

CONSULTATION

3.3.3 London Borough of Hillingdon - Pre-app 3 - 24th March 2023



KEY CHANGES FOLLOWING PRE-APP 2

- Phase 2 building line pushed back based on Pre-app 02 comments
- Phase 1b corner updated based on Pre-app 02 comments
- No change to building height

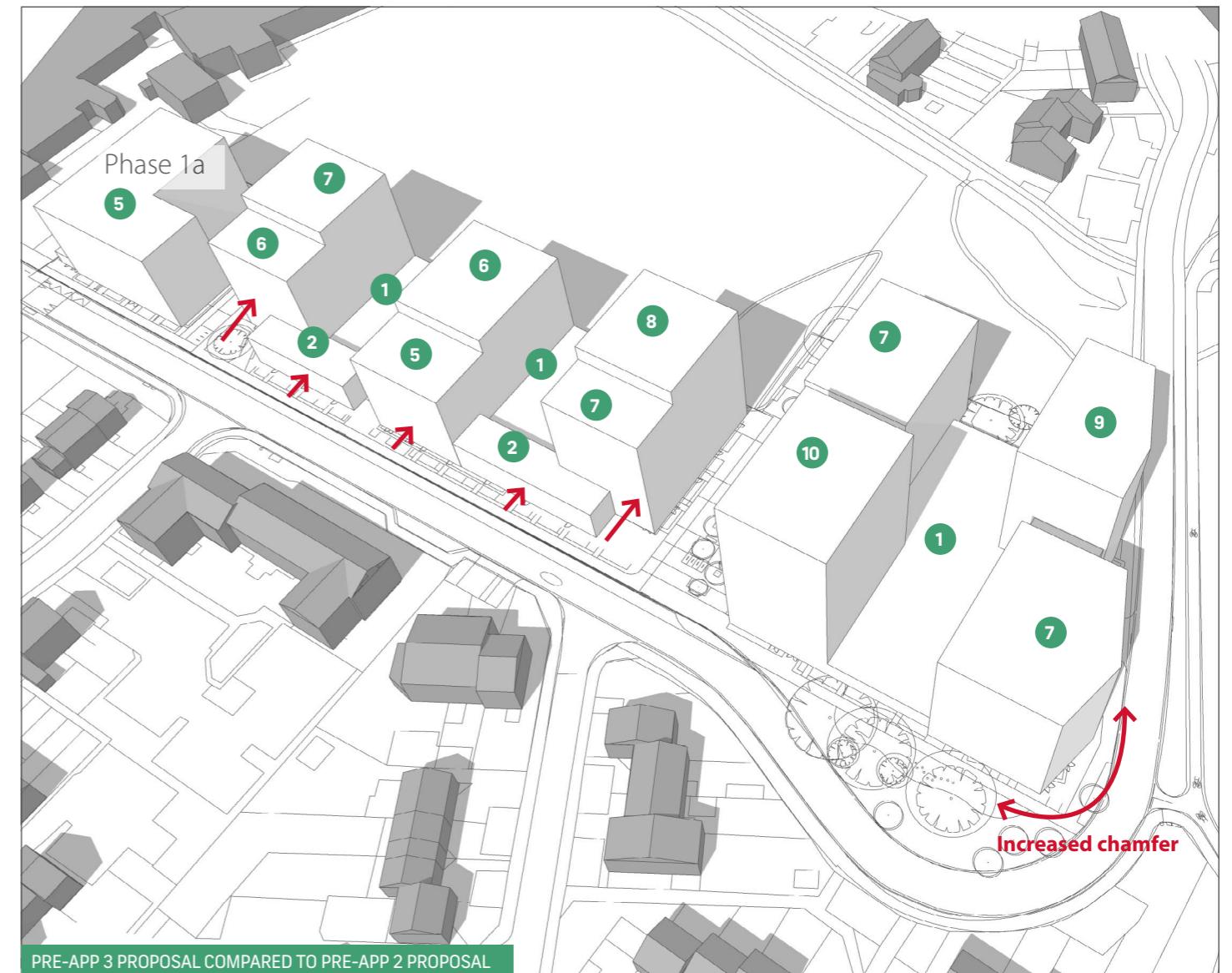
SUMMARY OF FEEDBACK

Design

- Single-storey height variations across the middle phase will not be perceptible or lead to a varied skyline.
- An alternative treatment for the southeast corner building in phase 1B should be considered (facing Abbotswood Way).
- Active frontages should be more carefully considered along north and east side of phase 1B
- Double height lobby should be considered for tallest building.

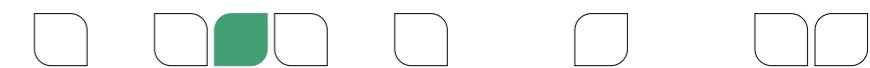
Landscape

- Check the calculation for play space and external amenity space.



CONSULTATION

3.3.4 London Borough of Hillingdon - Pre-app 4 - 19th August 2024



KEY CHANGES FOLLOWING PRE-APP 3

- Steps in massing adjusted to create a more varied skyline as per comments. Also simplifying blocks which are set back from the road
- Angle of key chamfered corner adjusted closer to 45 degrees to suit long range views
- 2nd staircase added to all blocks over 6 storeys to respond to legislative changes
- Tenure changes

SUMMARY OF FEEDBACK

Density

- Uplift in density is accepted in principle given the planned improvements to local transport connections and the encouragement for design led densification in the London Plan and NPPF.
- Detailed calculations on play space, communal amenity, private amenity and views required to demonstrate the increase in density can be supported comfortably on the Site.

Design

- The design approach to shift the ten-storey taller building element towards Avondale Drive was discussed and in principle accepted.
- Officers welcomed the varying building height along Avondale Drive and the separation distance between blocks appears acceptable in principle
- Concerns were raised over how the proposed development would interact with the public realm towards the north side at Hitherbroom Park and how the layout would respond to the open green spaces at the playing fields.
- The continuous and considerable building frontage along Avondale Drive should be acknowledged and mitigated.
- The proposed chamfered corner at Avondale Drive is welcomed. However, the prominence of the corner can be further articulated by materials, slightly lower building height and additional glazing to reinforce visual interest.
- The perception from street level at Avondale Drive at the east side of the site should be tested further, considering the limited width of the footpath and the absence of soft landscaping along this side.

Landscape

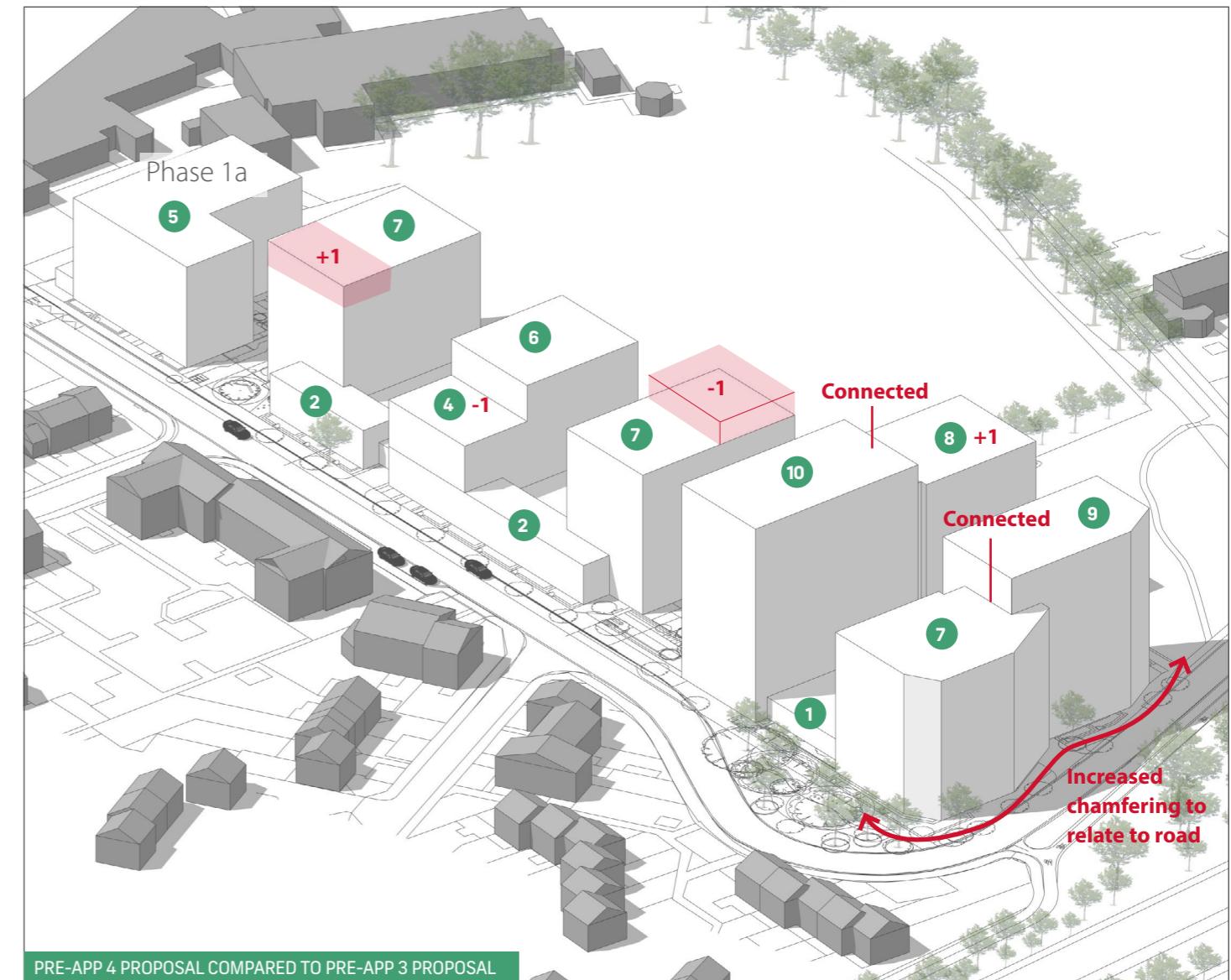
- Detailed calculations on play space, communal amenity space, and private amenity space should be provided

Quality of Accommodation

- Concerns with regards to the number of units per core should be addressed, as these exceed the minimum requirement of eight units, set out by GLA guidance.
- Every effort should be taken to move the entrances/cores further to the road frontage to reduce impact on privacy of the ground floor units and to respond to a legible perception of street hierarchy.
- Details with regards to refuse collection, servicing arrangements and emergency routes should be provided, to ensure that these operational requirements have no conflict with amenity spaces.
- The introduction of a social component and community infrastructure element should also be considered
- The units at first floor level overlooking the podiums should contain defensible spaces, considering that these windows would be directly overlooked by the communal amenity areas
- Details of wheelchair accessible units should be provided

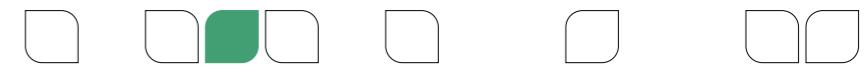
Highways/Transport

- Car Parking Management Scheme and Transport Assessment would be required for further review
- No details of cycle parking stores for the different building elements have been presented at this stage but these should be conceived to meet regional standards
- In terms of refuse, waste collection distances between a designated bin store and a refuse vehicle should not exceed 10m to comply with waste collection standards (with carrying distances from each residential unit to a storage area not exceeding a distance of 30 metres)
- Details showing existing and proposed car parking spaces would be required.



CONSULTATION

3.3.5 London Borough of Hillingdon - Pre-app 5 - 21st July 2025



KEY CHANGES FOLLOWING PRE-APP 4

- Set back block C further from the street creating alignment in phase 2 where only the duplexes sit aligned with phase 1a, the mid-rise blocks are set back. Pocket of space at the front entrance
- Set back block F further from the street to give more space for defensible space and planting
- Set back phase 1b from the park edge
- Reduced the massing of phase 2 to reduce the canyon effect between blocks D and E and limit the number of HRBs
- Tenure changes
- Uplift on number of overall homes
- working together requested
- Precedent examples of SUDs and podium tree planting requested

SUMMARY OF FEEDBACK

Design

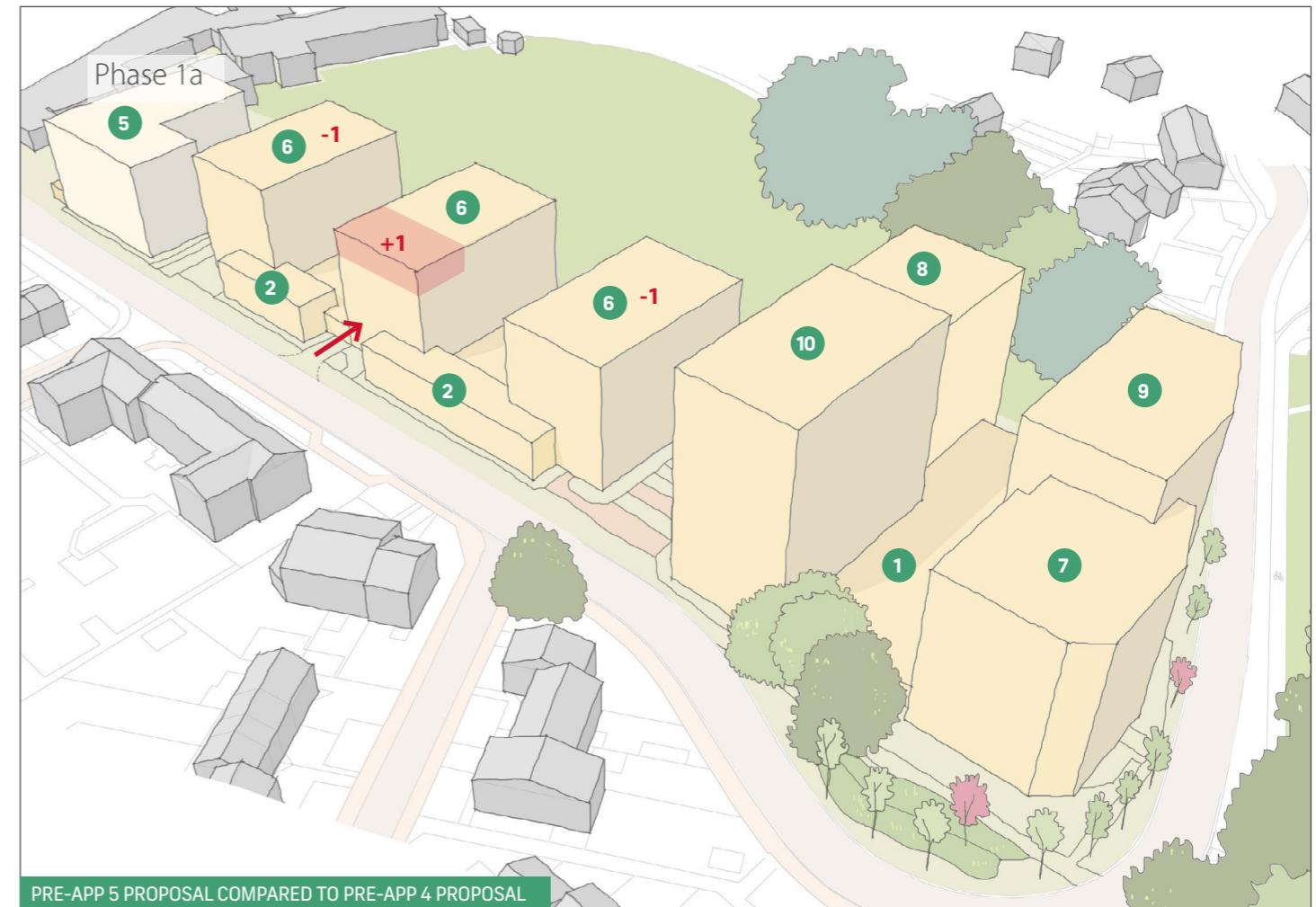
- The design amendments are considered an enhancement on the previous proposals presented at pre-app 4 stage in terms of the approach to massing and allow additional separation between the new buildings and dwellings opposite, which is welcomed. Based on the presented plans there are no fundamental concerns in terms of the general design approach.
- Clarification needed on the criteria used to determine Dual Aspect percentages
- More technical details expected in next pre-app and a greater focus on the RMA details

Massing

- DLSL Impact of proposal on park and existing trees to be tested

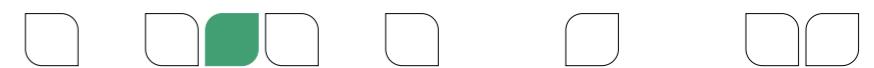
Landscape

- Location of 'play on the way' space along connection to Hitherbroom Park to be explored further. Suggestion that this could be more southerly to improve DLSL, subject to servicing/emergency access requirements. Ensure public access
- Provide dimensioned sections of planting/landscaping within the footpath
- Prove concept of tree planting/raised beds on podium with precedents, typical details and parameters
- More details on boundary treatments to be provided
- Precedent examples of rain garden and 'play on the way'



CONSULTATION

3.3.6 GLA Pre-App - 13th August 2025



SAME SCHEME PRESENTED TO THE GLA AS AT LBH

PRE-APP 5

SUMMARY OF FEEDBACK

Design

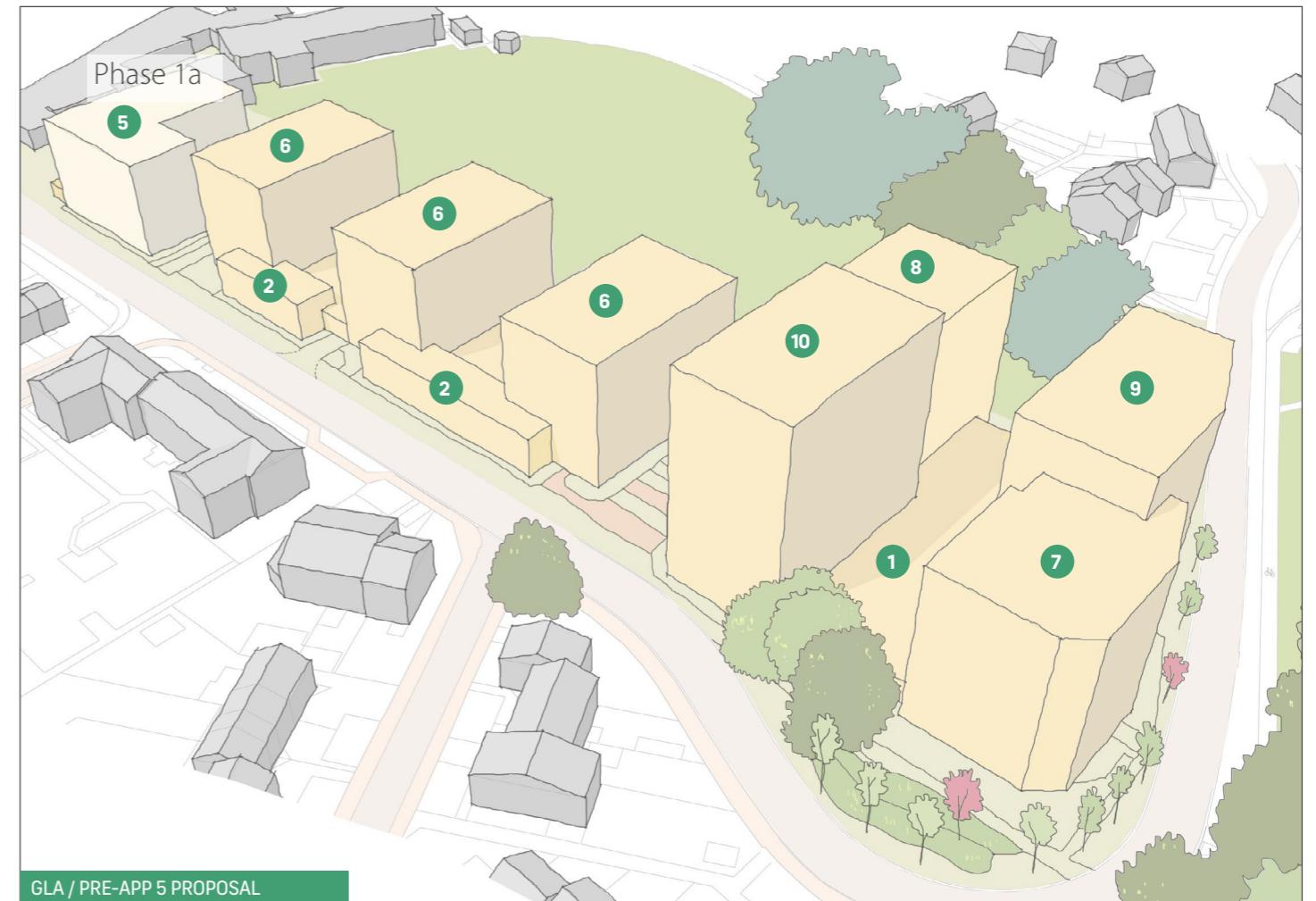
- The proposed layout of the Phase 2 blocks is supported. The long street frontage to Avondale Drive is active and articulated, with homes 'wrapping' the podium edge on the street side. The podium wall facing the school fields should be designed to provide interest when viewed from the school.
- The proposed permeability through to Hitherbroom Park is welcomed.
- The principle of a podium block for Phase 1B is acceptable and the layout indicates a podium edge wrapped by homes and active uses. This is welcomed
- Throughout the proposals, street level activation of public routes and spaces is provided; this is supported. As with the previous site, additional emphasis on the entrances to create greater street presence should be considered.

Massing

- Location of 10 storey block was contested between LBH and the GLA. The GLA suggested the tallest element be relocated back to the North of block E. Subsequent discussions with LBH at the 6th pre-application meeting reiterated LBH and the applicant teams' preference for the tallest element to remain in its proposed position to the South.
- The Phase 2 blocks provide a good percentage of dual aspect homes, have fewer than 8 homes per core and have windows to the cores to provide daylight and views out. This is all welcomed and strongly supported. The residential quality of Phase 1B could be improved by reducing the reliance on long double loaded corridors and introducing daylight to these.

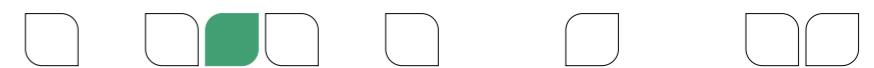
Landscape Comments

- Consideration should be given to how the public realm will feel during different times of the day, ensuring that the design and management makes such spaces, attractive, safe and perceived to be safe, by all at all times. Particular care should be given to the entrance with the adjoining park.
- The creation of a pedestrianised street to improve the site's connection to the adjoining park is welcomed.
- Make sure areas of public realm support the local community, not just residents



CONSULTATION

3.3.7 London Borough of Hillingdon - Pre-app 6 - 29th August 2025

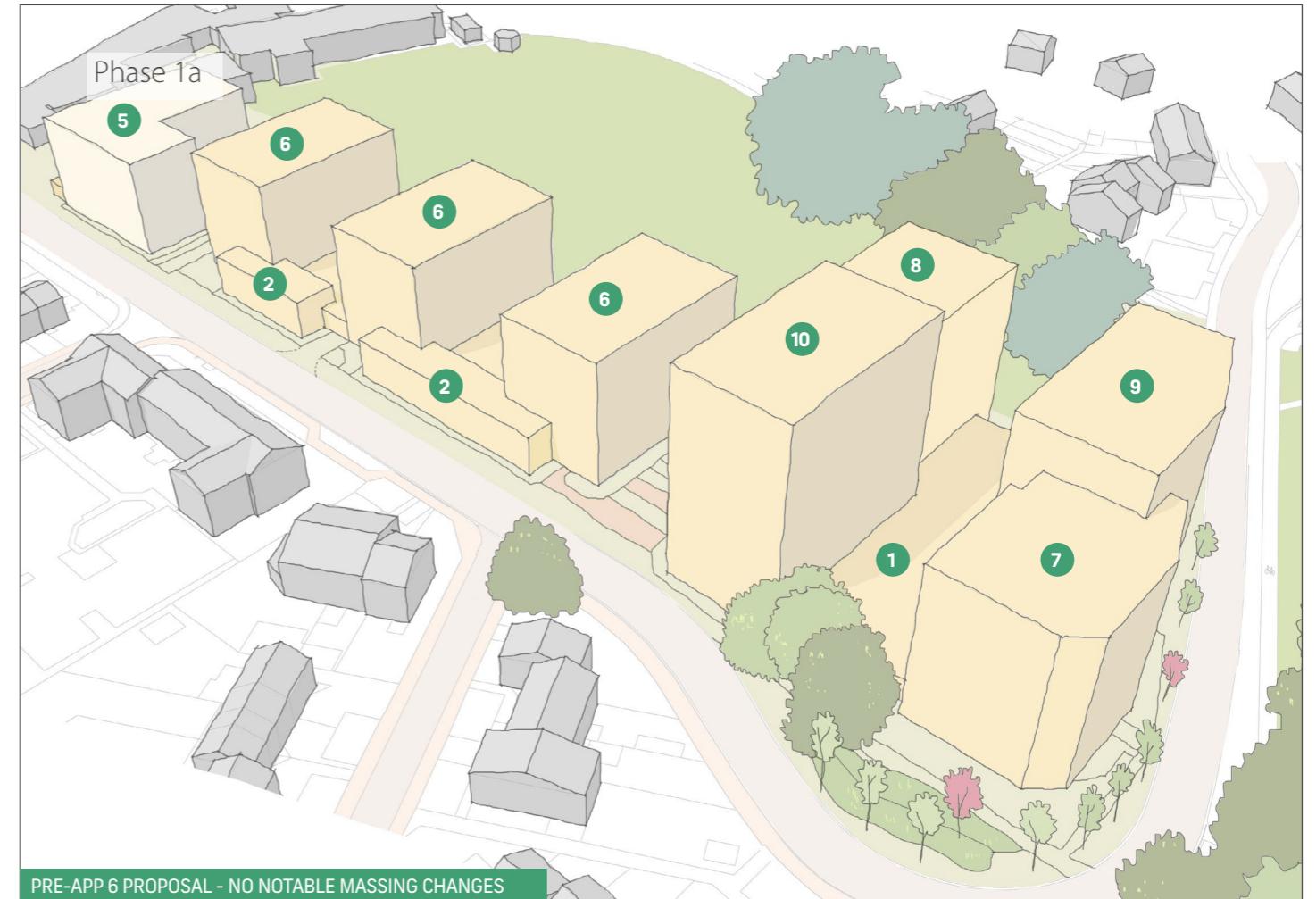


KEY CHANGES FOLLOWING PRE-APP 5

- Play on the way landscape space moved South in masterplan to benefit from better daylight and greater sunlight
- Ground floor layout changes to accommodate design and consultant coordination
- Minor changes to accommodation mix

SUMMARY OF FEEDBACK

- Location of marker building is supported.
- Massing and storey heights are supported.
- Relocated play on the way landscape space well-received.
- Calculation of play space accepted in principle.
- Proposed parking ratio accepted.



3.4 PUBLIC CONSULTATION AND FEEDBACK

3.4.1 Presentation to Resident Representatives



17TH JANUARY 2023

PUBLIC CONSULTATION WITH RESIDENTS

A public consultation event was held on the 17th January 2023, at Minet School, adjacent to the site. The event was well attended with members of the client and consultant team available for questions and discussion.

An additional meeting with a local residents group was also held on the 10th January 2023.

The proposals were generally well-received at both events with feedback praising the overall design.

Avondale Drive

Introduction

The design presented above Higgins' proposed redevelopment masterplan compared with the currently consented Council proposals you have seen before. Our aim is to give you the opportunity to understand the proposals before the submission of planning applications later this year. We have also provided the key contract details for Higgins Site Management Team who will be delivering the project in the coming years. The presentation book provides a visual overview with the Higgins Project Team on hand to answer any questions you may have. We welcome your comments.

Mark Collier - Construction Manager
07791 693115
mark.collier@higginspartnerships.co.uk

Joan Borzak - Senior Resident Liaison Officer
07791 903544
joan.borzak@higginspartnerships.co.uk

Gemma Harling - Resident Liaison Officer
07791 630527
gemma.harling@higginspartnerships.co.uk

Phase 1A Phase 2 Phase 1B

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Phasing

Consented scheme - Council Homes Original Indicative Dates for Start on site

Phase 1A - Autumn 2022
30 council homes

Phase 2 - Winter 2024
37 council homes

Phase 1B - Winter 2022
53 council homes

Current proposal - Council Homes Indicative Dates for Start on site

Phase 1A - Spring 2023
30 council homes

Phase 2 - Winter 2026
5 council homes

Phase 1B - Winter 2023
86 council homes

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Programme

CONSENTED SCHEME

PROPOSED SCHEME

Phase 1A - 30 council homes
Phase 1B - 86 council homes
Phase 2 - 37 council homes

Phase 1A - 30 council homes
Phase 1B - 53 council homes
Phase 2 - 5 council homes

Today

2022 2023 2024 2025 2026

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Consented vs Proposed

Consented Scheme

Phase 1A

Proposed Scheme

Phase 1A

Phase 1B

Phase 2

PLAYSPACE
VEHICLE PARKING/RUTES
PEDESTRIAN ROUTES

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Tenure Plan

Consented illustrative scheme

Proposed scheme

Key

Affordable Rent (AR)
Shared Equity (SE)
Private Sale (PS)

Phase 1A
Phase 1B
Phase 2

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Scheme Benefits

More council homes delivered sooner
More secure parking in podiums, less on street parking but same parking ratio
More family homes
More active frontages

Pedestrian Route retained
Vehicle Route removed and replaced with pedestrian route
Public Playspace relocated to safer quieter location
Increased Community Playspace

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Scheme Benefits

Consented illustrative masterplan	Current Proposal
120	121
34	37
65%	74%

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

Avondale Drive

Illustrative Views

View of Community Square

View through park

Community Space

HILLINGDON LONDON **Higgins** **HILLINGDON LONDON**

PUBLIC CONSULTATION AND FEEDBACK



Clear and interesting feedback from staff.

I'm so excited!

Plans look great!

COMMENTS FROM LOCALS IN THE COMMUNITY

I found everyone approachable. The designs were well layed out and easy to read.

COMMENTS FROM LOCALS IN THE COMMUNITY



3.5 DESIGN DEVELOPMENT

3.5.1 Overall Summary

We have continuously tested feedback from the Pre-Application meetings and Public consultation events, iterating and evolving the design where possible to incorporate positive suggestions, and responding with reasons why certain suggestions cannot be implemented. In this way, the design process has been highly collaborative and successful.

The key changes, from the first presented proposal, which have been incorporated into the final design are summarised below. Massing changes for individual phases are also detailed over the next 2 pages.

SEPARATION DISTANCES

Concern was raised over the separation distances particularly on the route to Hitherbroom Park between phases 2 and 1B. The separation distance was widened to address this.

SCALE & MASSING

The taller continuous frontage along Avondale Drive was altered to include more set backs and insets to reduce the apparent scale of the development whilst maintaining an active frontage along the street.

ACTIVE FRONTAGES

Good active frontages are evident in the proposal. Additional improvements to the North and East elevations of phase 1B were made to address concerns raised in early pre-application meetings.

DAYLIGHT/SUNLIGHT/OVERSHADING

BRE testing of the daylight/sunlight to the podiums and public spaces between buildings was requested. This confirmed all bar one of the shared courtyards would receive at least 2 hours of sunlight to 50% of the space on 21st March. The remaining space achieved 45%, demonstrating an improvement on the consented which received 30%.

QUALITY OF PLAY

The operational servicing requirements have been provided in detail to demonstrate and ensure that all proposed public and amenity spaces will not be affected by servicing. The location of the main play space was also brought further South following LBH's comments, to benefit from greater daylight and sunlight.

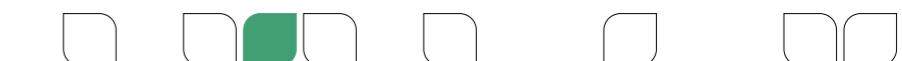
LOCATION OF FAMILY & ACCESSIBLE UNITS

A higher proportion of family or accessible units have been located at ground floor or first floor level.



DESIGN DEVELOPMENT

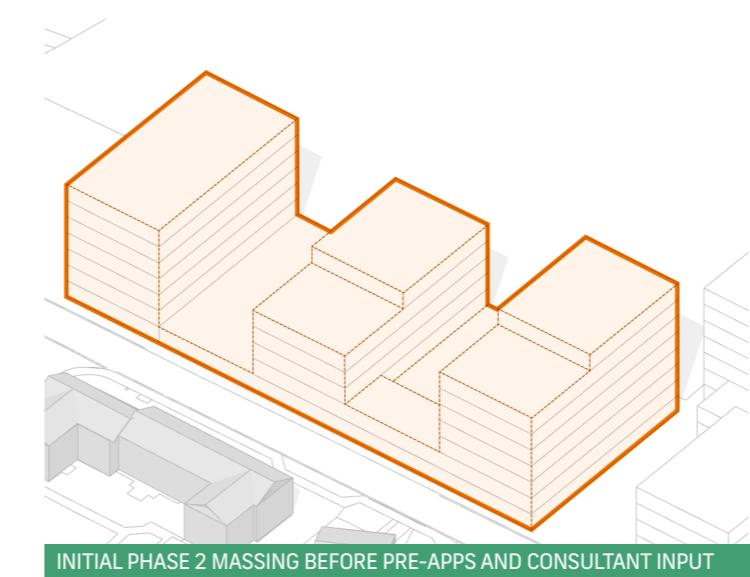
3.5.2 Phase 2 Massing Summary



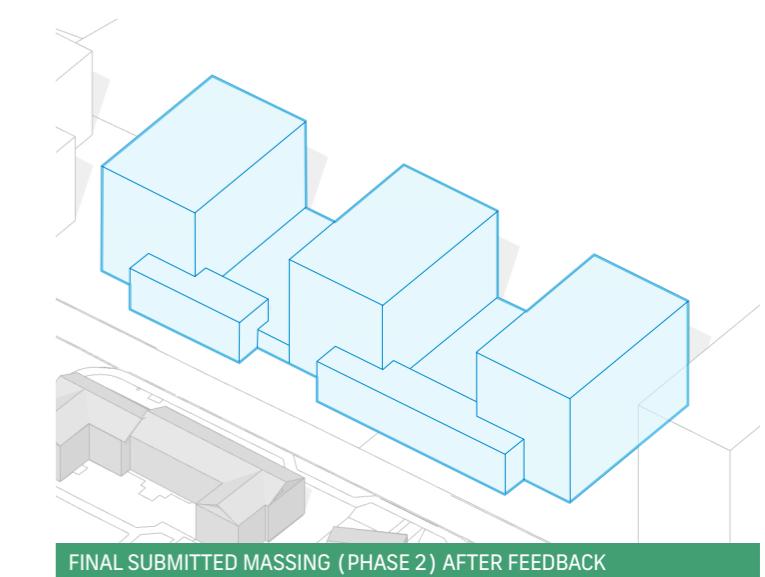
DEFENSIBLE SPACE AND STREETSCAPE RELATIONSHIP

The set back edge of development along Avondale Drive and Abbotswood Way was questioned during the pre-application design stages, with the LPA's preference of aligning the front of phase 2 with phase 1A ultimately settled on. This allows a good amount of defensible space buffering the proposed duplexes from the pavement.

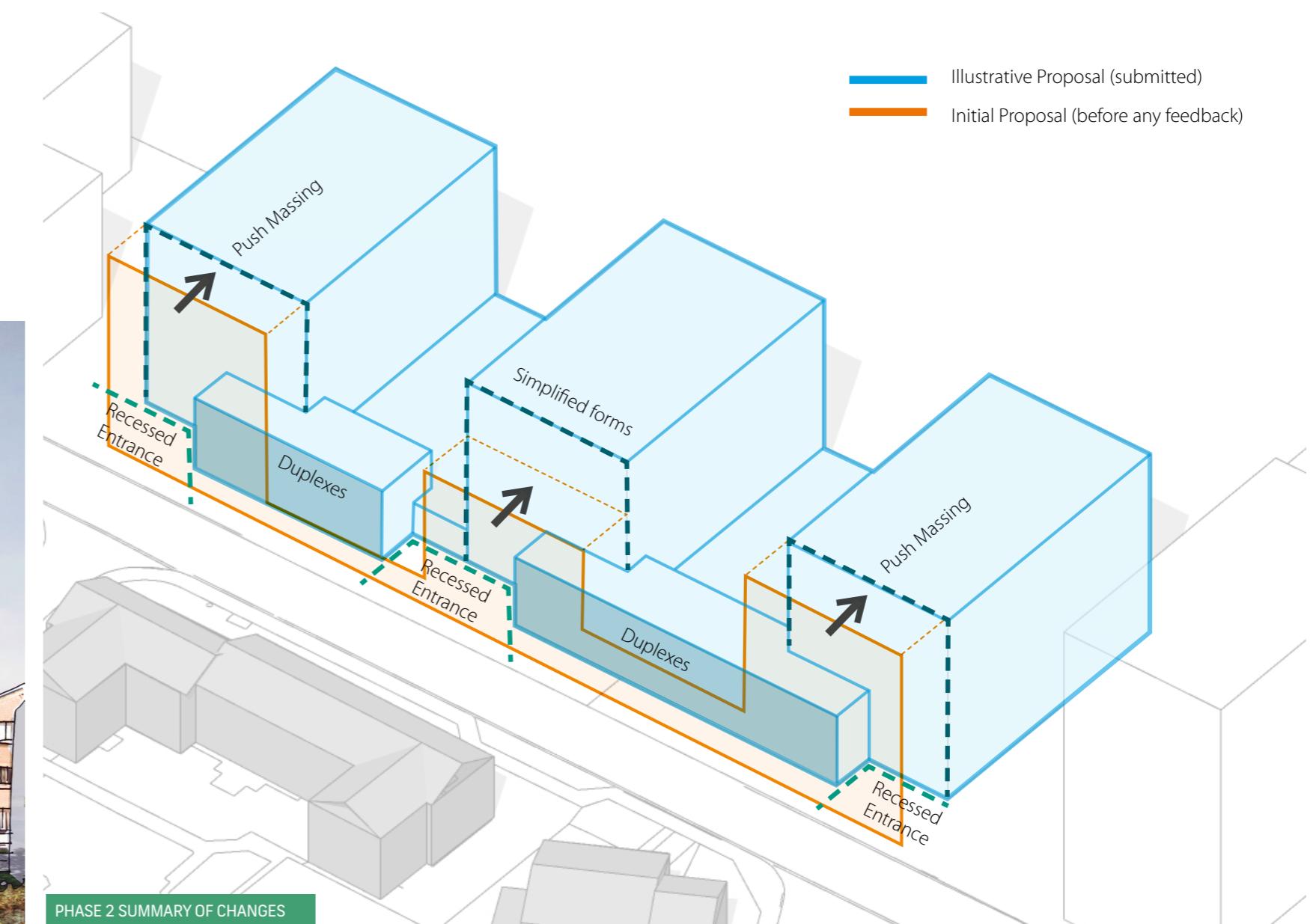
The final submitted massing also provides good relief to the street frontage by setting back the mid-scale blocks further, helping to define the streetscape with 2-storey duplexes that relate to a human scale and that of the existing residential context. Pockets of space are created around the entrances to the mid-scale blocks.



INITIAL PHASE 2 MASSING BEFORE PRE-APPS AND CONSULTANT INPUT



FINAL SUBMITTED MASSING (PHASE 2) AFTER FEEDBACK



— Illustrative Proposal (submitted)
— Initial Proposal (before any feedback)

DESIGN DEVELOPMENT

3.5.3 Phase 1B Summary

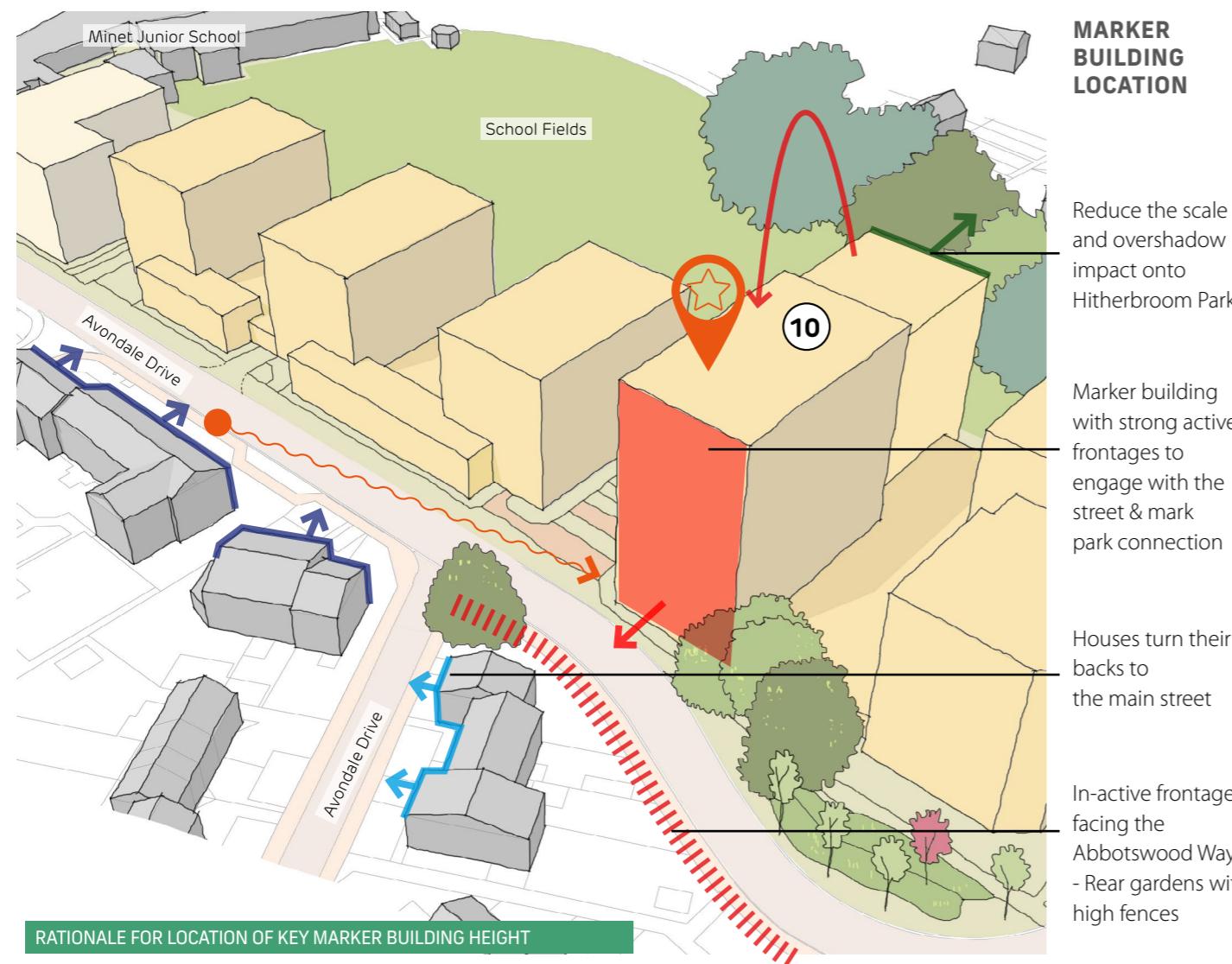


HEIGHT STRATEGY & KEY MARKER BUILDING LOCATION

Our original proposals included the tallest element in the NW corner of phase 1B however concerns were raised regarding overshadowing Hitherbroom Park. The height was suggested to be moved to the South-East corner to mark the public space, providing good placemaking and way-finding benefits. Daylight/sunlight studies confirmed the changes to nearby dwellings were insignificant, and the park's overshadowing reduced.

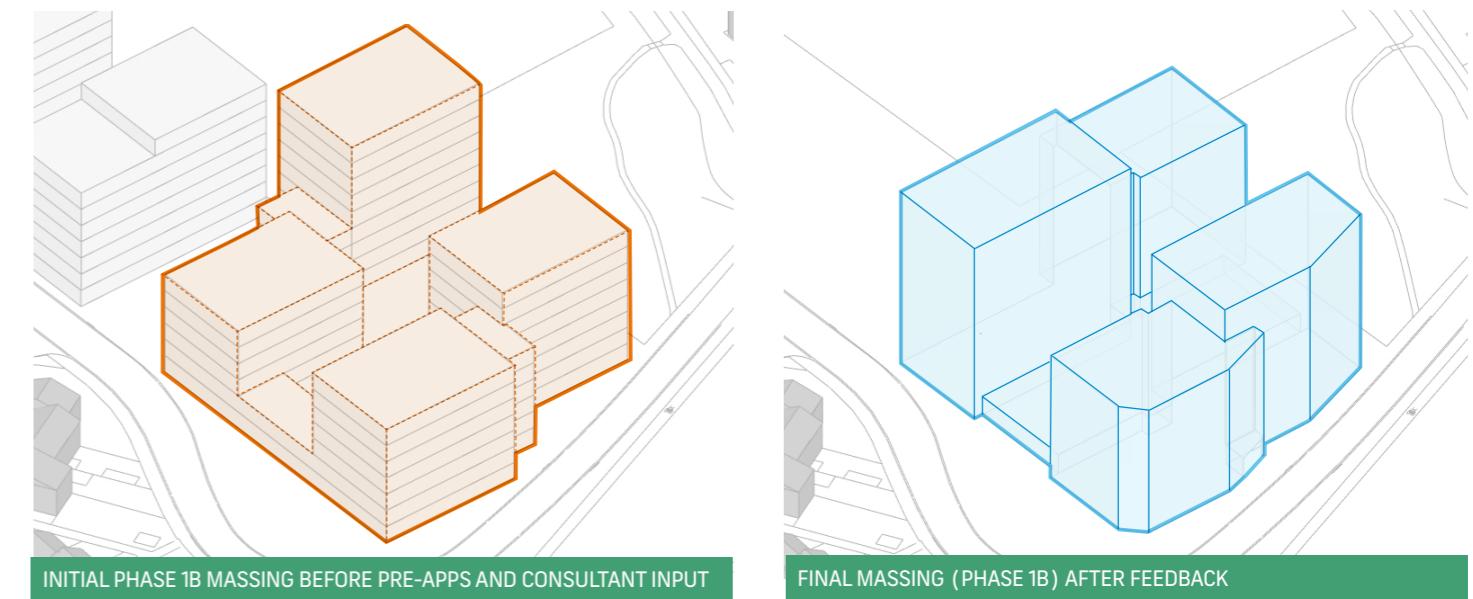
STREETSCAPE RELATIONSHIP

The transitional corner between Avondale Drive and Abbottswood Way has also been tested throughout the design process. A chamfered corner has been agreed to work best from the streetscape, and the frontage along Abbottswood Way has been shaped to respond to the road.

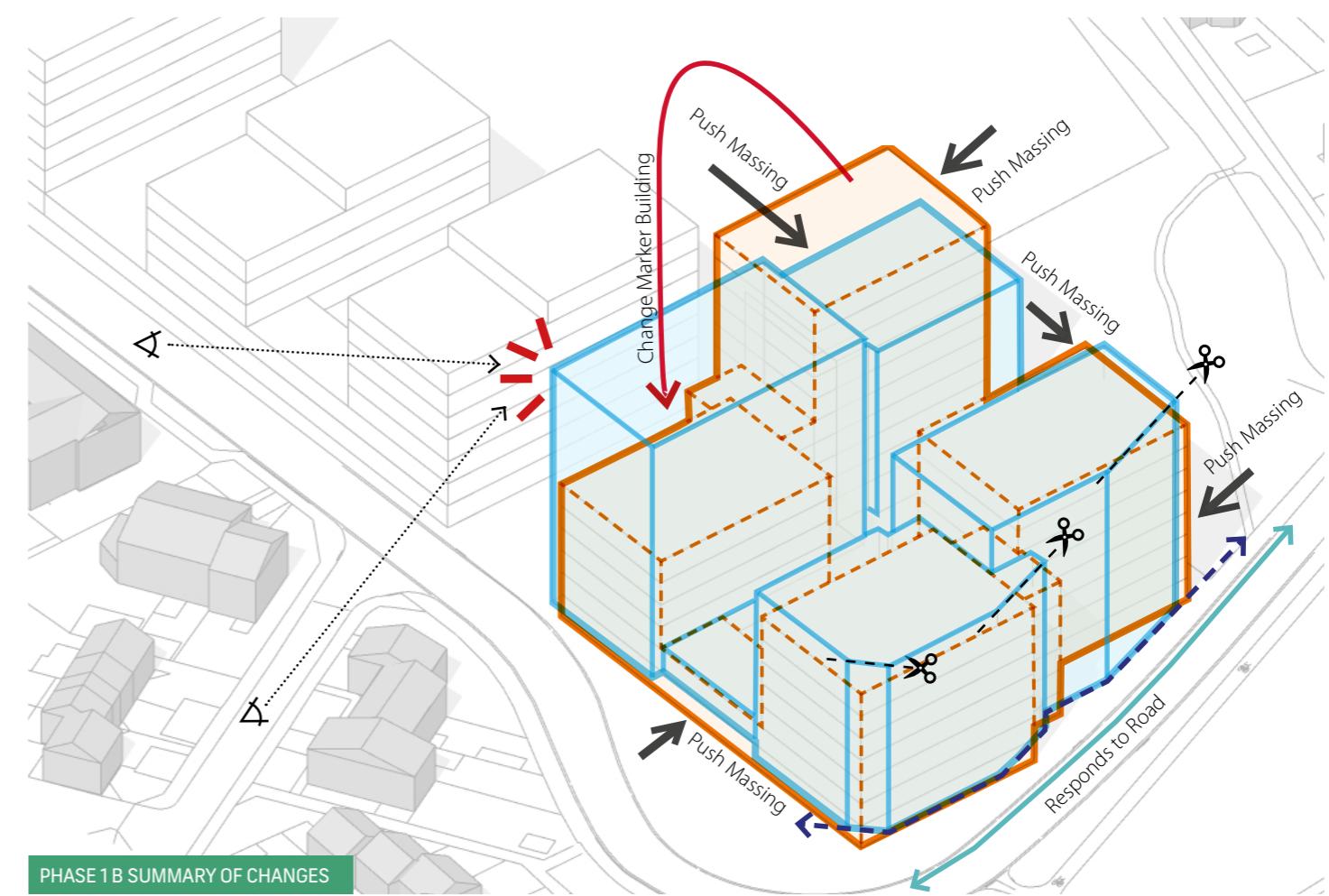


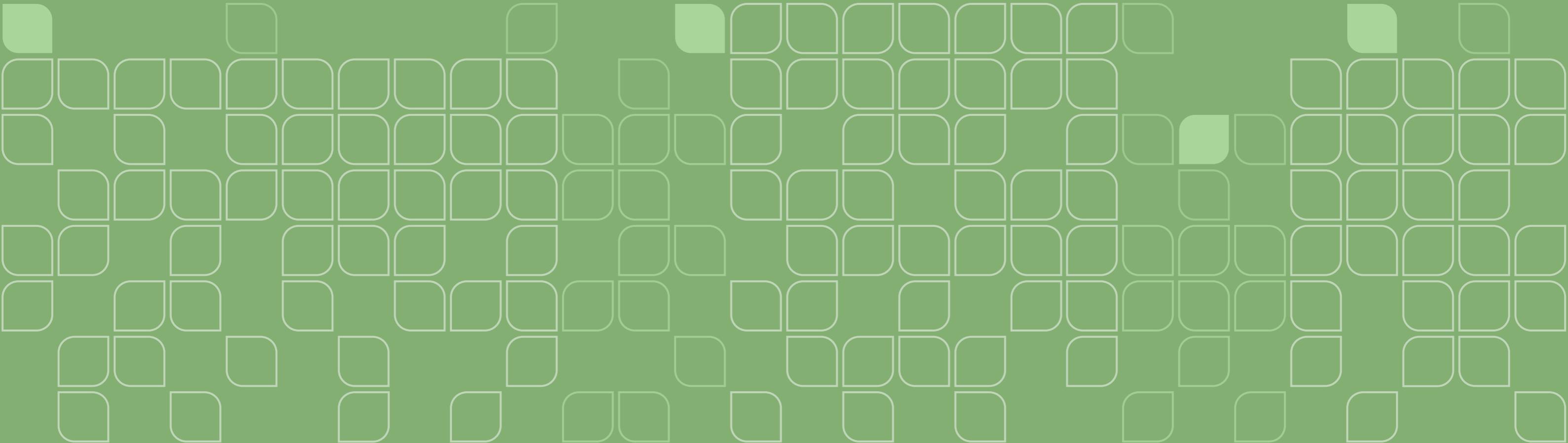
KEY (BELOW)

- Good Visibility
- Residential Frontage engaging with Avondale Drive
- Residential Frontage not engaging with Avondale Drive
- In-active Frontages - therefore engaging the marker building with street provides passive surveillance benefits



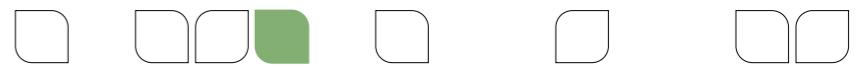
- Illustrative Proposal (submitted)
- Initial Proposal (before any feedback)





4. OUTLINE AREA

4.1 INTRODUCTION



Condition 3 of the 2022 hybrid permission states that development within the outline element shall be carried out in complete accordance with the approved parameters.

The table to the right provides a summary of the proposed changes to each of the parameter plans. The revised parameter plans are included at Appendix 2 of this Addendum, alongside the previously approved parameter plans for ease of comparison.

Parameter Plan 1 – Development Zones;

Parameter Plan 2 - Building Heights;

Parameter Plan 3 - Access and Movement; and

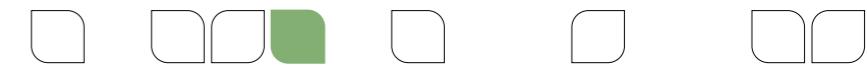
Parameter Plan 4 - Hard and Soft Landscape.

A revised Illustrative Masterplan is set out on the following pages to show comprehensively how the regeneration of the Estate could occur based on the above revisions to the outline parameter plans (and other controls). This masterplan is purely indicative representing the revised "design intent" and a demonstration of how the regeneration of the Estate can come forward holistically in accordance with the Parameter Plans. Whilst the masterplan is only illustrative there is a link between this and the figures referred to in a number of planning condition controls and s106 obligations, including the maximum quantum of development, the proposed housing unit mix, cycle parking numbers, car parking numbers and affordable housing obligations.

Parameter Plan	Key Proposed Changes
1 - Development Zones	<ul style="list-style-type: none"> • DZ3 development parcel enlarged with additional amenity podium built into parcel • DZ2 development parcel footprint adjusted with additional amenity podium built into parcel • Proposed open space and landscape/public realm enhancement zone extended to full remainder of site
2 - Building Heights	<ul style="list-style-type: none"> • Development zones adjusted as per parameter plan 1 • Minor adjustments to maximum building storey heights per development zone in line with proposed massing changes based on the illustrative design • An allowance for lift overruns, roof access and roof plant permitted to exceed the proposed maximum heights per zone added to key
3 - Access and Movement	<ul style="list-style-type: none"> • Development zones adjusted as per parameter plan 1 • Vehicular access route between phases removed and reduced to short emergency vehicle access only • Singular indicative vehicle access point to phase 2 block proposed • Proposed open space and landscape/public realm enhancement zone extended to full remainder of site
4 - Hard and Soft Landscape	<ul style="list-style-type: none"> • Development zones adjusted as per parameter plan 1 • Increased opportunities for doorstep play • Areas of public play / soft landscaping introduced • Proposed open space and landscape/public realm enhancement zone extended to full remainder of site

4.2 ILLUSTRATIVE MASTERPLAN

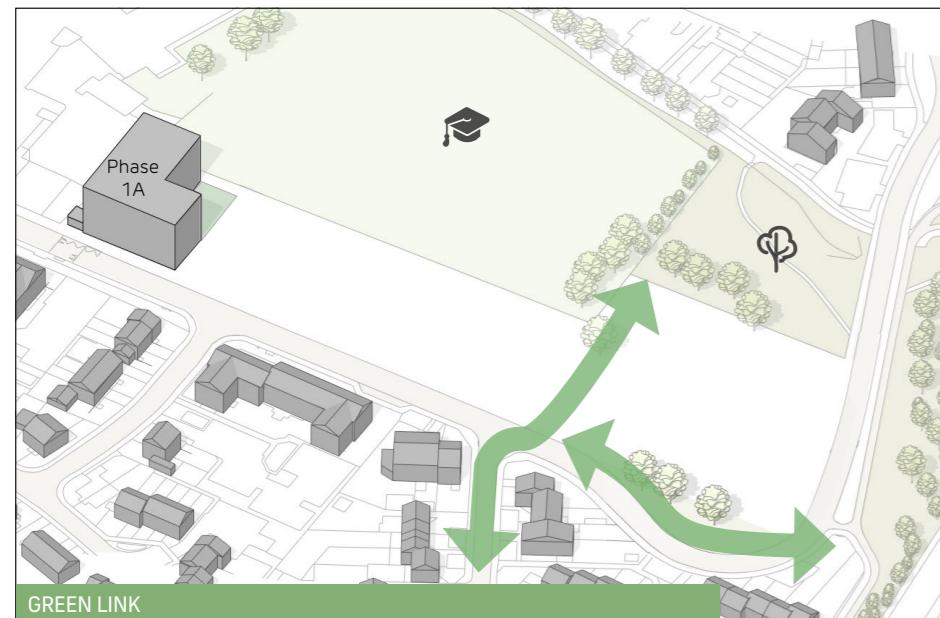
4.2.1 Proposed Illustrative Masterplan



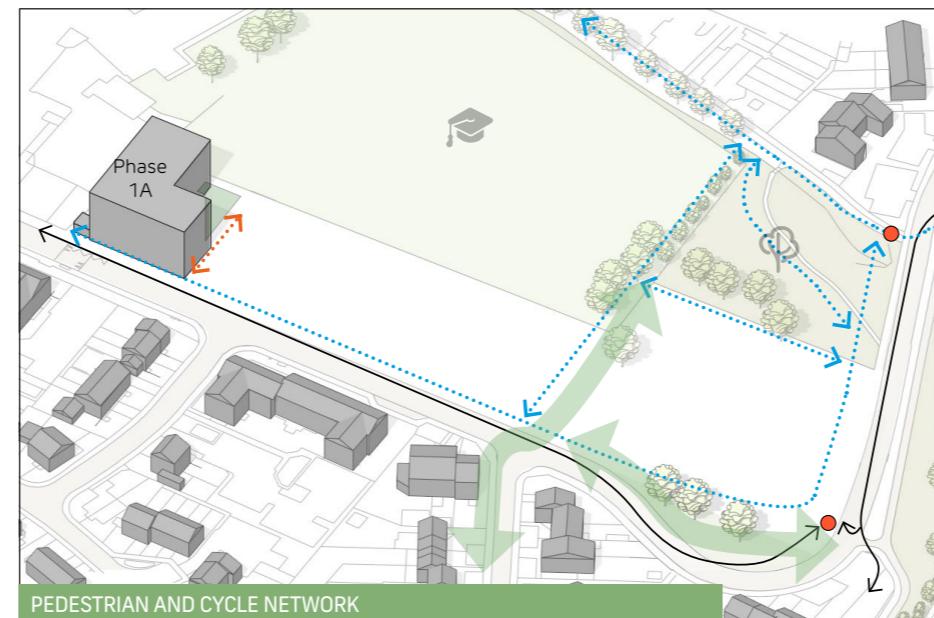
ILLUSTRATIVE MASTERPLAN



4.2.2 Key Masterplan Moves



As per the previous masterplan, the revised proposals create a new link to Hitherbroom and Minet country Park which will benefit both residents of the estate and of the surrounding area.



Existing pedestrian routes along the edges of the site will be enhanced, with an additional link through to Hitherbroom Park being created.



Active frontages will be created around the proposed perimeter of the blocks, increasing safety and improving the streetscape along Avondale Drive, Abbotswood Way and onto the public spaces.

Key

- ➡ Green connection to existing parks
- 🎓 School fields
- ♣ Public green space

Key

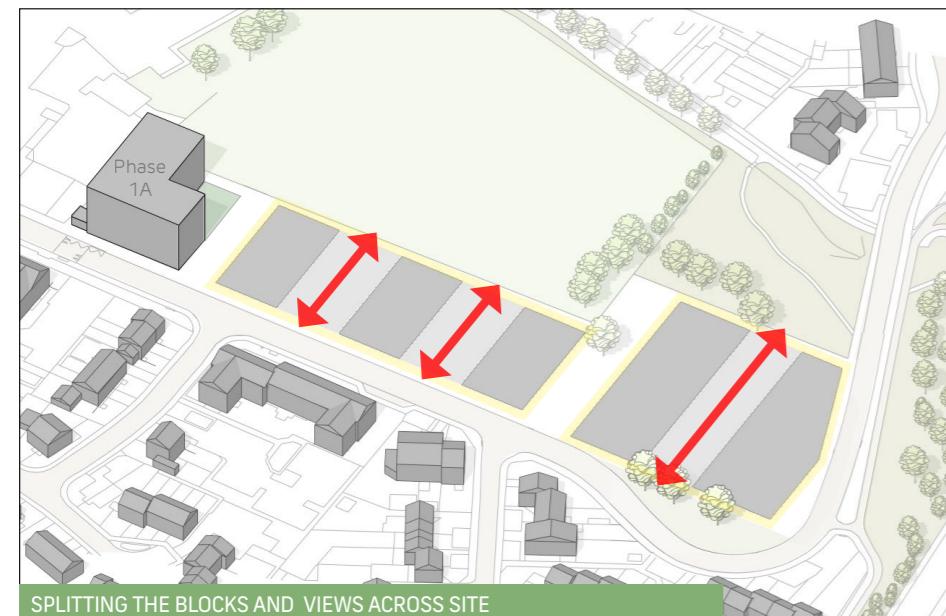
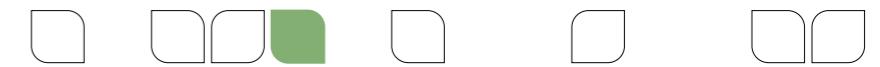
- ↔ Existing Cycle Route
- ↔ Pedestrian and cycle links across site
- ↔ Connection to Phase 1A
- Crossing points

Ke

— Active frontage

ILLUSTRATIVE MASTERPLAN

Key Masterplan Moves



SPLITTING THE BLOCKS AND VIEWS ACROSS SITE



DEFINING PUBLIC SPACE AND RESIDENTIAL ENTRANCES



COMMUNAL AMENITY

The two perimeter blocks will be split north to south, improving daylight / sunlight and giving views through the site.

To increase the safety of the site duplexes and residential lobbies are located along Avondale drive, Abbotswood Way and fronting onto the new public route to Hitherbroom Park and along the north edge facing the park.

A new public space will be created along the new route in which play spaces will be located away from vehicles.

Key



Key

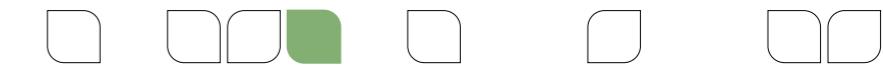


Key



4.3 ILLUSTRATIVE SCALE & MASSING

4.3.1 Proposed Illustrative Massing



ILLUSTRATIVE MASSING WITH PROPOSED STOREY HEIGHTS