



HILLINGDØN GARDENS

Statement of Community Involvement

Prepared by Terrapin Communications

2nd October 2019

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1.0 Executive Summary

The Applicant, Inland Homes Ltd, appointed Terrapin Communications, a specialist public relations agency, to manage the community consultation for the “proposed development”:

Construction of a residential-led, mixed-use development comprising buildings of between 2 and 11 storeys containing 514 units (Use Class C3); flexible commercial units (Use Class B1/A1/A3/D1); associated car (164 spaces) and cycle parking spaces; refuse and bicycle stores; hard and soft landscaping including a new central space, greenspaces, new pedestrian links; biodiversity enhancement; associated highways infrastructure; plant; and other associated ancillary development.”

- The Applicant sought to consult local stakeholders, including Ward Councillors, residents and community groups.
- A total of 936 residents and businesses were sent a newsletter inviting them to view the proposals at the Applicant’s public consultation event.
- Meetings were held with the Oak Farm Residents’ Association and the Ickenham Residents’ Association on July 4th and July 17th respectively.
- The Applicant held one public exhibition on 25th July between 1600 and 2000 at the nearby Hillingdon Park Baptist Church, 25 Hercies Road, Uxbridge, UB10 9LS.
- In addition to the exhibition event, Terrapin Communications operated a consultation telephone line and email address on behalf of the Applicant.

2.0 Introduction

This Statement of Community Involvement has been compiled by Terrapin Communications on behalf of the Applicant.

The report supports the application for planning permission for the development on the former Master Brewer Motel site, Freezeland Way, Hillingdon UB10 9PQ (“the Site”). It details the public consultation that the Applicant has undertaken to inform the evolution of the design and content of the proposal. Consultation has been carried out in accordance with national and regional policies and meets the requirements of the Hillingdon Borough Council Statement of Community Involvement Policy Document (2006).

The key aims of the pre-application public consultation strategy were:

1. To inform residents and other stakeholders about the Applicant’s aspirations to provide a new mixed-use development on the Site.
2. To engage with the local and wider community to understand their views about the proposals and to take these views into consideration throughout the design development process.

In addition, this report demonstrates the Applicant’s continued commitment to consultation and engagement with all stakeholders and the local community, throughout the statutory planning process.

3.0 Policy Framework

3.1 National Planning Policy Framework (NPPF), 2019

The NPPF identifies the role of local authorities in encouraging high quality pre-application consultation by applicants and developers.

Paragraph 40 states that local authorities should “encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications”, where this would be beneficial.

Paragraph 128 also states that “Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot.”

This report has been written in accordance with national and local planning policy regarding community engagement and involvement.

3.2 Localism Act (2011)

The Localism Act 2011 makes pre-application consultation a statutory obligation. It also requires developers to bring their proposals to the attention of nearby residents and businesses. The Applicant’s pre-application consultation strategy was developed in line with these key policy directives and was agreed with officers at the Council.

3.3 Hillingdon Statement of Community Involvement (SCI), 2006

LB Hillingdon SCI 2006 provides guidance on consulting the community on planning applications.

Paragraph 7.6 notes that “rather than engaging in consultation on proposals which have already been developed to a point where it is difficult to take other views on board, communities must be able to put forward and debate options and shape proposals before they are finalised.” The Applicant’s efforts to involve the community on the emerging proposals throughout the consultation process reflects a compliance with this policy. This report has been written in accordance with the above national and local planning policy regarding community engagement and involvement.

4.0 Summary of Activities

The table below provides a summary of all consultation events with local residents and stakeholders. This does not include meetings with Hillingdon Borough Council's planning officers or officers of the Greater London Authority (GLA)

Form of Consultation	Details	Date
<p>A letter of information about the Applicant's acquisition of the site was sent to:</p> <ul style="list-style-type: none"> - Ward councillors in Hillingdon East Ward, - Ward councillors in Ickenham Ward; - The Leader, Deputy Leader and Cabinet members for Planning, Transportation and Recycling & Community, Commerce and Regeneration. - The London Assembly Member for Hillingdon and Ealing. - The Oak Farm and Ickenham Residents' Associations. 	<p>Emails were sent with an attachment of the letter to the residents' associations and London Assembly Member whilst letters were sent to the LBH Councillors.</p>	<p>Friday 14th June 2019.</p>
<p>A meeting was held with the Oak Farm Residents' Association to update them on the emerging proposals.</p>	<p>Approximately 20 members attended. A summary of the meeting can be found in section 5.2</p>	<p>Thursday 4th July 2019.</p>
<p>A newsletter inviting residents to a public exhibition was distributed to the area surrounding the Site. The newsletter can be found in Appendix 7.2</p>	<p>936 newsletters were posted to the homes and businesses in the shaded area on the map shown in Appendix 7.3</p>	<p>Thursday 11th July 2019.</p>

<p>The newsletter in Appendix 7.2 was also sent to:</p> <ul style="list-style-type: none"> - Ward councillors in Hillingdon East Ward, - Ward councillors in Ickenham Ward; - The Leader, Deputy Leader and Cabinet members for Planning, Transportation and Recycling & Community, Commerce and Regeneration. - The London Assembly Member for Hillingdon and Ealing. - The Oak Farm and Ickenham Residents' Associations. 	<p>Sent by email.</p>	<p>Thursday 11th July 2019.</p>
<p>A meeting was held with the Ickenham Residents' Association to update them on the emerging proposals.</p>	<p>5 members attended. A summary of the meeting can be found in section 5.3.</p>	<p>Wednesday 17th July 2019.</p>
<p>Public Exhibition</p>	<p>82 local residents and representatives of local businesses attended the consultation session. Copies of the exhibition boards can be seen in Appendix 7.5.</p>	<p>Thursday 25th July 2019, 1600 - 2000.</p>
<p>Community consultation helpline, email address was provided.</p>	<p>N/A.</p>	<p>Ongoing.</p>

5.0 Community Consultation

At the outset, the team researched and identified local stakeholders to engage with during the consultation period. These stakeholders included LBH councillors, residents, residents' groups and amenity societies.

5.1 Councillors and Assembly Member

Letters regarding the Applicant's acquisition of the site which contained an invitation to a meeting were sent to the ward councillors for Hillingdon East and Ickenham Ward, as well as the Leader, Deputy Leader and Cabinet Members for Planning, Transportation and Recycling & Community, Commerce and Regeneration. Letters were also sent to the Assembly Member for Hillingdon and Ealing as well as the Ickenham and Oak Farm Residents' Associations. These letters were sent on Friday 14th June 2019.

5.2 Meeting with Oak Farm Residents' Association – July 4th, 2019

Representatives from Inland, JTP (architects), GL Hearn and Terrapin Communications attended whilst approximately 20 residents were present. Following a short introduction of the team and of Inland's commitment to LB Hillingdon, JTP gave a presentation on the emerging proposals for the development.

During the subsequent question and answer session, a number of key concerns were raised about the development. These included the proposed density of the scheme, the height of some of the taller buildings and the stress on traffic and parking. Further comments also addressed the strain on local services and sewerage, as well as the potential carbon footprint of the scheme.

Ideas for the commercial space in the South-West of the site were discussed, such as a GP or dentist practice. Some residents did speak in favour of the proposals, noting that car ownership was a generational issue, that the designs were impressive, and that additional housing was needed in the area. The residents were informed about the exhibition and committed to attend later in the month.

5.3 Meeting with Ickenham Residents' Association – July 17th, 2019

Representatives from Inland, JTP (architects), GL Hearn and Terrapin Communications attended whilst 5 residents were present. Following a short introduction of the team and an overview of the history of the site, JTP gave a presentation on the emerging proposals for the development.

The question and answer session that followed raised a series of concerns about the development, namely the height of the tallest buildings and the density of the proposals. Comparisons were made between the previous scheme and the proposals, highlighting the similarly problematic density. The additional flexible commercial space in the South West was appreciated but the low number of proposed parking spaces was noted unfavourably.

Questions were raised about the carbon footprint, the impact on local traffic and on nearby greenspaces by the proposals. References were made to the Ickenham Neighbourhood Plan and how the proposals related to them. The meeting concluded with a commitment to continue the dialogue and for members of the association to attend the public exhibition.

5.4 Public Exhibition

The public exhibition for the proposed development on the Site took place on the afternoon of Thursday 25th July 2019 from 16.00 until 20.00.

Invitation newsletters were posted to 936 local residents and businesses in the surrounding area 16 days before the exhibition. The newsletters were sent to an area as shown by the map in **Appendix 7.2** and were delivered by first class mail within an addressed envelope. The newsletter invitation can be seen in **Appendix 7.1**.

Individual emails offering a briefing, with the newsletter attached as a PDF, were also sent to local Community Groups, Ward Councillors, the Leader and Deputy Leader of the Council, relevant cabinet members and the local Assembly Member.

The proposals were displayed at the exhibition session on boards and provided those visiting the exhibition with detailed information on the design proposals. In addition, members of the project team were in attendance to explain the proposals and answer

questions. 82 residents attended the consultation session.

Photographs of the exhibition can be seen in **Appendix 7.3**.

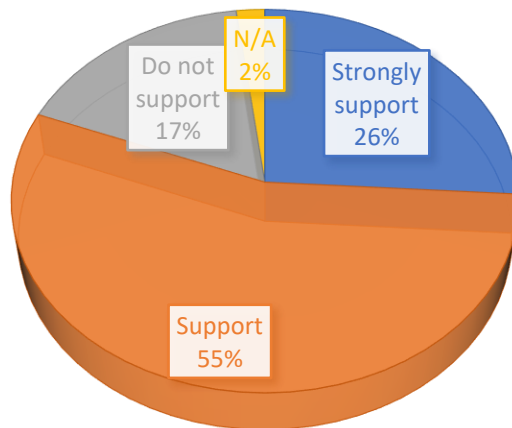
Of the 82 people who attended the exhibition session, 53 people completed a feedback form provided, which can be seen in **Appendix 7.4**.

Exhibition boards displayed at the consultation can be seen in **Appendix 7.5**.

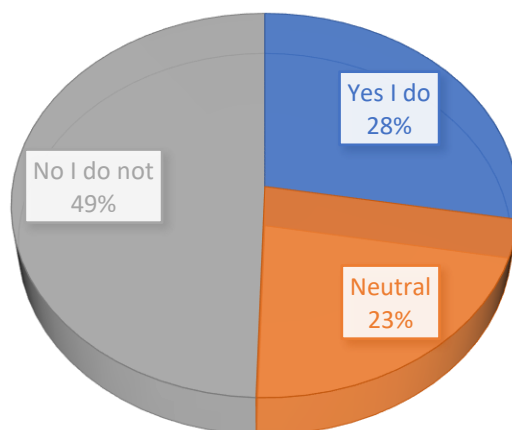
5.5 Feedback Form Responses

The feedback form asked six questions.

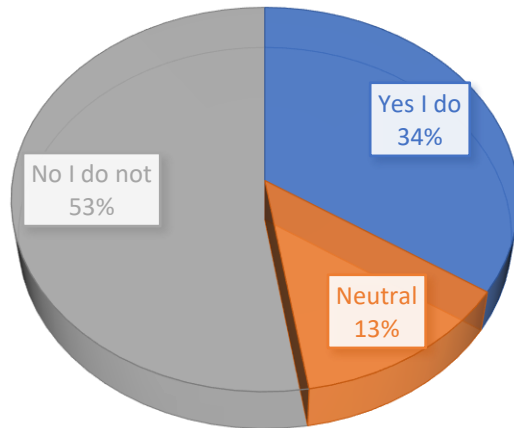
1) *Do you support the principle of redeveloping the site?*



2) *Do you think that the proposals will improve the local environment and the Freezeland Way/Long Lane Intersection?*

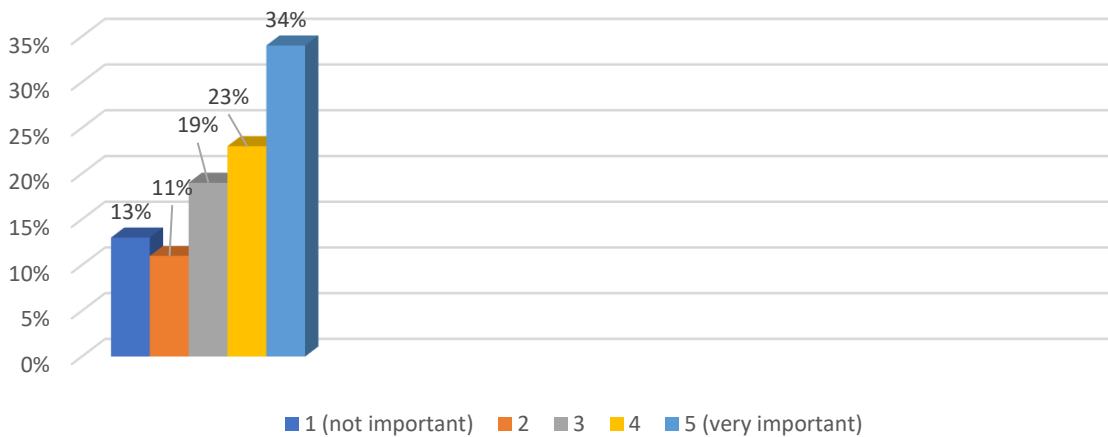


3) Do you agree with our approach to reduce the number of parking spaces for this development so to promote sustainable forms of travel, given the site's proximity to Hillingdon station and the local bus network?

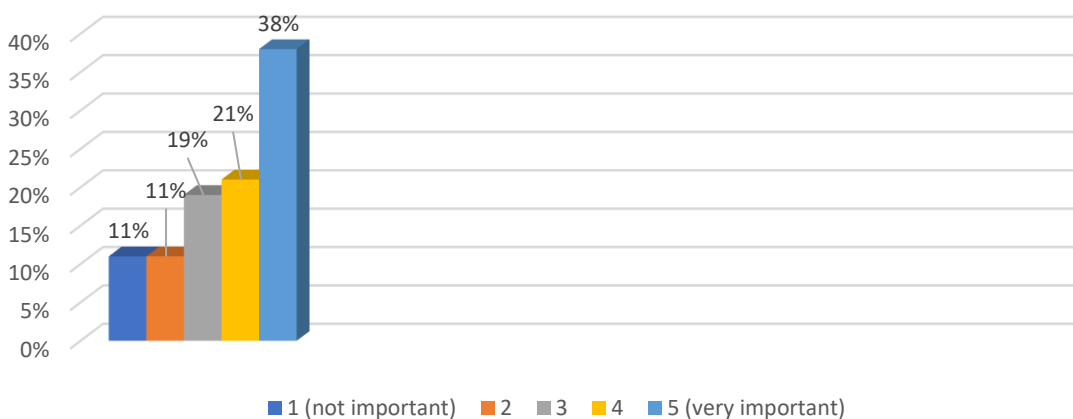


4) How important are the following aspects of the proposal to you? (1 = not important and 5 = most important)

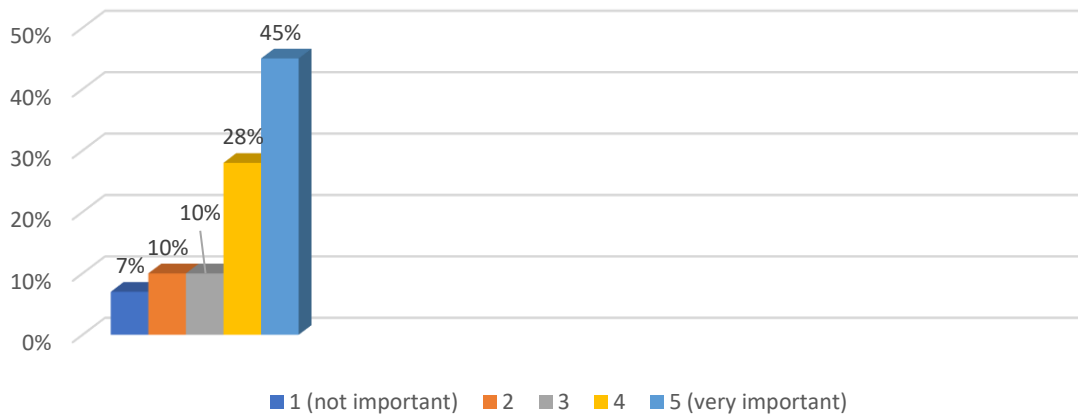
a) Providing new homes?



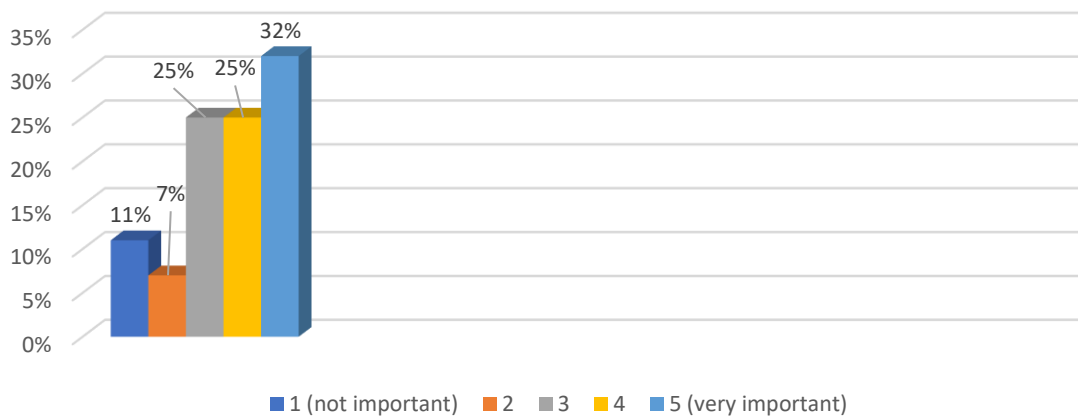
b) Providing a significant proportion of affordable homes for local people?



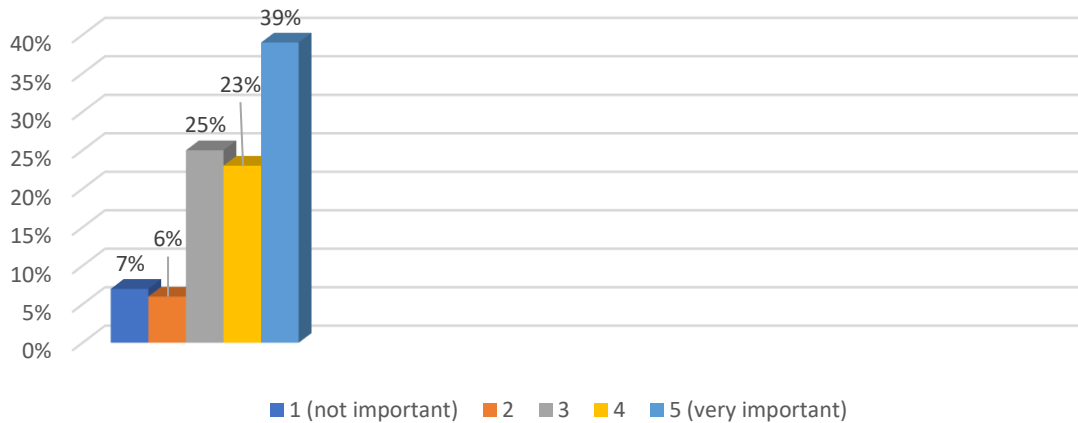
c) *Providing publicly accessible open space and children's play area?*



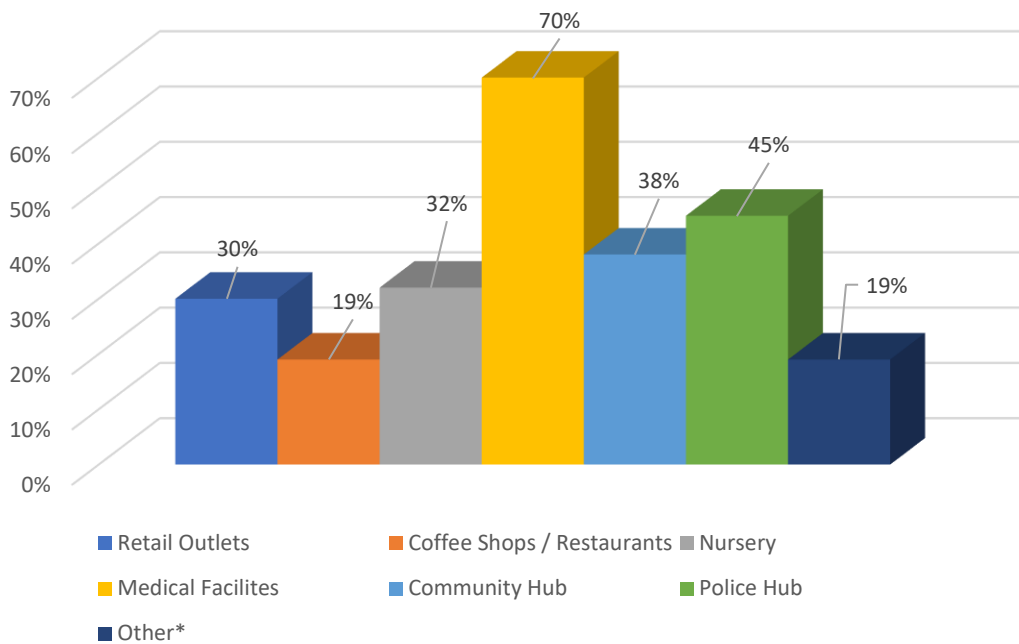
d) *Providing connections to the existing wider public open space and public footpath?*



e) *Access to sustainable forms of transport for future residents?*



5) *We are exploring potential commercial / community uses to be included as part of our proposals. What uses would you like to see?*



* The most popular suggestions for 'other' were for a new school and for a gym.

6) *Please write any further comments you may have.*

85% of attendees completed this section. Of this number, the most common comments were as follows:

- Congestion and/or traffic concerns (28%);
- Excessive height (30%);
- Parking concerns (17%);
- Excessive density (13%);
- Pressure on local services (13%);
- Bad access point for vehicles (8%);

5.6 Dedicated consultation email

The community liaison team at Terrapin Communications provided a dedicated email address – hillingdongardens@terrapincommunications.co.uk - for residents to provide additional feedback or if they had any unanswered queries. The community liaison team also maintained a dedicated phone line for enquiries relating to the consultation.

6.0 Response to Consultation

6.1 Summary and Applicant Response

Issue	Summary of Comments	Applicant Response
Congestion and traffic	The area around the site is already heavily congested and an influx of approximately 500 new residents will aggravate this problem.	The development proposals follow TfL's new Healthy Streets approach to transport assessment by promoting walking, cycling & the use of public transport services, and discouraging car use. The proposed residential parking ratio of 0.3 spaces per dwelling will ensure that additional traffic generated by the development is minimised. Extensive traffic modelling assessment work has been undertaken with TfL at Hillingdon Circus and along Long Lane to ensure that the impact of the development on the road network can be satisfactorily accommodated. Highway mitigation proposed includes an enhanced site access arrangement, improved pedestrian and cycle crossing facilities at Hillingdon Circus, localised widening on the Long Lane north junction approach, and options for optimising the junction signal timings to manage queue lengths and journey times through the junction. The developer is also making a substantial financial contribution towards the

		operation of the new 278 bus service.
Excessive height	The proposed height of up to 11 storeys is too high for the area and will overlook greenspace.	Please refer to the Design and Access Statement for a comprehensive analysis of the design evolution of the proposed development and rationale for the proposed building heights.
Pressure on local services	Hospitals, schools and other services will struggle to accommodate the needs of the new residents.	The applicant is working closely with local community infrastructure providers to understand capacity demands, including for medical facilities. The applicant is willing to enter into a S106 Agreement to ensure that any impact on local infrastructure and services is appropriately mitigated.
Parking concerns	Car ownership is common in the area and this scheme has an inadequate offering of parking spaces.	The scheme is responding to the parking requirements set by TfL, who have indicated that a lower level of parking is appropriate given the Site's location.
Bad access point for vehicles	The access point on Freezeland Way would make it difficult for incoming/outgoing traffic.	The proposed development seeks to reuse the existing site access and egress arrangement. Improvements to this arrangement have been identified through discussions with TfL and it is envisaged the applicant will enter into a S278 agreement to ensure the delivery of any required off-site highway improvements.

Excessive density	The density of units is inappropriate for this site.	The site is located directly adjacent to a London underground rail station. In this context, when coupled with the national and regional objectives to ensure that densities are maximised around key transport hubs, and given the acute housing land supply position within London, it is the applicant's view that the proposed density responds positively to wider strategic objectives to boost the supply of housing in the London Borough of Hillingdon.
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6.2 Post-submission activity

Following the submission of the planning application, Terrapin Communications will continue to provide a dedicated email and phone line for enquiries relating to the consultation. Furthermore, residents will be able to comment on the planning application via LB Hillingdon's planning portal and the applicant will consider a follow-up informative letter to local residents in due course.

7.0 Appendix

7.1 Newsletter



HILLINGDON GARDENS

Invitation to Public Consultation

Dear Resident

Inland Homes are bringing forward plans to develop the former Master Brewer site located opposite Hillingdon Station along the Freezeland Way / Long Lane intersection, which will now be known as Hillingdon Gardens.

We are holding an exhibition session to give local people an opportunity to see the proposals and discuss the plans with members of the development team. Please do come along as we would like to meet and discuss the proposals with you.

Where:

Hillingdon Park Baptist Church,
25 Hercies Road, Uxbridge UB10 9LS

When:

25th July 2019 4.00pm to 8.00pm



hillingdongardens@terrapincommunications.co.uk

0203 174 2018



7.2 Map of Distribution Area



7.3 Photographs of the Exhibition



7.4 Feedback Form

HILLINGDON GARDENS Feedback Form - July 2019

Thank you for viewing our proposals for the former Master Brewer site which will now be known as Hillingdon Gardens.

We appreciate you taking the time to consider our proposals. We would be grateful if you could give us some feedback based on the questions below.

Please tick as appropriate.

1. Do you support the principle of redeveloping the site?

Strongly support Support Do not support

2. Do you think that the proposals will improve the local environment and the Freezeland Way/Long Lane Intersection?


Yes I do Neutral No I do not

3. Do you agree with our approach to reduce the number of parking spaces for this development so to promote sustainable forms of travel, given the site's proximity to Hillingdon station and the local bus network?

Yes I do Neutral No I do not

4. How important are the following aspects of the proposal to you?
1= not important and 5= most important? (Please circle)

Providing new homes	1	2	3	4	5
Providing a significant proportion of affordable homes for local people	1	2	3	4	5
Providing publicly accessible open space and children's play area	1	2	3	4	5
Providing connections to the existing wider public open space and public footpath networks	1	2	3	4	5
Access to sustainable forms of transport for future residents	1	2	3	4	5



HILLINGDON GARDENS Feedback Form - July 2019

5. We are exploring potential commercial / community uses to be included as part of our proposals. What uses would you like to see?

Retail outlets Coffee Shops/
Restaurants Nursery Medical facilities (GP/
dentist etc)
Flexible community hub Local police hub Other

If other please specify below

.....

6. Please write any further comments you may have here:

.....

.....

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.....

.....

.....

Please provide your contact details below

Name:

.....

Address:

.....

Email:

.....

If you would like to send back your feedback form, please email it to:

hillingdongardens@terrapiincommunications.co.uk

Alternatively, you can post the form to Freepost COMMUNITY FEEDBACK

Please tick this box to indicate that you consent to Terrapin Communications and Inland Homes storing the data provided here. Terrapin Communications and Inland Homes conform to the data protection principles outlined under the GDPR and commits to keeping your data secure, accurate and relevant.



7.5 Exhibition Boards



HILLINGDON GARDENS

WELCOME



Who are Inland Homes?

Inland Homes is an established local brownfield regeneration specialist based in Beaconsfield, Buckinghamshire. We are devoted to providing high quality residential and mixed-use developments.

We understand the value of placemaking and as such invest heavily in high quality landscaping and public realm, which we believe helps create vibrant communities. This can be evidenced through our now completed Drayton Garden Village development, a thriving new sustainable garden suburb located in West Drayton.

Our in-house construction capabilities ensure that we fully understand building regulations and are able to utilise modern construction techniques to successfully deliver our proposals.

With our developments in West Drayton and Uxbridge town centre, we are committed to delivering high-quality sustainable homes to the local communities of Hillingdon.



The Project Team





HILLINGDON GARDENS

LOCATION AND THE SITE





HILLINGDON GARDENS

PLANNING POLICY CONTEXT

Local Plan Considerations

- Hillingdon Council is in the process of preparing the Local Plan Part 2 (LPP2) comprising Development Management, Site Allocations and Proposal Map documents.
- Once adopted, LPP2 will deliver the detail of the strategic policies set out in the Local Plan Part 1 (LPP1) - Strategic Policies (2012). Together this suite of documents will form the development strategy for the borough up to 2026. These documents will also be considered against the strategic priorities, objectives and policies set out within the adopted and emerging London Plan.
- The draft LPP2 Site Allocations and Designations document includes an updated site allocation applicable to the proposed development site, referred to as 'SA14 Master Brewer and Hillingdon Circus'.



Site Allocation 'SA14 - Master Brewer and Hillingdon Circus'

- The proposed development will be situated on brownfield (previously developed) land identified as 'Site B' on the LPP2 emerging site allocation plan designation under 'SA14 - Master Brewer and Hillingdon Circus'.
- 'Site B' is considered appropriate for re-development to provide a residential-led, mixed-use development.
- The site allocation also seeks to achieve the following:
 - Secure substantial planting and landscaping in association with any development;
 - Promote a mix of uses that takes advantage of the north/south, east/west communications network to serve Borough-wide and community interests;
 - Environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and
 - Result in public transport improvements particularly North/South links.
- The eastern edge of the development site opens up to an adjacent area of underused and currently inaccessible Green Belt land, which presents an opportunity to enhance pedestrian links and access both east/west across the site as well as linking to nearby walking routes.

Ickenham Neighbourhood Plan

- The site is located within the Ickenham Neighbourhood Area and will form part of the new Neighbourhood Plan once prepared.
- The Ickenham Neighbourhood Forum is in the process of preparing a new Neighbourhood Plan.
- In March 2019, the Ickenham Neighbourhood Forum released an update setting out its vision and objectives for the emerging Neighbourhood Plan. This update included considerations of how the proposed site allocation could be developed, presented as an emerging community masterplan.
- It is noted that the Neighbourhood Plan supports the emerging site allocation for a residential-led, mixed-use development.
- The draft Neighbourhood Plan is not yet 'adopted' and will be consulted again later in 2019.





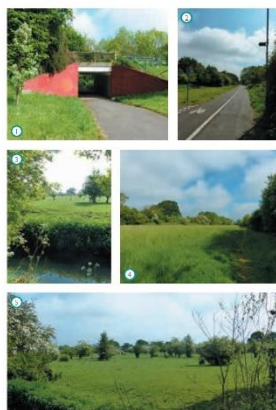
HILLINGDON GARDENS

WHAT IS NORTH HILLINGDON? WIDER CONTEXT ANALYSIS



The site sits between two significant walking routes in the Borough of Hillingdon and has the means to act as a connection between the two.

The Celandine Route is a 12-mile walk that links West Drayton and Pinner. Walking the full distance of the route takes roughly six hours. The Hillingdon Trail is a 20-mile path linking Hillingdon's many green spaces that sit between Cranford in the south-east and Harefield in the north-west. The Trail links to a London-wide network of walks coordinated by the London Walking Forum.



The Hillingdon Trail acts as a means of bypassing the busy A40 adjacent to the site, connecting North Hillingdon and Ickenham. This stretch of the Trail (photos 1-5) leads walkers along the banks of Yeading Brook, through meadows and more heavily wooded areas.

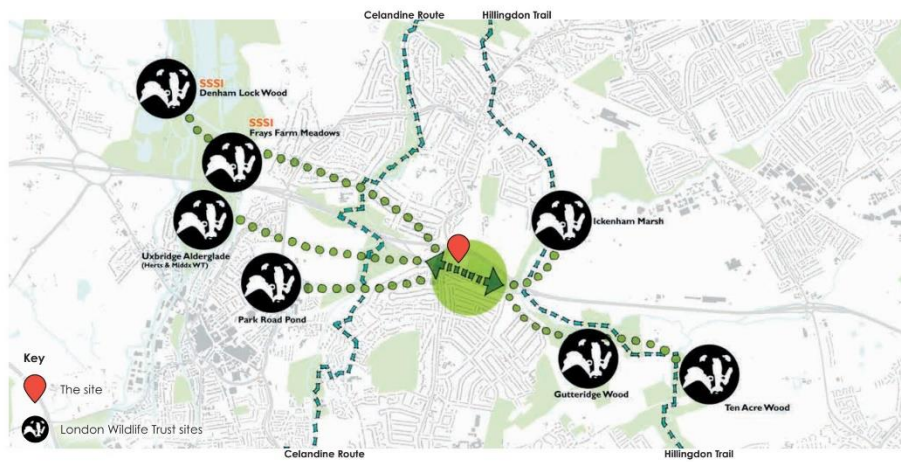




HILLINGDON GARDENS

WHAT IS NORTH HILLINGDON? NATURE RECOVERY NETWORK

There are a number of Wildlife Trust Nature Reserves in the vicinity of the site. These are situated along two principal corridors that broadly follow the River Pinn to the west and Yeading Brook to the east. The site is uniquely situated to act as a bridge between these green corridors, and begin to establish itself as a natural destination in itself.





HILLINGDON GARDENS

THE VISION





HILLINGDON GARDENS

DESIGN PRINCIPLES



1 Create a focal point and a new landmark building that responds to the existing road junction.



2 Open up the eastern edge to allow the park to filter through in to the site.



3 Create a series of interlinked gardens and squares that draws the value in to the site.



4 Create a buffer to deflect the noise from the adjacent motorway.



5 Front Freetzeland Way with lower scale houses to respond to the local character.



6 Use the green links to connect the site to the wider area.





HILLINGDØN GARDENS

ILLUSTRATIVE MASTERPLAN



- 1 New tapered focal building to respond to the road junction corner at the entrance of the site.
- 2 Entrance square with surrounding mixed uses on ground floor.
- 3 Central green space that draws the park in to the site.
- 4 Loose building arrangement on the eastern side to further integrate the park.
- 5 New east-west pedestrian connection links the site to the wider context.
- 6 Buffer block helps minimise the impact of noise from the adjacent motorway to the north.
- 7 Podium gardens create some private amenity space with parking located underneath.
- 8 Pavilion structure to sit within the new heart of the site.
- 9 Taller massing to the north-west corner which steps down towards the east and south.
- 10 Retain and enhance existing trees cover around the site.
- 11 Access to public open space





HILLINGDON GARDENS

LANDSCAPE AND BIODIVERSITY



Remnant woodlands are fragmented and disconnected. Most original habitats have gone and natural ecosystems are disjointed. Woods, meadows and ponds are becoming fewer and smaller.

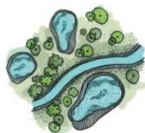
The solution is a proposal for a Nature Recovery Network where wild places are protected, natural systems are connected, and provide a bigger area for wildlife to be integrated within the wider landscape.

A network of green fingers and corridors reconnect rich remnant woodlands and habitats to re-establish natural movement routes for wildlife. Green fingers weave through the landscape, the nature and character reflecting the rich habitats they connect.

Connecting Habitats

SSSI wet woodland and fens

Denham Lock Wood



Lakes, wet woodland and marshland

Uxbridge Alder glade
Frays Farm Meadows
Broadwater Lake

Wetlands, marshes, meadows and woodlands



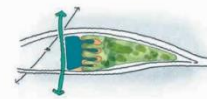
Ickenham Marsh

Ancient oak and hazel coppice woodland

Gutteridge Wood
Ten Acre wood



Green Integration



Discover Varied Habitats



A Shift from Formal to Informal





HILLINGDØN GARDENS

LANDSCAPE AND BIODIVERSITY

“LANDSCAPE AT THE HEART OF THE COMMUNITY”

Hillingdon gardens places landscape at the heart of the community, offering a distinctive character which capitalises on its unique location.

The vision is to create a network of interconnected green spaces for the benefit of people and wildlife which can provide a stepping stone to the landscape beyond.

Where possible the landscape will seek to protect, conserve and enhance existing elements and promote them as a foundation for creating vibrant, inviting and meaningful spaces, to be enjoyed by the existing community and new residents alike.



Gateway

The Gateway serves as the primary pedestrian route into the development, connecting to both Hillingdon Station and the existing local centre along Long Lane.



Square

The Square will become a new vibrant civic space for Hillingdon with the ability to accommodate seasonal events and exhibitions. Artwork and furniture will be arranged to guide visitors towards the central parkland.



Parkland

The Parkland will act as the 'green heart' to the development, with a variety of spaces to relax, play and interact with nature.



Courtyards

These residential communal gardens will be sensitively designed to offer multi-functional spaces for relaxation and contemplation, communal gatherings and integrated doorstep play.



Woodland Edge

An ecologically focused transitional landscape which provides a stepping stone out to the adjacent green belt and wider countryside. The area will incorporate great opportunities for natural and imaginative play.



Streetscape

Pedestrian focused shared surface routes will be used within the development, providing safe pedestrian movement and access to basement car parking.





HILLINGDØN GARDENS

TRANSPORT



Car and Cycle Parking

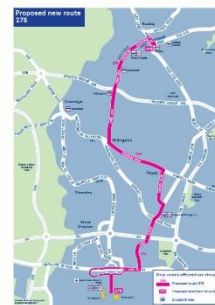
- Circa 150 parking spaces on site for the residential units (ratio of 0.3 spaces per dwelling)
- Circa 10 additional parking spaces dedicated to commercial, visitor and car club use
- This provision for car parking is consistent with established trends across London, where demand for car use and car ownership is falling
- Blue Badge parking to be provided for accessible units in line with Draft London Plan standards
- 20% of parking spaces to be have active electric vehicle charging points. The remaining 80% to have passive electric charging capabilities
- Approximately 900 cycle parking spaces will be provided, in line with Draft London Plan standards

Impact on Hillingdon Circus Junction

- Extensive highway modelling analysis has been undertaken and validated by TfL
- This shows that the impact of the proposed development on the local highway network would be negligible
- The reason for this is that a large proportion of the trips associated with the proposed development will be taken by public transport or active modes
- The reduced provision of car parking also ensures that there is not an adverse impact on the Hillingdon Circus junction and local network

Sustainable Transport

- A number of sustainable transport measures are proposed to provide alternatives to private car use
- These include:
 - Pedestrian improvements of Hillingdon Circus to encourage use of Hillingdon Station and the local bus network
 - Improved connections for cyclist and pedestrians towards the Hillingdon Trail
 - Car club bays will also be provided so that people have access to a car for journeys where one is required
 - Financial contributions towards the forthcoming 278 bus route, which will provide a new north-south connection through the Borough (pictured right)
 - Potential installation of a cycle superhub on-site with maintenance and hire facilities





HILLINGDON GARDENS

SUSTAINABILITY

Energy Strategy

- Both the residential and commercial elements of the development will comply with Part L1A and L2A of the Building Regulations (2013)
- They will also be in compliance with the baseline energy and carbon emission requirements outlined in The London Plan
- The energy strategy will follow a Be Lean, Be Clean, Be Green hierarchy in order to minimise the development's initial energy consumption using a fabric first approach

Be Lean

- To provide energy and carbon saving beyond the Part L 2013 Building Regulations a number of passive design and energy efficiency measures have been recommended including:
 - The use of building fabrics which exceed the Part L1A and L2A thermal performance threshold requirements;
 - The provision of energy efficient lighting
 - 100% energy efficient light fittings to the residential units;
 - The use of energy efficient mechanical ventilation with heat recovery;
 - Water consumption limited to a target of 105 litres/ person/day for the residential units.



Waste Strategy

- All new development should seek to address waste management at all stages of a development's life, from design and construction through to the end use and activity on site
- The waste management hierarchy recognises the need for waste to be considered for a variety of waste streams before being sent to land fill as a last resort
- The hierarchy is as follows:
 - Waste minimisation;
 - Reusing or waste or up cycling;
 - Recycling of all applicable materials;
 - Recovery of energy from waste (anaerobic digestion plants);
 - Waste is sent to landfill.



Be Green

- The current London Plan outlines a target of a 40% reduction in carbon emissions beyond Part L of the Building Regulations
- The following low and zero carbon technologies are being considered to achieve this reduction in carbon emissions:
 - Bio fuel boilers;
 - Ground source heat pumps;
 - Solar water heating;
 - Air source heat pumps;
 - Photovoltaic panels.



Be Clean

- The Draft London Plan Policy S13 states that developments should identify existing heating and cooling networks and identify proposed locations for future heating and cooling networks
- Using the Department of Energy and Climate Change CHP database, it has been concluded that there is no suitable existing nearby CHP system to which a connection may be possible



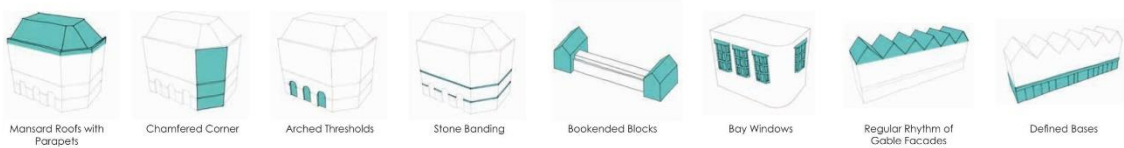
Efficient Use of Resources

- The London Plan (2016) Policy 5.3- Sustainable Design and Construction, sets out that development proposals should include:
 - Efficient use of natural resources (including water);
 - Minimising the generation of waste and maximising reuse or recycling;
 - Ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions;
 - Securing sustainable procurement of materials, using local supplies where feasible, and;
 - Promoting and protecting biodiversity and green infrastructure.



HILLINGDON GARDENS

ARTIST IMPRESSIONS



Architecture is influenced by local vernacular and cues taken from buildings of North Hillingdon





HILLINGDON GARDENS

ARTIST IMPRESSIONS



View of the arrival square
A vibrant space for new and existing residents of Hillingdon. Mansard roofs inspired by Hillingdon Circus



View of the central garden
Landscape at the heart of the community. Row of family housing and gable roofs inspired by local high streets



View on approach from the East
Landscape extending into the proposals. Park pavilions with large projecting balconies that allow nature in



Key view plan





HILLINGDON GARDENS

BENEFITS



Access to Nature And Open Spaces

Improving wildlife habitats and ensuring a net biodiversity gain.



New Public Spaces

Creating a focal public green space, ensuring a high quality of life.



Improved Links

New pedestrian access routes and improved links with the local centre.



Creating Employment

New employment and training opportunities for local people.



Homes for Everyone

Properties designed and built with attention to detail, including family and affordable homes.



Flexible Commercial Space

Sustainable flexible commercial spaces at ground floor, offering retail/leisure opportunities to match local needs.



High Quality Architecture

High quality architecture to create a neighbourhood with its own distinctive character.



Transport

Excellent existing public transport connections.



Improved Security

Improved overlooking and increased pedestrian activity across the area



A Thriving Community

Ensuring long-term stewardship, taking an active role in ensuring the management and placekeeping.





HILLINGDØN GARDENS

SUMMARY AND NEXT STEPS

- 1 New tapered focal building to respond to the road junction corner at the entrance of the site.
- 2 Entrance square with surrounding mixed uses on ground floor.
- 3 Central green space that draws the park in to the site.
- 4 Loose building arrangement on the eastern side to further integrate the park.
- 5 New east-west pedestrian connection links the site to the wider context.
- 6 Buffer block helps minimise the impact of noise from the adjacent motorway to the north.
- 7 Podium gardens create some private amenity space with parking located underneath.
- 8 Pavilion structure to sit within the new heart of the site.
- 9 Taller massing to the north-west corner which steps down towards the east and south.
- 10 Retain and enhance existing trees cover around the site.
- 11 Access to public open space



Summary of Unit Numbers:

Total number of units on the application sites:

1 Bed 1P	1 Bed 2P	2 Bed 3P	2 Bd 4P	3 Bed 4P	Total
19	249	70	92	85	515
3.7%	48.3%	13.6%	17.9%	16.5%	100.0%

Indicative number of units on the land that could come forward in the future:

1 Bed 1P	1 Bed 2P	2 Bed 3P	2 Bd 4P	3 Bed 4P	Total
0	25	0	13	21	59
0%	42.4%	0%	22%	35.6%	100.0%

