comprises the Outline Area.

The site layout has been designed to re-establish a traditional streetscape which will integrate the site into the surrounding neighbourhood.

The key urban design moves described in Section 3.2 enable a clear framework of streets with different scales and characters. Public realm, play facilities and landscaping is integrated into layout to provide a pedestrian friendly environment.

The site layout is defined by three urban blocks. The urban blocks are designed to provide maximum frontage to streets and will clearly define public, communal and private space.

Two urban blocks are located between Avondale Drive and School playing field. These urban blocks are linked by two houses which define a courtyard. A larger urban block is located on the east of the site supporting an increase in scale facing open spaces to the north (Hitherbroom Park) and east (Abbotswood Way).

Please refer to the Landscape Report supporting this application for more details on proposals for Landscaping and the Public Realm.



Concept image for Avondale Drive



Concept image for New Street connecting Avondale Drive to Hitherbroom Park



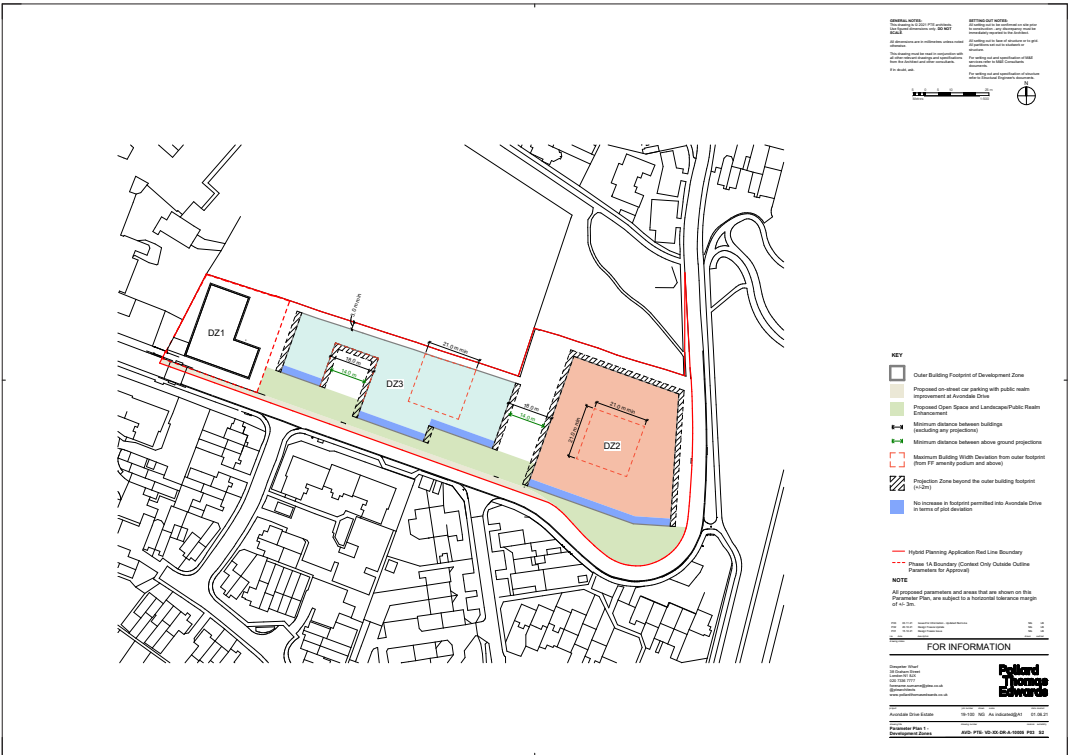
Concept image for frontage to Hitherbroom Park

4.2 Parameter Plans

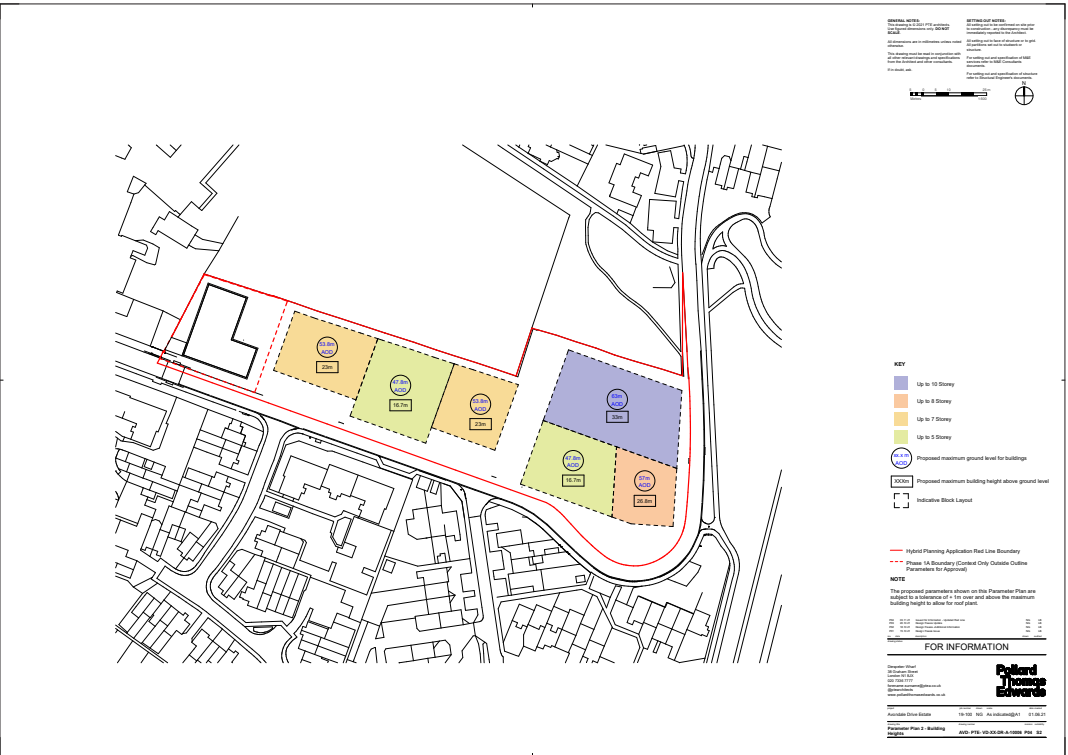
The illustrative masterplan represents one possible detailed design solution for the outline area of this application. Other detailed solutions are permitted following the design principles described in this document and within the framework set by the parameter plans.

Four parameter plans for the outline area accompany this application. The plans define the parameters for: (1) Development Zones (2) Access and Movement, (3) Building Heights and (4) Hard and Soft Landscaping.

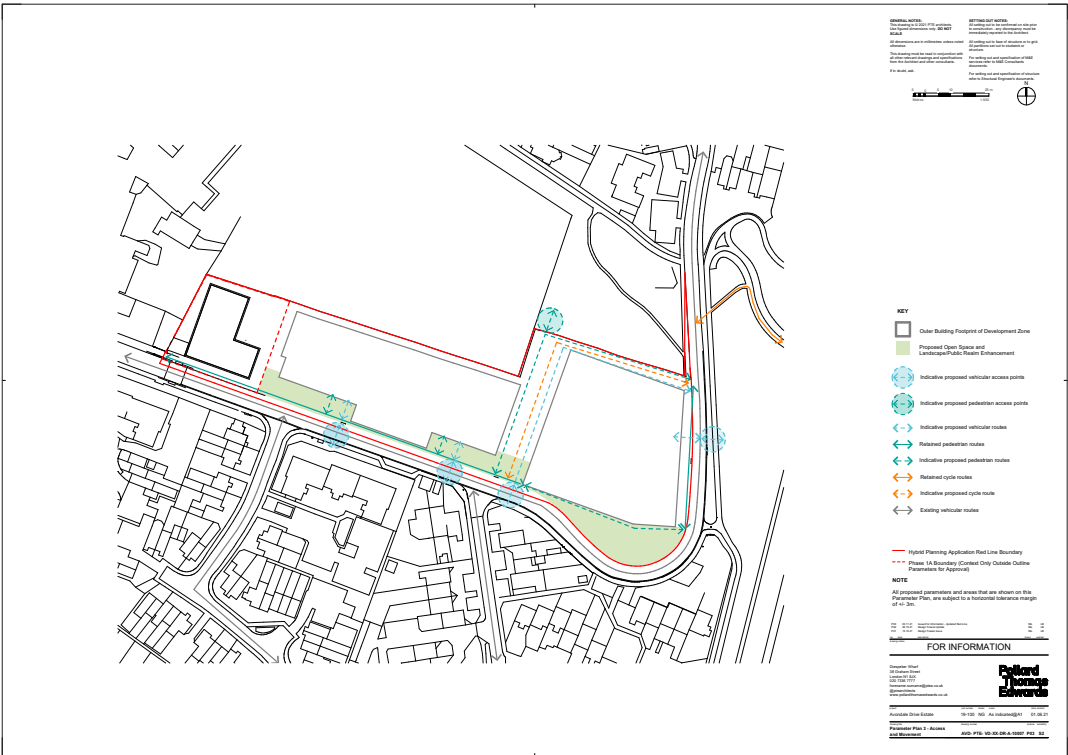
Please refer to the Parameter Plan drawings which form part of this application more details.



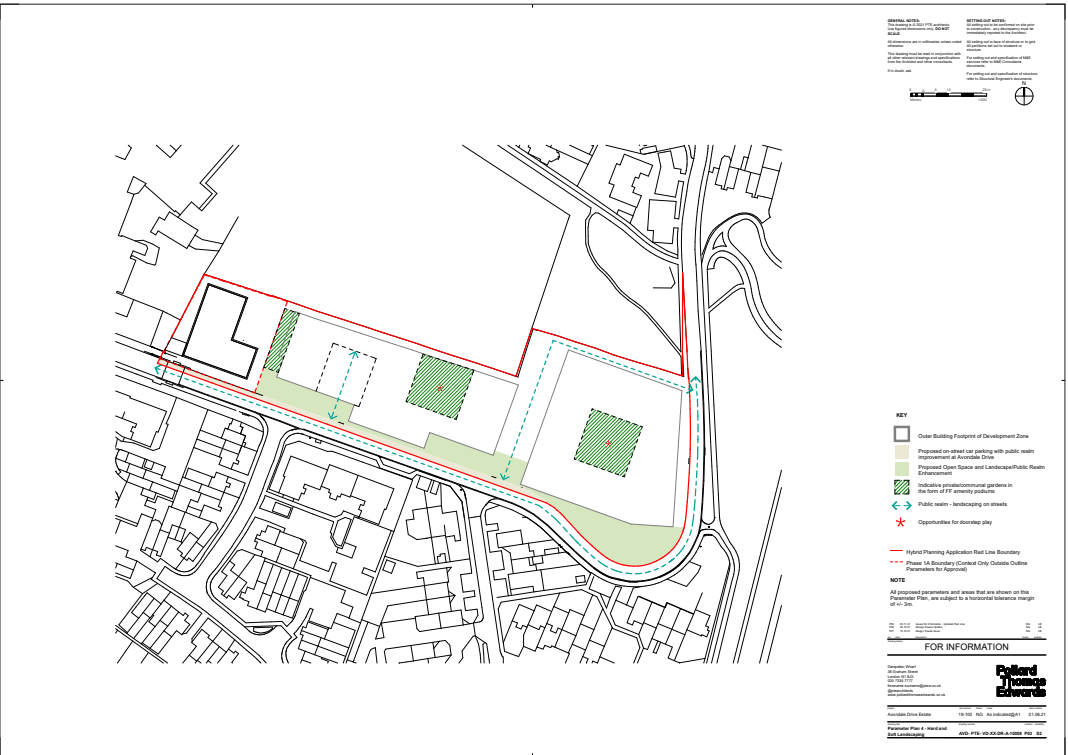
Development Parcel - Drawing AVD-PTE-ZZ-XX-DR-A-I0005



Building Heights - Drawing AVD-PTE-ZZ-XX-DR-A-I0006



Access and Movement - Drawing AVD-PTE-ZZ-XX-DR-A-I0007



Hard and Soft Landscaping - Drawing AVD-PTE-ZZ-XX-DR-A-I0008

4.3 Illustrative Scale and Massing

The scale and massing of the scheme is designed to integrate the site back into its surrounding context. Our approach has been to optimise footprint in order to create a street scale architecture, that the current estate fails to provide.

We have established a clear rationale for the distribution of height across the scheme to reinforce place-making across the site.

The scheme is designed to provide a readable datum height ranging between 5 and 8 storey. This datum height reflects the scale of London's mansion block heritage that create wonderful street and courtyards. This is a scale which people can associate and feel comfortable. Changes in the datum heights are used to create variety and a sense of place

The datum height is broken with a distinctly taller building at 10 storey designed to perform a specific role in terms of the townscape.



Illustrative building heights

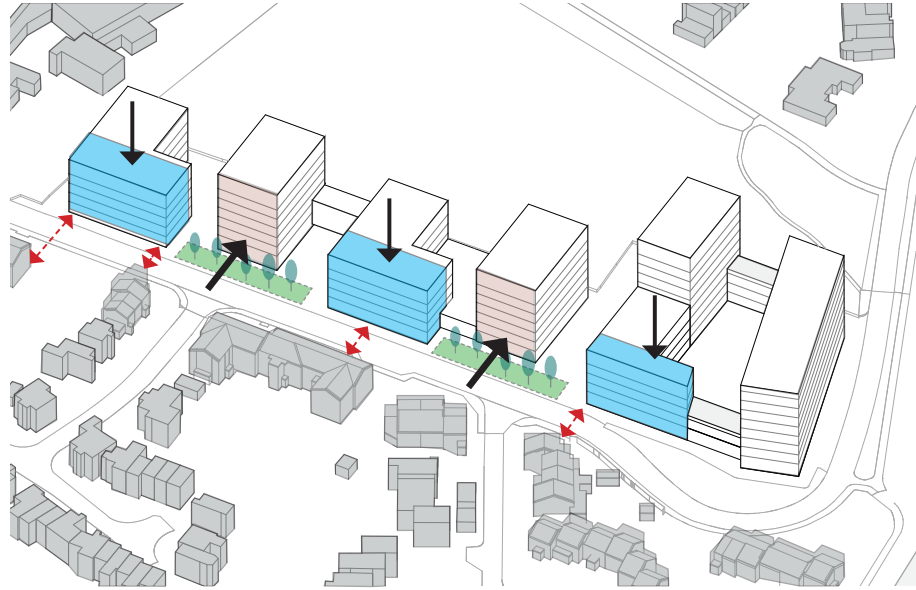


Aerial view looking north



Aerial view looking south

4.3.1 Avondale Drive

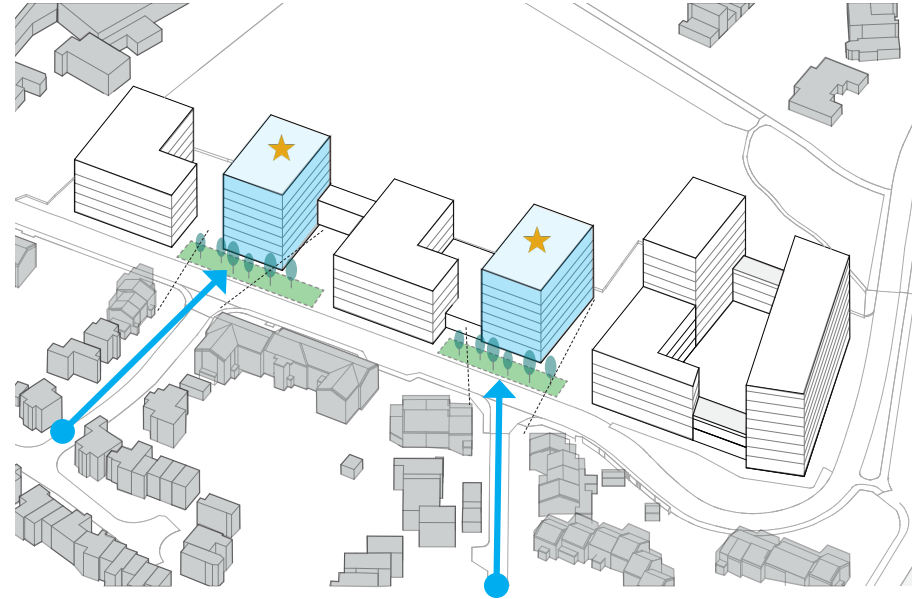


Building heights along Avondale Drive have been carefully designed to respond to the site's context. A five storey height is proposed for the street frontage, providing a similar height to buildings opposite (three storey plus a pitched roof).

A seven storey height is proposed where the street frontage steps back to create pockets of public green space. The seven storey height will create variety in the roofscape and reflect the increased scale of its setting.

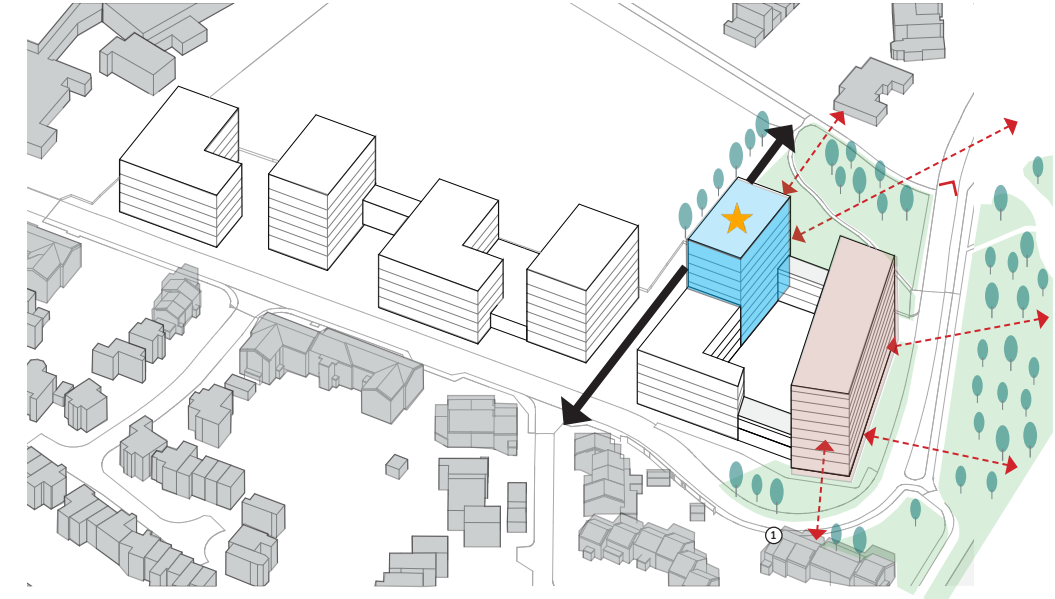
Gaps between buildings will break-up the massing and provide views of sky and trees beyond.

4.3.2 Approach from Adjoining Streets



The seven storey buildings on Avondale Drive will terminate key views from adjoining streets. The proposed height will reflect their prominent location and provide a suitable terminus which reinforces the legibility of the wider neighbourhood.

4.3.3 Legible Figure on Corner of Park



A building height of 8 and 10 storey is proposed fronting onto Hitherboom Park and green space along Abbotswood Way. The increase in height is designed to reflect the scale of the surrounding open space. The increased heights will also mean more homes benefiting from the open views.

The proposed 10 storey building is designed to create a legible figure which signposts the new connection to Hitherboom Park from Avondale Drive.

All buildings with the scheme are designed to fit within the Aviation Exclusion Zone across Hayes, including the 10 storey building.