

**POLICY AND RESOURCES COMMITTEE
16 DECEMBER 2015**

**Draft Grahame Park Estate Development
Supplementary Planning Document (SPD)**

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1. INTRODUCTION

Formal Status of this Document

- 1.1 This document is a Supplementary Planning Document (hereafter referred to as SPD), providing supplementary detail to policies contained within the London Borough of Barnet's (hereafter referred to as 'LBB' or the Council) Core Strategy (2012), Development Management Policies (2012) and Colindale Area Action Plan (2010). It also provides supplementary detail to the Mayor of London's London Plan (2015) in the form of Supplementary Planning Guidance (hereafter referred to as SPG). This SPD should be read in conjunction with the Mayor's London Plan, LBB's adopted policies and other relevant Development Plan Documents and SPDs.
- 1.2 This SPD is a material consideration for the determination of any planning applications submitted within the Grahame Park Estate.
- 1.3 This SPD has been prepared in accordance with the National Planning Policy Framework, the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended), the Town and Country Planning (Local Planning) (England) Regulations 2012, the Planning and Compulsory Purchase Act 2004 (as amended), and the Greater London Authority Acts 1999 and 2007.
- 1.4 This draft document is supported by:
- a Sustainability Appraisal;
 - an Equality Impact Assessment; and,
 - the Initial Consultation Report.

Purpose of this Document

- 1.5 This document has been produced by Re (Regional Enterprise) Ltd on behalf of LBB. The overall objectives of this SPD are to:
- establish and provide guidance for Master planning within the site;
 - establish detailed guidance on the application of policies within the London Plan and LBB's Development Plan Documents (DPDs) that will be used to assess any planning applications submitted in respect of land within the site;
 - explain how the development will deliver the required infrastructure and socio-economic benefits to support the new neighbourhood in this part of Colindale;
 - engage all interested stakeholders in the development process.

- 1.6 Grahame Park is identified in the London Plan (policy 2.14) as an 'Area for Regeneration'. Colindale/Burnt Oak is also identified as an Opportunity Area in the London Plan, with Annex 1 describing the area as "an area comprising a range of sites with capacity mainly for residential led mixed use".
- 1.7 Barnet Council own the majority of the site and have a development agreement with Genesis Housing Association (hereafter referred to as 'GHA') for the regeneration of the estate. LBB are actively collaborating with other landowners on the site to include their land within the wider redevelopment proposals, such as the Anglican Church, who own the freehold for St Augustine's Church.
- 1.8 Most of the first portion of the regeneration (Stage A) has either been constructed on site, has commenced or has been committed to by GHA, pursuant to the original outline consent granted in 2007 (hereafter referred to as 'the 2007 permission'). The main purpose of this document will therefore be to provide detailed guidance for Stage B of the development, but given the comprehensive nature of the scheme, this SPD will be a material consideration for all applications submitted in respect of land within the site. However, the Development Framework contained in Section 3 will only apply to Stage B of the development.
- 1.9 It is recognised that flexibility will be needed to achieve the Council's strategic vision of the regeneration of Grahame Park Estate, as reflected in section 2 of this document. This SPD is not intended to preclude or constrain other acceptable development and/or strategies for achieving sustainable comprehensive regeneration in accordance with relevant London Plan and Core Strategy/Development Management Policies. The SPD has been drafted with this in mind, such that it can be applied to any application coming forward on the site and can be given appropriate weight in the decision making process, should national, regional or local policy change over the course of the development

Policy Context and Relationship to the Colindale Area Action Plan

- 1.10 The site falls within the Colindale/Burnt Oak Opportunity Area, as identified in the London Plan. In addition, LBB's Core Strategy contains policies which relate to development in the Opportunity Area, as well as Grahame Park Estate more specifically. These policies require a minimum of 12,500 new homes and 2,000 jobs across all the sites in the area, as well as co-ordination of adequate provision of social and transport infrastructure
- 1.11 In 2010, LBB adopted the Colindale Area Action Plan (CAAP), which sets out the framework for development and change in the Colindale area. This SPD will sit below the CAAP and the guidance

herein will provide supplementary detail to the policies contained in the CAAP. As well as the theme based policies in the CAAP that apply to any development in the opportunity area, there are specific policies that support the ongoing regeneration of Grahame Park Estate and set out specific objectives for the site. This SPD will support these objectives and will provide specific guidance for how these will be achieved.

- 1.12 In addition to these policies that are specific to the site and Opportunity Area, there are also theme based national, regional and local planning policies that apply to any development of the site. The Mayor of London and LBB have other theme based Supplementary Planning Guidance/Documents, which also apply to the redevelopment of the site

Structure of this Document

- 1.14 Other than this introduction (Section 1), this SPD comprises the following sections:
- 1.15 Section 2: Background and Objectives – This provides background information about the site, the surrounding area and the ongoing regeneration programme. This section culminates in LBB’s vision for the future of Grahame Park, which is the rationale for the guidance set out in the Development Framework.
- 1.16 Section 3: Development Framework– A set of parameter plans that establish the key principles that new development should adhere to, including where land uses will be situated, where streets and development plots will be located, the scale of buildings and the size and location of open spaces. This section will culminate in an illustrative Masterplan showing how development could come forward in accordance with the parameter plans.
- 1.17 Section 4: Design Guidelines – A set of guidelines that set out LBB’s expectations for the detailed aspects of the development, including the types of housing, privacy and outlook standards, amenity space provision and the quality of architecture and public realm.
- 1.18 Section 5: Delivery – An explanation of how the Council expects the development to come forward and what will be required when planning applications are considered. This will include provisions for phasing, community engagement, affordable housing and planning obligations, as well as any technical work that will need to be carried out.
- 1.19 Each part of the Development Framework has regard to the existing policy context, background information, character and appearance of the site and surrounding area and the results of

consultation. Redevelopment of the site will be expected to meet the relevant objectives of all three sub-sections of the Development Framework.

SPD Timetable and Supporting Documentation

- 1.20 A number of supporting documents have been produced in order to inform this SPD and these can be found on LBB's website. A summary of each document is provided below:
- 1.21 Sustainability Appraisal – Assesses the potential impacts of the SPD on a range of environmental, social and economic criteria and includes a Strategic Environmental Assessment.
- 1.22 Equality Impact Assessment – The EqIA assesses the SPD in the context of the prevention of discrimination against people who are categorised as being disadvantaged or vulnerable within society.
- 1.23 Statement of Consultation (Initial Consultation Report) – A statement setting out those consulted by LBB in connection with the preparation of the SPD, how the consultations were carried out, a summary of the main issues raised in those consultations and how the representations have been addressed in the SPD

2. BACKGROUND AND OBJECTIVES

Overview

- 2.1 This section gives a broad overview of the physical, economic, social and environmental circumstances of the site and wider area, as well as the site history and the history of Colindale more widely. It will provide the background information to support the vision and objectives of this SPD.
- 2.2 There are three main sub-sections in this section:
- Sub-section A will describe the strategic context, the history of the site and surrounding area;
 - Sub-section B will set out the main physical, economic, social and environmental factors that will influence the development of the site; and
 - Sub-Section C will outline LBB's vision for the new Grahame Park. This vision has regard to the outcome of consultation and will directly influence the Development Framework set out in Section 3 of the SPD.

THE CONTEXT

Site and surrounding area

- 2.3 The Grahame Park SPD Area is generally bounded to the west by Lanacre Avenue, to the south by Grahame Park Way, to the east by Great Strand and Corner Mead and to the north by Field Mead. It is located entirely within the Colindale ward of the Borough.
- 2.4 Grahame Park lies within the 'London-Luton-Bedford' corridor, a nationally recognised growth area of city region importance that the Mayor of London considers will benefit from the coordination of planning and investment. Colindale is expected to play an important role in this growth corridor, given its location between the strategic road network routes of the A5 and M1, as well as the Thameslink railway. The Brent Cross-Cricklewood Opportunity Area, to the south, and the Mill Hill East Intensification Area, to the east, are also both expected to undergo significant regeneration over the next 15-20 years.

Strategic Context

- 2.5 The site falls within the Colindale/Burnt Oak Opportunity Area, as identified in the London Plan. The Opportunity Area (OA) totals 262 hectares and comprises a range of sites mainly for residential-led mixed use, which are at various stages in the

development process. The London Plan identifies the Opportunity Area as having capacity to deliver a minimum of 12,500 homes and 2,000 jobs, along with improvements to social and transport infrastructure.

- 2.6 LBB adopted the Colindale Area Action Plan (CAAP) in March 2010. This document sets out the framework for future development and change in the Colindale Area. Outline planning permission for the regeneration of Grahame Park had already been granted prior to the 2010 adoption of this document, so it was not the intention of the CAAP to directly influence the redevelopment of the site. However, it does contain area specific policies which do however lend support to the on-going regeneration of the estate, the replacement of its neighbourhood centre and its integration with surrounding areas.

Description and history of site and surrounding area

- 2.7 Grahame Park is the borough's largest housing estate, originally comprising 1,777 units of mostly social rented accommodation, along with a small neighbourhood shopping centre and various community facilities. The estate suffers from a number of socio-economic and physical problems. A tenants participation survey in 1999 identified a number of issues including the poor physical environment and poor image, unsafe and difficult circulation routes owing to the Radburn style separation of vehicles and pedestrians, overcrowding and inappropriate occupancy for large families, a high turnover of stock, poorly placed and poorly integrated local facilities and poor levels of shopping choice.
- 2.8 In 2003 residents voted in favour of a full regeneration of the estate and in 2004 a new Masterplan secured outline consent for the whole site. However, the Masterplan is now 10 years old and out of date with only a small amount of the envisaged regeneration implemented. Since its production, significant private development has taken place on a number of other sites within the immediate area, which has not only affected the viability of Grahame Park, but also threatens to leave it isolated.
- 2.9 GHA and the Council have therefore undertaken a review of the remaining part of the Masterplan for the regeneration of the Grahame Park estate, known as Stage B. The decision has been taken to undertake a comprehensive reappraisal of the site to address various issues, primarily viability but also other issues of product, sales and context within the wider Colindale Opportunity Area A where large quantities of private apartments for sale are being developed.
- 2.10 The Grahame Park estate itself comprises a mixture of flats and houses, in buildings of varying heights and set in areas of open

space. The central area, known as the Concourse, comprises mainly 5-7 storey apartment blocks and also contains almost all of the retail and community facilities. 4 and 5 storey apartment blocks extend to the north and south of the Concourse, whilst the remaining accommodation is generally 2-3 storey houses and flats. The main area of open space is known as Heybourne Park (formerly known as Grahame Park Open Space) which is located to the west of the Concourse, whilst other areas of informal open space exist between buildings. Phase 0 and Phase 1A have been completed, whilst Phase 1B, at the southern end of the site, is underway.

- 2.11 The immediate site surroundings are mixed in character. To the north and west of Grahame Park Estate are low-density, predominantly 2-3 storey residential estates, ranging from 1970s to schemes currently under construction or recently completed, as well as the Blessed Dominic School. To the south of the estate are Middlesex University student halls of residence, with blocks ranging between 3 and 4 storeys and the residential development known as Beaufort Park. Immediately to the east of the estate is Colindale Police Station, St James' School and the RAF Museum.
- 2.12 A small amount of the regeneration of Grahame Park has taken place already, is under construction, or is committed to by GHA.
- 2.13 Colindale Underground Station, on the Edgware branch of the Northern Line, serves the immediate area and is located some 400m from the southern edge of the estate. The site is well served by the strategic road network, with good access to the A5 to the west and the A41/A1 to the east. The borough boundary with the London Borough of Brent runs along the A5, whilst the M1 and the Thameslink railway form the eastern boundary of the CAAP area.
- 2.14 Grahame Park Estate and its immediate surroundings were developed in the 1960s on the former Hendon Aerodrome, which was one of the earliest aerodromes and aircraft factories in the country and played a key role in the early development of the British aircraft industry and the Royal Air Force. Some buildings from the aerodrome still remain in the area, including the listed former officers' mess and watchtower, whilst the RAF Museum ensures that an aeronautical presence is retained in Colindale.

THE AREA TODAY

Socio-Economic Profile

- 2.15 The Grahame Park Estate is situated in the Colindale ward, which along with the neighbouring Burnt Oak ward contains LSOAs (lower super output areas) that are within London's 10% most deprived for income, including the LSOAs covering the Estate.

Grahame Park also falls within the 10% most deprived LSOAs nationally for employment.

- 2.16 The ethnic make up of the Colindale ward is mixed, with 12.8% describing themselves as Black African, compared to the Barnet average of 4.3%. The ward also has the highest proportion in Barnet of residents of Chinese ethnic origin. In terms of faith, the ward has the highest proportion of Muslims amongst its residents (19% as compared to 10% for the borough) and the joint lowest proportion of Jewish residents. 63% of school children do not speak English as a first language (compared to 44% for the borough), with Somali, Arabic and Tamil the most common languages
- 2.17 The data for school year 2011/12 shows that pupils living in Colindale had the lowest GCSE equivalent point scores per pupil in the borough. The overall rate of claiming for Jobseekers Allowance and benefits is higher than both the borough and national levels. The average life expectancy for males is below the Barnet, London and national levels, whilst the figure for women is slightly lower than for Barnet, but higher than the average for London and England.

Environmental Constraints

- 2.18 The site or the immediate surroundings are not subject to any statutory designations, but Heybourne Park is designated as a borough level site of local importance for nature conservation (SINC). There are also a range of green spaces within the site, as well as across Colindale that have some ecological value. The nearest Sites of Special Scientific Interest (SSSI) to the site is the Welsh Harp, some 2km to the south.
- 2.19 The park supports three habitats; amenity grassland, scattered trees and ponds. Half of the park, including the ponds, has already been improved as part of Phase 1A. Previous ecology reports have found no evidence of habitats supporting protected species (bats or newts) either on, or within 500m of the site. There is however the potential for nesting birds to occupy trees across the site at certain times of the year.
- 2.20 The site is not within a designated Flood Zone, although there are parts of the site that occasionally suffer from surface water flooding, due to the age and condition of the existing surface water drainage system.
- 2.21 The whole of the London Borough of Barnet is an Air Quality Management Area (AQMA). At present, the site is not in a location where air quality management targets are exceeded, although there are some pollution sources close by where targets are

exceeded, including along the M1 motorway/A41 to the east of the site.

- 2.22 The M1 motorway and Thameslink railway line are some 200m from the site boundary and are the main sources of background noise in this part of Colindale. The local road network, including Lanacre Avenue and Grahame Park Way, also result in noise emissions that could affect the future occupiers of any development on the site

Built Form and Physical Factors

- 2.23 The original estate was built according to the Radburn principles of separating vehicles and pedestrians. This resulted in a row of apartment blocks of generally 4-6 storeys on a north-south alignment, fronting onto a central pedestrian walkway, with open parking courtyards on the periphery. 2 and 3 storey houses with gardens were located along the north western and south eastern boundaries. A central pedestrianised shopping precinct, known as the Concourse, was created in the centre of the estate, adjacent to the park.
- 2.24 The area to the west and north of the site generally comprises low density residential development of 2-3 storeys, with some traditional suburban housing layouts as well as blocks of flats surrounded by gardens. The area to the east of the site is more open in character, including school playing fields and the Barnet and Southgate College campus, although this site has planning permission for residential development of generally 4-5 storeys, with a 9 storey corner feature adjacent to Grahame Park Way. In addition, there are large format buildings to the east of Grahame Park Way, including the RAF Museum and Colindale Police Station.
- 2.25 To the south are a number of sites that have allocations in the CAAP, all of which are expected to be larger in scale than the other suburban areas surrounding Grahame Park. Beaufort Park is a principally residential mixed-use development of apartments of generally between 6-10 storeys, with taller elements. The apartments are arranged in perimeter blocks around communal amenity courtyards, with most of the car parking concealed in undercroft areas. Adjacent to Beaufort Park is the Platt Hall site owned by Middlesex University. This comprises 3 storey halls of residence, as well as a listed 2 storey building that is a remnant of the former airfield use. To the south of both of these sites is the Peel Centre, where an application is currently under consideration for a residential-led mixed use development. The CAAP sets out the Council's aspirations and general guidance for built form across Colindale, with some specific guidance on building heights.

Open Space and Play Space

- 2.26 The estate incorporates a number of open spaces, both public and private. The main area of public open space is Grahame Park itself that, following construction of Phase 1A, totals 4.25 hectares. Other more informal areas of public open space are scattered across the site and there are also a substantial number of private gardens associated with the existing houses. Figure XX sets out where the existing open spaces are located and shows the size of these open spaces.
- 2.27 Across the CAAP area, there are a number of other existing open spaces, including Montrose Park and Colindale Park. In addition, the redevelopment of other sites across the area will result in a series of new parks and open spaces being created, as shown in Figure XX. Furthermore, Montrose Park is expected to undergo significant investment, including new sports pitch provision.

Local Shopping and Community Facilities

- 2.28 The estate currently accommodates a range of retail and community uses, most of which are located within the neighbourhood centre in the Concourse. There are currently 9 Use Class A1 retail units, totalling 1,430sqm of floorspace, including a post office and a pharmacy.
- 2.29 Some new retail floorspace has come forward as part of Phase 1B of the development, including a 420sqm Sainsburys local convenience store and two further retail units of 390sqm and 196sqm. The pharmacy is re-locating to these remaining units. This will be in addition to the future neighbourhood centre that is expected to serve Colindale, which will be located between Grahame Park and the underground station, along Colindale Avenue encompassing sites adjacent to the station, as well as the Peel Centre and the former Platt Hall Middlesex University site to the south of Grahame Park Way.
- 2.30 The CAAP envisages around 5,000sqm gross of retail space, along with supporting health, leisure and community uses. The new neighbourhood centre is envisaged to serve the existing and new population across Colindale, whilst not impacting on the vitality and viability of other town centres. The CAAP supports the re-provision of the existing neighbourhood centre on Grahame Park, whilst the Barnet Local Plan seeks to ensure that there is no significant reduction of local shopping facilities as a result of development proposals
- 2.31 At present, Grahame Park is occupied by a range of existing community facilities, including a community centre, a health centre and adult learning facilities, such as the Flightways Centre.

- 2.32 In addition, a number of other community facilities have, or are expected to, come forward on other sites across Colindale, including the Former Colindale Hospital site (Pulse), Beaufort Park and the Peel Centre.

Stakeholder Overview

- 2.33 Grahame Park does not have a dedicated residents association or resident-led community action group. However, the local group known as the Colindale Community Trust that runs a group known as Grahame Park Strategy, which brings together local stakeholders to address socio-economic issues affecting the Estate.

- 2.34 Other local stakeholders include:

- the NHS, who operate the health centre;
- Barnet Homes, who are the social housing landlords; and,
- the Churches, who have freehold interests in their sites.

Engagement has been on-going with these stakeholders and further details are set out in the Initial Consultation Report accompanying this draft SPD.

THE VISION FOR GRAHAME PARK

The Vision

- 2.35 We want the Grahame Park area to become a successful, family friendly neighbourhood, incorporating the high standards of design, a good mix of uses, and a layout that will meet the needs of current and future generations.
- 2.36 We want to help achieve an inclusive community made up of existing residents and new residents living together in a safe, accessible environment.
- 2.37 We want the area to be known for high quality affordable and private homes that address a variety of local needs, including those of the elderly and vulnerable. We also want the area to be known for an outstanding environment with excellent parks and great streets which are accessible to all.
- 2.38 We want residents to choose to stay in the area because of its quality, such as in its schools and facilities. Overall we want to create a place with a strong sense of community

Achieving the vision

- 2.39 We will support the regeneration of our neighbourhood by setting out key principles on the quality of new homes, improved access and transport, great streets, squares, parks and community facilities in the Supplementary Planning Document (SPD)
- 2.40 We will use the guidance established in the SPD to achieve a phased re-development of Grahame Park over the next 15-20 years. The plan will deliver high quality private and affordable homes. There will be a significant proportion of family homes, together with facilities needed by families, to make sure the area is family friendly
- 2.41 The new development will retain many of the existing streets but they will be improved to link better with the wider area and provide safe, calm access throughout the area for pedestrians, cyclists, buses and cars. The new homes will overlook the streets and open spaces so there will be much better natural security
- 2.42 Good urban design and high quality architecture will enable us to provide around 3000 new or refurbished homes, more than at present. Design excellence will be at the core of the redevelopment and we will emphasize and control design quality at each stage of the development to create a varied and interesting new residential neighbourhood
- 2.43 To reinforce its role as a place for families to live and flourish we will deliver a range of quality public and private open spaces, new local services and opportunities for shopping, employment and training across three new community hubs. The first of these, in Lanacre Avenue is already taking shape.
- 2.44 In this way we will build an exemplary neighbourhood in which current and future residents and their children will want to live and of which we can be justifiably proud

Key outcomes

- 2.45 The new neighbourhood will be constructed around a traditional network of streets, reflecting successful Victorian and Edwardian suburban areas. The buildings will be low scale, generally no more than 6 storeys with some taller elements to mark key corners, edges and community uses.
- 2.46 New housing should be available in a mixture of tenures, providing some new replacement social rented accommodation, shared ownership and additional social housing where viable, along with enabling private sale housing.
- 2.47 All housing should be built to up-to-date standards in terms of internal space and energy efficiency. There is an opportunity to deliver a large proportion of the new housing as family units, either

as maisonettes or as terraced townhouses. This will help with current overcrowding issues on the estate, as well as contributing to a more balanced mix of unit types across the Colindale area

- 2.48 The regeneration will inevitably improve the quality of the housing stock across the estate, but it is important that features such as cycle storage, amenity space and general storage are designed in from the outset. It will also be important that new housing is fully accessible and adaptable to future needs. Housing should, wherever possible, have front doors to the street and not too many flats to a stairwell core, in order to improve surveillance of the public realm and community cohesion.
- 2.49 The objective is to provide good quality private and communal garden space, whilst ensuring that all properties have good outlook either to the street or to garden areas or open space. Good levels of daylight and sunlight should be achieved, so it will be important that primary windows are not overshadowed. Back to back distances and the design of the housing should ensure that privacy is not compromised
- 2.50 The existing estate is poorly integrated with surrounding neighbourhoods, so it will be important that any new masterplan puts a strong emphasis on improving connections with neighbouring routes, with a particular emphasis on pedestrian, cycle and public transport.
- 2.51 The objective is to create three distinct character areas that connect better with surrounding neighbourhoods. It is important that these character areas relate to their surroundings, both architecturally and in the way that they function. Each character area should have localised centres of activity with shops and community facilities that are accessible to new residents and existing residents of surrounding areas
- 2.52 It is envisaged that a new network of streets will be created with a clear hierarchy, to ensure that larger roads can accommodate buses, whilst smaller residential streets are narrower and quieter, with reduced traffic speeds. The street network should offer people a choice of routes and should be complimented by features and distinctive buildings that aid navigation. Streets and spaces should not be overly dominated by car parking, but adequate spaces should be provided to serve the development.
- 2.53 The pedestrian environment within the estate is not user friendly and improve some existing well used routes by replacing surface materials and lighting, as well as introducing better natural surveillance from new buildings to reduce anti-social behaviour. New footpaths should be sited close to people's front doors where possible to ensure that they are active and overlooked.

- 2.54 The existing community facilities are generally concentrated in the Concourse area and, with this area likely to be demolished soon, it will be necessary to ensure continued provision of services through phasing of development or temporary facilities if necessary.
- 2.55 The objective is to ensure that community and retail facilities are clustered in convenient and accessible locations in each of the character areas. The southern character area already has planning approval as part of Stage A (Phase 1B) for retail and community facilities, including the re-provided library, as well as the re-located Barnet and Southgate College campus.
- 2.56 The estate has a number of existing green open spaces, including Grahame Park and areas of public space in between the existing blocks. Many of these spaces have an attractive, wooded quality, with mature trees of amenity value. These spaces should be retained and enhanced, retaining as many trees as possible. Open spaces should be refurbished as development progresses, so that improvements can be realised after each phase of development.
- 2.57 There are currently a lot of levels changes in the public realm, including underpasses and uneven surfaces. The new neighbourhood should be fully accessible to all and should incorporate surface materials that will stand the test of time.
- 2.58 It will be important that the new and refurbished open spaces contain activities for all age groups, including play areas for children, outdoor gym and sports facilities for adults and sitting places for the elderly.
- 2.59 In addition, new open spaces should be created as part of new development, including pocket parks, and doorstep play areas. The usability and ecological value, rather than the size or amount of open spaces, will be the important consideration. New tree planting should be maximised, including on streets and in amenity areas.
- 2.60 The Concourse currently blights the rest of the estate and the strategy is to ensure that this is demolished as part of the next phase of development to bring about the change that is needed to add drive to the regeneration.
- 2.61 The scheme should provide all necessary infrastructure to support the new community, including replacement community and retail facilities, improved public transport, highways enhancement and job brokerage for local people.

**GRAHAME PARK SPD
DEVELOPMENT FRAMEWORK
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3.0

DEVELOPMENT FRAMEWORK

To ensure the full regeneration of Grahame Park is delivered to the highest design standards, this Development Framework aims to graphically represent the Vision as set out in this SPD document in Section 2.0.

The Development Framework sets out quantitative principles at a site-wide level through parameter drawings. These parameters act as a foundation for the qualitative principles set within the Design Guidelines, in Section 4.0 of this document.

This document should be read in conjunction with all relevant policies, including the National Planning Policy Framework, Barnet Planning Policies, The London Plan and others.

3.1 CORE DESIGN PRINCIPLES

Creating Better Neighbourhoods

- i. The Neighbourhood Concept Plan (Figure 3.1), presents the approach to the regeneration of the Stage B area of Grahame Park.
- ii. The approach aims to create three Character Areas; the qualities of which relate contextually to the provision of mixed uses, landscape and open space, movement routes, the relationship to the surrounding street network and buildings, heights and densities and building form and articulation.
- iii. The Southern and Northern Areas should define distinctly different urban characters, whilst the Central Character Area pivots between the two, playing an important role to link existing routes, open spaces and facilities in the surrounding area with the growing regeneration and the new central community hub. This approach will be instilled across the estate through Comprehensive Redevelopment and Mixed Retention and Renewal, to ensure integrated, sustainable, and viable regeneration and urban renewal.
- iv. The Design Guidelines that follow on from this Development Framework Section order the Character Areas in this way, ordered from Southern, to Northern and finally to Central which blends the two.
- v. All plans within this Development Framework are illustrative, and have been developed through a rigorously tested design process. The core principles were presented and supported at public consultation in February 2015. The Statement of Community Involvement can be found in Section XXX of this SPD document.

Core Design Principles

- vi. The Core Design Principles which underpin the masterplan approach are:
 - To knit the site into surrounding neighbourhoods by connecting routes, locating convenient community services and enhancing green spaces
 - To remove the concept of the 'Estate' by establishing three areas of distinct character in tune with their surroundings, with localised centres and public amenities
 - To improve public facilities with community hubs located across the site to serve the southern, central and northern areas and wider neighbourhoods. See Section 3.2
 - To improve public open space, by enhancing green assets and mature trees. to create useable, attractive, safe and active routes and parks, well positioned for the immediate and wider community. See Section 3.3 and 3.4.
 - To improve accessibility with a familiar, legible network of traditional streets and safe, attractive walking routes. See Sections 3.4 and 3.5.
 - To develop new quality homes that are well planned, sustainable and adaptable for current and future generations. See Sections 3.6 and 3.7.

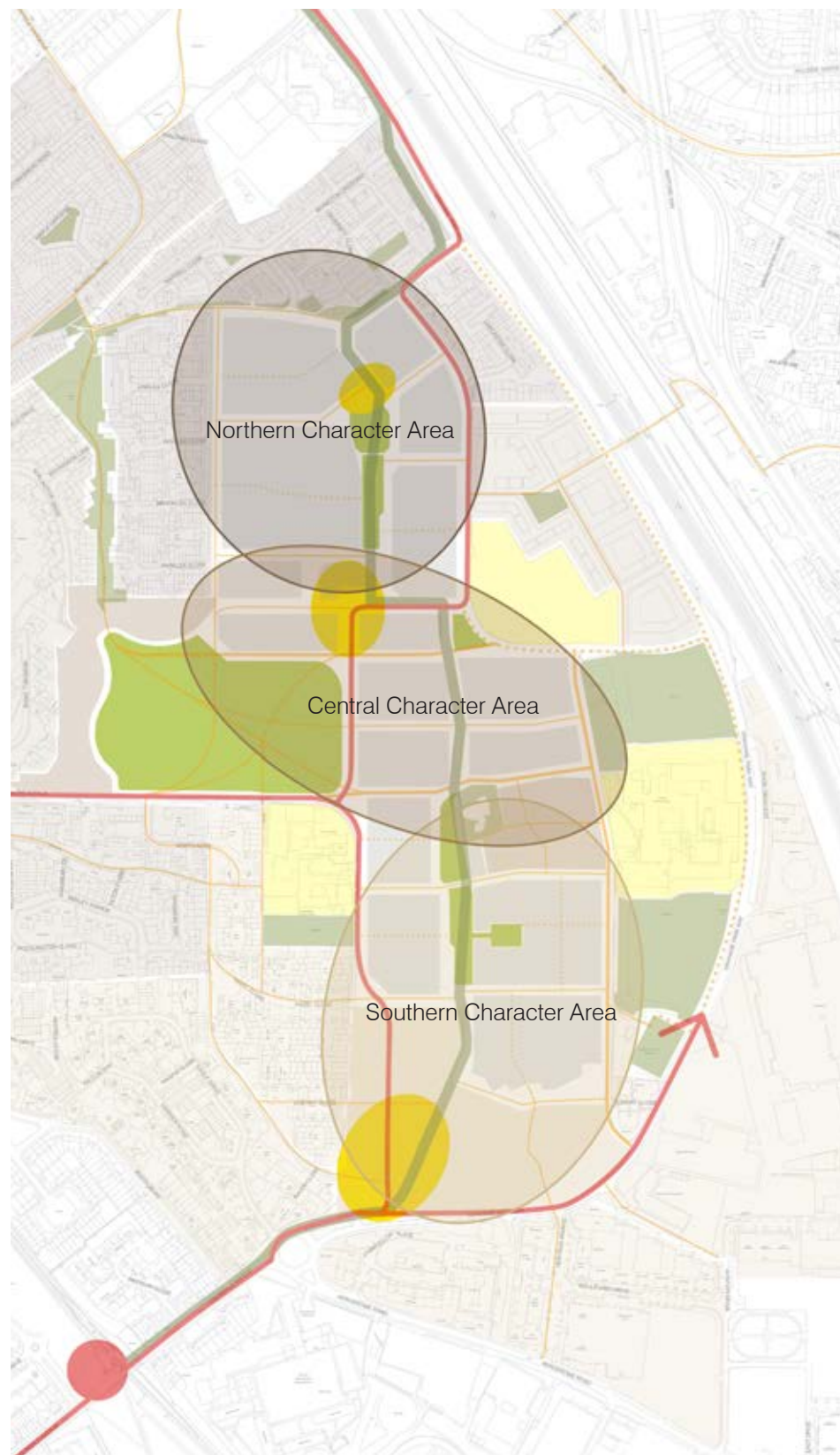


Figure 3.1 - Neighbourhood Concept Plan

3.2 LAND USE MIX

This section sets out the parameters for the siting, amount and types of uses that will be provided across the masterplan.

This is driven by the need to deliver quality residential development as primarily family housing, supported by community facilities and local amenities, located appropriately for the new development and the wider neighbourhoods.

Approach

- i. The predominant use will be residential, but there will be non-residential uses in some areas.
- ii. The land-use parameter plan separates the development into numbered plots and sub-plots. This plan shows the location of the uses and specifies where the different types of non-residential uses will be located.
- iii. For the purposes of this document, Comprehensive Redevelopment prescribes a full demolition and new build approach to these plots.
- iv. For the purposes of this document, Mixed Retention and Renewal prescribes an infill approach to these plots. This does not prohibit the ability to expand opportunities in the future to include comprehensive redevelopment where appropriate.

Table 3.2 - Use Class Table

Character Area	Sub Plots	Use Class (Maximum Area, GIA m ²)		
		A Retail Uses	D1/D2 Community/ Health Uses	Energy Centre
Central	10 B	500	500 Other D uses eg. Gym	
			1000 Health Centre 800 Children's Centre 500 Community Centre	
Central	10 C	270	1000 Health Centre 800 Children's Centre 2000 Combined Church & Community use	
Central	11 A	500	May share 10B uses	
Central	19A			500*
Northern	16 & 17	500		
Total		1770	3800	500

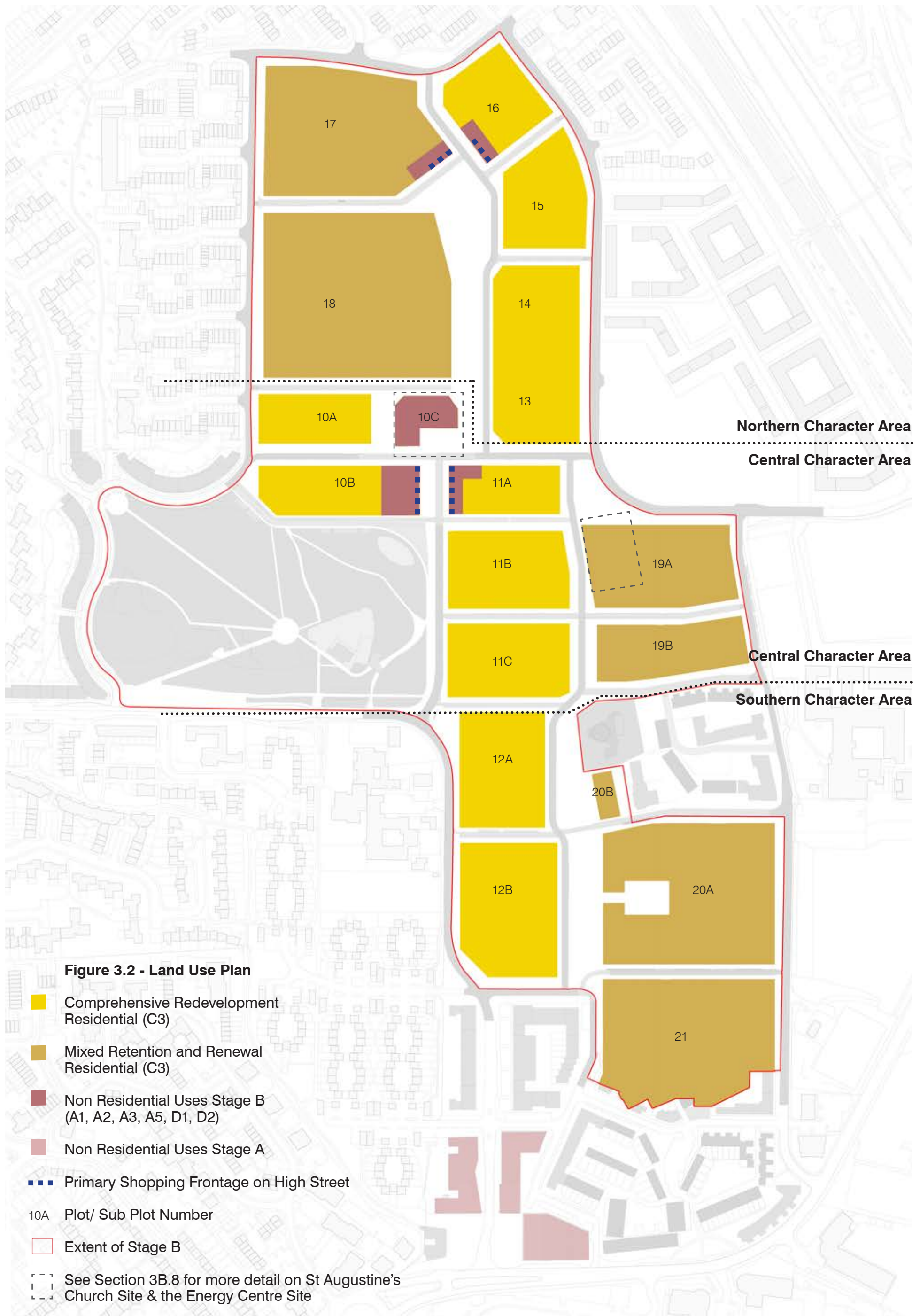
*Size and location of Energy Centre if relocated as advised in [Energy Study, dated XXX](#)

Residential Use

- v. This SPD is prepared on the basis of 2161 homes for the area of Stage B. This number is illustrative of the type of quantum to be delivered on site, but should be regarded as indicative as it can be affected by shifts in the housing mix or variations in the assumed density as the design is developed. This figure shall include any existing units that are retained as part of the new development across the areas indicated in Figure 3.2, Land Use Plan.
- vi. Delivery of residential dwellings will need to fall within the range set for habitable rooms, set out as 7442 - 9550 habitable rooms across the framework.
- vii. Numbers of residential units will be provided in each sub-plot in accordance with the density ranges in Section 3.7 Building Heights and Density of the Development Framework.
- viii. Types of residential units will be provided in accordance with the unit type range in Section 3.8 Residential Typologies of the Development Framework.

Non-Residential Use

- ix. Non-residential uses will be provided in accordance with the Land Use plan (Figure 3.2) and the Use Class Table (Table 3.2).
- x. Where the location of some Community Uses is duplicated between plots 10B and 10C in Table 3.2, each use should be allocated to one plot, to a maximum of the quantum allocated for that use.
- xi. Across the whole of Grahame Park (stages A and B), a minimum of 1,770 sqm of retail uses should be provided. A proportion of this is provided as part of Stage A (as shown on the Land Use Plan, figure 3.2). The remainder will be provided in Stage B in the Central Character Area and Plot 18 as shown. Of the 1770sqm across both A and B, 1430sqm should be predominantly A1 uses, with other A uses also acceptable.
- xii. Notwithstanding the retail uses permitted, no betting shops /bookmakers shall be provided as part of the development.
- xiii. Outside of Plot 10C, retail uses, followed by community uses, will be prioritised for location on the 'Primary Shopping Frontage', before location in the rest of the areas allocated for Non Residential Uses Stage B, shown on the Land Use Plan, Figure 3.2.
- xiv. The location of retail uses will be limited to ground floor space only. Where double height spaces are proposed, mezzanines may be introduced.
- xv. Outside of the 'Primary Shopping Frontage' locations, allowance can be given for A Class retail floorspace to be reallocated as flexible residential maisonette units, in response to local need and viability.
- xvi. An explanation of how and when each use will be delivered can be found in the Delivery section of this SPD.



3.3 OPEN SPACES & PLAY PROVISION

This section sets out the parameters for Open Space and Play, in order to create a safe and accessible network of open spaces, integrated with play areas, connected by attractive walking and cycling routes.

These are defined through Fixed and Un-fixed open spaces, based on mature trees and other existing green assets, to ensure the delivery of high quality public amenity space for all residents and neighbours to benefit from.

Table 3.3A - Open Spaces Table

	Plan Ref	Type of Public Open Space	Reference Name	Description
Southern Character Area	S1	Fixed	Southern Woodland Walk	Linear space with mature trees, wild planting, paths and seating
	S2	Fixed	Wooded Park	Established open green space with cluster of mature trees
	S3	Unfixed	Pocket Park	Small open green space with new planting and play space
Central Character Area	C1	Fixed	Neighbourhood Park	Large open space serving wider area, to be improved with new landscape design and outdoor sports facilities
	C2	Fixed	Corner Mead Landscape	Soft and hard contoured landscape with mature trees
	C3	Unfixed	Pocket Park	Small green space defined by clusters of mature trees
	C4	Fixed	Rooftop Play	Sports facility or youth space inhabiting the Energy Centre rooftop*
		Fixed	Public Realm	Large area of high quality public realm as a new public square at St Augustine's Church site*
Northern Character Area	N1	Fixed	Village Green	Useable Open Public Amenity
	N2	Fixed	Northern Woodland Walk	Linear Route with mature trees and wild planting, paths and seating
	N3	Unfixed	Pocket Park	Small green space with new planting
	N4	Unfixed	Pocket Park	Small green space with new planting

Table 3.3B - Locations for Play Provision Table

Age group	Walking distance from all dwellings	Offsite Open Spaces	Fixed Open Spaces	Unfixed Open Spaces	Within Development Plots (communal gardens, residential streets etc)
12+	800m	✓	✓		
5-11	400m		✓	✓	
-5	100m		✓	✓	✓

*Future of the Energy Centre building TBC. See Energy Report, dated XXX.

Approach

- The Public Open Spaces and Play Provision parameter plan (right) specifies where the new or enhanced open spaces and public realm will be provided as part of the development.
- The two tables (below) set out the types of open space and play that will be integrated as part of this approach.

FIXED Public Open Space & FIXED Public Realm

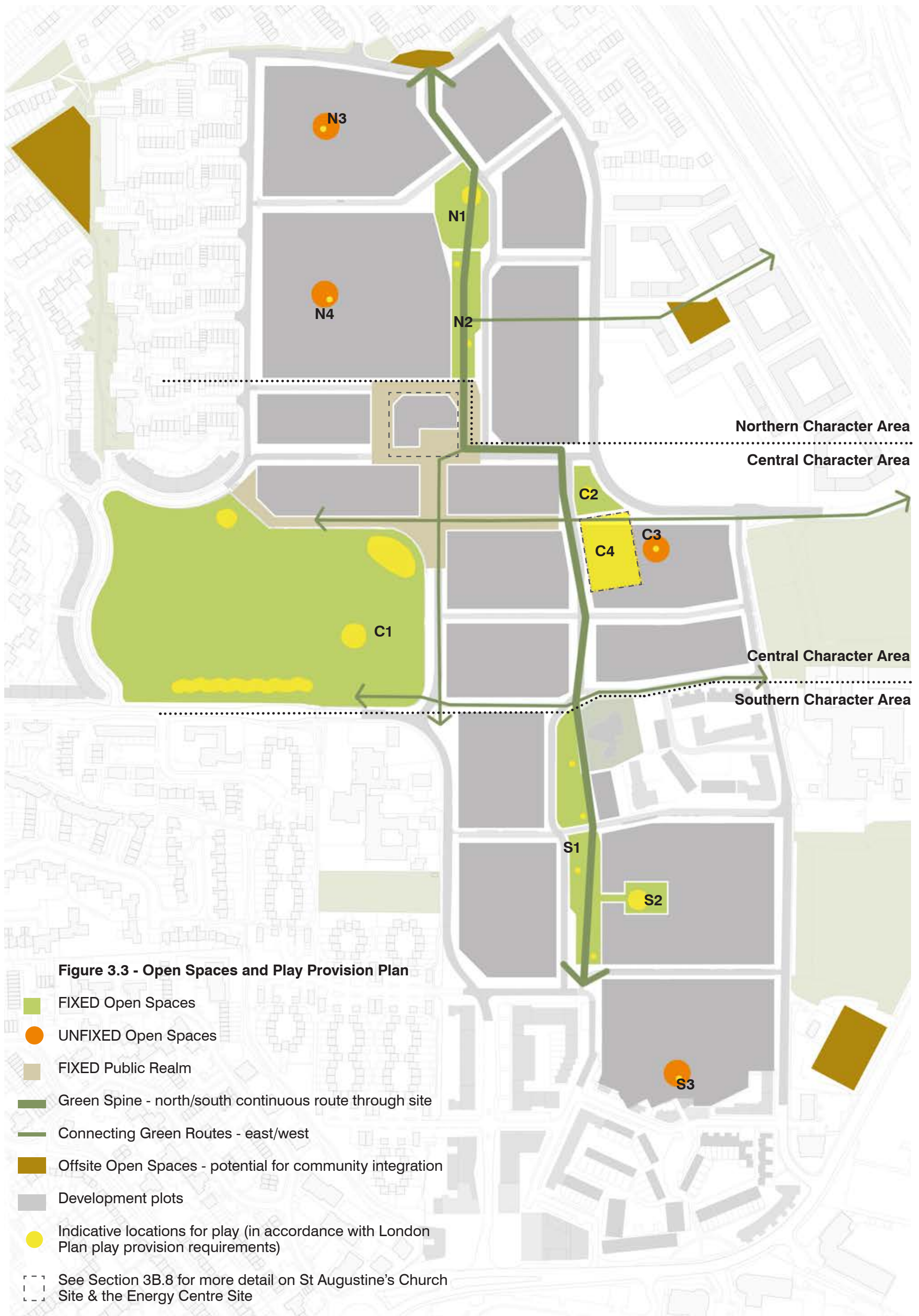
- Fixed Public Open Spaces are areas of accessible public amenity based on the existing green assets, defined by established areas of mature trees and green space. This is the starting point around which the overall concept for Grahame Park has evolved.
- Fixed spaces must be delivered in the locations specified on the plan (Figure 3.3), in accordance with the descriptions set out in Table 3.3A.
- Fixed spaces must also make provision for play spaces as set out in Table 3.3B to enable appropriate accessibility to play from all dwellings.

UNFIXED Public Open Space

- Unfixed spaces are flexible in their location, providing immediate access to public green amenity space and play facilities
- The location of Unfixed spaces needs to respond to required play provision distances, as specified in Table 3.3B to enable appropriate accessibility to play from all dwellings. With the position of Unfixed Routes through plots (see Section 3.5), this should create a fully accessible network of play spaces across the site.
- In addition, Unfixed Public Open Spaces should be located to take advantage of existing green assets within the plot, particularly the value of existing mature tree lines and clusters, as set out in the Tree Strategy in Section 3.4.

Play Provision Approach

- The location of proposed public open spaces in Table 3.3A must ensure walking distances are met for play provision in Table 3.3B.
- Play provision for different age groups is prioritised for different open spaces, both on site and within the surrounding network of existing green spaces, as per Table 3.3B.
- For example, under 5s should be provided for in all local opportunities on site due to the close walking distances, whereas the over 12s can travel further so can be provided for with spaces that are larger and slightly further afield.
- Areas for play need to be provided in line with The London Plan. A link is available in the electronic version of this document at: <http://www.london.gov.uk/priorities/planning/london-plan>.
- The intended type and character of play is set out in the Design Guidelines per character area.
- An explanation of how and when each area of Public Open Space will be delivered can be found in the Delivery Section of this SPD.



3.4 TREE STRATEGY & REAR GARDEN CONDITIONS

This section sets out the parameters for the retention of the existing quality of mature trees on site.

Enhancing green assets is a core principle, drawing on the existing prevalence of mature tree lines and clusters through the site, to improve public open space and routes.

The conditions for rear spaces have also been set out, differing through the site for the On-Plot approach to rear courts and gardens.

Approach

- i. The existing character of large mature trees and existing green spaces has driven the location of Fixed Public Open Spaces and the Green Spine. For Open Spaces, see Section 3.3.
- ii. The overarching principle for tree retention and replacement must be to incorporate and protect all existing living and healthy trees.
- iii. Exceptions to the above will only be made if special circumstances are put forward which will benefit the Masterplan and its objectives, outweighing the loss of a tree.

Tree Retention

- iv. The Tree Strategy Plan shows the importance of two categories of existing trees on site in defining the character of the Masterplan:
 - Existing trees on Fixed Open Spaces & the Green Spine
 - Existing trees On-Plot & On-Street
- v. The retention of existing mature trees, particularly in tree lines and clusters, is desirable as the foundation to creating high quality public and private spaces within the masterplan.
- vi. Existing retained trees on Fixed Open Spaces and the Green Spine should ensure the quality, longevity and integrity of character for each Space, in line with the details in the Design Guidelines.
- vii. Existing retained trees On-Plot and On-Street should ensure the proposed character of the public realm, streets, rear courts and gardens is in line with the details in the Design Guidelines,

Tree Replacement

- viii. Each planning application should be accompanied by a Tree Retention and Replacement Strategy. This Strategy should relate to an Arboricultural Survey that would also accompany the application and should explain:
 - The number and location of existing trees on the application site;
 - The number and location of existing trees to be removed, along with the arboricultural and/or SPD explanation for each removal; and
 - The number and location of new trees to be planted on the application site.
- ix. It will be expected that the removal of any tree will be replaced within the plot to achieve no loss of greenery or coverage. As a minimum, this could either be achieved on a 'two for one' basis, or one for one if a like for like relocation can be made. This should be detailed as part of each application and this is to be set out in the Tree Retention and Replacement Strategy.
- x. New trees should be located in line with the principles for streets and rear courts & gardens, as set out in the Design Guidelines section of this SPD.

Rear Garden Conditions

- xi. The approach to rear gardens is directly related to the approach for On-Plot parking, set out in Section 3.6, and should be read in parallel with Figure 3.6 Car Parking Provision Plan. These are defined by three conditions:
 - Podiums, which use the majority of the rear space in the sub-plot to create a communal garden above a covered parking area beneath
 - Rear Courts, which create private raised terraces, projecting a limited distance over the open parking area beneath
 - Private Rear Gardens, which depict ground-based, private gardens in traditional terraced arrangement
- xii. The intended character for each of these rear garden types is set out per Character Area in the Design Guidelines section of this SPD.



3.5 STREET HIERARCHY

This section sets out the parameters for the locations and types of streets and routes that will be provided throughout the scheme.

Pedestrians and cyclists are prioritised with the design of accessible, legible and safe routes, linking new streets with existing to knit the development into the surrounding area.

As a key principle, it is envisaged that the Green Spine will be a popular, safe and attractive leisure route through the length of the site, both for walking via Public Green Spaces and for cycling along the adjacent Avenue.

All road layouts are illustrative and are subject to traffic modelling, to be used to support future planning applications.

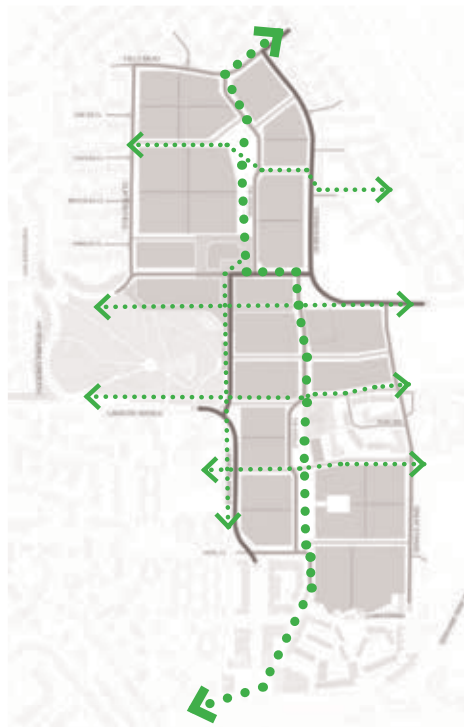






Figure 3.5A
Pedestrian Priority Routes



Figure 3.5B
Bus Route Strategy

Table 3.5 - Street Hierarchy Table

Hierarchy	Typology	Fixed / Unfixed
 Primary Routes (Boundaries and Bus Route)	2m pavements (or 3.1m for location of bus stops or outside of schools) either side of 7.3m wide carriageway, accommodating bus route and with cycling integration	Fixed
 Secondary Routes (Boundaries and the Avenue)	2m pavements either side of 5.5m wide carriageway with integration for cycling.	Fixed
 Tertiary Routes (The Lanes)	2m pavements either side of 5.5m wide carriageway with integration for cycling.	Fixed
 Residential Streets (Types A & B)	Type A: 2m pavements either side of 4.5m wide carriageway through plots. Type B: Shared surfaces incorporating parking, planting and local play provision. Both prioritise the integration and accessibility of cyclists and pedestrians in these spaces	Fixed and Unfixed

Approach

- i. The Street Hierarchy Plan identifies the network of streets that will form the layout of the new neighbourhood. A description for each is given in Table 3.5.
- ii. The approach establishes a network of FIXED routes between plots that create a safe, accessible and legible street pattern, knitting the site into the surrounding area. UNFIXED streets subdivide the plots further to encourage movement and permeability as more local, residential connections.
- iii. The balanced integration of pedestrians, cyclists and vehicles along safe and attractive routes is a priority, in order to create defined streets that are active, legible, overlooked and visually open. This is in contrast to the current condition, which separates vehicle and pedestrian movement, to the detriment of each plot.
- iv. The plan allows for a bus route to pass along a central route connecting to existing bus routes in the north and south of the SPD area. This is currently expected to be the 303 bus route.
- v. All routes are to allow for cycle integration with other vehicles, as per Manual for Streets 1 & 2 and TFL LCDS guidance. Faster cyclists are likely to use the Primary Routes, as is the norm for the Stage A development and the wider area, and the Avenue expected to be slower moving and quieter, for more leisurely cycling along the Green Spine, adjacent to green spaces.
- vi. Consideration should be given for crossovers and junctions, particularly with primary routes. All streets are to be fully accessible with dropped or flush kerbs, footways and crossings.
- vii. The Primary Route which includes the Bus Route will be adopted. Adoptability of other roads will be considered at the time of each application and in light of current policies at the time of applications. All adopted streets will be designed to conform with LBB standards.
- viii. FIXED routes cannot deviate from their locations shown on the Street Hierarchy Plan, Figure 3.5C.
- ix. All Primary, Secondary and Tertiary streets are FIXED and can only be provided in the locations shown on Parameter Plan, Figure 3.5C. The detailed character of the FIXED street typologies is set out in the Design Guidelines section per Character Area.

 **FIXED Routes**

 **UNFIXED Routes**

- x. The UNFIXED Routes located on the Street Hierarchy Plan, Figure 3.5C show where movement routes must be provided through plots. These routes are essential to increase permeability and accessibility, and ensure the development is well integrated into the surrounding neighbourhood.
- xi. The locations of UNFIXED Routes shown on the Street Hierarchy Plan, Figure 3.5C are flexible. They should be as linear as possible and respond to other masterplan objectives set out in this document, relevant to both Mixed Retention and Renewal and Comprehensive Redevelopment approaches (see Section 3.2).
- xii. UNFIXED Routes provide important accessibility to play, particularly for dwellings nearer the periphery of the site. Their layout should be considered in conjunction with walking distances to play provision, set out in Section 3.3.
- xiii. UNFIXED Routes employ only the Residential Streets Type A and B. Their detailed character is set out in the Design Guidelines section per Character Area.
- xiv. If plots are to be further subdivided beyond the routes shown on the Street Hierarchy Plan (Figure 3.5C), only Residential Streets Type A and B can be used.

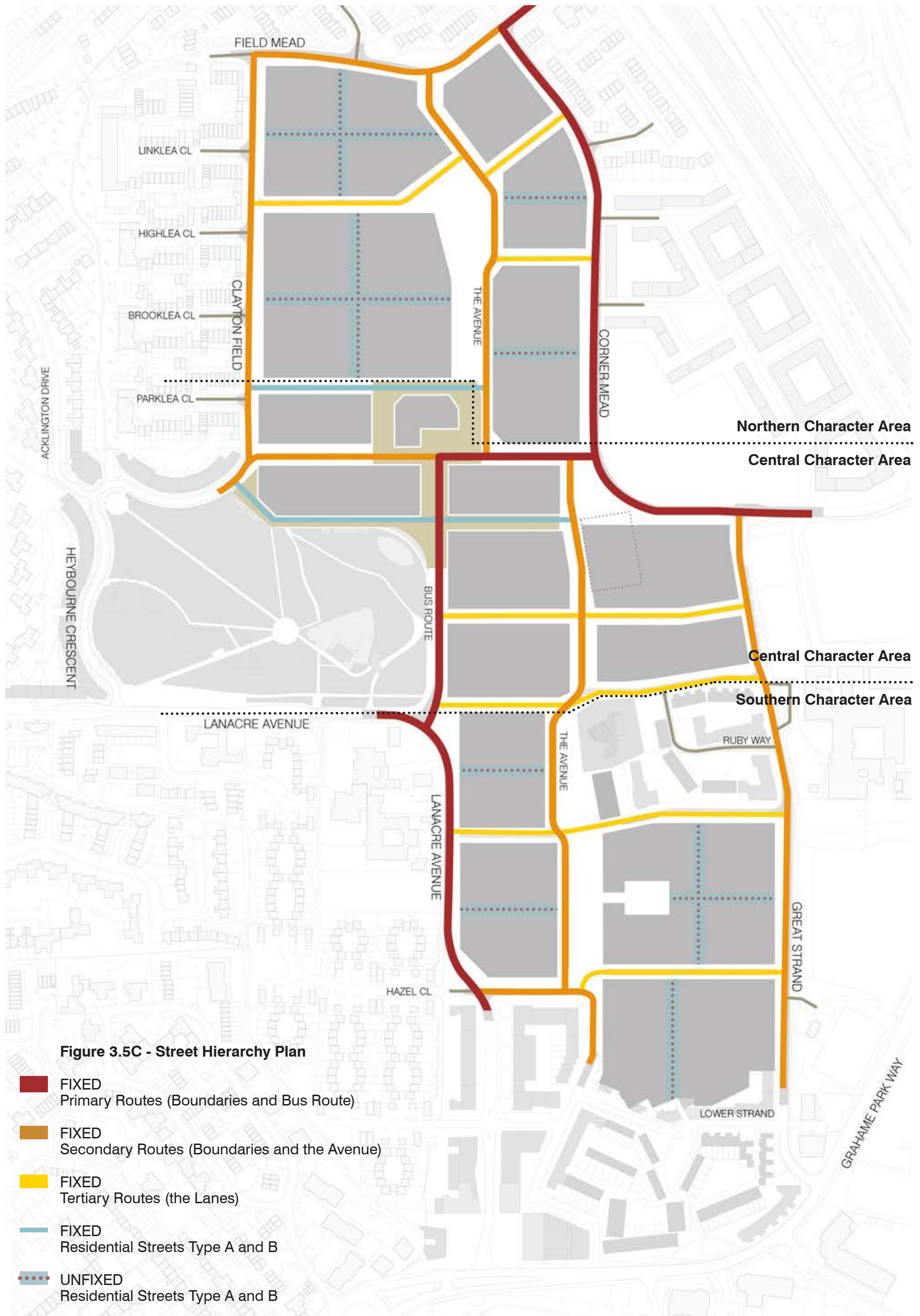


Figure 3.5C - Street Hierarchy Plan

- FIXED
Primary Routes (Boundaries and Bus Route)
- FIXED
Secondary Routes (Boundaries and the Avenue)
- FIXED
Tertiary Routes (the Lanes)
- FIXED
Residential Streets Type A and B
- ⋯ UNFIXED
Residential Streets Type A and B

3.6 CAR PARKING

This section sets out the parameters for the quantum and types of car parking that will be provided across the scheme.

The preference is for On-Street car parking to be exercised across the whole site. On-Plot parking is expected to be more prevalent in the south with higher densities and mansion block typologies, and minimal in the north with lower densities and more traditional streets, gardens and housing typologies.

Approach

- i. The Car Parking Provision Plan (Figure 3.6) specifies the approach to car parking and where different parking typologies will be acceptable.
- ii. On-Street parking should be predominantly parallel, with some perpendicular parking provided in clusters on Green Edges (at the edge of open spaces) and on some boundary routes, as specified on the Car Parking Provision Plan, Figure 3.6. This approach should be read in conjunction with the Street Hierarchy Plan, Section 3.5, and the street details within the Design Guidelines.
- iii. On-Plot parking should correlate with the approaches for rear garden conditions, building heights and densities and residential typologies. These are set out respectively in Sections 3.4, 3.7 and 3.8 of this Development Framework, and detailed per Character Area within the Design Guidelines.
- iv. Cycle Parking will be provided at Public Open Spaces and at the Neighbourhood Hubs, integrated into the public realm in convenient and accessible locations, close to local community and sports facilities.

Table 3.6 - Parking Ratio Table

Character Area	Indicative Ratio	On-Street Approach	On-Plot Approach
Southern Character Area	0.7	<p>Parallel parking acceptable on all streets</p> <p>Perpendicular parking is acceptable on:</p> <ul style="list-style-type: none"> • Green Edges • Residential Streets Type B 	<p>Acceptable in a mix of:</p> <ul style="list-style-type: none"> • Podiums • Rear Courts
Central Character Area	0.9	<p>Parallel acceptable on all streets</p> <p>Perpendicular parking is acceptable on:</p> <ul style="list-style-type: none"> • Green Edges • Residential Streets Types A and B 	<p>Acceptable in a mix of:</p> <ul style="list-style-type: none"> • Podiums • Rear Courts
Northern Character Area	1.2	<p>Parallel acceptable on all streets</p> <p>Perpendicular parking is acceptable on:</p> <ul style="list-style-type: none"> • Green Edges • Residential Street Type B • Some Boundaries 	<p>Acceptable in a mix of:</p> <ul style="list-style-type: none"> • Rear Courts (minimal, adjacent to Avenue only) • Garage parking (minimal - only on Residential Street Type B. See restrictions)

Ratios

- v. Table 3.6 sets out the indicative parking ratios for each of the Character Areas. These ratios should be commensurate with the Public Transport Accessibility Level (PTAL) of each area. The current PTAL ratings (2015) are 2-3 in the Southern Character Area, 2 in the Central Character Area and 1-2 in the North.
- vi. Parking On-Street is to be un-allocated and to allow residents to access car parking within a distance of the adjacent plot.
- vii. Consideration should be given to the provision of Car Club bays, depending on demand from operators
- viii. It is expected that a Controlled Parking Zone (CPZ) will be exercised on publicly managed roads.

Type

- ix. Podium Parking allows for cars to be located beneath a communal garden level, accessed by the associated residents only, with integrated bin storage. Lightwells and planting link between the two levels.
- x. Rear Court Parking consists of a resident-only shared space for parking, with raised private gardens projecting from the dwellings above. The parking is generally open and overlooked, with attractive surfacing and planting.
- xi. Private Rear Gardens indicates units which would have minimal to no On-Plot parking. In the case of the Northern Character Area, single garages integrated within single family dwellings would be acceptable on Residential Street Type B only. These dwellings would comprise a maximum of 50% of the units on the street, to ensure the majority of the street retains active dwelling frontages.
- xii. The character and quality of these conditions is set out per Character Area in the Design Guidelines.

Mixed Retention and Renewal

- xiii. The quantitative provision of parking for both Comprehensive Redevelopment and Mixed Retention and Renewal needs to be measured in relation to relevant planning policy at the time of submitting proposals.
- xiv. The intended approach for parking within each Character Area as set out in the Development Framework and Design Guidelines should be taken forward in Mixed Retention and Renewal development as far as possible.
- xv. It is proposed that Mixed Retention and Renewal development should achieve the prevailing parking ratio designated for the character area in which the site is situated. This approach can be subject to a detailed survey within the design process which will identify any special circumstances which may affect this approach.
- xvi. Mixed Retention and Renewal development may achieve a more moderate level of parking due to increased site constraints, with careful consideration for the site's existing parking provision, current planning policy and neighbouring parking conditions.



Figure 3.6 - Car Parking Provision Plan

- Parallel parking
- Bay parking along Green Edges
- Bay parking along Boundaries
- Parallel and/or perpendicular parking as per FIXED Residential Streets Type A and B
- ⋯ Parallel and/or perpendicular parking as per UNFIXED Residential Streets Type A and B
- On-Plot parking condition - predominantly podiums & rear courts.
- On-Plot parking condition - predominantly rear courts & private rear gardens.
- On-Plot parking condition - Minimal On-Plot parking. Predominantly private rear gardens.

3.7 BUILDING HEIGHTS & DENSITY

This section sets out the parameters for building heights and density. The approach aims to ensure new development is in keeping with surrounding areas as far as possible.

As a principle, the scale and density of buildings reduce from south to north, in line with the proposed character areas and the neighbouring context.

Approach

- i. The Heights and Massing Plan (Figure 3.7B) specifies the typical height of buildings for each plot, as well as locations for feature buildings.
- ii. The massing approach is sensitive to new and existing neighbouring context by graduating from the highest development in the south to the lowest in the north. Through the site, feature buildings, named 'key frontages' and 'prominent corners' provide landmarks and way-finding devices and frame public spaces.
- iii. Heights for each area have been set out in Table 3.7. In areas of Mixed Retention and Renewal (see Land Use Plan, Figure 3.2), development needs to respond more sensitively to immediate buildings, therefore density and heights of Typical Blocks and Prominent Corners have been set out accordingly.

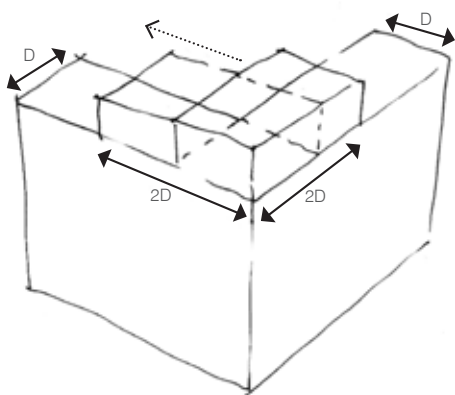


Figure 3.7A - Prominent Corners, see paragraph xiii.

Table 3.7 - Height & Density Ranges

Comprehensive Redevelopment	Density Range (U/ha)	Minimum Height (storeys)	Maximum Height (storeys)	Prominent Corners maximum height (storeys)
Southern Character Area	130-160	4	6	8
Central Character Area	100-130	3	6	8
Northern Character Area	50-100	2	4	5

Mixed Retention and Renewal	Density Range (U/ha)	Minimum Height (storeys)	Maximum Height (storeys)	Prominent Corners maximum height (storeys)
Southern Character Area	130-160	2	5	6
Central Character Area	100-130	2	5	6
Northern Character Area	50-100	2	4	5

Density

- iv. Density will be calculated in accordance with guidance set out in the London Plan and Mayor's Housing SPD, on a net site area basis for each Character Area on assessment of each planning application. Calculation methodology for mixed use development will apply on applications that incorporate non-residential uses.
- v. Densities will be expected to lie within the ranges set out in Table 3.7, but proposals must also comply with the other requirements of this SPD, so it will not necessarily be appropriate for all proposals to be at the top end of the ranges.

Building Heights

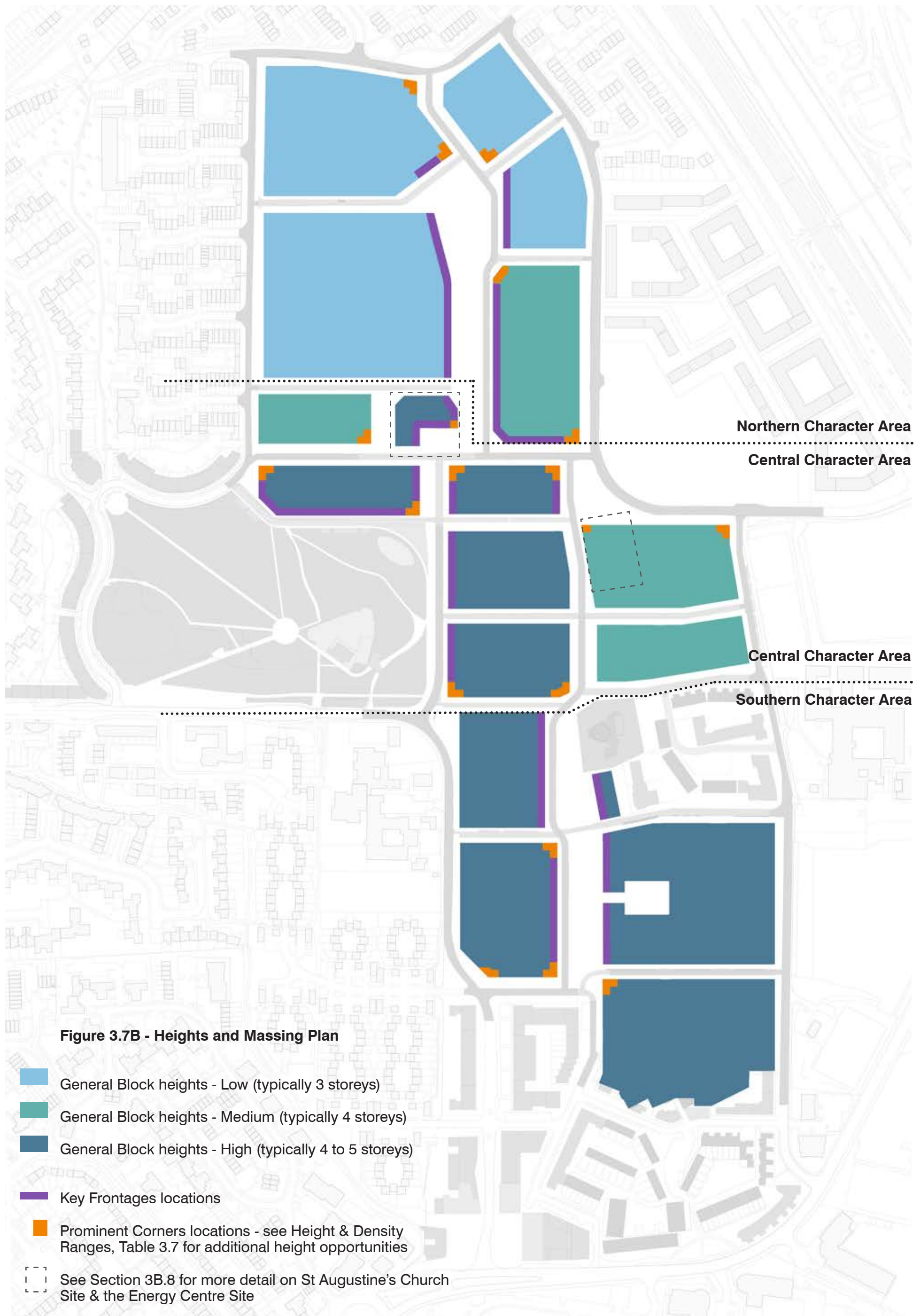
- vi. Residential storey heights shall be a maximum of 3.5m and non-residential 4.5m (floor to floor)
- vii. Typical Block heights should always be proportional to the width of streets as set out in each of the street sections in the Design Guidelines. It will not necessarily be acceptable to maximise heights in all areas.

Key Frontages

- viii. Key Frontages are classified as the buildings that front onto the main fixed open spaces, located in fixed positions on plots, as per Figure 3.7.
- ix. These buildings should utilise the maximum height afforded to them per character area, intended to establish a hierarchy of buildings within their locality as the most prominent buildings of the plot.
- x. These buildings have an important role to play in framing large public spaces and overlooking active movement routes through the site. As 'foreground' buildings, their facades should be more open, proud and animated, in tune with the character of the public open spaces and respond to views from both close and afar.

Prominent Corners

- xi. A Prominent Corner is classified as a positive built moment, located strategically at corners and nodes, adjacent to fixed open spaces and on long view lines. Their positions are fixed on plot, as per Figure 3.7.
- xii. Building heights for the Prominent Corners can extend above the maximum height parameters, as set by the Heights and Density Range Tables.
- xiii. To ensure prominent corners are maintained as a 'point height' and does not extend along the full building frontage, this additional height is permissible along the building's frontage, to a distance of 2x the depth of the building, typically in just one direction. See Figure 3.7A.
- xiv. These height freedoms are to encourage flexibility and diversity in design for these unique locations. It will not be acceptable to provide the maximum height as specified for prominent corners on every location.
- xv. Where prominent corners are shown within the Energy Centre and St Augustine's Church Sites, these are not expected to provide residential accommodation, but allow for a singular point of substantial height as, for example, a chimney or church spire respectively.



3.8 RESIDENTIAL TYPOLOGIES

This section sets out the parameters for residential building typologies, reflective of the 3 Character Areas and their relative densities, with an emphasis on family housing.

In line with the Heights and Density Parameters (see Section 3.7), the building typologies graduate from Mansion Blocks in the South, to more traditional Terraced Housing in the north. The central portion of the site presents a combination of the two, defined by contextual relationships to public open spaces, the community hub, nearby schools and adjacent developments.

Approach

- i. The masterplan sets out to deliver a high level of family sized housing. The quantum for the mix of dwelling sizes is set out in Table 3.8 for Unit Mix.
- ii. The provision of these dwelling types within the masterplan is defined by three typologies: Mansion Blocks, Terraced Housing and Mixed Typologies.
- iii. The Residential Parameter Plan Figure 3.8 explains where these would be prioritised across the scheme. Details of the character of the housing typologies can be found in the Design Guidelines section.

Mixed Retention and Renewal

- iv. Mixed Retention and Renewal development should ensure careful consideration is given for neighbouring and retained buildings.
- v. The intended urban grain of each Character Area as set out in the Design Guidelines should be taken forward in Mixed Retention and Renewal development as far as possible
- vi. Mixed Retention and Renewal development should in particular ensure the edges and corners of plots express the proposed built character and residential typology set out for each Character Area.

Unit Mix

- vii. The Unit Mix Table (Table 3.8) sets out the mix of units that would be expected to come forward per plot in each Character Area.
- viii. Applications will be assessed against the ranges set out in Table 3.8, alongside current policy, and the dwelling mix will be expected to fall within these ranges.

Table 3.8 - Unit Mix Table

	1 beds	2 beds	3 & 4 beds
Southern Area (High Density)	15-30%	20-40%	30-50%
Central Area (Medium/Mixed Density)	10-25%	20-40%	40-65%
Northern Area (Low Density)	0-20%	15-30%	50-80%

Mansion Block Typologies

- ix. Mansion Block Typologies predominantly consist of stacked maisonettes, with flats at upper levels. These are the tallest and densest blocks in the masterplan, relating more to central Colindale. For corresponding heights and densities per Character Area, see Section 3.7 of the Development Framework.
- x. Block typologies are compatible with podium and rear court parking. These types should be read in conjunction with Sections 3.4 and 3.6 of this Development Framework, for Rear Garden Conditions and Car Parking respectively.
- xi. Development at the corners of plots are defined with strong built form. This is particularly prevalent in the Southern Character Area as characterised in the Design Guidelines.

Terraced House Typologies

- xii. Terraced House Typologies are the lowest rise and lowest density blocks, consisting predominantly of single family houses with traditional private ground-based rear gardens. These types should be read in conjunction with Sections 3.4, 3.6 and 3.7 of this Development Framework, for Rear Garden Conditions, Car Parking and Building Heights & Densities respectively.
- xiii. Development at the corners of plots should be presented with gable ends. Necessary breaks in the built line, expressed with strong garden walls, should celebrate the pattern of traditional terraced housing and rear gardens. This intended built character is set out in the Design Guidelines section of this SPD.

Mixed Typologies

- xiv. Mixed typologies enable a combination of flats above single or stacked maisonettes, and single family terraced houses, to create a blend of architectural massing and type that are set out for the Southern and Northern Character Areas.
- xv. Mixed typologies suit a combination of rear court parking with raised gardens, and traditional ground-based rear gardens.
- xvi. These types should be read in conjunction with Sections 3.4, 3.6 and 3.7 of this Development Framework, for Rear Garden Conditions, Car Parking and Building Heights & Densities respectively.

Continuous Plot Frontage

- xvii. The locations of Continuous Plot Frontage show where built form should present a continuous street facade where possible for each plot edge, preferring not to be broken by garden walls or gable elevations.
- xviii. These are mainly located on the boundary streets, to give a consistent and defined street frontage elevation, clearly ordering, overlooking and animating the outer edges of the site. This approach intends to knit new development into the existing neighbourhood, interacting with surrounding development in an open, positive and sensitive manner.
- xix. Punctuations through the Continuous Plot Frontage from the location of UNFIXED streets are appropriate as either a full break in the building line (northern area), or as two storey cut-throughs (southern area). The character of these building lines and appropriate punctuations are detailed by Character Area in the Design Guidelines.

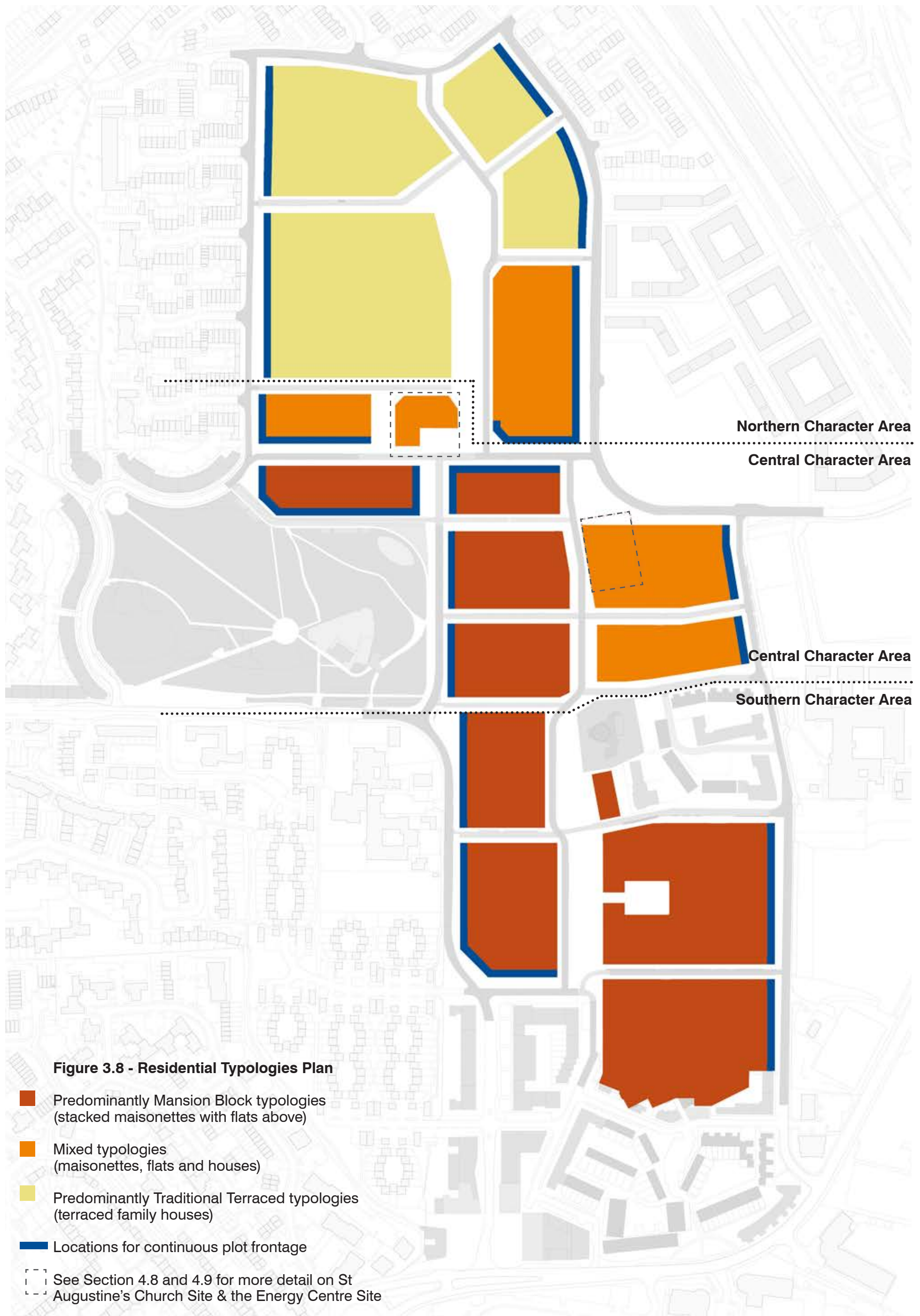


Figure 3.8 - Residential Typologies Plan

- Predominantly Mansion Block typologies (stacked maisonettes with flats above)
- Mixed typologies (maisonettes, flats and houses)
- Predominantly Traditional Terraced typologies (terraced family houses)
- Locations for continuous plot frontage

--- See Section 4.8 and 4.9 for more detail on St Augustine's Church Site & the Energy Centre Site

**GRAHAME PARK SPD
DESIGN GUIDELINES
04/12/2015**

REV. K

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4.0

DESIGN GUIDELINES

The following design guidance focuses on defining the qualitative aspects of the Northern, Central and Southern Character areas, along with the site wide open space qualities, and aims to represent the Vision as set out in this SPD document in Section 2.

These qualities can be defined through the following:

- Quality of Open Spaces & Public Realm**
- Quality of Streets**
- Quality of Rear Courtyards and Gardens**
- Quality of Architecture**

The guidance ties in with the Development Framework and adds qualitative guidelines to developing designs.

This document should be read in conjunction with all relevant policies, including the National Planning Policy Framework, Barnet Planning Policies, The London Plan and others.

4.1 SITE-WIDE OPEN SPACE STRATEGY

This section sets out the public realm and landscape principles for the creation of a green infrastructure network as a strategic driver for the regeneration of Grahame Park.

The main principles are to connect and enhance existing green assets to create pleasant and beautiful open spaces and routes, enable intuitive navigation and increased accessibility, visibility and footfall, through intensification of the public realm, and integrate safe, usable play areas and facilities for all the community.

- i. The current layout of the Grahame Park Estate is generally disjointed, unnavigable and inhospitable, with many open spaces having been neglected and lost their identity. Spaces present a glimpse of their former appeal, for example, the southern woodland zone with its mature trees, the gently sloping Neighbourhood Park enhancing the sense of distance and the zig-zag green to the north as a smaller grassy open space. Around the site, the school grounds and sport-fields are ill-connected and under-valued as part of the wider green network.
- ii. The Site-wide Open Spaces Strategy sets out how the phased development will establish a green infrastructure that builds on existing qualities and sets out to deliver a well connected and well used pedestrian and cycle network that knits the former Grahame Park Estate into the surrounding neighbourhoods.
- iii. This strategy should be read alongside the Colindale Open Spaces Strategy to ensure integration with the wider network.



Play and planting overlay where space is limited (Installation, Dymaxion Garden)



Space for riding bikes in an undulating landscape (Haggerston park, Hackney)



Play set within mature trees and planting. (Play area, Clapton Common)

The Site Wide Open Spaces Strategy is achieved through:

A site-wide green infrastructure strategy to enhance existing assets and create safe, accessible and useable open spaces

- iv. The aim is to create a network of open spaces that is beautiful and intuitive to manoeuvre, defined by existing mature tree lines and clusters. Proposed green routes through the site aim to reinforce existing and desirable routes, with heightened priorities for pedestrian and cycle movement, attractive planting, incidental play and amenity space and connectivity to community uses.

A site-wide network of streets that prioritise pedestrians

- v. Main strategic routes will connect wider neighbourhood links with larger green open spaces, play spaces, bus stops and amenities, ensuring their success by intensifying footfall, visibility and accessibility. Integrated elements such as continuous comfortable pavements, safe road crossings, well designed and well placed lighting and street furniture will all be essential to nurturing and safe-guarding the success of this strategic network.

Public realm design guidance that defines a single site-wide material palette and character to ensure intuitive navigation through the site.

- vi. The material palette (see Section 4.2) draws on the TFL Streetscape Guidance and is intentionally simple in order that Grahame Park as a neighbourhood can merge with the wider site of Colindale.
- vii. The overriding impulse must be to invest in the elements which gives both the greatest qualities and are robust. Examples include enhancement and investment in mature trees, granite kerbs and generous street furniture.

A site specific approach to the Character Areas, enhancing local qualities and features, expressed through playable landscapes for all ages.

- viii. If the streetscape palette is a simple site-wide background, the playable landscapes can both accentuate and reinforce the character areas. Alongside the provision of green space and play provision within existing enhanced assets such as Heybourne Park and the Southern Woodland Walk, new Pocket Parks and Green Streets will offer play opportunities where distance to existing larger green spaces is too great, exceeding the London Plan guidelines. As such, investment in small areas should be far greater per square metre, than those that benefit from larger, existing open spaces.

- ix. Pocket parks should instil a specific character that enhances the local neighbourhood, so that is not piece-meal but reinforces the identity of a place, with opportunities to be planned as one thematic space, such as a swing park, cycle park or climbing park for example. See corresponding images (left).

- x. The diagram on the opposite page illustrates the elements that form the main strategic green plan for the new developments. They enhance existing qualities and connect currently detached links. This allows improvement of the area to happen one step ahead of each phase, harnessing the opportunities of isolated assets, ensuring development can become rooted and residents can benefit from this investment from the start.

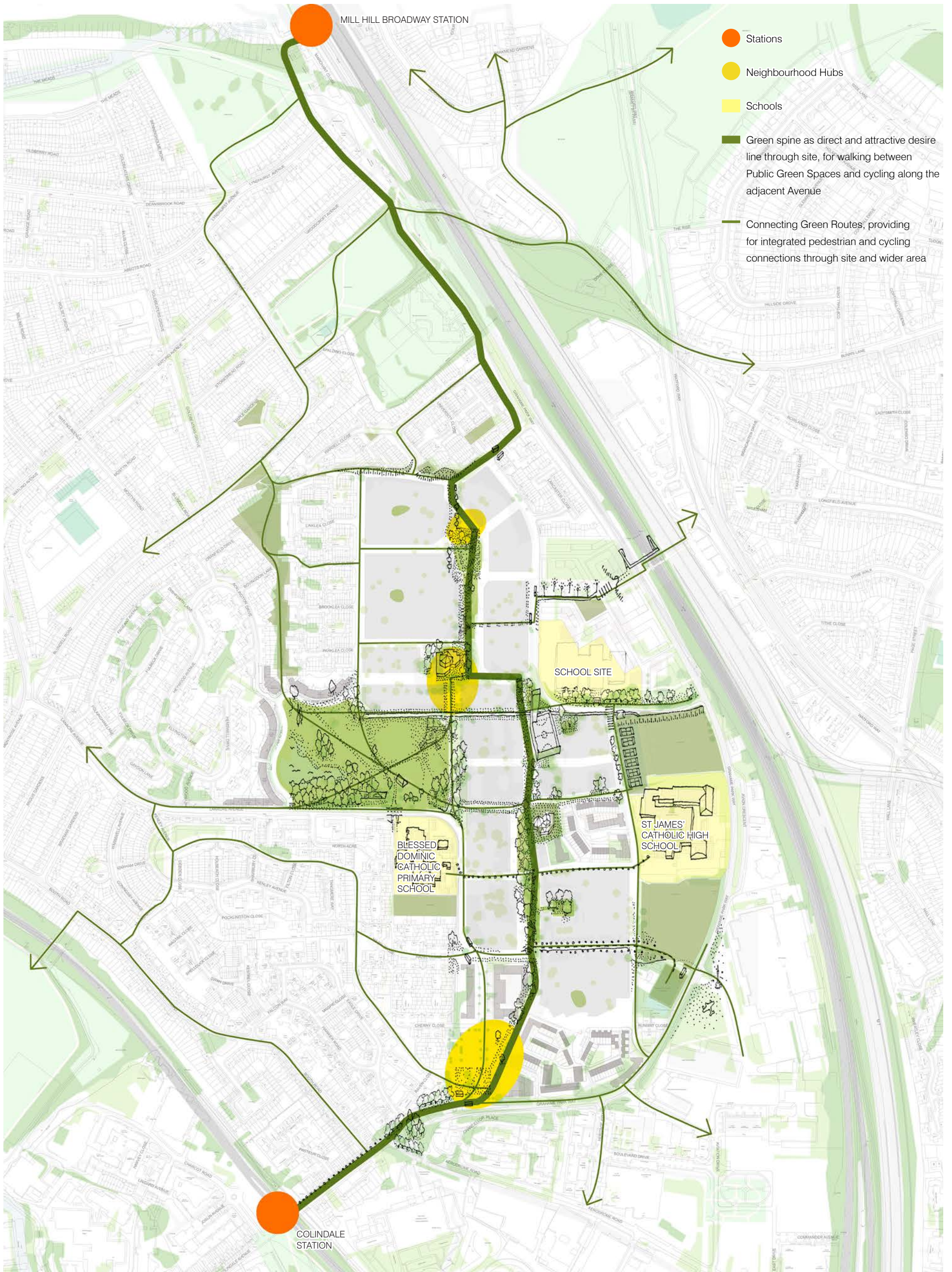


Figure 4.1 Site-wide Open Spaces Strategy

4.2

SITE-WIDE STREETScape - A BARNET CODE FOR PUBLIC REALM

Street Treatments

- i. The first phase of Stage B Grahame Park regeneration should develop a well considered palette of materials and public realm details. This should be adopted as Site-wide Streetscape Guidance to be implemented across all later phases of the regeneration.
- ii. The material palette draws on TFL Streetscape Guidance, Manual for Streets and other local guidance, and is intentionally simple in order for Grahame Park as a neighbourhood to merge with the wider area, as the site becomes renewed incrementally over time.
- iii. This code for public realm should be established for the streetscapes using materials in common with those used in the adjacent streets, the existing estate, and throughout Barnet. The palette should bridge differences and soften site boundaries with adjacent streets both during and after construction.

Access and the Public Realm

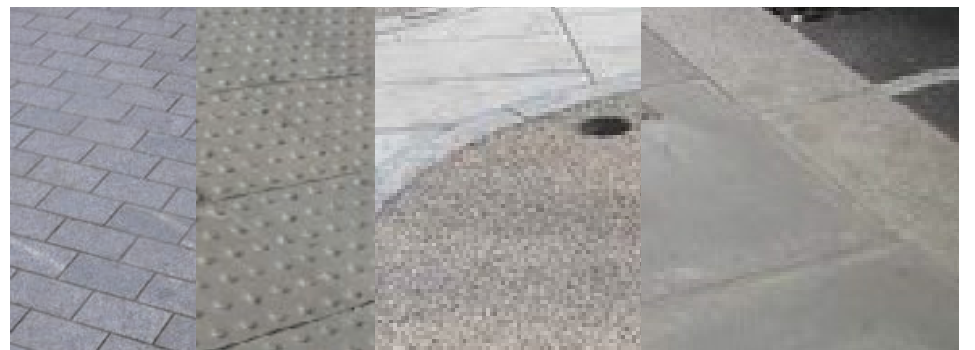
- iv. All streets and public realm will be accessible and inclusive to all, designed in accordance with relevant and current best practice guidance. The surfacing of the public realm should comply with the following:
 - Surface materials should be affordable and cost effective
 - Surface materials to be easily replaceable should they be damaged or need to be lifted for maintenance or utility purposes
 - Surface materials must be hard wearing, and easy to clean and maintain
 - All surfaces to be smooth and even, especially for those with reduced mobility, with firm and slip-resistant finishes
 - Evaluation of predicted site usage to inform the selection of materials and construction techniques, e.g. Identification of vehicle loading requirements to inform paving construction depths
 - Dropped kerbs or raised pedestrian tables at key crossing points
 - Clear delineation between roads and footways

Connecting Green Routes

- v. The Green Spine is the main desire line through the site, linking south to north as an attractive leisure route, integrating walking routes between public green spaces, and cycling routes along the adjacent Avenue. Other Connecting Green Routes follow primarily east/west routes between the Avenue and the Boundary streets.
- vi. The overall approach aims to integrate the green strategy of Open Spaces and Green Routes with the clarity and legibility of the street hierarchy, with generous crossings and ample pavement space. This is achieved by:
 - Retaining mature trees in clusters, allowing informality within the rhythm of the tree-lined street and a focus for activity. and play
 - Planting semi-mature trees to have instant impact.
 - Encouraging the planting of treepits
 - Allowing increased opportunities for planting to gardens, privacy buffers, balconies and terraces as a backdrop to the street.
 - Integrating drainage with greenery.
 - Providing opportunities for vertical planting, particularly to gables and garden walls where there might be fewer openings.
 - Integrating planting with other pieces of street furniture.
 - Schemes that encourage and support residents to grow their own food.
 - Planting that changes with the seasons.



Brick is used widely throughout the architecture and semi-private areas in the existing estate. Judicious use of brick would help to define semi-public and private spaces (Roehampton University)



Granite sets for shared surfaces, grey blister paving, resin bound treepits, concrete pavers in public pathways and granite kerbs as edging create a normative palette to blend the estate into Colindale.



Planting and furniture cushions the pedestrian and the road, North Finchley



The pedestrian streetscape continues at crossings indicating priority over traffic.



The positioning of trees is not dictated by the architecture or street line so that it can remain autonomous.



Clusters of mature trees allow for natural order



Long benches wrapping around mature trees.

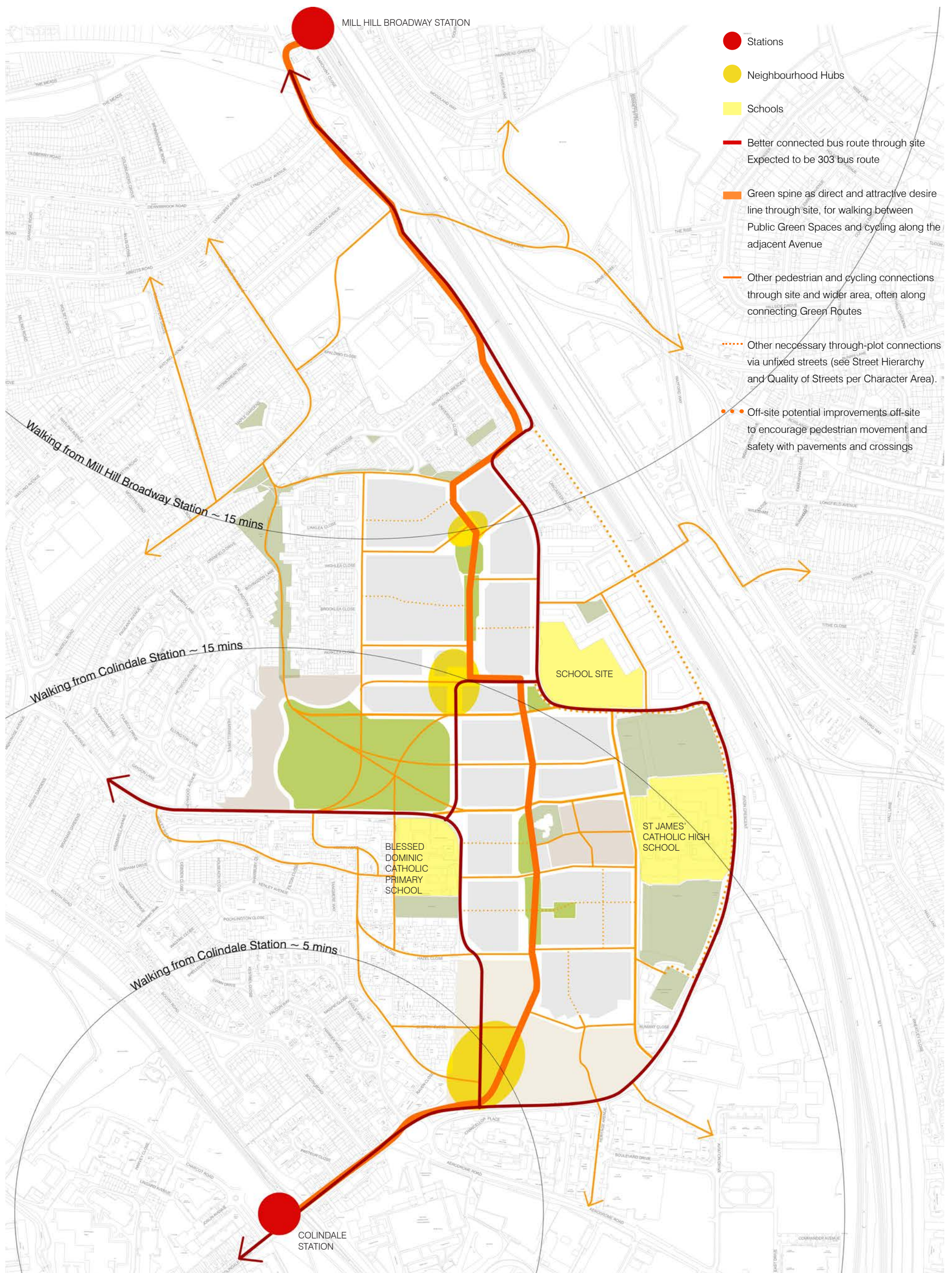


Figure 4.2 Site-wide Bus, Walking & Cycling Desire Lines

4.3 SITE-WIDE URBAN DESIGN STRATEGY

Green Spine Walk-Through

- i. The typical massing and architectural approaches are set out per plot with height and massing parameters in the Development Framework. Architectural character is defined in the Design Guidelines, with the aim to ensuring high quality, refined elevational treatments with minimal, robust material palettes. As accents from this 'background', important feature buildings have been picked out, as Key Frontages and Prominent Corners, focused around the enhanced green assets.
- ii. Key Frontages frame the Green Spine and the Neighbourhood Park, encouraging a more animated facade approach to overlook the spaces and provide a lively, variegated backdrop.
- iii. At strategic points, Prominent Corners create legibility and identity throughout the large site, as way-finding features and landmarks within the three Character Areas. These are set out on street corners to enhance long view lines and routes through the scheme, encouraging variety, contrast and the option of additional height with their architectural treatment.
- iv. The images on the opposite page present an indication of these 'foreground' elements with their relationship to the Green Spine and the Bus Route, leading towards the Central Hub, then the journey north towards the Northern Hub.

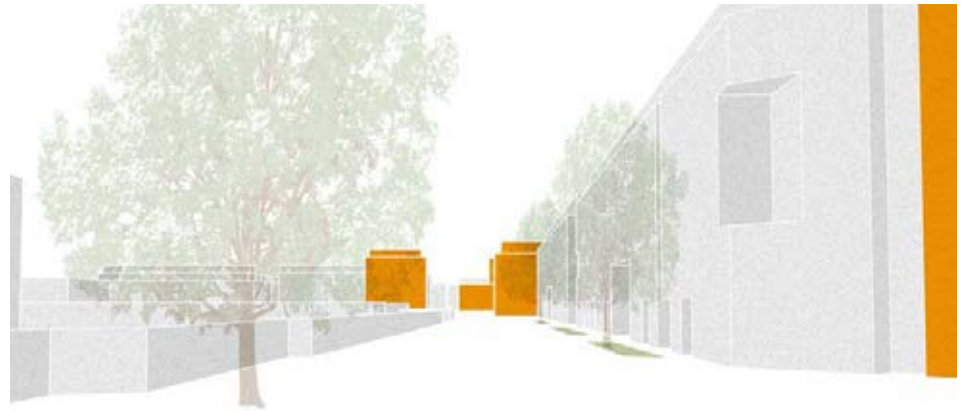


- Neighbourhood Hubs
- Schools
- Green spine as direct and attractive walking and cycling desire line through site
- Prominent Corners
- Key Frontages

Figure 4.3 Route via Prominent Corners on the Green Spine



View A - Routes from the new Stage A Southern Hub lead towards Lanacre Avenue via the Bus Route, or the Green Spine as part of the wider green network for pedestrians and cyclists.



View B1 - The Bus Route passes along the western of the site, with new mansion blocks fronting onto the school route, leading towards the Neighbourhood Park and High Street beyond.



View C1 - Mature trees are located on the junction into the scheme, leading north beside the Neighbourhood Park towards the Central Hub, with feature buildings signifying key moments.



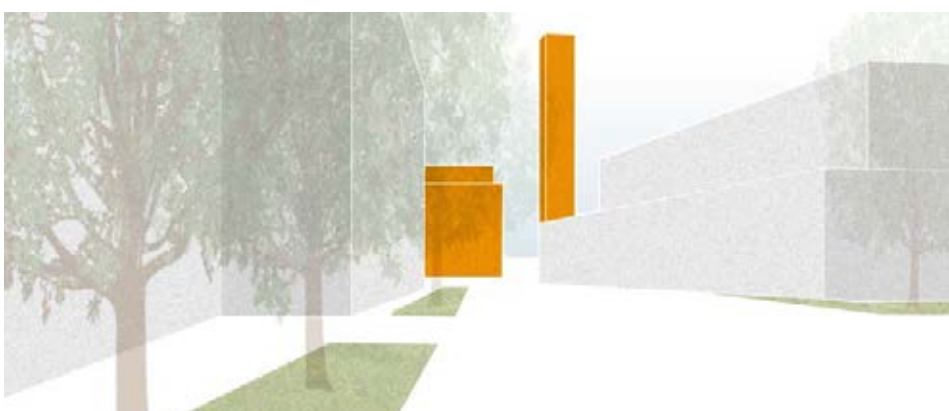
View D1 - Arrival at the High Street adjacent to the Neighbourhood Park is signified with a cluster of Prominent Corners, and leading views through to St Augustines' site and the northern Green Spine.



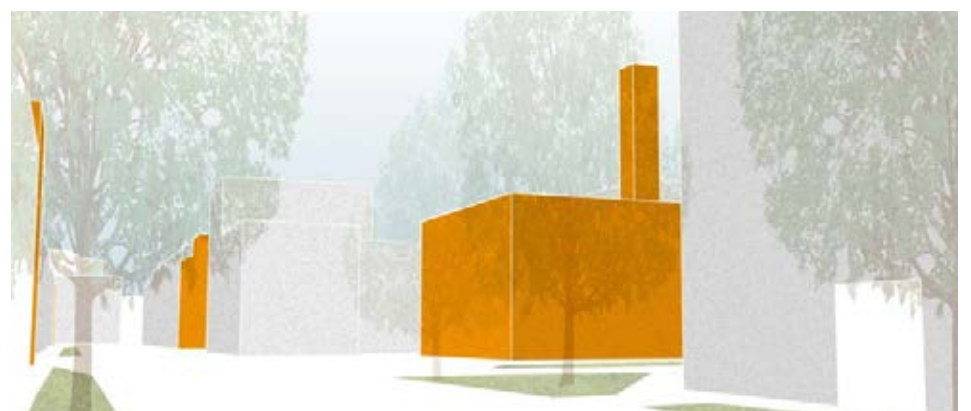
View B2 - The Southern Woodland Walk is fronted onto by a number of Prominent Corners as gables and high points, moving northwards between the mature trees.



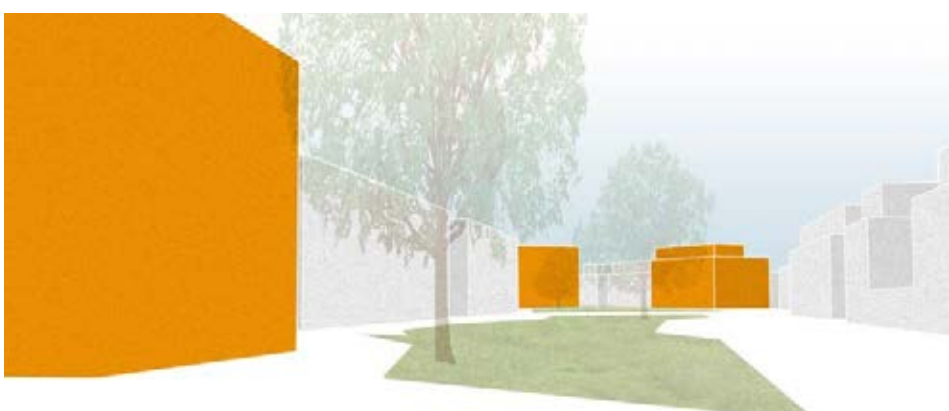
View C2 - The top of the Southern Woodland Walk is terminated with a Prominent Corner opposite the existing Catholic Church, with other high points visible in the distance.



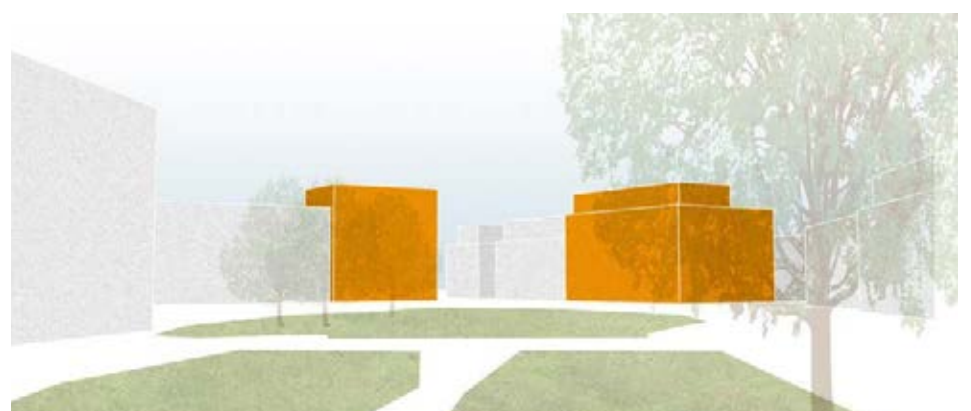
View D2 - A new chimney marks the redevelopment of the Energy Centre to include Community Uses (see Section 4.9) adjacent to the Avenue and Corner Mead Landscape.



View E2 - Turning the corner onto the bus route, the planted Green Spine leads towards the Central Hub, with the redevelopment of St Augustine's Church and the high point landmark of a spire



View F - Reorientating northwards on the Green Spine alongside St Augustine's Church, the Northern Woodland Walk leads to the Village Green beyond



View G - The Village Green is a destination, with various Prominent Corners framing the space and the Local Hub in the north, with the route extending through to existing neighbourhoods beyond.

4.4 SITE-WIDE HOUSING PRINCIPLES

Housing Design Principles

i. Where we live matters and we believe that good design can help foster social cohesion, reduce crime and improve health and wellbeing. The aim is to focus on how to reduce social exclusion and deal with issues of privacy and security through good design. We can do this by combining the following principles to help deliver a secure environment:

- Creating well defined streets lined by the fronts of houses and apartments with regular front doors and habitable rooms overlooking the street.
- Avoiding the current scenario of backs of buildings fronting onto public realm where possible.
- Creating continuous frontages with buildings enclosing private amenity space.
- Having houses and flats enclosing private secure residents gardens giving a hierarchy to open space.
- Ensuring that roads are designed to be family friendly and prioritise pedestrians and cyclists through the neighbourhood.
- Designing flexible and adaptable family housing which is future-proofed.
- Provide good quality housing that is durable, sustainable and flexible for the future and longevity of Grahame Park
- Achieve current space standards no matter the tenure mix
- Aspire to good design, build quality and energy performance, reducing fuel poverty and creating adaptable homes for individuals and families of varying sizes and needs.

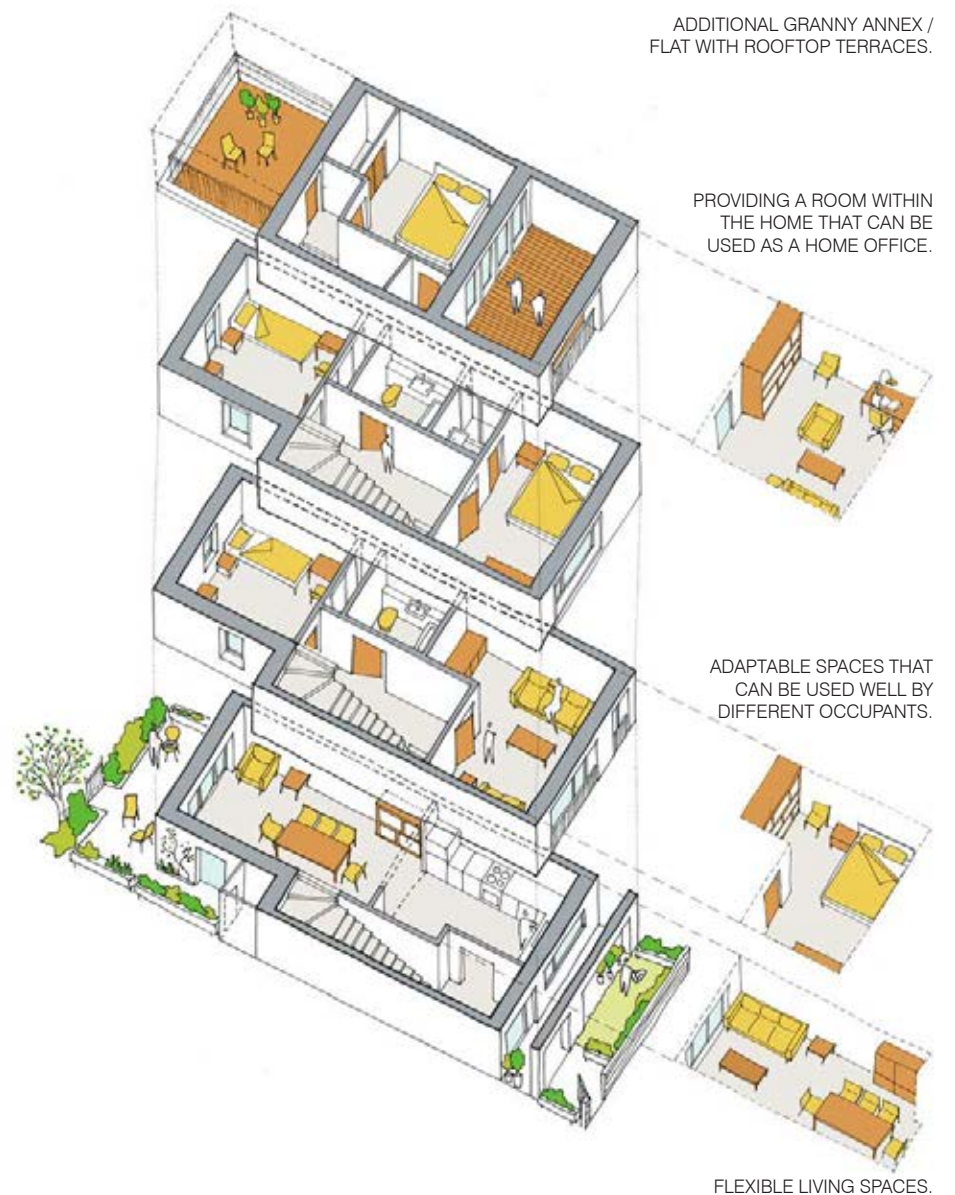


Figure 4.4
Providing flexible family homes of varying size and tenure

Direct Views onto the Street

ii. Creating a secure and well defined street edge that promotes social cohesion and reduces crime.



Secure entrances and active streetscapes

Safe Play Spaces

iii. Having shared public spaces with areas to play whilst allowing supervision from overlooking apartments.



Safe, overlooked play spaces

Light and Ventilation

iv. Ensuring that all accommodation is flexible, light filled and well ventilated, with access to open space.



A view from the kitchen

Access to External Space

v. Incorporate private external amenity space such as balconies or rear gardens as well as some shared gardens and positive street outlook, views and daylighting.



Good sized balconies

A Sensitive Approach to Phasing and Infill

vi. Where infill development is to be proposed careful consideration should be given to how proposals tie in with the surrounding new comprehensive development as well surrounding existing buildings. Notwithstanding the design approach within this document which defines the character of each neighbourhoods, any infill proposals will need to consider the following as key principles:

- All development should be considerate in regards to scale, height, massing, materiality and composition of adjacent buildings particularly for proposals that abut existing properties. For reference, some examples of house types that exist within the estate are presented below.
- The layout of existing homes is based on a Radburn layout which often results in inconsistent block arrangements and ambiguity of the public realm. Proposals should improve existing layouts and aim to introduce a consistency with block arrangements that clearly define street frontages and entrances to homes, and in turn create secure rear private gardens that do not front onto the public realm. Please refer also to the 'Quality of Architecture' section for each Character Area.
- Clearly define boundaries and edges around public green space, pathways, defensible areas and play areas with appropriate treatment that is defined in this Design Guidelines section. See also the 'Quality of Open Space, Public Realm and Play' sections for each Character Area.
- Streets that are retained or newly proposed should be clearly defined as per the details in the 'Quality of Streets' Character Area sections, and lit well as per detail specified in this Design Guide. Public realm treatment if not newly proposed should be upgraded in accordance with the materials and design of each Character Area.



Grahame Park Phase 1B, meeting new development with old..



Grahame Park Phase 1B, new infill development defining southern edge of site..

Compact Mews Houses

vii. Small scale terraced houses, with simple prevalence of one material up to 1.5 storeys, with quirky roof protrusions and bays. These units have minimal if no privacy buffer to what is commonly an uneven brick paved, badly lit and unplanted public realm.



Compact dwellings with interesting rooflights

Three Storey Town Houses

viii. Taller family units incorporate elements such as protruding bays, winter gardens and balconies to maximise views and amenity space, often on the rear of the properties.



Existing 3 storey townhouse type on site, with 'winter garden' at the rear.

Mid-height Apartment Blocks

ix. Inward looking flat blocks with balconies, commonly located around a shared but ill-used area of green space. In most cases, connections between the units and the green space is poor or non-existent, and separated from the public realm by railings.



Existing balconies facing the green concourse have been personalised with colour

4.5 SITE-WIDE SUSTAINABILITY & ENVIRONMENTAL AIMS

Environmental Principles - One Planet Living

- i. The following section sets out the critical aspects of the sustainability and environmental strategy that deliver clear, intuitive and achievable principles for a healthy and sustainable environment across the estate.
- ii. The over-arching approach is based on the One Planet Living structure developed by Bioregional during their involvement with Bedzed eco-village in South London as a way to structure Ecological and Carbon Footprinting.
- iii. The following principles outline the sustainability and environmental aims for the Grahame Park area:

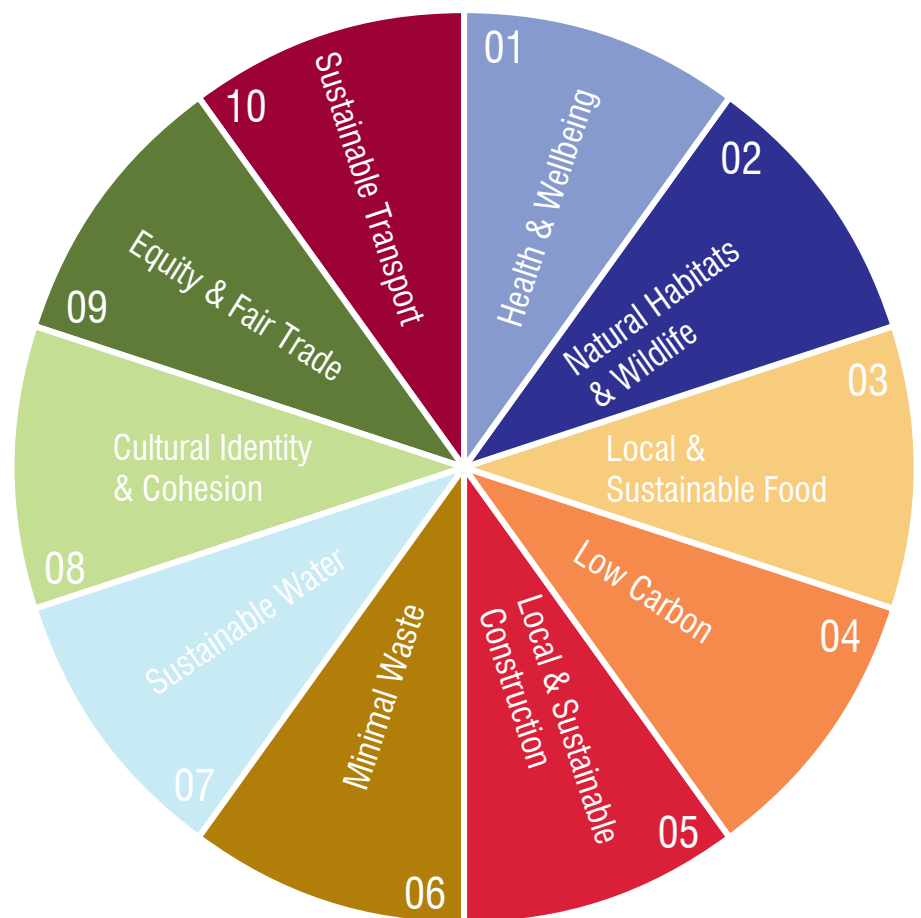


Figure 4.3 - The 10 Principles of Sustainability

01. Health and Wellbeing

- iv. Promote healthy lifestyles, opportunities for exercise and leisure and encourage community engagement
- Park City – Each block to contain an element of formal or informal green play space.
 - Biophilia - Green space and trees should be clearly visible from every dwelling.
 - Daylighting – Good levels of interior daylight to be targeted, and BRE guidance to be exceeded where possible.

02. Natural Habitats and Wildlife

- v. Support biodiversity of native planting and the nurturing of birds, mammals and insects.
- Green corridor – Parks, open spaces and hedging to link together through the site to form a green corridor.
 - Diverse habitats – Provide diversity in landscape treatments and a variety of green and brown roofs, as well as wildlife boxes.
 - Ecology – A site wide ecology report to be produced for the Grahame Park area and recommendations followed in the individual developments.

03. Local and Sustainable Food

- vi. Identify opportunities for local organic food production and Slow Food lifestyles.
- Growing - Food growing planters to be included within the proposals where possible based on the needs of the residents.
 - Meanwhile uses – Where sites are to be left empty for a period of years, these should be used as food growing area where possible.

04. Low Carbon

- vii. Reduce energy demands and generate on-site power from low-carbon and renewable sources.
- Passive Solar Design – buildings to be situated to maximise solar gain in winter without causing overheating.
 - Materials – Carbon negative materials or low embodied energy materials to be used wherever possible.
 - Carbon Reduction – Achieve a carbon reduction in line with the London Plan Passive Solar Design.

05. Local and Sustainable Construction

viii. Develop 'long-life, loose fit' buildings with low embodied energy materials and high performance.

- Fabric First – Prioritise saving energy through well insulated, robust buildings that will perform as designed, with a maximum heating demand of 43kWh/m²/yr (equivalent to Level 4, Code for Sustainable Homes) for any homes within the scheme
- Embodied energy – The external envelope should achieve a Green Guide rating of A+.

09. Equity and Fair Trade

xii. Provide the right conditions for business, committed to fair trade and inclusivity, both big and small, to thrive and prosper.

- The scheme should include homes which have designated rooms within the home as home offices.

06. Minimal Waste

ix. Minimise the production and transportation of waste and encourage recycling and composting.

- Site Waste – Site Waste Management Plan to be implemented, in order to Monitor, reduce, sort and divert from landfill site construction and demolition waste, such that 85% of non-hazardous waste is diverted from landfill
- Site Activities - Commitment to monitor, report and set targets for CO₂ production and energy use arising from site activities
- Consideration – The site to be registered with the considerate contractors scheme, and will score a minimum score of 35, scoring at least 7 in each section.

10. Sustainable Transport

xiii. Promote access for all with well connected places and the provision for alternative forms of transport

- Pedestrian Routes - promote clear pedestrian routes that are easy to navigate and reduce the necessity of vehicle transport.
- Cycle Routes - integration on all streets with cycle parking at Public Open Spaces and Neighbourhood Hubs.
- Bus Routes - Expected to be the 303 bus, providing a connection through the site along primary routes via the Central Neighbourhood Hub
- Provision for Car Club bays should opportunities arise.

07. Sustainable Water

x. Reduce water demand and promote the sustainable management and reuse of water.

- Water Consumption – Achieve an internal water consumption of no greater than 105 litres per person per day
- Sustainable Urban Drainage systems and permeable landscape treatments to act as soakaways for surface water
- Runoff – post development volume of runoff calculations include an allowance for climate change in accordance with current best practice (PS25, 2006)

08. Cultural Identity and Cohesion

xi. Preserve and enhance buildings of cultural value and recognise and maximise the cultural diversity of the place and it's people.

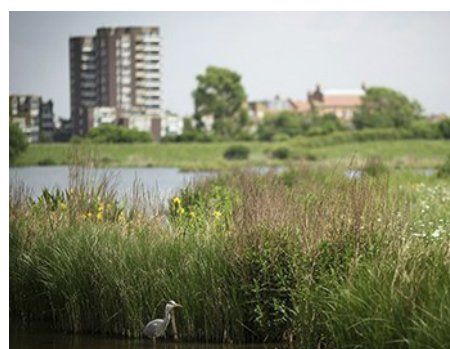
- Make links to cultural or social buildings nearby the site



'National Park City' Battersea Park Pond, M.Sobreira / Alamy



Agar Grove, UK's Largest Passivhaus Scheme, Camden, Mæ



Supporting biodiversity. London Wetland Centre, Dan Kitwood / Getty Images



Sustainable transport through well connected places. Copenhagen, Denmark

4.6 SOUTHERN CHARACTER AREA

4.6.1 QUALITY OF OPEN SPACE, PUBLIC REALM & PLAY

This section describes the qualitative elements of the Southern Character Area regarding public green space and the public realm. The Open Space Strategy commences with the retention and amplification of all existing landscapes of value. The north-south Green Spine is a case in point.

The Woodland Walk is the central green space in the Southern Area, connecting the new southern hub, a short walk from Colindale station, to the central Community Hub and Northern Area. The area is also supported by the Wooded Park and new Pocket Park, providing local play around existing tree clusters.



Figure 4.6.1 - Combined Parameter Plan for Character Area Open Spaces, Play and Tree Strategy

Key (Refer to Sections 3.3 and 3.4 of the Development Framework)

- FIXED Open Spaces - Enhanced existing green assets
- UNFIXED Open Spaces - New pocket parks
- S Open Space reference
- Green Spine - North-South continuous green route
- Connecting Green Routes - East-West links
- Indicative locations for play
- Existing trees on Fixed Open Spaces & the Green Spine
- Existing trees On-Plot & On-Street
- Rear gardens - predominantly podiums & rear courts.
- Rear gardens - mix of podiums, rear courts & rear gardens.
- Rear gardens - predominantly private rear gardens.



Collage of the Woodland Walk demonstrating principles that enhance the existing character

S1. Southern Woodland Walk (Fixed Open Space and Green Spine)

The spacious Woodland Walk with its undulated landscape and mature trees should enhance the existing green asset, with improved connectivity, permeability, amenity value and visual relation to the neighbouring streets. The entire area will feel more open and public, with the Avenue weaving alongside and other local streets connecting through, allowing views through and more sunlight to brighten the space. With the inclusion of playful and playable interventions and visible links to local amenities, churches and schools, this stretch will be a valued dynamic green public space, well used with a natural sense of control and safety.

The illustration above presents some of the main space-shaping features:

- A. Retention of mature healthy trees as the focus for an English semi-mature woodland and the backdrop for outdoor activities and as the setting for the homes facing onto the woodland walk.
- B. Provision of opportunities for play, relaxation and wildlife by enhancing what already exists along the route and integration of incidental play features
- C. Planting to increase biodiversity in response to ecology survey. Planting support the creation and sustenance of an ecological corridor by including areas for wildlife enhancement.
- D. An uninterrupted pathway that will continue along the Green Spine, linking northwards to the Central and Northern Character Areas.
- E. The adoption of the Site-wide Streetscape Guidance (to be developed and established during the first phase).
- F. Front doors and entrance halls should face and animate the Woodland Walk with the opportunity to include front gardens and planting buffers to Prominent Frontages and gables.
- G. Minimise low shrubs, as they can enhance a sense of seclusion and could obscure frontages. Wildflower planting is preferable to retain openness and prominence of mature trees.



Existing church and open space



Existing route, Grahame Park
Enhancing existing green assets

SOUTHERN CHARACTER AREA

**S1. Southern Woodland Walk
(Fixed Open Space and Green Spine)**

This existing route will form the primary green character for the public realm and open spaces in the Southern Character Area. In enhancing this, it is enriched and intensified through the addition of play, planting, and furniture to allow for a generous route with multiple uses.



Existing route, Grahame Park
Enhancing existing green assets



Colebrooke Row, Angel



Use of natural play areas including boulders, fallen trees and logs, and planting to hide in.
New River Walk, Astley's Row, Islington

S2. Wooded Park (Fixed Open Space)

The existing area of green with mature trees is adjacent to the Southern Woodland Walk and as such should be seen as a widening of this route. The cluster of mature trees should form a background to play, with elements such as swings and climbing structures set within the trees, natural elements such as fallen logs and boulders provide enriched opportunities for seating, planting, wildlife habitats as well as play, allowing several activities and user groups to overlap within a safe, overlooked, local green space.



Small, existing, shared green spaces with mature trees to be used for play.



Play spaces formed within existing mature trees and planting



Closely overlooked by adjacent dwellings, with new landscaping as part of a defined green space.
Schiller Park Settlement, Berlin

S3. Pocket Park (Unfixed Open Space)

The pocket park located within the Southern Area should reflect the principles of the Woodland Walk to be read as an extension to this. Where located, mature trees should be retained, or semi-mature trees should be installed for immediate impact to support natural play.

The park will be in close proximity to the RAF Museum and should reflect the site as a place of innovation, adding a much desired sense of place and identity within the residential area. This could also encourage an improved pedestrian connection and visual references to the museum.



Swings and play with a sense of flight and experimental play



RAF museum adjacent to the south of the estate, representing an important part of the history of the site as a place of innovation.



Tree forming a play space, Camden

Public Realm Details

General principles in relation to the Southern Character Area as a whole

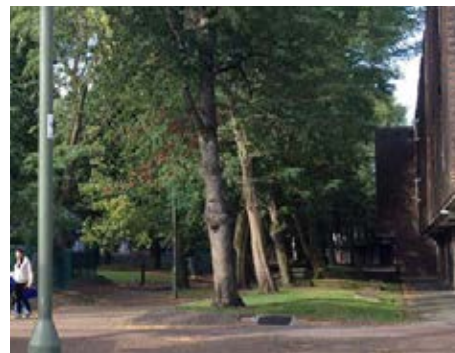
Play

Provision of opportunities for play should draw on and enhance the existing natural character of the woodland. The use of mature trees and planting as both backdrop and integrated elements for play. The history of the aerodrome should be reflected in the play experience, for example the “flight” of a swing, or opportunities for exploration and testing as a method of “innovation”.



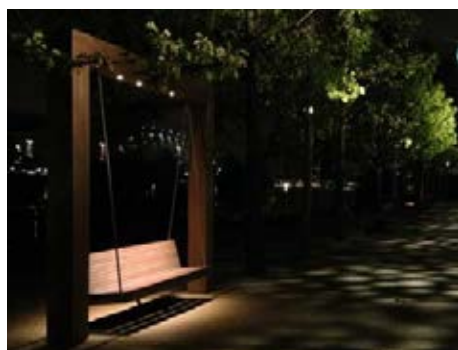
Planting

Existing mature trees as focus for an English semi-mature woodland, planting to increase biodiversity and provide opportunities for natural habitats. Planting should express the seasons as well as support existing and potential wildlife. Planting should be allowed to grow and be less maintained as opposed to formal manicured gardening.



Lighting

Lighting needs to support a safe and open environment with low level lighting along edges and paths. Building-mounted lighting should avoid windows. Up lighting can mark trees as features, respecting tree canopies, leave cover and create a distinct character and atmosphere. Simple, consistent integrated street lighting as part of public realm and street design should be detailed as part of individual planning applications.



Furniture

Furniture should respond to the woodland setting by acknowledging and working with the existing trees as longstanding features of the site. Furniture should be naturally integrated as an extension of the planting and woodland environment. Existing features could be relocated and integrated with logs and planting to create habitats for insects and wildlife encourage learning and play for young children, and provide seating as features within a wild natural landscape.



4.6.2 QUALITY OF STREETS

This section describes the qualitative elements of the southern character area regarding streets and their associated parameters. Set out as a series of Fixed streets, this area is driven primarily by the character of the Avenue as it weaves through the centre of the site alongside the Woodland Walk, which is linked by the Lanes to the periphery streets of Lanacre Avenue and Great Strand, and the wider street network.














Plots are then able to be divided by combinations of Unfixed Residential Streets (Type A and B), which allow for safe, pedestrian-priority shared surfaces that integrate parking and play for greater permeability and accessibility.

All road layouts are illustrative and are subject to traffic modelling, to be used to support future planning applications.



Figure 4.6.2 - Combined Parameter Plan for Character Area Street and Parking Strategy

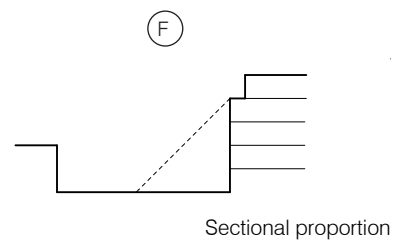
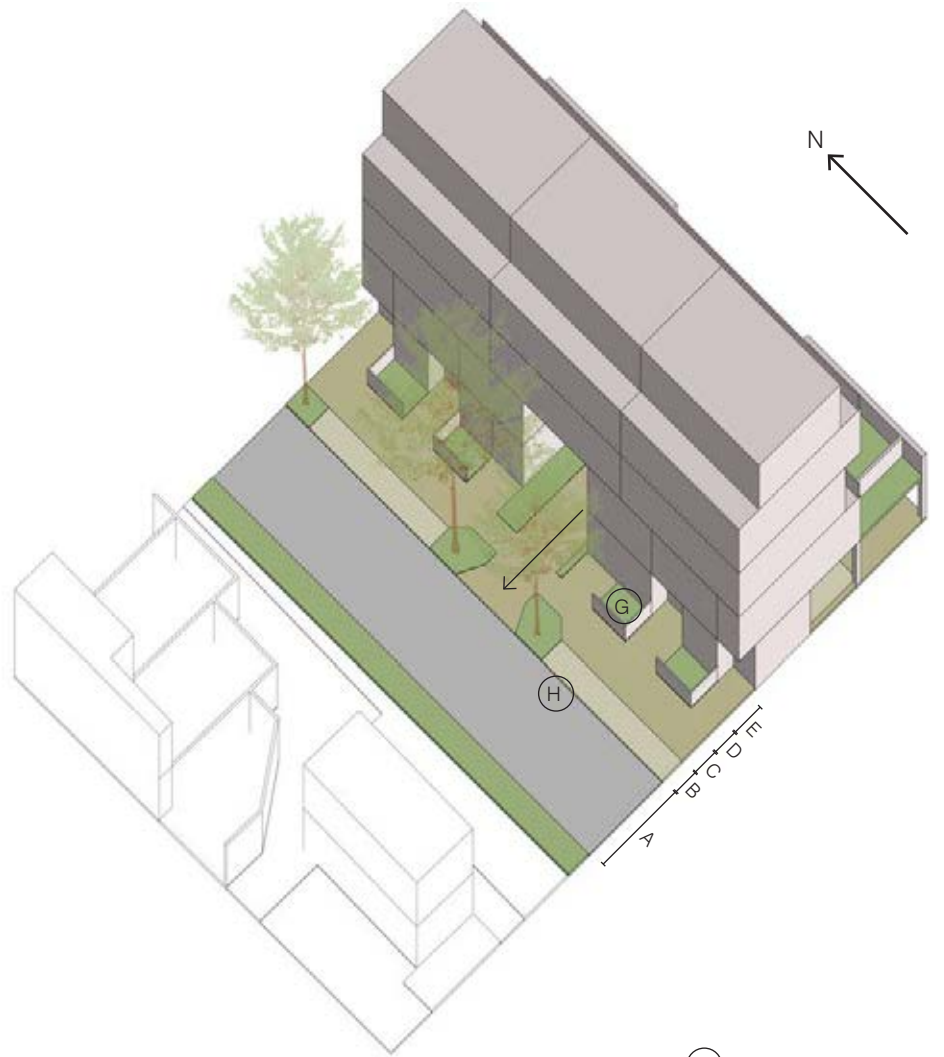
Key (Refer to Sections 3.5 & 3.6 of the Development Framework)

- | | | |
|--|---|--|
|  FIXED Primary Routes |  Parallel parking |  On-Plot parking condition - predominantly podiums & rear courts. |
|  FIXED Secondary Routes / Avenues |  Bay parking along Green Edges |  On-Plot parking condition - predominantly rear courts & private rear gardens. |
|  FIXED Tertiary Routes / The Lanes |  Bay parking along Boundaries |  On-Plot parking condition - Minimal On-Plot parking. Predominantly private rear gardens. |
|  FIXED Residential Streets Type A and B |  Parallel and/or perpendicular parking as per FIXED Residential Streets Type A and B | |
|  UNFIXED Residential Streets Type A and B |  Parallel and/or perpendicular parking as per UNFIXED Residential Streets Type A and B | |

Primary Routes / Boundaries and Bus Route

Lanacre Avenue is an established route on the boundary of the site, linking the new southern development to the wider area with good bus connections. The plots front onto the route with continuous linear development blocks sensitively set back with parallel parking and grassy planted verge to encourage pedestrian activity with the existing buildings and local streets. From within plots, residential streets can pass beneath building line, with one way pinchpoints to the primary route.

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two way with allowance for buses and cycling integration	7.3m width
B	Parking Parallel parking as laybys, with trees between spaces.	2.2m width
C	Planting New trees on planted areas between parking laybys	2m width
D	Pavement Between parking and front garden, width appropriate for adjacency to schools	3.1m width
E	Front Gardens Enclosed front gardens & integrated bin stores	2m width
F	Proportion At least 1:1.5 (frontage height : frontage separation) Top storey to be set back, additional to 'frontage height'	1:1.5
G	Refuse Refuse storage in front gardens, collected directly from street	
H	Road surfaces Mixed material palette for each use, road defined by kerbs Refer to Section 4.2 for approach to surface materials	

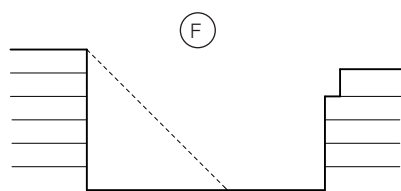


Bus route with tall formal frontage
Cambridge

Secondary Routes / Boundaries and the Avenue

Longitudinal streets orientated north/south with regular trees and parallel parking. The Avenue (section shown) weaves centrally through the site along the Green Spine with mature trees and slow speeds, adjacent to the Woodland Walk

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two-way route primarily north/south with integration of cyclists with slow-moving traffic	5.5m width
B	Parking Double sided parallel (B1), with some Green Edge bay parking, running along no more than half the green edge length (B2). Bay parking should integrate 1m buffers front and back to protect carriageways, green spaces and pavements	2.2m width 7m depth
C	Planting Trees located in line with parking and space allowed for retention of mature trees. Refer to section 4.5.1 for guidance on open space and planting.	
D	Pavement Between parking/planting strip and front gardens	2m width
E	Front Gardens Enclosed front gardens & integrated bin stores	2m width
F	Proportion Never less than 1:1.5 (frontage height : frontage separation)	1:1.5 ratio
G	Refuse Refuse storage in front gardens or next to parking entrances, collected directly from street	
H	Road surfaces Mixed material palette for each use, road defined by kerbs. Refer to Section 4.2 for approach to surface materials	

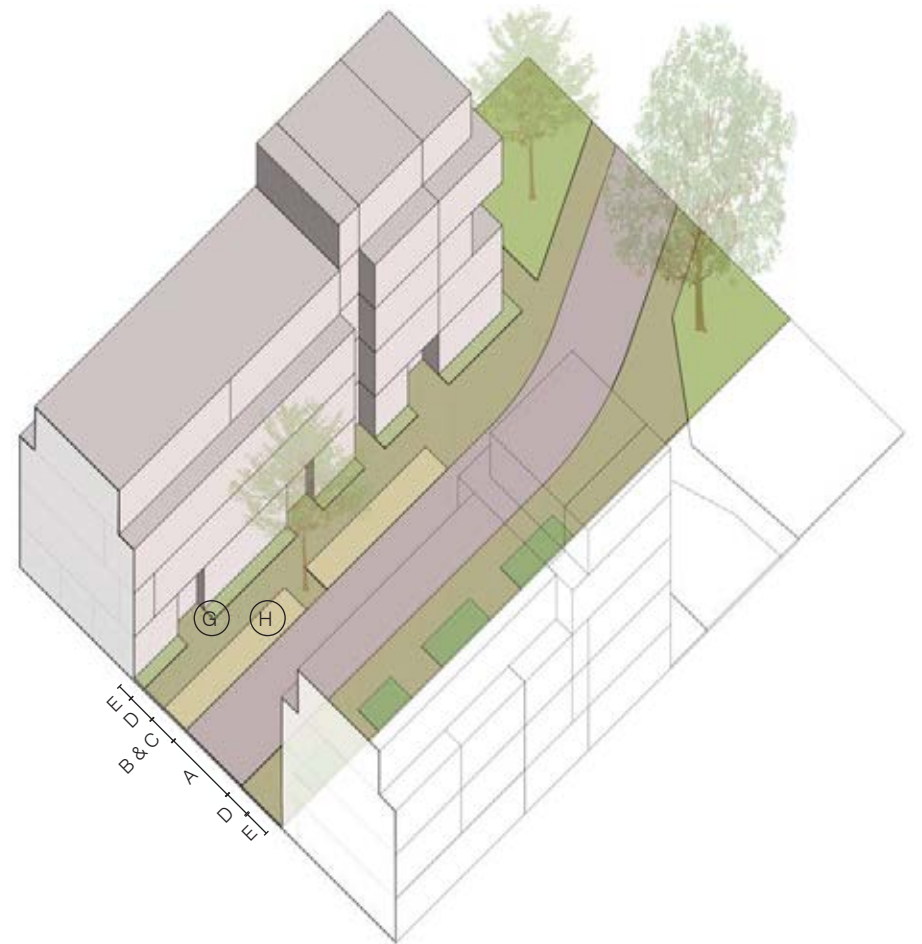


Formal tree lined route with parallel parking and tall repetitive frontages. Maida Vale, London

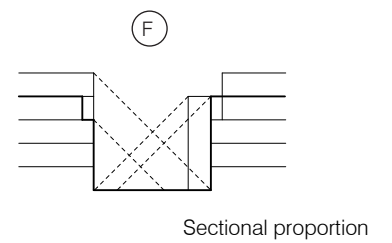
Tertiary Routes / the Lanes

Winding roads that span across the site east/west in response to site context and proposed conditions, providing better permeability and connectivity through the site by linking the boundary routes to the central avenue and green spine.

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Two way winding informal lanes, linking east/west	5.5m width
B	Parking	Parallel parking, either double sided or single sided	2.2m width
C	Planting	Clusters of new trees at parking & green spine, informally spaced. Where street is on a green spine refer also to section 4.5.1 for guidance on planting.	
D	Pavement	Adjacent to front gardens & linking to pedestrian/cycle green routes on spine	2m width
E	Front Gardens	Mix of informal planting buffers & front gardens	1 - 1.5m width
F	Proportion	Varying along route from approx 1:1.5 to (frontage height : frontage separation). Top storey to be set back, additional to 'frontage height'.	1:1.5 ratio
G	Refuse	Incorporated into entrances, to be collected directly from street	
H	Road surfaces	Mixed material palette for each use, road defined by kerbs. Refer to Section 4.2 for approach to surface materials.	



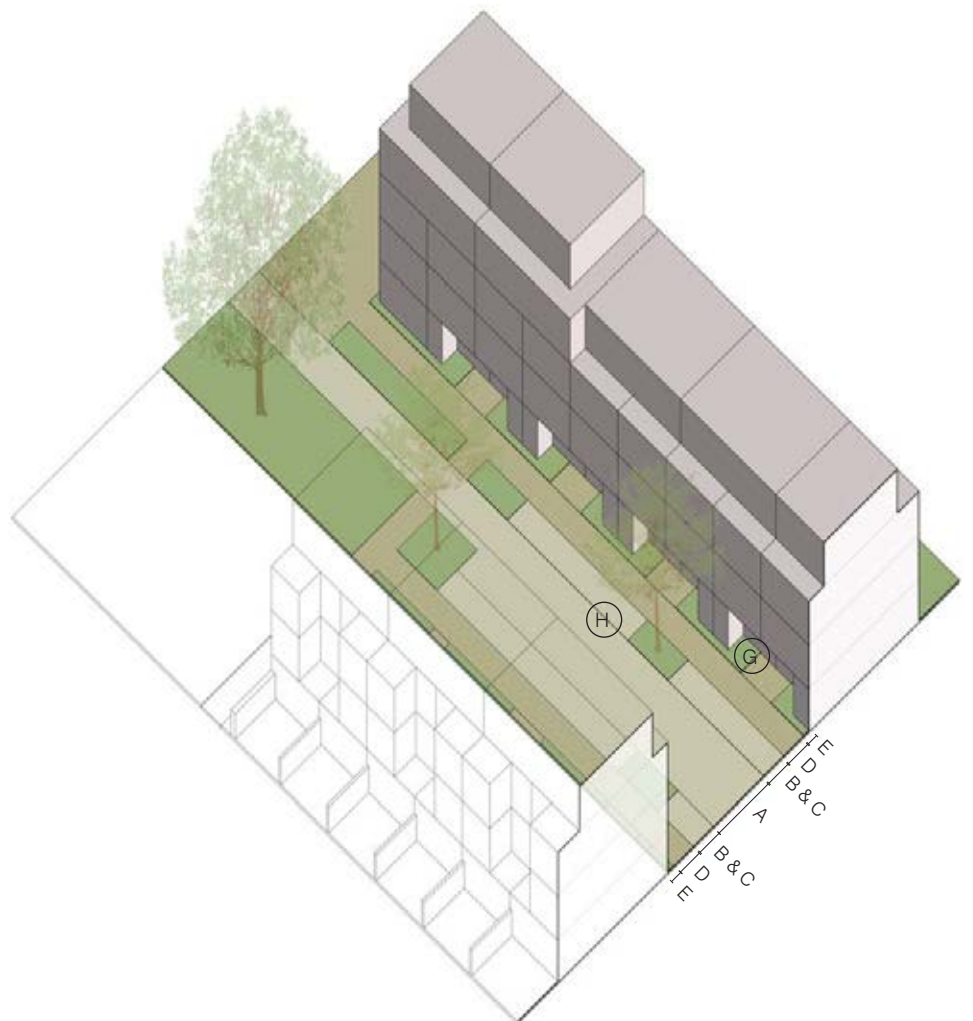
Informal lane with mature trees, varying heights and widths, and a mix of frontages
Burgh Street, London



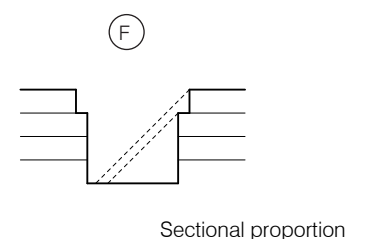
Residential Streets Type A

Local narrow streets fronted by long terraces, giving pedestrian priority with minimal level changes, integrated planting buffers & tree pits, and parallel parking

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Local route with slow moving traffic	4.5m width
B	Parking	Parallel parking double sided	2.2m width
C	Planting	At least 4 trees spaced within the street, between parking spaces. Where street is on a green spine refer also to section 4.5.1 for guidance on planting.	
D	Pavement	Between privacy buffer & parking	2m width
E	Front Gardens	Privacy buffer with low level planting	1 - 1.5m width
F	Proportion	Consistent at approx 1:1.5 (frontage height : frontage separation). Top storey can be set back, to be additional to 'frontage height'.	1:1.5 ratio
G	Refuse	Incorporated into entrances, to be collected directly from street	
H	Road surfaces	Limited material palette for each use, flush together with no kerbs. Refer to Section 4.2 for approach to surface materials.	



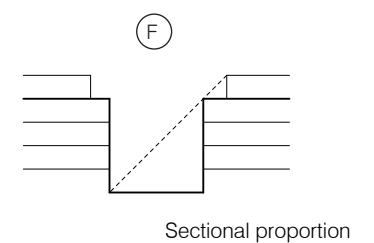
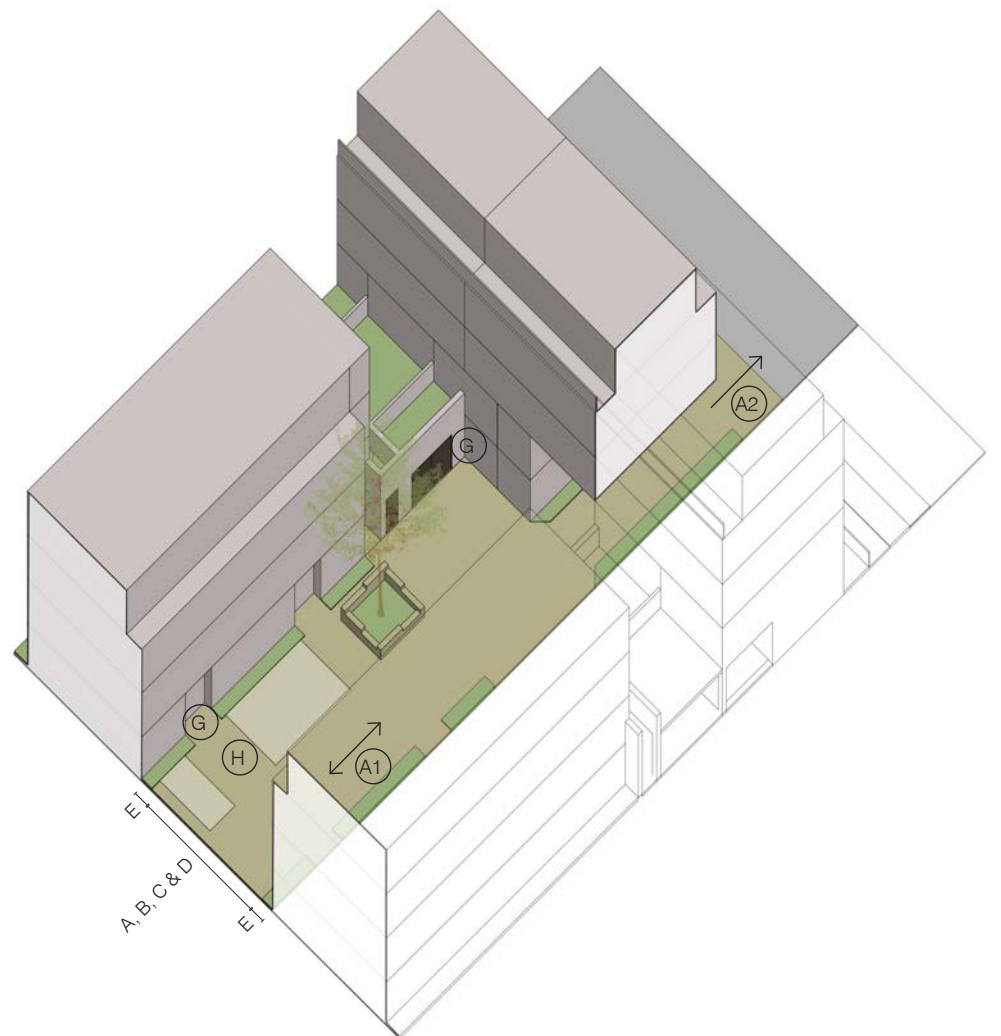
Informal winding lane with varying heights and a mix of gables, frontages and boundary walls.
Burgh Street, London



Residential Streets Type B

Located on key pedestrian routes and green connections, as an informal multi-use shared space, proportionally short and wide, and directly overlooked.

PARAMETER	DESCRIPTION	Minimum	
A	Carriageway	Wide, shared court for key pedestrian connections, with vehicular dual access focused at one end (A1), and one-way exit at the other, towards the periphery streets (A2).	12m width
B	Parking	Bay parking defined within space	
C	Planting	Provide defined area for at least 1 tree, planting, seating and small scale integrated play within shared space. Where street is on a green spine refer also to section 4.5.1 for guidance on planting.	
D	Pavement	Integrated to give priority to pedestrian activity & routes	
E	Front Gardens	Minimal privacy buffer defined by planting or surface change for plant pots, seating etc local to dwelling etc.	0.5 - 1m width
F	Proportion	Consistent at approx 1:1 (frontage height : frontage separation). Top storey can be set back, to be additional to 'frontage height'.	1:1 ratio
G	Refuse	Incorporated into dwelling entrances and parking entrances. Refuse vehicle to follow through-route in direction of access	
H	Road surfaces	Primarily one material for shared surface, no kerbs or other level change. Refer to Section 4.2 for approach to surface materials.	



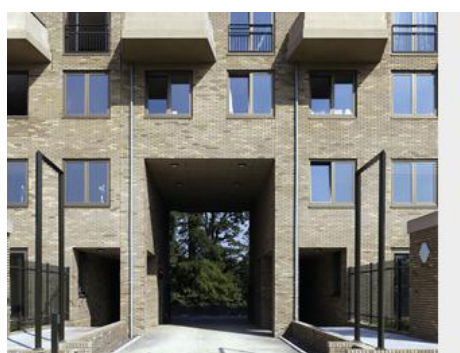
Integrated parking, planting and cycle pedestrian through routes in wide, overlooked shared space., Vauban, Freiburg

Public Realm Details

The treatment for more detailed street design elements, such as thresholds, shared surfaces or parking are set out below. The approaches set out here are considered appropriate and encouraged for this Character Area. All detailed designs for streets and public realm should refer to local and best practice guidance such as Manual for Streets, Manual for Streets 2 and TFL guidance, such as London Cycling Design Standards.

Ensuring permeability

Two storey, covered, level threshold from shared surface to primary route beneath continuous building line, enables pedestrian and cycle permeability, and potential for one way vehicle access towards primary route. Ensures visual connections through blocks from boundary streets to green spaces within.



Biq, Leidsche Rijn

Multi-use public realm

Multi-use shared spaces with planting and seating, allowing continuation of walking and cycling routes between green spine and boundary streets.



Wide shared active surface leading to green spine, Cambridge

Pinch point junctions

Narrowing junctions between residential streets and higher level streets to slow traffic and incorporate planting, seating and other street furniture.



Pinchpoint with access from minor road to more major road, with integrated trees. Leyton.

Green Edge Parking

Bay parking is appropriate in the Southern Area on Green Edges only, limited to half the length of green edge, to ensure the visual and accessible quality of the green space prevails with allowance for mature trees. This parking should be integrated with the green space on a rougher shared surface, not part of the road material.



Green edge parking, Queens Park, Bristol

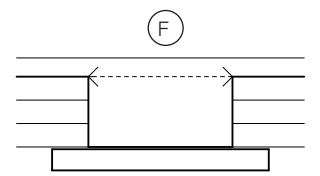
4.6.3 QUALITY OF REAR COURTS & GARDENS

This section describes the qualitative elements of the southern character area regarding rear courts and gardens, and their associated parameters. These rear spaces are key for off-street parking provision, refuse and bicycle storage and both private and communal amenity space.

Podium Parking and Shared Garden

Within a development block, the upper garden relates to the street on one side with parking beneath, the tallest frontage overlooking public space.

PARAMETER	DESCRIPTION	Minimum
A Location	Providing primary frontage to public open space, with access to parking and active shared garden on street side.	
B Parking	Bay parking located beneath podium and under units	
C Boundary	Continuous permeable boundary wall with planting	
D Amenity	Mix of hardscaping, planting, seating and small scale play on raised garden level, with protected lightwells down to parking. Ensure ability to access & overlook boundary wall to street.	
E Planting	Planting to protrude up to garden level and over to street edge	1 tree
F Privacy	21m between habitable room windows, unless design considerations allow.	21m
G Refuse	Refuse store located within podium adjacent to street boundary, accessed directly from street	



Sectional proportion

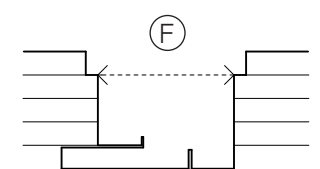
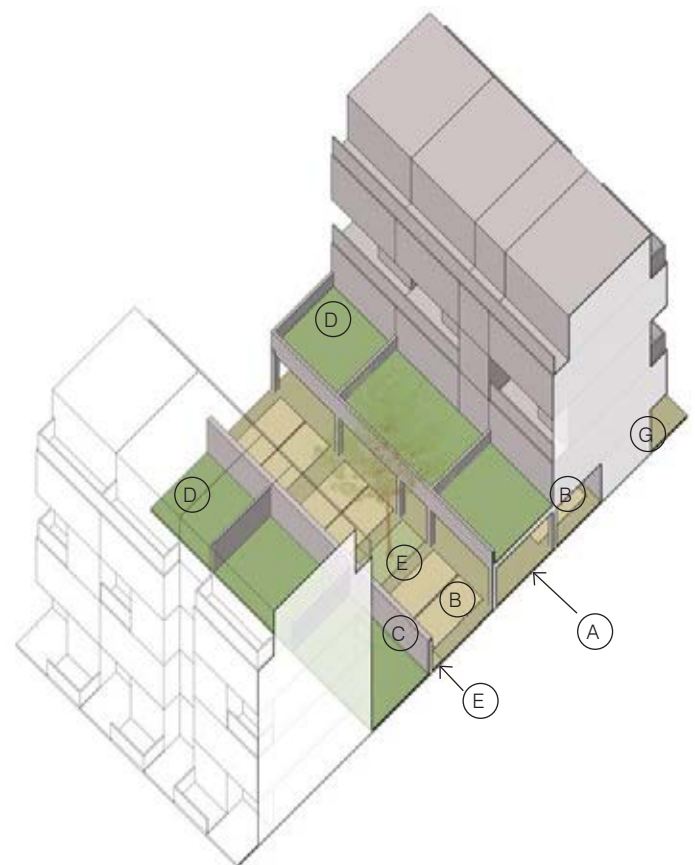


Raised gardens
Thames Barrier East Development

Rear Courts & Raised Private Gardens

Along the rear of building lines, particularly mansion block typologies, parking is provided in a rear court, partially covered by raised gardens

PARAMETER	DESCRIPTION	Minimum
A Location	Located along rear of continuous building lines, with access through the gable ends or breaks in the building line	
B Parking	Bay parking located beneath units and opposite against adjacent garden walls where depth allows	
C Boundary	Bound by continuous building line, rear garden wall to opposite units and end walls for access.	
D Amenity	Minimum length of gardens to ensure quality amenity space whilst ensuring enough daylight to parking court beneath	5m depth
E Planting	Ensure tree planting between bay parking in rear courts to protrude above raised garden level. At least 1 tree between every 6 spaces. Planting strip along line of rear wall for maximised greenery	1 tree 1m width
F Privacy	21m between habitable room windows, unless design considerations allow.	21m
G Refuse	Refuse store located at ends of courts adjacent to street boundary, accessed directly from street.	



Sectional proportion

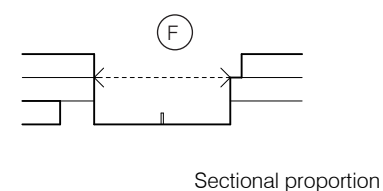
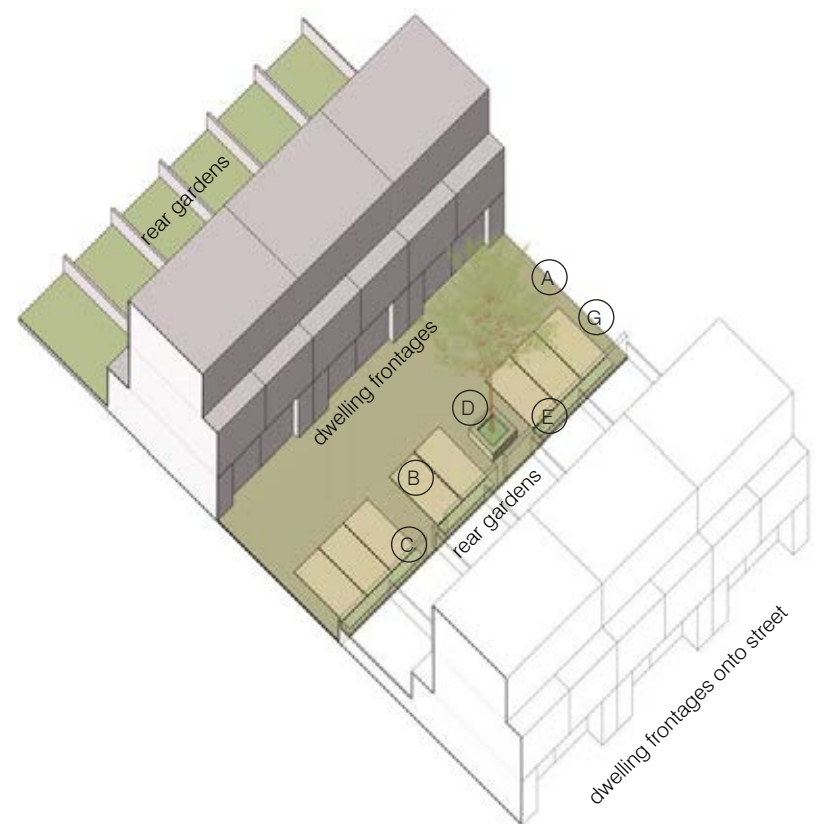


Raised garden decks above parking, with large voids and planting through. Chimney Pot Park.

Front to Back Shared Courts

Where it is not possible to match dwelling frontages, such as with Mixed Retention and Renewal plots, a sensitive arrangement can be given to create a shared court, overlooked directly by one set of dwellings, but accessed by dwellings on both sides where possible. This encourages a communal approach to the space, for parking, planting and play as a shared amenity.

PARAMETER	DESCRIPTION	Minimum
A Location	Adjacent to existing buildings, where not able to match fronts to fronts, sensitive design allows fronts to face backs across a shared court.	
B Parking	Bay parking located against opposite garden walls	
C Boundary	Continuous wall, not fence, preferably low in height, with adjacent planting strip. Residents gates could be located through from rear gardens where appropriate.	
D Amenity	Mix of hardscaping, planting, seating and small scale play	
E Planting	Ensure at least 1 tree as a focus to the space, plus 1m planting buffer adjacent to rear garden wall. Allow privacy buffer adjacent to dwellings minimum 1m for plants etc	1 tree 1m buffer
F Privacy Distances	21m between habitable room windows, unless design considerations allow.	21m
G Refuse	Refuse store located adjacent to court entrance, accessed directly from street	



Frontages facing private rear gardens, with permeable boundary treatments and planting
Britz Metropolitan, Berlin

Garden Details

Boundary Wall treatments

Ensure greenness visually carries over into public realm with hanging and climbing planting from raised gardens, permeable walls into car parking, open metal gates, and portals through shared garden walls to share greenery and planting with the public realm.



Grove Lane, Camberwell

Front gardens

Defined gardens should be clear with secure boundaries, sheltered entrances and opportunities for planting. Privacy buffers should incorporate planting and space for seating, pot plants etc, and inset entrances to ensure defensible space.



Defined gardens with secure boundaries.
Holly Street

Bin Storage

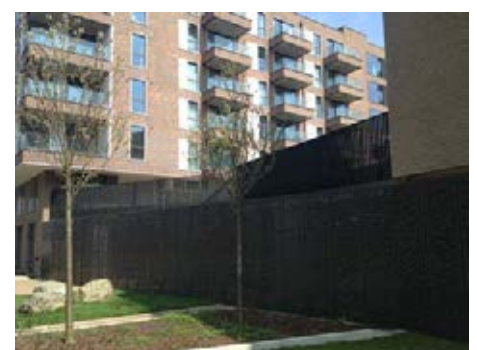
Integrated into all private enclosed front gardens, and into communal rear courts and podiums. Accessible entrances for ease of refuse collection, but subtly integrated into the facade / boundary treatments.



Semi-concealed bin store in private gardens
Hammond Court, Waltham Forrest

Bike Storage

Integrated into communal rear courts and podiums. As a preference to cycle storage in front gardens, where ground based rear gardens are provided, private cycle storage should be incorporated and access allowed for through the dwelling.



Podium parking concealed behind textured metalwork.
Thames Barrier East Development

4.6.4 QUALITY OF ARCHITECTURE

This section aims to set the architectural qualities for the southern neighbourhood. Typical heights will be 4-5 storeys, (refer to 3.7 Building Heights and Density) with opportunity to create higher continuous blocks fronting onto main public spaces and streets to a maximum of 6 storeys.

Key Frontages will have additional elevational freedoms, and Prominent Corners are encouraged to be contrasting in material approach as distant way-finding features and landmarks with additional height opportunities, conforming to parameters set out in Development Framework Section 3.6. Details of facade treatments are set out here.



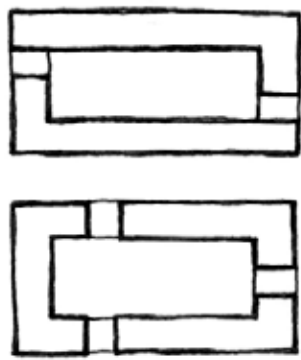
Figure 4.6.3 - Combined Parameter Plan for Character Area Heights, Density and Residential Typologies

Key (Refer to Sections 3.7 & 3.8 of the Development Framework)

- | | |
|---|---|
| General Block heights - Low (typically 3 storeys) | Predominantly Mansion Block typologies (stacked maisonettes with flats above) |
| General Block heights - Medium (typically 4 storeys) | Mixed typologies (maisonettes, flats and houses) |
| General Block heights - High (typically 4 to 5 storeys) | Predominantly Traditional Terraced typologies (terraced family houses) |
| Key Frontages locations | Locations for continuous plot frontage |
| Prominent Corners locations | |

Massing & Form

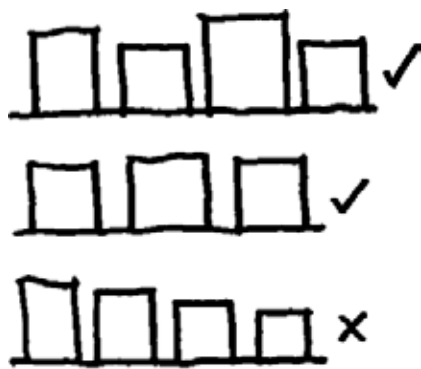
The block should have a form and mass that strongly defines its perimeter and edges. Higher densities in south will allow for longer block runs.



Typical mansion block typologies
Maida Vale, London

Relative Heights

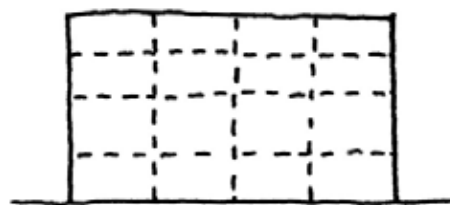
Heights of adjacent blocks should generally be consistent - not staircase form. Green frontage can be +1 storey maximum; corner frontages can be +2 storeys maximum.



Consistency in Heights.
East Village, London

Typologies

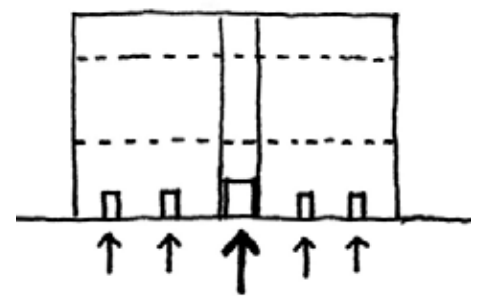
A mixture of flats and maisonettes that relate to the mansion block typology and allow for higher densities than the north and south character areas.



A mix of flats and maisonettes.
Hammond Court, Waltham Forest, London

Entrances

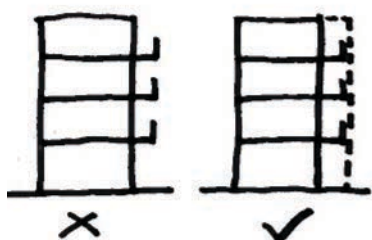
Generous and spacious entrances for communal lobbies. All ground floor dwellings to have private entrances accessed directly from the street.



Generous entrances.
Hammond Court, Waltham Forest, London

Deck access

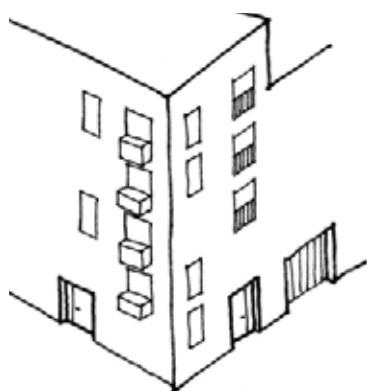
Deck access layouts if used require concealing behind a rear facade. A core should not serve more than 8 dwellings on each floor.



Concealed deck access.
Hammond Court, Waltham Forest, London

Corner Treatments

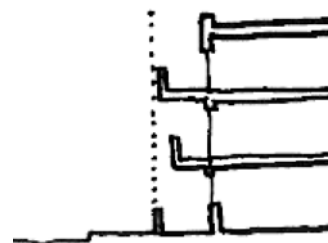
Corners need to use elements like entrances, balconies and fenestration to articulate corners and ensure overlooking and animation on both street facades.



Active corner conditions.
Accordia, Cambridge

Private Amenity Space

Balconies should never protrude beyond the dwelling's front garden or planting buffer line. Therefore the size of balcony is proportional to the defensible space at ground level, according to each street type.



Proportional protruding balconies.
Kidbrooke Village Phase 1, London

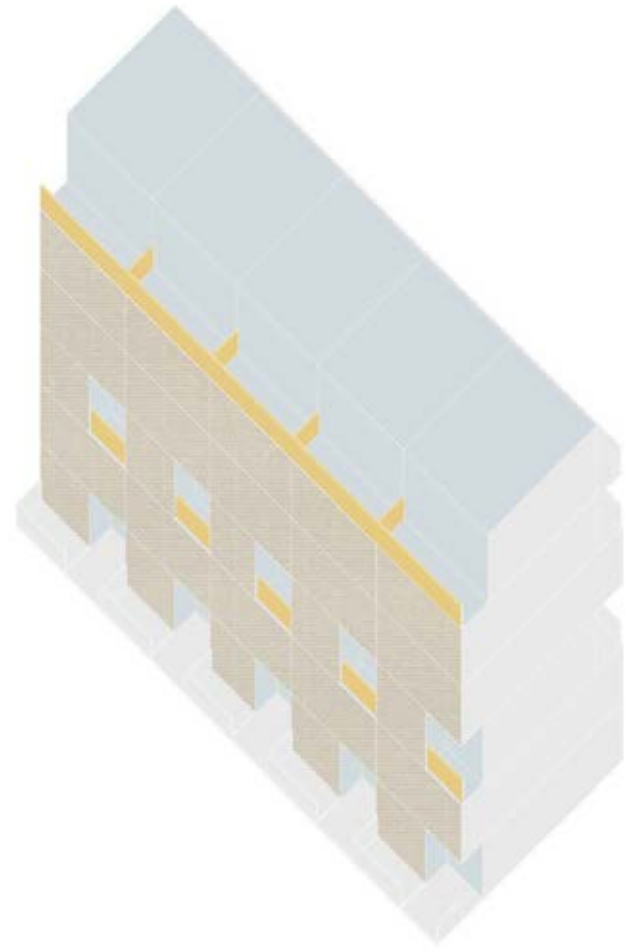
Typical Block Character

The general facade and block treatment to the southern area should be appropriate to the high density, height and the typology of mansion blocks as described in this section.

Described as 'background' or 'the everyday' buildings these form the majority of blocks, but are of no less quality or importance in creating the urban and architectural character of the neighbourhood. Blocks which lie opposite and adjacent to new and existing residential blocks to the south must respond to their massing and materials.

The typical approach to facade treatment should be considered as the following:

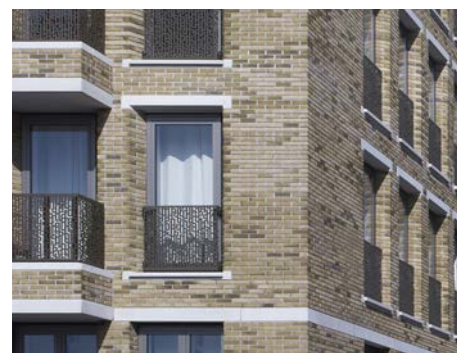
- Simple orthogonal building which defines the urban block
- High quality architecture expressed through order and simplicity
- Refinement within it's detailing
- Generous proportions to elevations and windows
- Single common material and limited palette
- Facade intrusions to articulate elevation
- Limited facade protrusions



Order and simplicity in facade treatments. Finsbury Park



Singular materiality and simple block form. Grosvenor Waterside



Limited protrusions and a simple material palette. Lommerrijk Residential Block, Amsterdam

Key

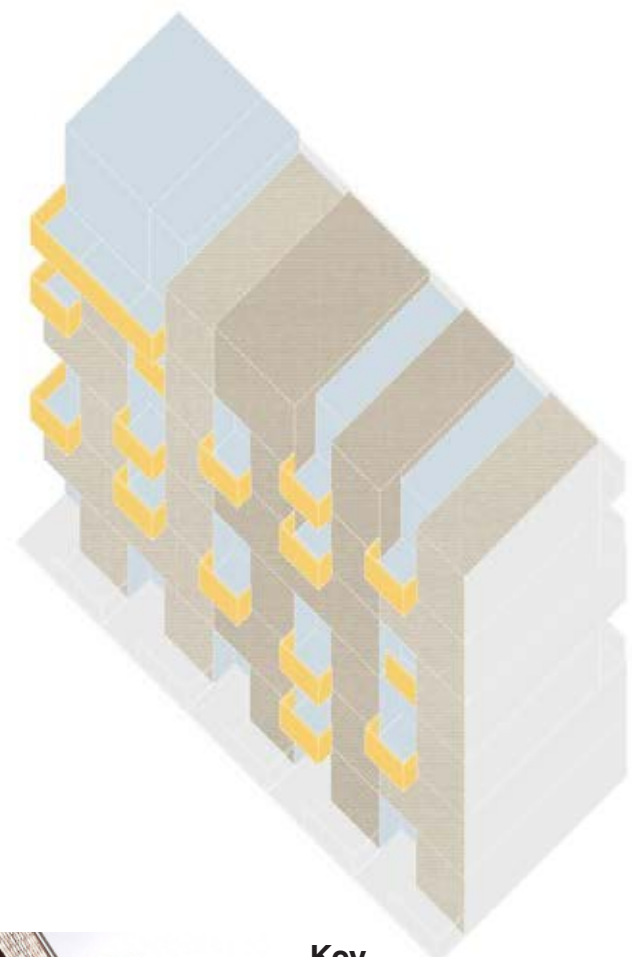
- Singular materiality
- Facade articulation (intrusions, relief, insets).
- Features (protrusions, balconies, bays)

Key Frontage Character

These blocks are identified as those that address the Woodland Walk and therefore can allow for a distinctive facade treatment where necessary.

However, the architecture should also adopt the underlying principles of the typical block character as above, ie. orthogonal massing, generous proportions and high quality expressed through refined detailing.

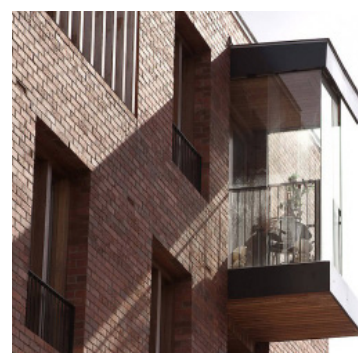
- Facade treatment that relates to public green space.
- Scope for further articulation of roof line and elevation line.
- Storey height to extend no more than 1 storey above general height of area.
- Scope for expression of balconies.
- Maximum of 2 common materials of similar weighting to facade



Expression of balconies and articulation of rooflines. Kilburn, London



Overlooking the main green space with pronounced gables and frontage. Kidbrooke Village Phase 1.



Articulation of the elevational line. Timberyard, Dublin

Key

- Max. 2 materials as common elements
- Facade and roof articulation
- Facade / balcony extrusions

Prominent Corner Character

These are corner elements that identify key nodes and markers in way-finding and orientation around the site.

These elements have scope to contrast to the typical character of blocks and can be achieved through several different approaches:

- Allow for material of contrasting colour or mineral material.
- Height to a maximum of 2 storeys above the general height of the block within the parameter restriction of a maximum of a length of 2x the depth of the block (refer to 3.6 Building Heights and Density).
- Articulation of building elements such as fenestration, solid and void, balconies or ground floor treatment.
- Openings to respond to specific vistas or how the building turns the corner.
- Break from order of typical elevational order of the typical block.



Articulation of elements on corner block. Tokyo, Japan,






Break from typical block character. Accordia, Cambridge



Elevation to respond to views and way-finding. Schiller Park

Key

-  Contrasting singular materiality
-  Facade articulation (intrusions, relief, insets).
-  Features (protrusions, balconies, bays)

Typical Material Palette

The material character describes the scope of materials which will form the common palette for buildings in the southern area. This should compliment the material finishes that are already prevalent through phase 1B development.

The following principles describe the base palette to which various colour accents may develop from:

- Predominantly brick/masonry finishes
- Secondary finishes of reconstituted stone or concrete
- Timber metal composite windows
- Predominantly light or buff colour material palette



Existing material palette at phase 1B development.



Predominantly buff colour palette. Bear Lane

4.7 NORTHERN CHARACTER AREA

4.7.1 QUALITY OF OPEN SPACE, PUBLIC REALM & PLAY

The Northern Area is slightly more remote from the main community hubs and transport infrastructure, and is therefore characterised as a more domestic and traditional residential area. Smaller scale buildings and intimate streets and spaces define the area, with the Village Green at its heart, overlooked by the northern community hub as a local row of shops.

The Northern Woodland Walk and Pocket Parks provide local play areas enriched with greenery and biodiversity. The green routes aim to create close ties with the surrounding neighbourhoods to encourage connectivity and movement, even further afield to Mill Hill Broadway and to the east across the railway and M1.



Figure 4.7.1 - Combined Parameter Plan for Character Area Open Spaces, Play and Tree Strategy

Key (Refer to Sections 3.3 and 3.4 of the Development Framework)

- | | |
|--|---|
| FIXED Open Spaces - Enhanced existing green assets | Indicative locations for play |
| UNFIXED Open Spaces - New pocket parks | Existing trees on Fixed Open Spaces & the Green Spine |
| S Open Space reference | Existing trees On-Plot & On-Street |
| Green Spine - North-South continuous green route | Rear gardens - predominantly podiums & rear courts. |
| Connecting Green Routes - East-West links | Rear gardens - mix of podiums, rear courts & rear gardens. |
| | Rear gardens - predominantly private rear gardens. |



Collage of the Village Green demonstrating principles that enhance the existing character

**N1. The Village Green
(Fixed Open Space on the Green Spine)**

The Village Green is an open space dotted with trees at the top of the Northern Woodland Walk, enclosed by housing creating a safe and overlooked space. Opportunities for play and relaxation loosely placed within the landscape should retain this sense of openness whilst intensifying the potential for activity along a route or edge of the green to define and hold the open space.

The collage above presents some of the main space-shaping features:

- A. Retention of mature healthy trees and upkeep of the undulated grass will be the focus of this open space.
- B. Pedestrian and cycle paths through the green space should follow desire lines, from street to park, to ensure they would be well used. A main pathway should continue north/south along the Green Spine, linking the space as part of the wider green network.
- C. Provision of opportunities for play, relaxation and wildlife by enhancing what already exists along the route. The undulating grass with its freestanding trees can remain intact and become a public asset, bringing together picnic spaces beneath trees and grass mounted play elements scattered along the landscape. A grassy area should be kept open to encourage small scale outdoor family games.
- D. The adoption of the site-wide streetscape guidance with a subtle, domestic palette of materials (to be developed and established during the first phase)
- E. Adjacent buildings will hug this space from all sides but open up to allow a clear view south into the Green Spine link towards St Augustine's Church and Heybourne Park. This connection needs to remain visible and open.
- F. Lighting should aim to provide a sense of intimacy and continuity and reinforce the hierarchy of the lower density housing blocks and terraced streets. Lighting around the Village Green should be appropriate to the local community hub, whilst not interrupting the open space of the Green.



The existing green space to the north of Grahame Park



Traditional Village Green, Toddington

NORTHERN CHARACTER AREA

**N1. The Village Green
(Fixed Open Space and Green Spine)**

The Village Green should be an attractive destination space at the heart of the Northern Character Area, directly adjacent to the Northern Hub, as an open green space for games and play for all ages, attractive planted and seating areas. It is well connected with local walking, cycling and nearby bus connections to the wider neighbourhood and Mill Hill Broadway.



Existing green asset to be enhanced



Open green space to enable games for all ages



A raised walkway as a platform
Altab Ali Park, Tower Hamlets

**N2. The Northern Woodland Walk
(Fixed Open Space and Green Spine)**

With new clear green links to Heybourne Park and local amenities, this linear wooded route can combine footpaths and cyclepaths along the Green Spine to reinforce links between open Village Green in the north and the wider green network, creating an attractive place to pass through to local schools, churches or shops, to live beside and play within.



Existing green route towards northern space



Open and overlooked pedestrian and cycling routes through the site



A multi-layered space intensified with opportunities for food growing, relaxation, play, and wildlife.
King's crescent pocket park, Hackney.

**N3 & N4. Pocket Parks
(Unfixed Open Space)**

The location of a pocket park should aim to harness the existing amenity of any mature trees and green spaces within the block, whilst providing accessible areas of play. As space is limited the investment here should be greater. The space should provide for multi-layered activities for varying ages and inclinations, not only for play but for others such as gardening and repose.



A space than can be appropriated and shaped by residents with support.



Play area with generous boundaries that in themselves are appropriated for play. Wick Green, Hackney.



Play opportunities organised along a linear route within a narrow space. Whittington Park, Camden.

Public Realm Details

General principles in relation to the Southern Character Area as a whole

Play

Taking advantage of the sense of enclosure that is formed by the more intimate Northern Character Area, play elements should be placed loosely within green spaces as opposed to a dedicated play area with a clump of play equipment. Play may form part of a route or become a boundary in themselves, defining the open space for other games, activities or picnicking.



Planting

The north area planting should support the domestic character of this area with more structured English garden like planting, with elements of the woodland walk bringing with it wild planting and places for wildlife and play to overlap. The planting here should be fruit trees and berry bushes, as well as a mixture of flowering specimens to attract insects and birds.



Lighting

Public realm lighting should aim to provide a sense of intimacy and safety. Lighting along the key links should encourage use as safe routes throughout day and night. Lighting within the local streets could provide a counterpoint with temperate lighting that suits the smaller scale and more private nature of the domestic streets and spaces. Simple, consistent integrated street lighting as part of public realm and street design should be detailed as part of individual planning applications.



Furniture

Similar to the arrangement of play, furniture should be placed loosely within open spaces, and as space is limited in this character area the furniture will be fewer but with higher investment in each piece, for example a stone ping-pong table, or a bespoke treehouse.



4.7.2 QUALITY OF STREETS

This section describes the qualitative elements of the northern character area regarding streets and their associated parameters. The bus route from the Central Hub follows Corner Mead at the eastern edge of the site, whilst the other boundaries are Secondary, quieter routes. Lanes link through the site to the Avenue, passing centrally north/south through the site adjacent to public open space and the Northern Hub.

Residential Streets can sub-divide plots further as local shared routes continuing the urban grain of traditional continuous street typologies.

All road layouts are illustrative and are subject to traffic modelling, to be used to support future planning applications.

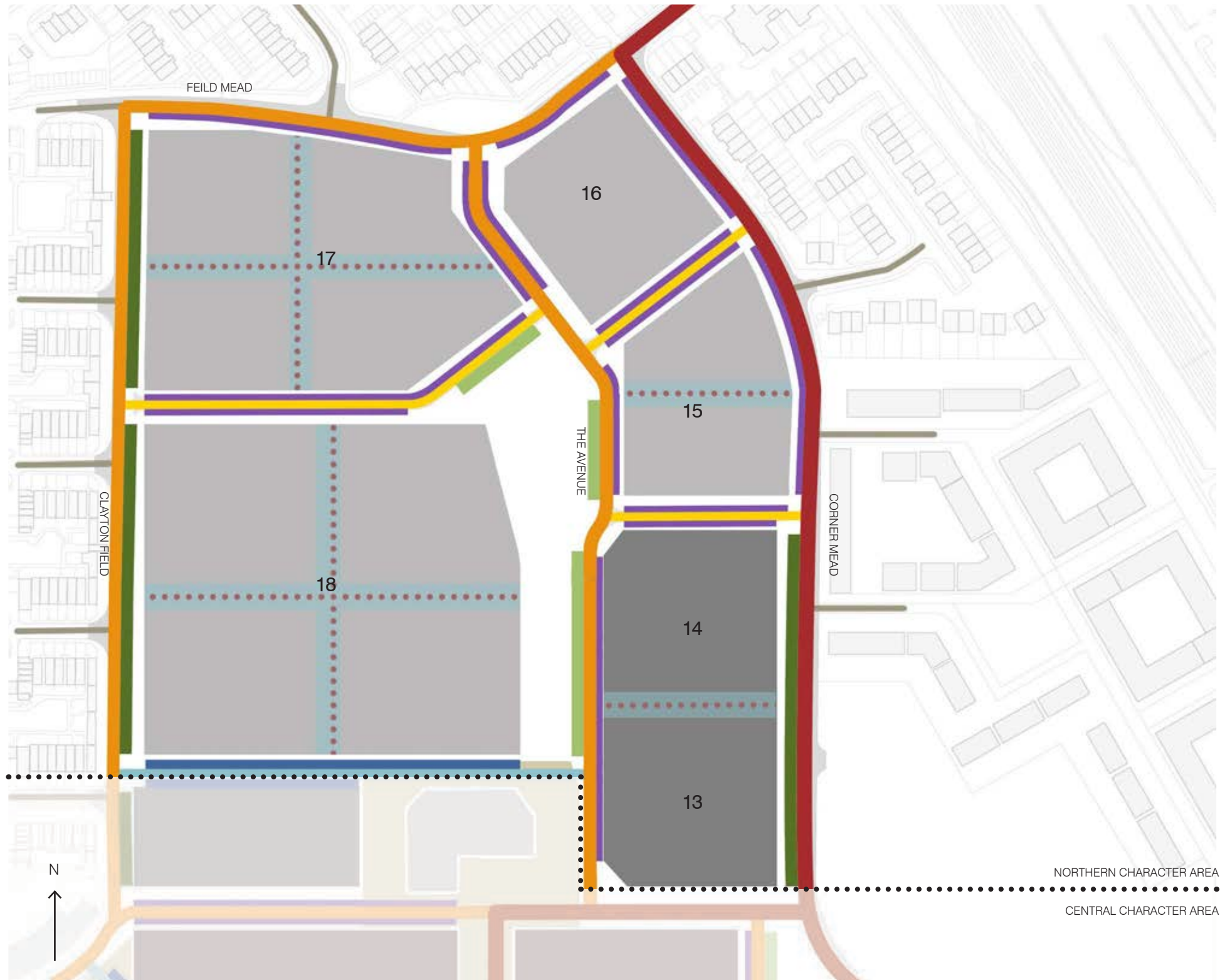


Figure 4.7.2 - Combined Parameter Plan for Character Area Street and Parking Strategy

Key (Refer to Sections 3.5 & 3.6 of the Development Framework)

- | | | | | | |
|--|---|--|---|--|--|
| | FIXED
Primary Routes | | Parallel parking | | On-Plot parking condition -
predominantly podiums & rear courts. |
| | FIXED
Secondary Routes / Avenues | | Bay parking along Green Edges | | On-Plot parking condition -
predominantly rear courts & private
rear gardens. |
| | FIXED
Tertiary Routes / The Lanes | | Bay parking along Boundaries | | On-Plot parking condition - Minimal
On-Plot parking. Predominantly
private rear gardens. |
| | FIXED
Residential Streets Type A and B | | Parallel and/or perpendicular parking
as per FIXED Residential Streets
Type A and B | | |
| | UNFIXED
Residential Streets Type A and B | | Parallel and/or perpendicular parking
as per UNFIXED Residential Streets
Type A and B | | |

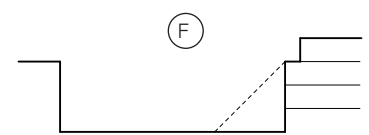
Primary Routes / Boundaries and Bus Route

Corner Mead connects to the wider site with an established bus route, along the east edge of the site. Driveway-like parking already exists, but the new layout should locate parking in clusters separated by planting, with the pavement running alongside front gardens to ensure pleasant and safe walking routes

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two way with allowance for buses and cycling integration	7.3m width
B	Parking Perpendicular parking in groups of 4 separated by trees, with allowance for pedestrian buffer to road. Of different material to road surface.	4.8m depth plus buffer
C	Planting Planting and trees located between parking spaces.	
D	Pavement In between planting strip and front garden. Access also centralised between sets of four parking spaces.	2m width
E	Front Gardens Enclosed front gardens & integrated bin stores	2m width
F	Proportion At least 1:2 (frontage height : frontage separation) Top storey to be set back, additional to 'frontage height'.	1:2
G	Refuse Refuse storage in front gardens, collected directly from street	
H	Road surfaces Mixed material palette for each use, defined by kerbs. Refer to Section 4.2 for approach to surface materials.	



Existing character with clustered bay parking on bus route, on Corner Mead, Grahame Park.

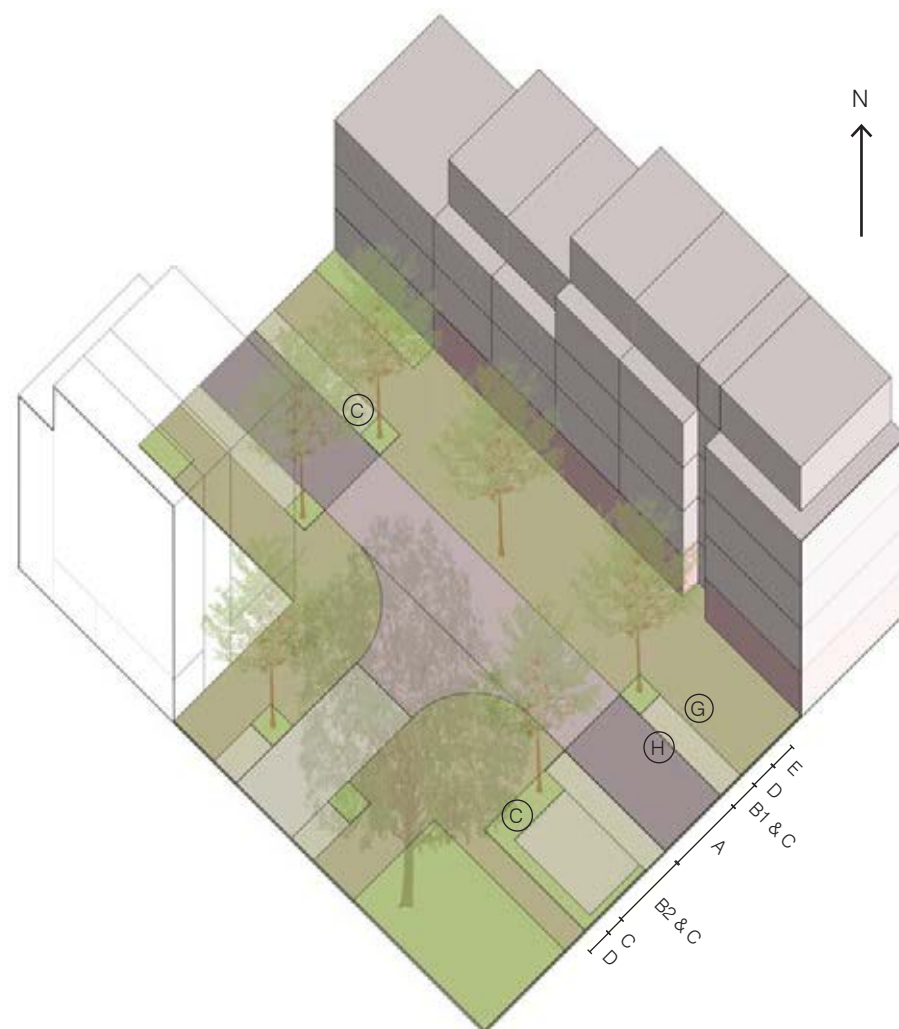


Sectional proportion

Secondary Routes / Boundaries and the Avenue

These streets encourage better north/south movement as long linear routes. Existing boundary streets should retain their current local character, with green verges, tree planting and bay parking. The Avenue should wind centrally through the site along the Green Spine and through the Northern Neighbourhood Hub, next to the Village Green, with bay parking appropriate on this green edge.

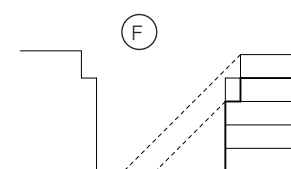
PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two-way continuous route north/south with cycling integration	5.5m width
B	Parking Double sided parallel parking (B1), or bay parking with pedestrian buffer to road (B2).	2.2m width 6m width
C	Planting Trees in line every 5 parallel parking spaces and every 4 bay spaces. Planting located beside bay parking	
D	Pavement Pavements located between parking and front gardens Wider pavements in front of Non-residential uses	3.1m width 2m width
E	Front Gardens Enclosed front gardens & integrated bin stores	1.5-2m width
F	Proportion Consistent at approx 1:1.5 (frontage height : frontage separation) Top storey to be set back, additional to 'frontage height'.	1:1.5 ratio
G	Refuse Refuse storage in front gardens, collected directly from street	
H	Road surfaces Mixed material palette for each use, defined by kerbs. Refer to Section 4.2 for approach to surface materials.	



Bay parking character along existing local street Clayton Field, Grahame Park



Wandsworth Common

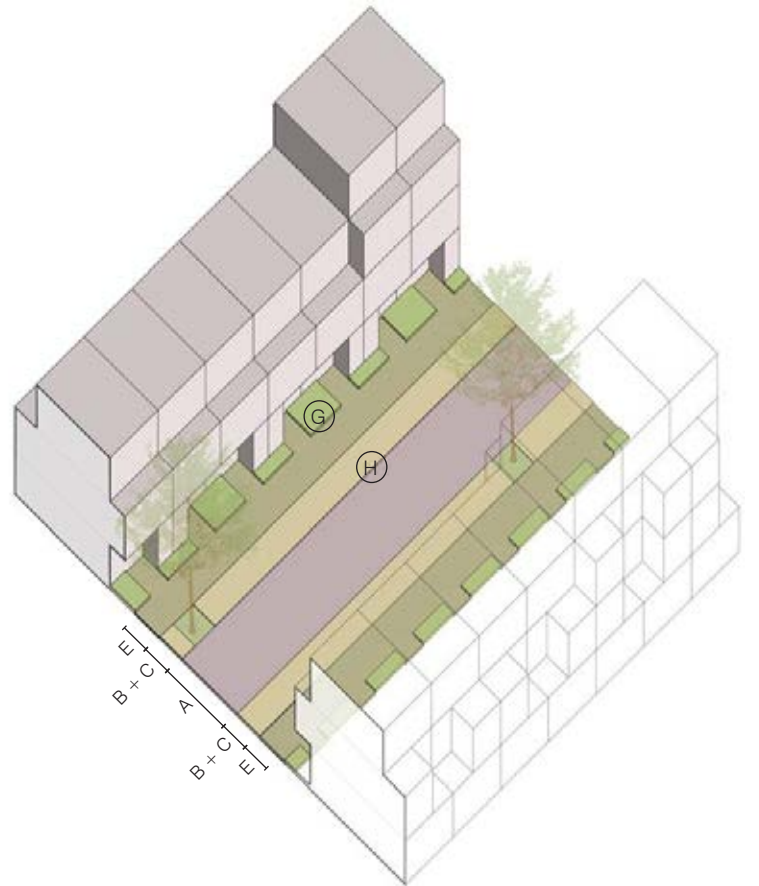


Sectional proportion

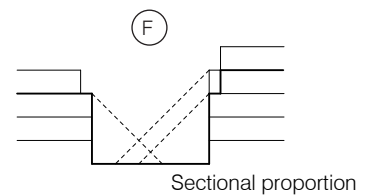
Tertiary Routes / Lanes

Winding roads that span across the site east/west in response to site context and proposed conditions, providing better permeability and connectivity through the site by linking the boundary routes to the central avenue.

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two way routes crossing green spine, linking east/west, with cycling integration	5.5m width
B	Parking Primarily parallel parking	2.2m width
C	Planting Trees between parking at irregular intervals and on bends.	
D	Pavement Between parking and front gardens	2m width
E	Front Gardens Mix of informal planting buffers & front gardens	1-1.5m width
F	Proportion Varying along route from approx 1:1.5 to (frontage height : frontage separation). Top storey to be set back, additional to 'frontage height'.	1:1.5 ratio
G	Refuse Within private & shared entrances, collected from street	
H	Road surfaces Mixed material palette for each use, road defined by kerbs. Refer to Section 4.2 for approach to surface materials.	



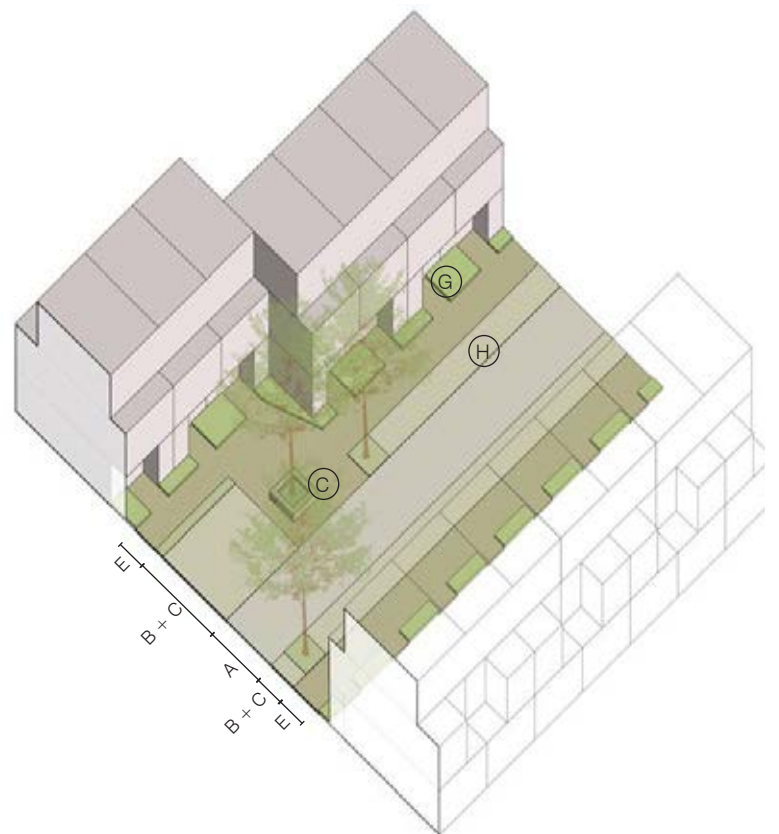
Local residential street integrating parking with flush services



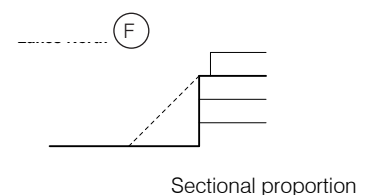
Residential Streets Type A

Local street linking between Lanes, with on-plot locations adjacent to Public Open Space or double fronted with dwellings, mirroring the character and street layout as traditional terraces. Minimal level changes for pedestrian priority, safe access and play opportunities

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Local route with cycling integration	4.5m width
B	Parking Predominantly parallel parking. Some bay parking where width allows with pedestrian buffers and planting	2.2m width
C	Planting Small trees and multi-use planting / play / seating areas integrated into street between parking	
D	Pavement Between privacy buffer & parking	2m width
E	Front Gardens Privacy buffer with low level planting	1-1.5m width
F	Proportion Consistent at approx 1:1.5 (frontage height : frontage separation). Top storey can be set back, to be additional to 'frontage height'.	1:1.5 ratio
G	Refuse Incorporated into entrances, collected directly from street	
H	Road surfaces Limited material palette for each use, flush together with no kerbs. Refer to Section 4.2 for approach to surface materials.	



Accordia, Cambridge



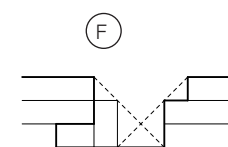
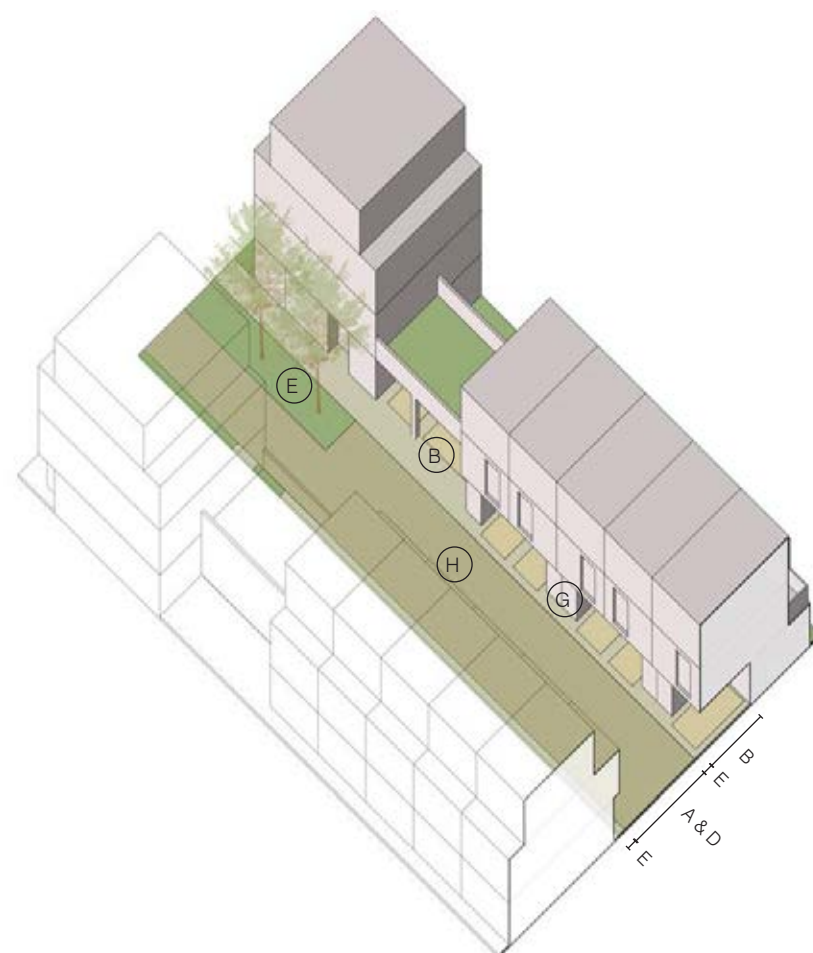
Residential Streets Type B

Long, linear, narrow, low rise, shared surfaces prioritising the pedestrian, to make connections on plot, as shared surfaces between dwellings, encouraging multi-use of space, parking, play and neighbourly interaction

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Narrow shared surface for continuous pedestrian route	8m width
B	Parking	Garages in maximum 50% dwellings on street type Mix of parallel and bay parking where widths allow as part of flexible space, or in open undercroft beneath end gardens.	
C	Planting	Pinch point at end of street to locate planting area for at least 1 tree, seating and small scale integrated play.	
D	Pavement	Integrated to give priority to pedestrian routes	
E	Front Gardens	Minimal privacy buffer defined by planting or surface change, for plant pots, seating local to dwelling etc.	0.5-1m width
F	Proportion	Consistent at approx 1:1 (frontage height : frontage separation). Top storey can be set back, to be additional to 'frontage height'.	1:1 ratio
G	Refuse	Incorporated into dwelling entrances and parking entrances. Refuse vehicle to travel along street for collection	
H	Road surfaces	One material for shared surface, no kerbs or other level change. Refer to Section 4.2 for approach to surface materials.	



Safe, friendly local street with minimal level changes, Pepys Estate



Public Realm Details

The treatment for more detailed street design elements, such as thresholds, shared surfaces or parking are set out below. The approaches set out here are considered appropriate and encouraged for this Character Area. All detailed designs for streets and public realm should refer to local and best practice guidance such as Manual for Streets, Manual for Streets 2 and TFL guidance, such as London Cycling Design Standards.

Streets on Green Routes

Green routes should provide increased public amenity on strategic movement corridors, as an overlay to the street sections above. Additional planting should define a green route (see Development Framework Section 3.3) with elements such as raised planters, linear swales or enhancing existing mature tree clusters and tree lines. This should align with the proposals in Section 4.6.1.



Green Edge Parking

Parking should appear as a different surface to the road itself to ensure the visual effect of the road is minimal. Bay parking should integrate with pavements and green edges, with informal surface finish such as resin-bond or grit, and planting



ICON, Street

Garages

Garages need to be a positive feature of the facade, using quality materials to enliven the street.

Garages are permitted on maximum 50% of units. These should be allocated in clusters or mixed with other house types in order to maintain active street frontage and prevent breaking up the pavement.



Accordia, Cambridge

Non-Residential Frontage

Streets that are occupied by non-residential frontage need to give extra generosity and quality of space to the immediate public realm, planting and furniture.

The northern community hub should be an attractive, small scale row of shops for local convenience at the edge of the Village Green.



New Road, Brighton

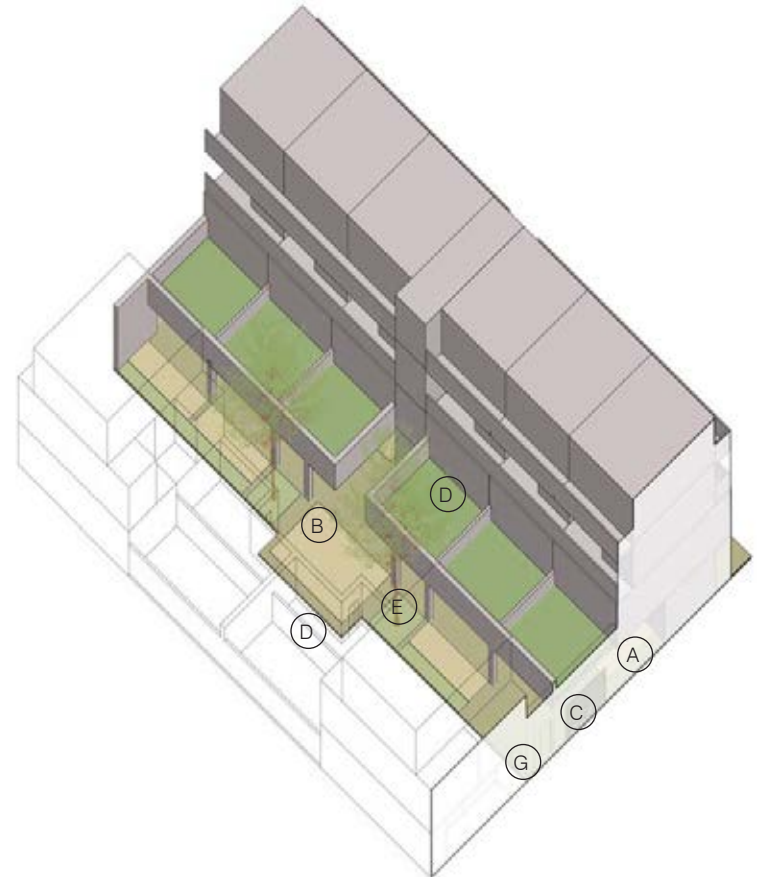
4.7.3 QUALITY OF REAR COURTS & GARDENS

This section describes the quality of rear courts and gardens in the northern character area, setting out the character for amenity space, parking, planting, boundary treatments and refuse strategy.

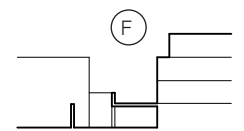
Rear Courts & Raised Private Gardens

Main frontages onto the avenue and fixed green spaces are appropriate for rear court parking, abutting the gable ends of the long terraces typical in the area

PARAMETER	DESCRIPTION	Minimum
A Location	Located along rear of mixed type buildings (eg. maisonette with flats above), with secure access through the gable ends or through break in building line	
B Parking	Bay parking located beneath units and next to garden wall	
C Boundary	Bound by rear garden wall to opposite units and end walls for access. The adjacent end units could have secure gates.	
D Gardens	Length of ground based gardens of minimum depth to allow for rear parking court. Raised gardens are private to adjacent unit, covering no more than 50% of rear court area.	5m depth
E Planting	Tree planting between bay parking in rear courts to protrude above raised garden level. At least 1 tree between every 6 spaces. Planting along line of rear wall for maximised greenery	1 tree 1m width
F Privacy	21m between habitable room windows, unless design considerations allow & 9m to gables	21m / 9m
G Refuse	Refuse store located at ends of courts adjacent to street boundary, accessed directly from street.	



Off street bay parking at gable ends
Molenplien, Netherlands

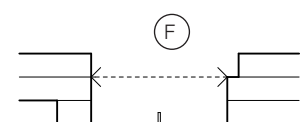
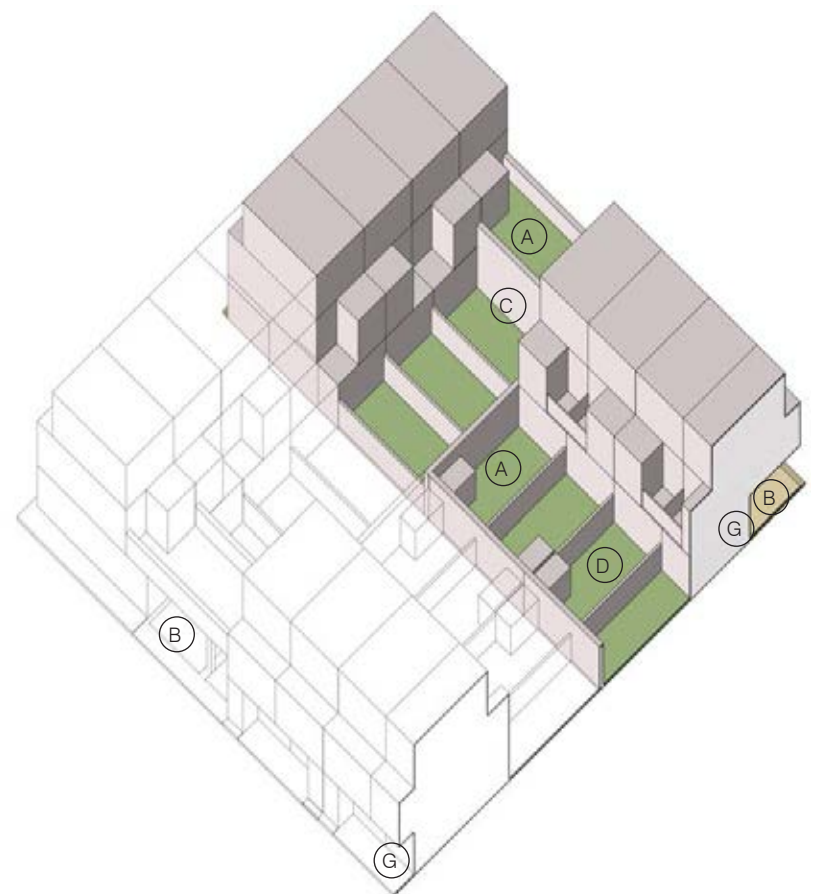


Sectional proportion

Rear Private Gardens

Following the typical typology of long traditional terraces, rear private gardens should be the prevalent in the north. Between buildings it is appropriate to have open undercroft parking beneath raised gardens. Garages can assist parking, but are limited with careful design considerations (see Residential Streets Type A).

PARAMETER	DESCRIPTION	Minimum
A Location	Traditional rear gardens, excepting end units which may have raised gardens to allow open undercroft parking.	
B Parking	Undercroft at ends and garages allowed on max 50% of units on mews streets. Bike storage in gardens and garages	
C Boundary	Bound by tall rear garden walls with overhanging greenery on raised gardens	
D Gardens	Full length gardens for both ground based and raised	9m depth
E Planting	Allow for existing trees retained within back gardens where possible	
F Privacy	21m between habitable room windows, unless design considerations allow.	21m
G Refuse	Refuse stores integrated into unit entrances	



Sectional proportion

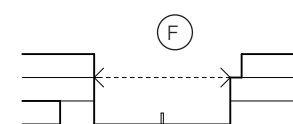
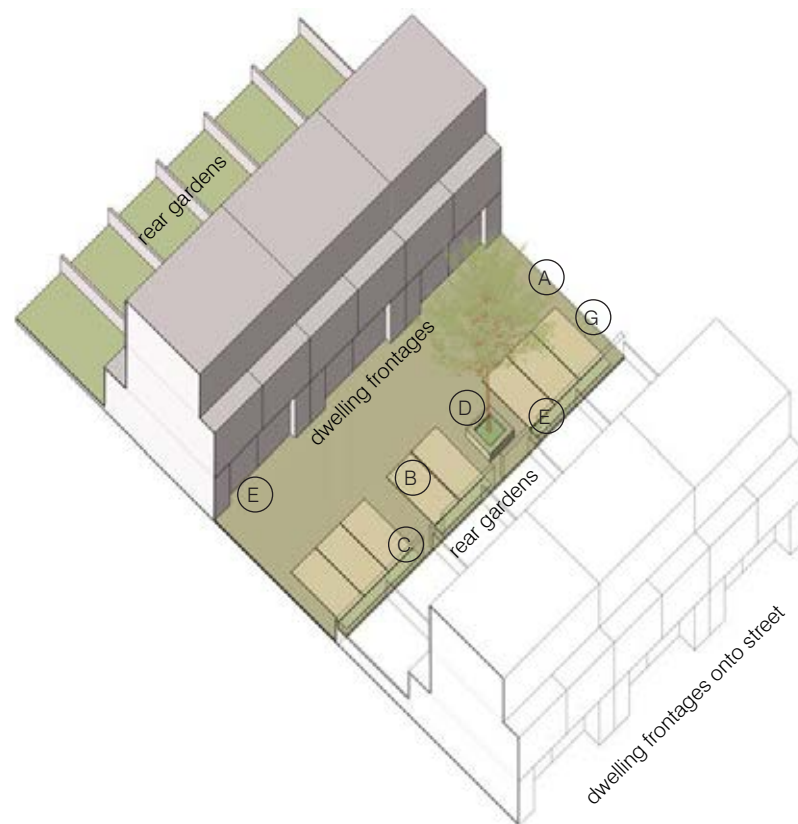


Private rear gardens with strong planting elements. Berlin

Front to Back Shared Courts

Where it is not possible to match dwelling frontages, such as with Mixed Retention and Renewal plots, a sensitive arrangement can be given to create a shared court, overlooked directly by one set of dwellings, but accessed by dwellings on both sides where possible. This encourages a communal approach to the space, for parking, planting and play as a shared amenity.

PARAMETER	DESCRIPTION	Minimum
A Location	Adjacent to existing buildings, where not able to match fronts to fronts, sensitive design allows fronts to face backs across a shared court.	
B Parking	Bay parking located against opposite garden walls	
C Boundary	Continuous wall, not fence, preferably low in height, with adjacent planting strip. Residents gates could be located through from rear gardens where appropriate.	
D Amenity	Mix of hardscaping, planting, seating and small scale play	
E Planting	Ensure at least 1 tree as a focus to the space, plus 1m planting buffer adjacent to rear garden wall. Allow privacy buffer adjacent to dwellings minimum 1m for plants etc	1 tree 1m buffer
F Privacy Distances	21m between habitable room windows, unless design considerations allow.	21m
G Refuse	Refuse store located adjacent to court entrance, accessed directly from street	



Sectional proportion



Frontages facing private rear gardens, with permeable boundary treatments and planting Britz Metropolitan, Berlin

Garden Details

Front gardens

Defined gardens should be clear with secure boundaries, sheltered entrances and opportunities for planting.

Planting Buffers

Privacy buffers should incorporate planting and space for seating, pot plants etc, and inset entrances to ensure defensible space.

Bin Storage

Integrated into all private enclosed front gardens or dwelling entrances. Should be accessible for ease of refuse collection, but subtly integrated into the facade / boundary treatments.

Bike Storage

Integrated into rear gardens and garages, or rear parking courts where applicable. This is as a preference to cycle storage in front gardens, so that private cycle storage should be incorporated and access allowed for through the dwelling.



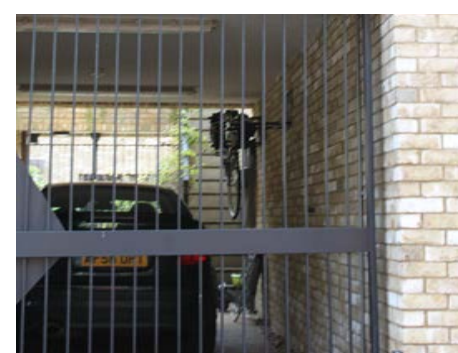
Defined gardens with hedges on boundaries. Great Knighton, Cambridge



Narrow planting buffers & surface material quality in narrow mews street. The Avenue, PTE



Integrated storage and bins area by dwelling entrance. Royal Road, London



Secure bike storage in rear of dwellings. Accordia, Cambridge

4.7.4 QUALITY OF ARCHITECTURE

Massing, Height & Urban Design

This section aims to set the architectural quality of the Northern character area. The distinctive character of the northern area comes from the arrangement of single family houses with private back gardens arranged around traditional terraced streets – an archetypal London residential street.

Predominant heights are 3 storeys in the northern part which may rise to 4 storeys nearer the southern end and adjacent to the Avenue and Green Spine. Strategic views allow for opportunity to create Prominent Corners within urban blocks which help orientation. A local provision of non-residential/ retail space will provide local conveniences for the immediate neighbourhood.

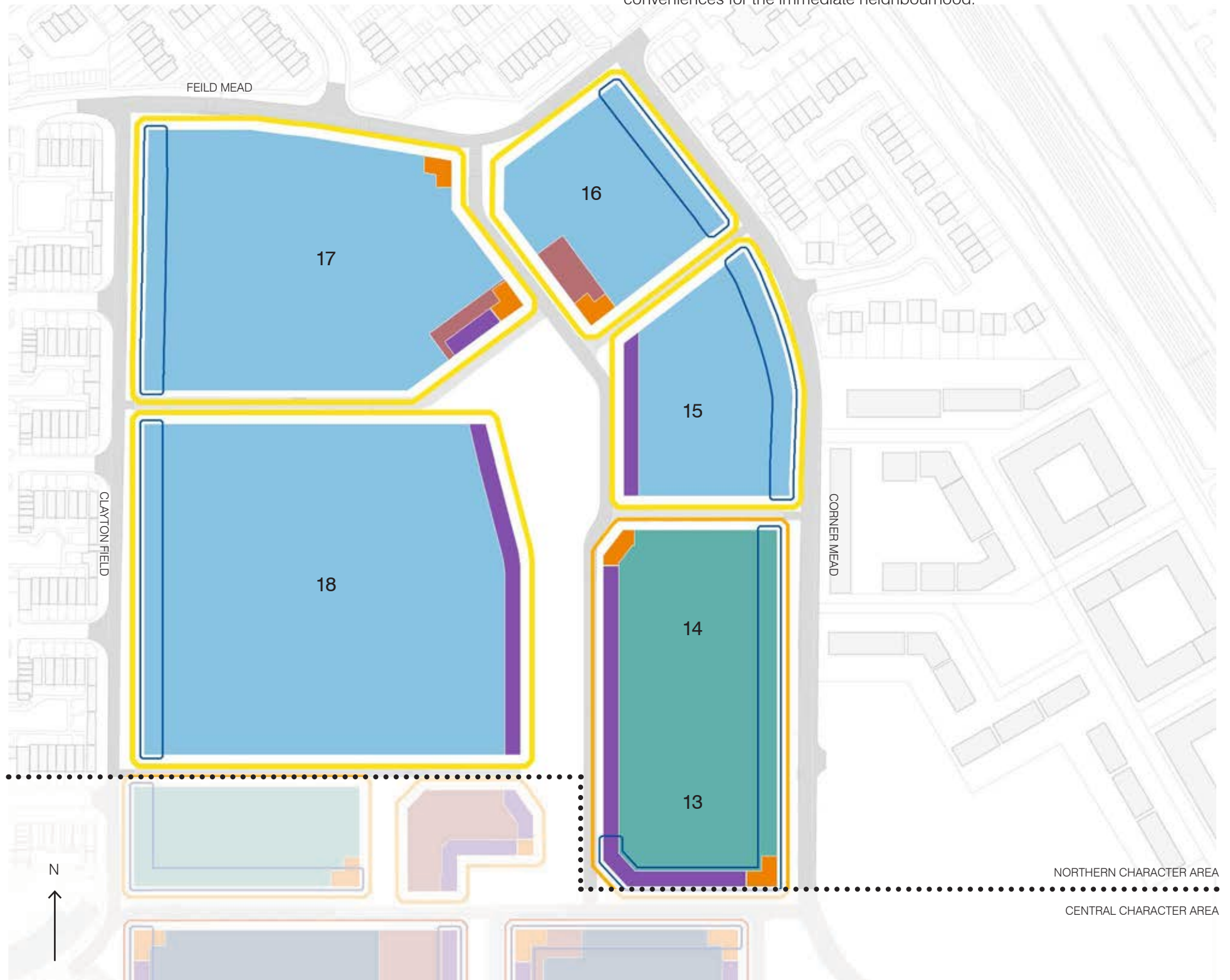


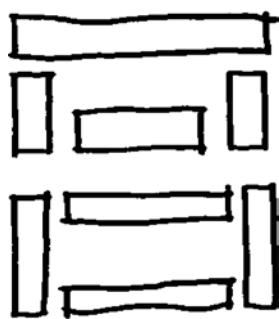
Figure 4.7.3 - Combined Parameter Plan for Character Area Heights, Density and Residential Typologies

Key (Refer to Sections 3.7 & 3.8 of the Development Framework)

- | | |
|---|---|
| General Block heights - Low (typically 3 storeys) | Predominantly Mansion Block typologies (stacked maisonettes with flats above) |
| General Block heights - Medium (typically 4 storeys) | Mixed typologies (maisonettes, flats and houses) |
| General Block heights - High (typically 4 to 5 storeys) | Predominantly Traditional Terraced typologies (terraced family houses) |
| Key Frontages locations | Locations for continuous plot frontage |
| Prominent Corners locations | |
| Non-residential uses (Northern Hub) | |

Massing & Form

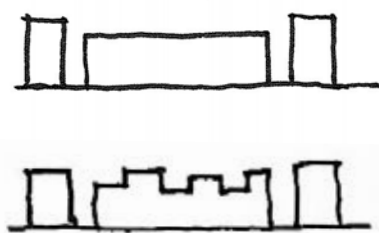
Residential blocks to allow for long straight runs of houses bookended by a run of houses or extend end blocks to provide a clear building line.



Consistent frontage of building line
Chimney Pot Park, Salford

Relative Heights

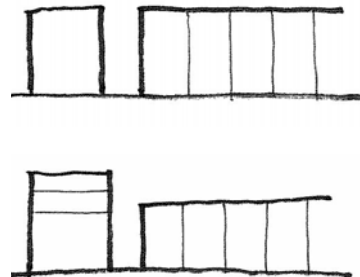
Terraced heights to be generally level but may step higher or lower within mews streets. Bookend blocks may step higher than mid runs.



Informal building heights.
Molenplien, Netherlands

Typologies

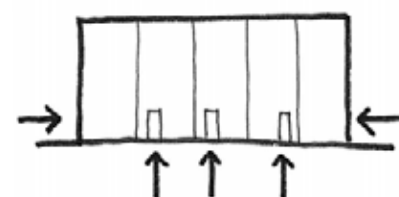
Predominantly terraced arrangement to houses. Book ended units may step up in height using flatted unit types.



Terraced arrangement to block.
Hammond Court

Entrances

Single private entrances to be accessed directly from the street. Corner houses to have entrances to the gable side to maintain an active frontage to all edges.



Main entrances to the street.
Molenplien, Netherlands.

Garages

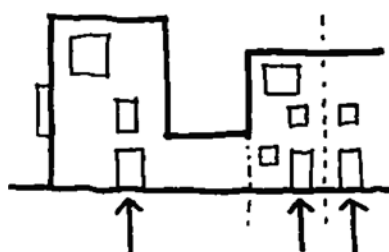
No more than 50% of houses on a street should have garage parking, located in clusters of 3, or mixed intermittently with other house types in order to maintain active street frontage and prevent breaking up continuity of the pavement.



Traditional Mews Street.
Queensbury Mews, London

Corner Treatments

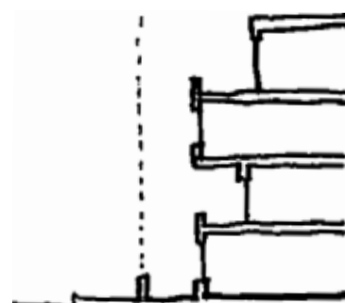
Corners need to use elements like entrances, balconies and fenestration to articulate corners and ensure overlooking and animation on both street facades.



Articulated return on the building facade.
Braes Street, Islington

Private Amenity Space

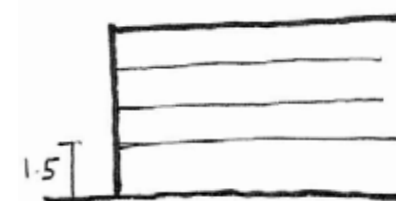
Predominantly terraced private amenity space to the rear and balconies being inset to the front facade. Balcony treatment should adhere to allocated block and facade characters.



Private amenity space positioned no further than the building line. Queensbridge Quarter, Hackney

Non-residential provision

All non-residential provision to be located at street level and have a minimum height of 1.5 storeys. Upper levels to provide for residential accommodation.



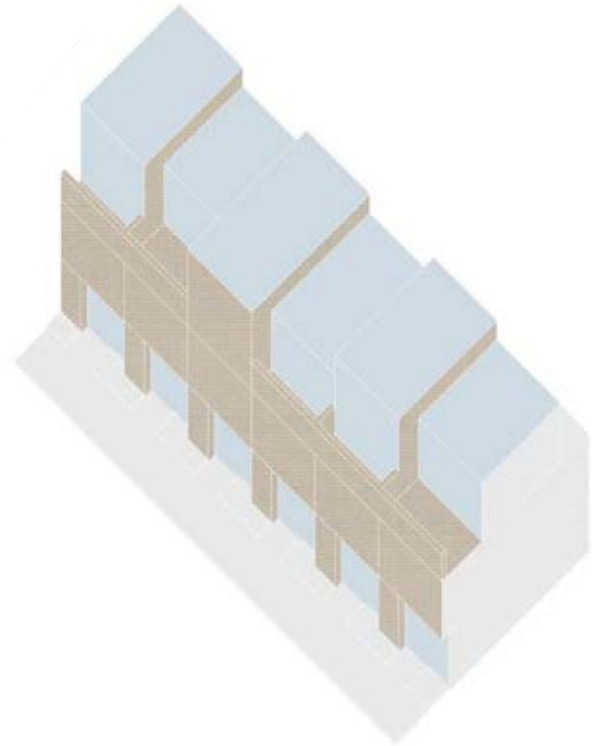
An active ground floor level.
Alex Monroe Studios, Southwark

NORTHERN CHARACTER AREA

Typical Block Character

The typical block treatment should be reflective of traditional terraced houses. These are generally located on Lanes, Residential Roads or Mews Streets. Here the typical block treatment may vary dependant upon the type of street it is located.

- Simple building forms.
- Up to 2 common materials and limited palette
- Consistency of facade treatment to blocks and roof line to buildings onto main streets, but scope for informality to blocks along mews streets
- No balconies, but roof terraces are accepted



Repetitive building type with terraces. Great Knighton, PTEa.



Informal change in height and profile of different neighbouring houses. Molenplien, Netherlands



Simple building form and long terrace. Chimney Pot Park, Salford, ShedKM

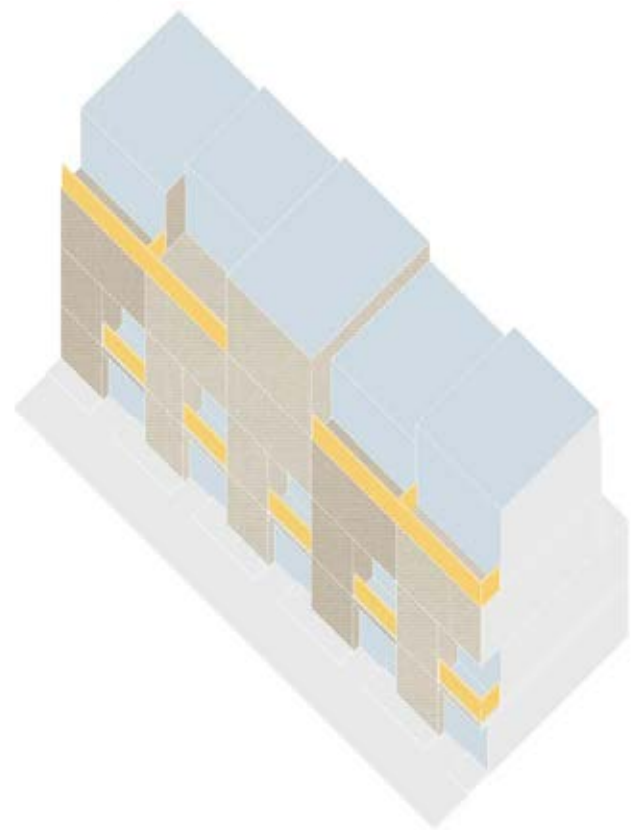
Key

- Limited materiality
- Facade articulation (intrusions, relief, insets).
- Features (protrusions, balconies, bays)

Key Frontage Character

These blocks are located fronting onto the village green and the extension of the woodland walk and should therefore relate to these spaces. Building heights may be taller here and flatted accommodation may be provided.

- Allowance for informality of building line or roofline
- Terraces to upper floor
- Inset balconies allowed to mid level flats
- Scope to change in material colour to elevations within a consistent material palette.



Informal roofline and scope for material change. Walden, Essex



Animated facade, material use & roofline on main frontages. Kidbrooke Village, Phase 1



Inset balconies to mid level apartments. Macreanor Lavington

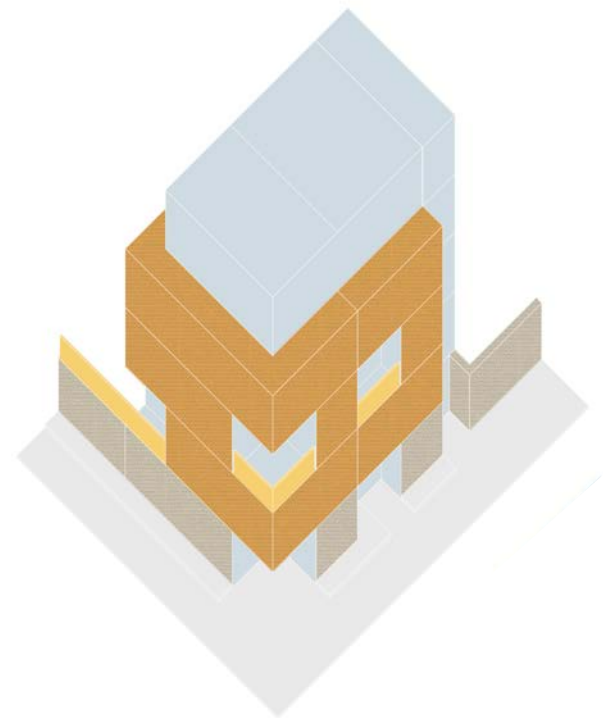
Key

- Consistent materiality
- Facade articulation (intrusions, relief, insets).
- Features (protrusions, balconies, bays)

Prominent Corner Character

These blocks are located at corners which form strategic vistas and orientation points, It is important that the building responds to this and may contrast to the other block characters.

- Scope for height to be no more than 1 storey above predominant height of the block.
- Scope for material or colour change within a palette of 2 main elevation materials.
- Openings to respond to specific vistas or how the building turns the corner.
- Break from order of typical elevational order of the typical block.



Height and change in material to corner.
Abode, Proctor and Matthews



Change of form to corner building.
Great Knighton, PTEa.



Scope for material change.

Key

- Contrasting materiality (scope within palette)
- Facade articulation (intrusions, relief, insets).
- Features (protrusions, balconies, bays)

Typical Material Palette

The material palette aims to draw influence from the existing material palette surrounding the northern area site as the old and new sides of the street need to be complimentary to create coherency to the neighbourhood.

- Predominantly brick/masonry finishes
- Secondary finishes of vertical clay tiles
- Timber metal composite windows
- Predominantly mid- brown to dark brown colour material palette



Drawing influence from the existing material palette in the surrounding area.



Dark brick finishes.
Holly Street, Levitt Bernstein



Brick and other masonry finishes as a key material

4.8 CENTRAL CHARACTER AREA

4.8.1 QUALITY OF OPEN SPACE, PUBLIC REALM & PLAY












The first stage of the Grahame Park redevelopment will be focused in the Central Character Area, defining the public heart of the Stage B framework, with primary enhanced green space, Heybourne Park. It is important to capture the opportunities that this phase of redevelopment brings, with temporary measures helping to establish and maintain connectivity and visibility of amenities.

The proposals aim to ensure green through-routes and view lines along and across the site in this pivotal location, creating a new accessible and interactive heart of the community, linking to the wider green network, surrounding open spaces, churches, schools and transport links.



Figure 4.8.1 - Combined Parameter Plan for Character Area Open Spaces, Play and Tree Strategy

Key (Refer to Sections 3.3 and 3.4 of the Development Framework)

- | | |
|--|--|
|  FIXED Open Spaces - Enhanced existing green assets |  Indicative locations for play |
|  UNFIXED Open Spaces - New pocket parks |  Existing trees on Fixed Open Spaces & the Green Spine |
|  Open Space reference |  Existing trees On-Plot & On-Street |
|  Green Spine - North-South continuous green route |  Rear gardens - predominantly podiums & rear courts. |
|  Connecting Green Routes - East-West links |  Rear gardens - mix of podiums, rear courts & rear gardens. |
| |  Rear gardens - predominantly private rear gardens. |



Collage of Heybourne Park demonstrating principles that enhance the existing character

C1. Heybourne Park (Fixed Open Space)

By establishing in the first phase a new legible pedestrian route from the schools and bus-stops beside the energy centre site to Heybourne Park and Central Community Hub, where future amenities will reside, an east-west green pedestrian corridor will create a permeable, accessible and safe link to start opening up the area.

Heybourne park with its sloping landscape and spacious character offers an excellent opportunity for larger play areas, for people to gather, picnic, rest and/or exercise on the green.

The collage above presents some of the main space-shaping features:

- A. The Central Character Area is pivotal in establishing the site wide strategies. It is critical to have the routes and infrastructure in place to create the Green Spine, establishing links to the wider area and the wider areas of the estate.
- B. Continuous pedestrian and leisure cycling pathways through the park following desire lines and green routes, connecting to the wider networks with clear and wide crossings where needed.
- C. As part of the east-west green routes, linking schools, bus routes, peripheral streets and sports fields to Central Community Hub, play spaces integrated within the park can enhance these routes.
- D. Play environments should be safe, well overlooked and public, allowing for a mix of age groups to congregate, play and exercise together.
- E. On the slopes of Heybourne park, a new play space and new clump of trees with benches offers excellent space for longer stay play, a public play space for the wider area.
- F. Clumps of trees with benches around, nearby the row of amenities so that shoppers can sit and meet.
- G. An ecological corridor that allows development and retention of local wildlife to flourish and develop.
- H. The adoption of site-wide streetscape guidance. (to be developed as part of 1st stage)
- I. Lighting needs to support a safe and public environment without cluttering the street or open spaces. Brighter lighting could focus on sporting facilities, whilst more subtle lighting integrated in the greenery along footpaths.



The new development to the west of the park fronting onto a wildlife pond



Heybourne park as a large open space offering relief for the current estate

CENTRAL CHARACTER AREA

C1. Heybourne Park (Fixed Open Space)

At the edges of the park, mansion block typologies should frame the open space and in turn encourage permeability and enrichment of the park boundaries, clearly expressing the space as a shared public amenity. New play spaces will be strategically convenient near amenities and green routes, visible from afar. Investment in the park and the existing assets should develop a games area with joint social area, and younger play on the slopes close to the children's centre.



Streets that provide opportunities for civic activities such as play days and small markets. (Barking Town)



Play areas as focal points in the topography, placed close to the children's centre and along school routes. (Norwood Park, Lambeth)



Investing in the existing youth club, football foundation, and children's centre, by extending the games area for provide a social space, exercise equipment and play for other age groups. (memorial MUGA, Newham)

C2. Corner Mead Landscape (Fixed Open Spaces)

The existing energy centre has the potential to host outdoor community facilities. Through reuse of the existing roof structure, simple interventions could enable an elevated games area on an otherwise wasted roof space. The visibility of this space from the east-west green route that links the existing schools, college, and amenities would provide a space that could be shared by children and young adults. Within the adjacent undulating landscape, spaces of varying height may also provide opportunities for play and repose, for example a sunken planted bed with raised walkway and play elements.



A simple planted bed with walkway access set within a courtyard.



The existing sunken path leading to the energy centre



A rooftop space as a games area, the potential of the energy centre roof. (NL Architects)

C3. Pocket Park (Unfixed Open Space)

The location of the pocket park should respond to the need for accessibility to play, but should also harness the benefits of existing amenities, such as clusters of trees and existing green landscapes, strategically connected to proposed green routes. The landscape could be undulating grass, with a simple track set within planting to provide for bicycle riding, using the dramatic changes in topography from the existing estate as the basis for play.



Play equipment made from both natural and off-the-shelf elements, with hillocks and trees



Route between the existing college and the energy centre forming a school route connection.



The undulating landscape provides a place for bikes and race tracks set within a cluster of planting and trees.

Public Realm Principles

Play

Play should respond naturally to the undulations and contours of existing green landscapes in the Central Area, providing a mix of environments and experiences to provide for varying age groups, particularly where different ages will gather around amenities and green routes, such as Heybourne Park.



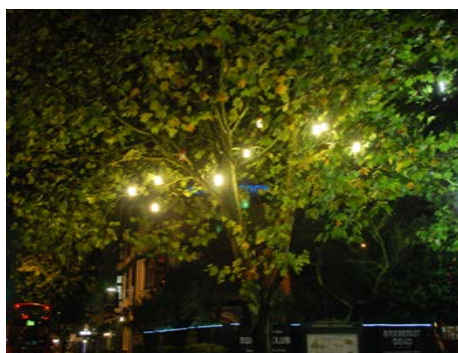
Planting

Large clumps of mature existing trees, planted tree pits, creeping planting along boundaries, mixture of shrubs and flowering plants will encourage biodiversity. The Central Area is pivotal in establishing the site-wide strategies, critically setting in place the routes and infrastructure to create the Green Spine and other green routes. Ecological corridors should foster local wildlife to flourish and develop.



Lighting

Lighting should be building-mounted on the High Street to free the pedestrian areas of public realm clutter. Selected key buildings, existing and new, could be uplit to help with wayfinding at night time and form a visual backdrop to more normative street lighting. Lighting in open spaces should be subtle but strategically integrated to ensure safe and accessible pathways and sports areas outside of daylight hours.



Furniture

Furniture should respond to and acknowledge the civic and communal uses adjacent to them. In this sense the furniture and public realm should be regarded as an extension to the life inside public buildings, an external lobby as such, reiterating their use. Acknowledgement to the history of the site should exist beyond simple signage and support the narrative of the history of the site.



4.8.2 QUALITY OF STREETS

This section describes the qualitative elements of the central character area regarding streets and their associated parameters. This area sets up the infrastructure foundations for all following phases and guiding principles that will knit the new development into the surrounding neighbourhoods.

The new bus route will be implemented between Lanacre Avenue and Corner Mead, alongside the large green Neighbourhood Park and via the Central Hub.

The Avenue provides an attractive route centrally through the site, following the Green Spine, linking green spaces, bus routes and neighbourhood hubs. Other smaller streets, such as the Lanes and Residential Streets link east/west, providing green and quiet routes between the Boundaries, the Avenue and Heybourne Park.

All road layouts are illustrative and are subject to traffic modelling, to be used to support future planning applications.

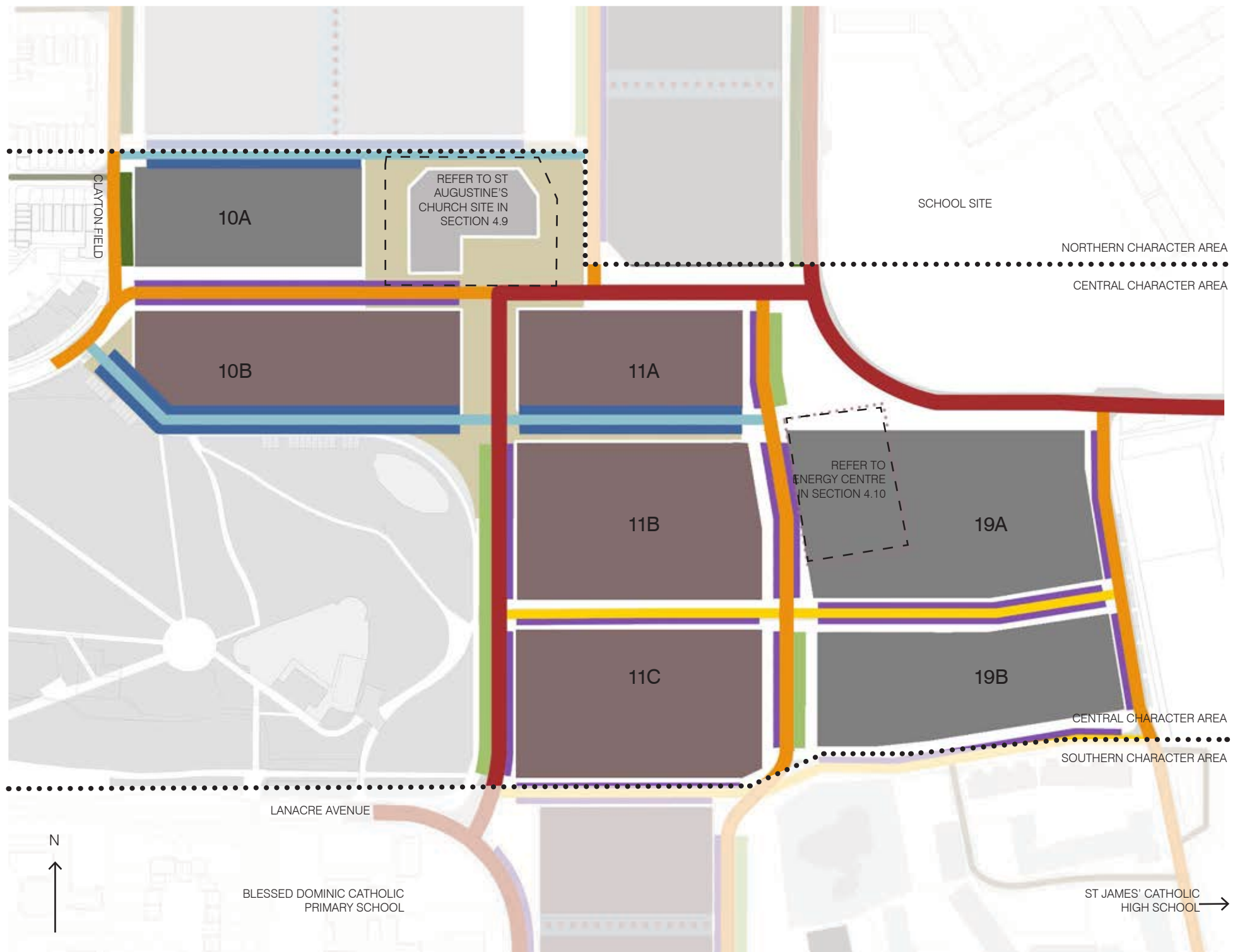


Figure 4.8.2 - Combined Parameter Plan for Character Area Street and Parking Strategy

Key (Refer to Sections 3.5 & 3.6 of the Development Framework)

- | | | | | | |
|--|--|--|---|--|--|
| | FIXED Primary Routes | | Parallel parking | | On-Plot parking condition - predominantly podiums & rear courts. |
| | FIXED Secondary Routes / Avenues | | Bay parking along Green Edges | | On-Plot parking condition - predominantly rear courts & private rear gardens. |
| | FIXED Tertiary Routes / The Lanes | | Bay parking along Boundaries | | On-Plot parking condition - Minimal On-Plot parking. Predominantly private rear gardens. |
| | FIXED Residential Streets Type A and B | | Parallel and/or perpendicular parking as per FIXED Residential Streets Type A and B | | |
| | UNFIXED Residential Streets Type A and B | | Parallel and/or perpendicular parking as per UNFIXED Residential Streets Type A and B | | |



Primary Routes / Community Hub

The main bus route through the site intends to link Lanacre Avenue with Corner Mead through the central community hub. Due to its location and likely higher footfall, this will be a strong and valued route for both vehicles, cyclists and pedestrians and should therefore be characterised by a strong street scape with careful attention to proportion, surfaces, road safety, street furniture and planting arrangements along the street.

The route passes north/south, from Lanacre Avenue alongside the enhanced Neighbourhood Park, through the community hub, then turns to pass St Augustine's Church site with new public square at the base of the Northern Woodland Walk, and continues east along the Green Spine to meet Corner Mead, beside the enhanced green landscape beside the energy centre site.

In connecting the south and north Avenues, the Green Spine aligns with the Primary Route, which should be pronounced with additional planting, integrated cycling accessibility and generous public realm.

The above illustration is indicative of the intended character of the Central Neighbourhood Hub and Primary Bus Route connecting through it.



Prioritising pedestrians in community hub
New Road, Brighton



Overlooked hardscaped public space
Brightlingsea

PARAMETER	DESCRIPTION	Maximum
A	Carriageway Two way with allowance for buses and cycling integration	7.3m width
B	Parking - Parallel parking max 3 spaces together - Green edge bay parking with pedestrian buffer to road. - Of different material to road surface.	2.2m width 5.8m width
C	Planting - Planting & trees between parking spaces - Planting / bollard strip behind bay parking - With attention to existing mature trees, solitary tree planting through shared surface - Integrated planters on Green Spine and community hub (refer also to section 4.8.1 guidance on planting)	
D	Pavement Between parking and front gardens (D1) Wider through community hub (D2)	3.1m width 6m width
E	Front Gardens Enclosed front gardens & integrated bin stores	2m width
F	Proportion 1:1.5 (frontage height : frontage separation) Top storey to be set back, additional to 'frontage height'.	1:1 - 1:1.5
G	Refuse Refuse storage in front gardens and entrances, collected from street	
H	Road surfaces Mixed material palette for each use, defined by kerbs (H1) In community hub, located between Non-residential uses, approach to surfaces should consider traffic management measures to maximise accessibility, road safety and coexistence of pedestrians and cyclists, alongside buses and other traffic (H2).	

CENTRAL CHARACTER AREA

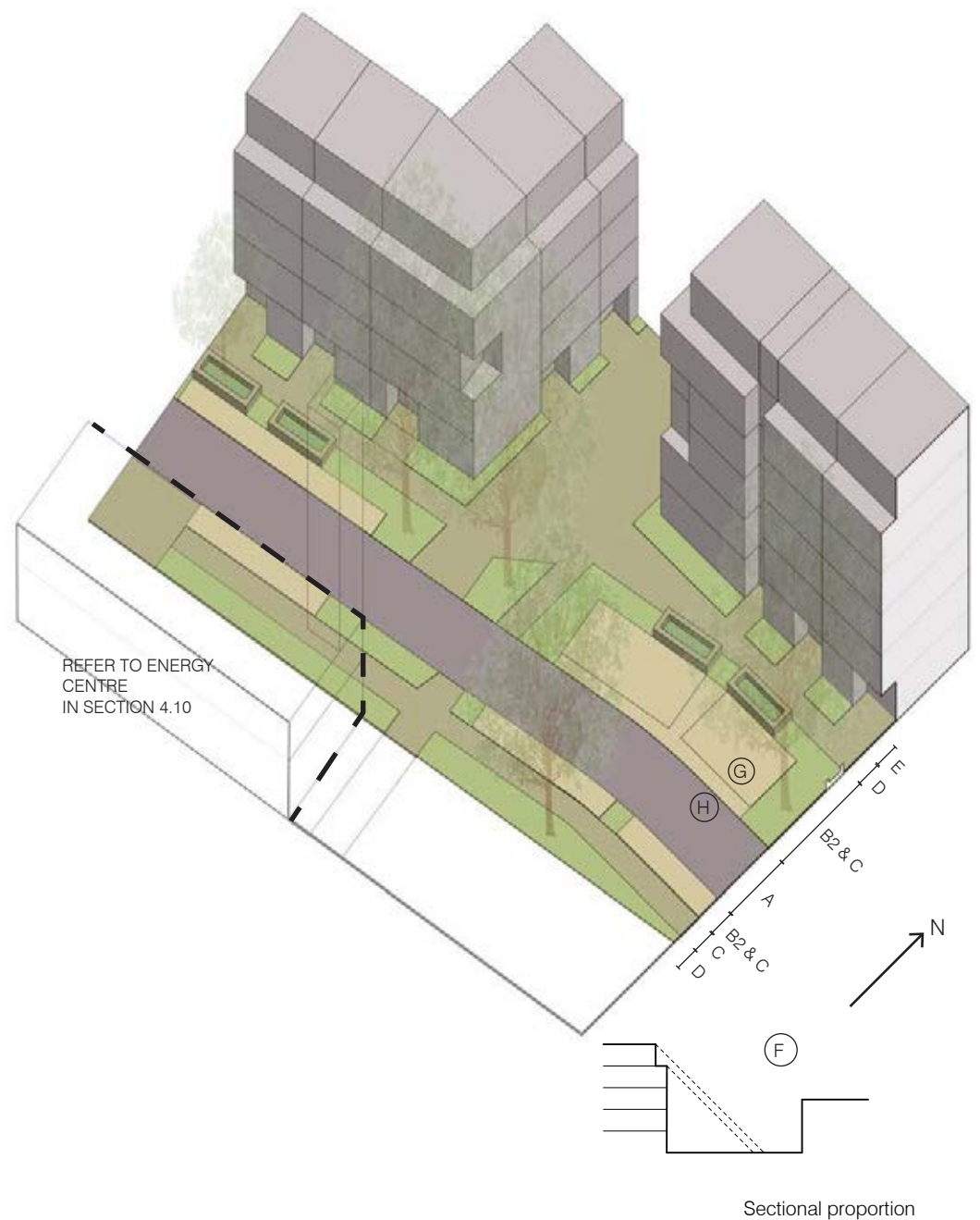
Secondary Routes / Avenues

The Avenue provides a key link through the site between the north and south Character Areas and associated public green spaces, winding along the Green Spine to also link up valuable infrastructure and community hubs. The route integrates both parallel and bay parking along its route where appropriate and generous amenity width for additional planting and retention of mature tree lines and clusters on the Green Spine.

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Two-way continuous linear route primarily north/south	5.5m width
B	Parking	Predominantly double sided parallel parking, with bay parking only adjacent or opposite public open space, allowing for retention of mature trees where possible	2.2m width
C	Planting	Trees in line every 3 parallel parking spaces, and planting strip alongside public realm. See planting in Section 4.8.1	2m width
D	Pavement	Between parking and front gardens	2m width
E	Front Gardens	Enclosed front gardens & integrated bin stores	2m width
F	Proportion	Ranging between 1:1.5 and 1:2 (frontage height : frontage separation). If top storey set back, additional to 'frontage height'.	1:1.5 - 1:2 ratio
G	Refuse	Refuse storage in front gardens, collected directly from street	
H	Road surfaces	Mixed material palette for each use, defined by kerbs	



Existing route alongside the energy centre Long Mead, Grahame Park



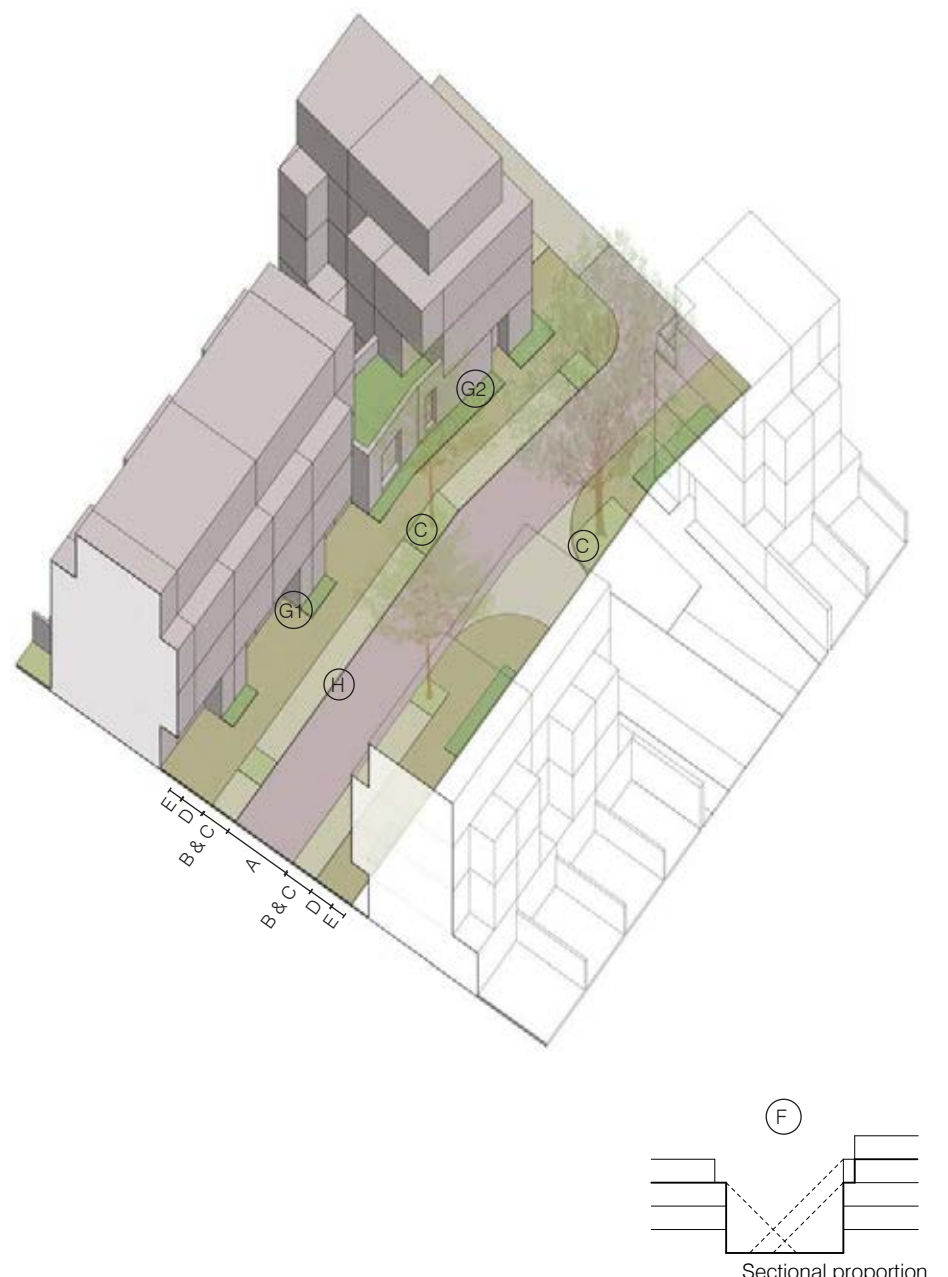
Tertiary Routes / Lanes

Winding roads that span latitudinally across the site east/west to create the grid of blocks typical of the central area, linking nearby routes, open spaces and schools to The Avenue, bus route, park and community hub.

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Two way informal cranked routes linking east/west across site to avenue.	5.5m width
B	Parking	Primarily parallel parking with informal tree planting	2.2m width
C	Planting	Trees in line parking at irregular intervals, on bends and on green routes	
D	Pavement	Between parking and front gardens	2m width
E	Front Gardens	Mix of informal planting buffers & front gardens	1-1.5m width
F	Proportion	Varying along route from approx 1:1.5 to (frontage height : frontage separation). Top storey to be set back, additional to 'frontage height'.	1:1.5 ratio
G	Refuse	Within front gardens (G1) or inset entrances (G2), collected from street	
H	Road surfaces	Mixed material palette for each use, road defined by kerbs	



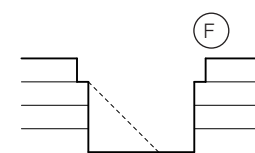
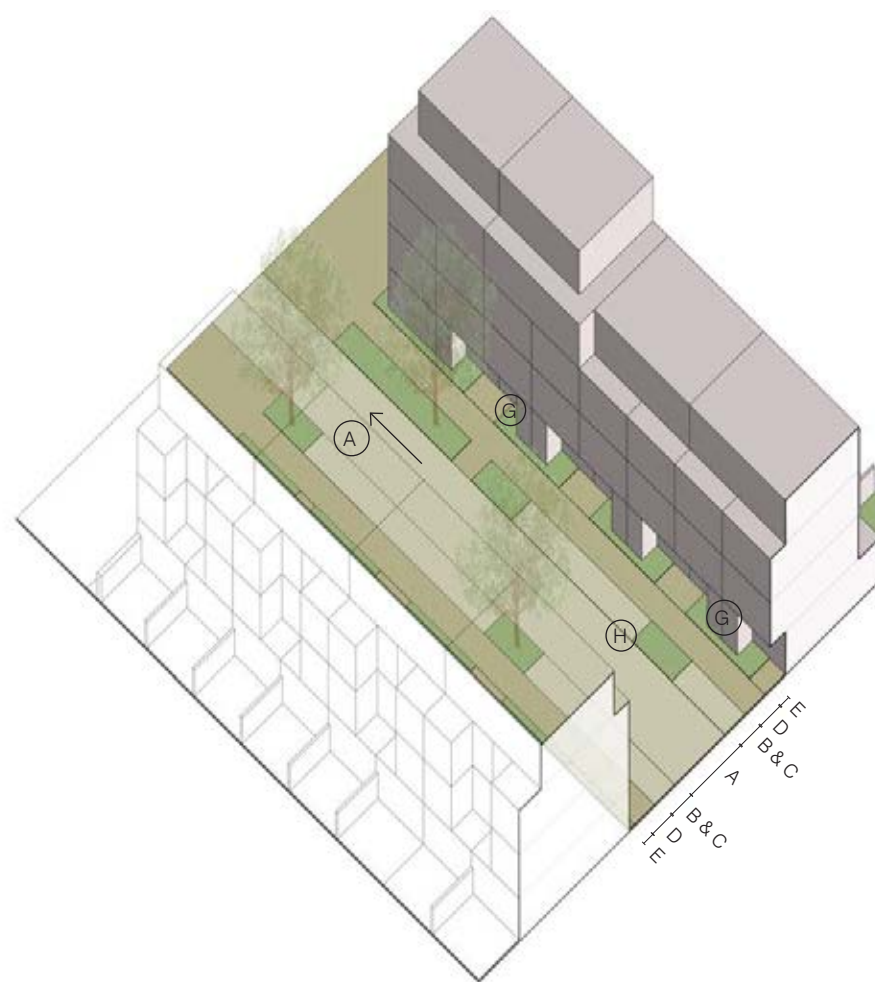
Winding local lanes at The Methleys



Residential Streets Type A

Local one-way street that can be used to further divide plots if necessary, with minimal level changes to encourage a neighbourly character for safe play, slow speeds and integrated parking.

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	One way local route	4.5m width
B	Parking	Parallel parking single sided (B1).	2.2m width
C	Planting	Regular trees spaced within the street, between parking spaces	
D	Pavement	Adjacent to front gardens / green strip	2m width
E	Front Gardens	Planted buffer strip to buildings	1.5m width
F	Proportion	Approx 1:1.5 (frontage height : frontage separation). Top storey can be set back, to be additional to 'frontage height'.	1:1.5 ratio
G	Refuse	Incorporated into inset entrances, collected from street	
H	Road surfaces	Limited material palette for each use, flush together with no raised kerbs	



Sectional proportion

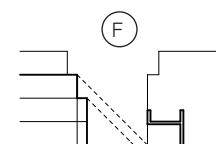
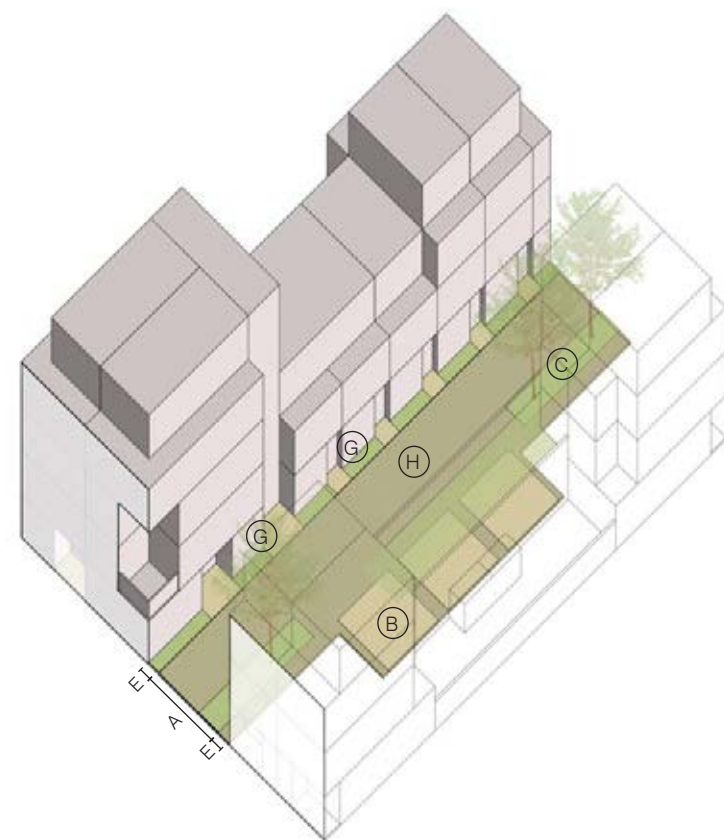


Local street with minimal level change, allowing for safe play and slow speeds

Residential Streets Type B

Narrow shared surfaces prioritising the pedestrian, located on the green route from Corner Mead via the Energy Centre and Avenue through to community hub and park. Shared surface should encourage multi-use of space and community interaction.

PARAMETER	DESCRIPTION	Maximum	
A	Carriageway	Narrow shared surface for continuous pedestrian route	8m width
B	Parking	Bay parking in open undercroft beneath end gardens	
C	Planting	Green planting strips where possible for at least 1 tree, seating and small scale integrated play	
D	Pavement	Integrated to give priority to pedestrian routes	
E	Front Gardens	Minimal privacy buffer defined by planting or surface change, for plant pots, seating etc local to dwelling etc.	1m width
F	Proportion	1:1 - 1:1.5 (frontage height : frontage separation) on frontage units. End units will relate to rules of adjoining street.	1:1.5 ratio
G	Refuse	Incorporated into inset dwelling entrances. Refuse vehicle to travel along street for collection	
H	Road surfaces	One material for shared surface, no kerbs or other level change	



Sectional proportion



ICON, Street

4.8.3 QUALITY OF REAR COURTS & GARDENS

This section describes the quality of rear courts and gardens in the Central Character Area, setting out the character for amenity space, parking, planting, boundary treatments and refuse strategy.

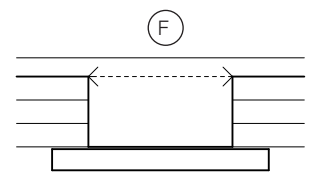
Podium Parking and Shared Garden

Within a development block, the podium garden relates to the street on one side with parking beneath, the main building frontage overlooking green space.

PARAMETER	DESCRIPTION	Minimum	
A	Location	From secondary street (A1), block fronting green space (A2)	
B	Parking	Bay parking located beneath podium and under units	
C	Boundary	Continuous visually permeable boundary wall with planting	
D	Gardens	Mix of hardscaping, planting, seating and small scale play on raised garden level, with protected lightwells down to parking. Ensure ability to access & overlook boundary wall to street.	
E	Planting	Ensure at least 1 tree protrudes from ground level to podium garden level. Other plants used to green boundary at ground level and hang over from podium garden level	1 tree
F	Privacy	21m between habitable room windows, unless design considerations allow.	21m
G	Private amenity	Minimum garden/balcony depth to align with LHDG. Permeable boundary treatments to integrate with communal garden	1.5m width
H	Refuse	Refuse store located within podium adjacent to street boundary, accessed directly from street	



Raised shared courtyard & integrated planting
Podium at Bath Western Riverside

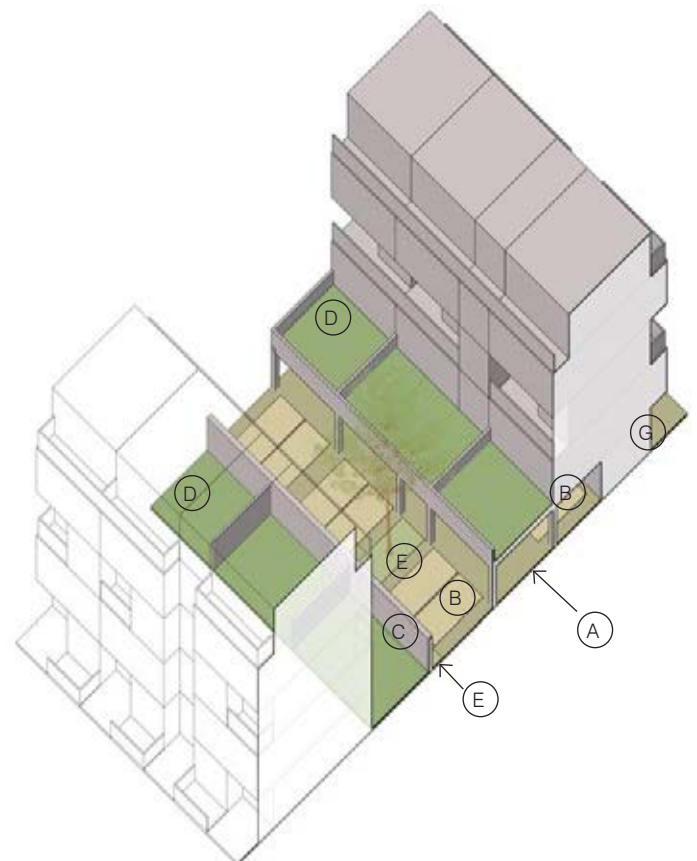


Sectional proportion

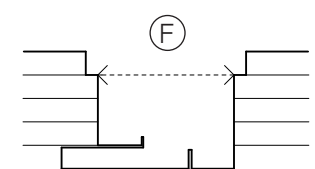
Rear Courts & Raised Private Gardens

Along the rear of building lines, particularly park frontage typologies, parking is provided in a rear court, partially covered by raised gardens

PARAMETER	DESCRIPTION	Minimum	
A	Location	Positioned along rear of continuous building lines, with access through the gable end of the building line	
B	Parking	Bay parking located beneath units and opposite against adjacent garden walls	
C	Boundary	Bound by continuous building line, rear garden wall to opposite units and end walls for access. Refrain from locating rear gates unless essential to access parking or bin storage.	
D	Gardens	Length of ground based gardens of minimum depth to allow for rear parking court. Raised gardens are private to adjacent unit, covering no more than 50% of rear court area.	5m depth
E	Planting	Ensure tree planting between bay parking to protrude above raised garden level. At least 1 tree between every 6 spaces. Planting strip along line of rear wall for maximised greenery	1 tree 1m width
F	Privacy	21m between habitable room windows, unless design considerations allow.	21m
G	Refuse	Refuse store located at ends of courts adjacent to street boundary, accessed directly from street.	



Raised private gardens
Be, Newhall



Sectional proportion

Public Realm Details

The treatment for more detailed street design elements, such as thresholds, shared surfaces or parking are set out below. The approaches set out here are considered appropriate and encouraged for this Character Area. All detailed designs for streets and public realm should refer to local and best practice guidance such as Manual for Streets, Manual for Streets 2 and TFL guidance, such as London Cycling Design Standards.

Connecting the Green Spine

The central area has an important role to play in linking the green spaces through the heart of the site, from the Woodland Walk in the south to the Village Green in the north.

The mature trees that form this connection along existing Long Mead which becomes the Avenue need to be supported by generous planting to ensure a continuous and pleasant route for walkers and cyclists the full length of the site. The same ethos should be continued through other green routes for public amenity.



Generous planting along a linear route Percival Triangle, Islington

Green Edge Parking

Parking should appear as a different surface to the road itself to ensure the visual effect of the road is minimal.

Bay parking should integrate with pavements and green edges, with informal surface finish such as resin-bond or grit, and integrated planting.



Parking between trees on shared gravelled surface, visually separate from road treatment ICON, Street

Shared surface

Surfaces that abut the non-residential frontage in the central community hub need to provide for a range of integrated and inclusive activities, with high material quality and spacial amenity.

Smaller shared surfaces in mews streets should allow for safe, overlooked play by children and neighbourly interaction with some planting and seating, as well as integrated parking.



Safe, shared communal space Van Gogh Walk, Lambeth

The Hub

The hub will be formed of a main high street, through which buses and other vehicles will pass, and a public square adjacent to St Augustine's Church, at the base of the northern green spine.

These areas should allow outspill space from cafes, shops and community facilities, waiting areas for buses, walking and cycling routes through, and principally safe hardscaped surfaces with pleasant planting and furniture in clusters for both solitary and social enjoyment.



Integrated shared surface community hub New Road, Brighton

Garden Details

Front gardens

Defined gardens should be clear with secure but permeable boundaries, sheltered entrances and opportunities for planting.



Defined front gardens with permeable frontage for planting. Hammond Court, Waltham Forest

Privacy Buffers

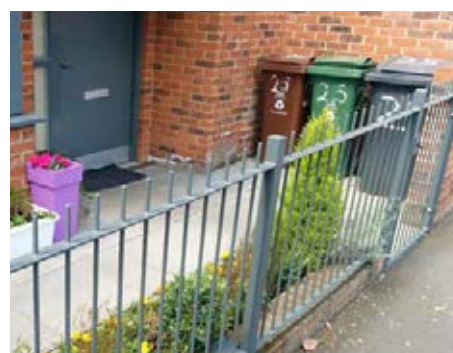
Privacy buffers should incorporate planting and space for seating, pot plants etc., and inset entrances to ensure defensible space.



Inset entrances and deep planting buffers Accordia, Cambridge

Bin Storage

Integrated into all private enclosed front gardens, and any parking entrances. Should be accessible for ease of refuse collection, but subtly integrated into the facade / boundary treatments.



Bin storage located behind wall in front garden. Hammond Court, Waltham Forest

Bike Storage

Integrated garages or rear parking courts where applicable. This is as a preference to cycle storage in front gardens, so that private cycle storage should be incorporated and access allowed for through the dwelling.



Bike storage located within rear gardens in secure location. ICON

4.8.4 QUALITY OF ARCHITECTURE

Massing, Height & Urban Design

The Central area consists of many elements all of which aim to tie the distinct character areas of the north and south. At the same time it aims to enhance the existing elements of Grahame Park, St. Augustine's Church site, the existing energy centre, and strengthen access between Schools, green spaces and other neighbourhoods from east to west.

A key part of this area will be the high street and community hub at the heart of the scheme. This will consist of local retail space whilst providing a number of community facilities upon St Augustine's church site, and which further acts as an entry point into the northern area. Similarly the Energy Centre Site provides opportunity for Community and Sports provision, to be confirmed. For more detail on St Augustine's Church site and the Energy Centre, see Sections 4.8 and 4.9.

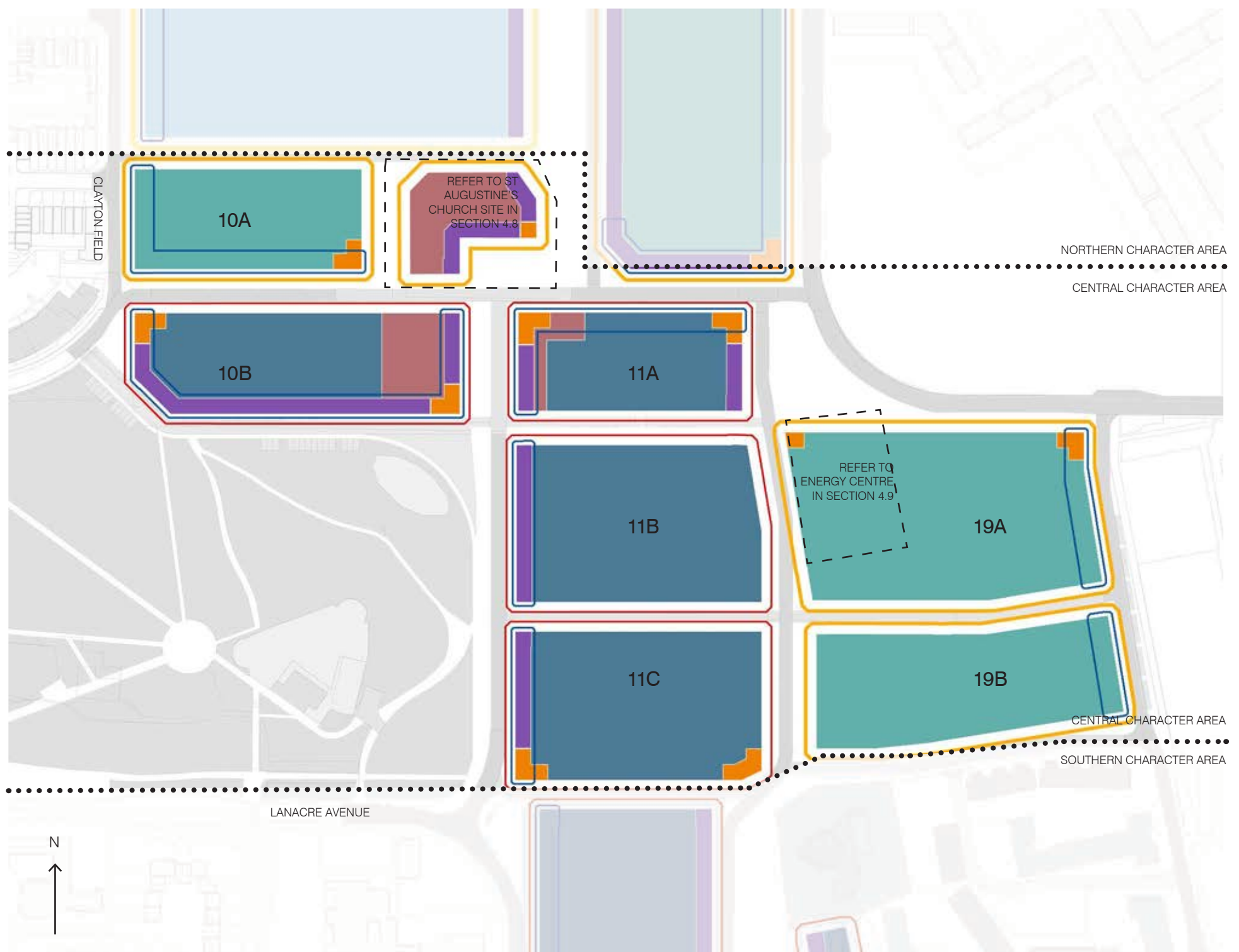


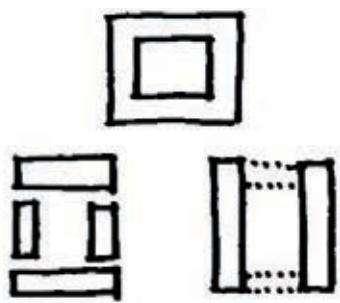
Figure 4.8.3 - Combined Parameter Plan for Character Area Heights, Density and Residential Typologies

Key (Refer to Sections 3.7 & 3.8 of the Development Framework)

- | | |
|---|---|
| General Block heights - Low (typically 3 storeys) | Predominantly Mansion Block typologies (stacked maisonettes with flats above) |
| General Block heights - Medium (typically 4 storeys) | Mixed typologies (maisonettes, flats and houses) |
| General Block heights - High (typically 4 to 5 storeys) | Predominantly Traditional Terraced typologies (terraced family houses) |
| Key Frontages locations | Locations for continuous plot frontage |
| Prominent Corners locations | |
| Non-residential uses (Northern Hub) | |

Massing & Form

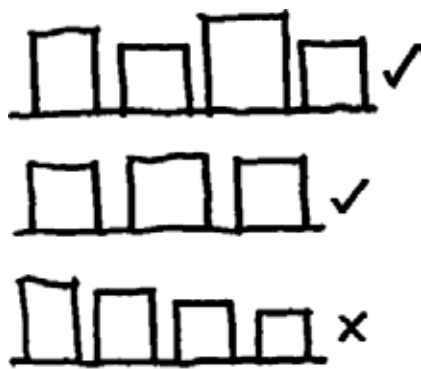
The block should have a form and mass that strongly defines its perimeter and edges



Recognisable block massing
Olympic Village, Stratford, London

Relative Heights

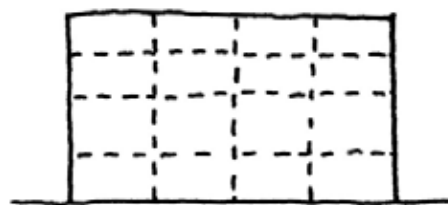
Heights of adjacent blocks should give variety along frontage. Arrangement should not follow a staircase form.



Variation in heights, not staircase formation
St Andrews, Tower Hamlets, London

Typologies

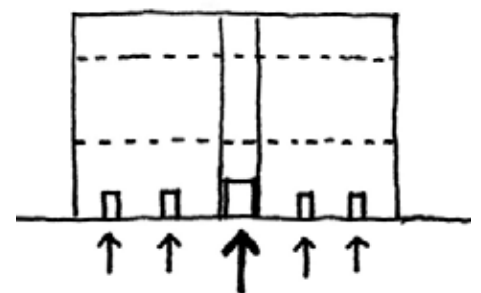
A mix of flats and maisonettes allowing for higher densities than the north character area but less than the south character areas.



A mix of flats and maisonettes.
Waltham Forest, London

Entrances

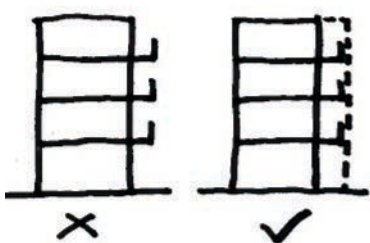
Generous and spacious entrances for communal lobbies. All ground floor dwellings to have private entrances accessed directly from the street.



Hammond Court
Waltham Forest, London

Deck access

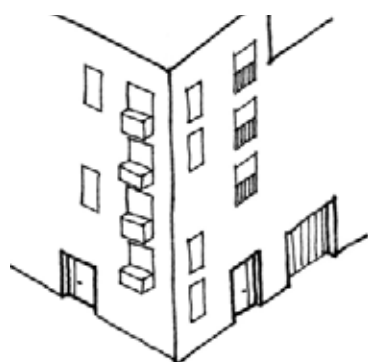
Deck access layouts need concealing behind a rear facade. A core should not serve more than 8 dwellings on each floor.



Hammond Court
Waltham Forest, London

Corner Treatments

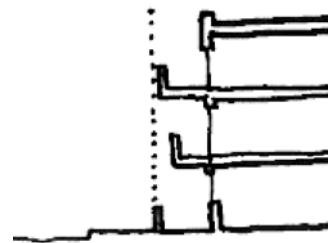
Corners need to use elements like entrances, balconies and fenestration to articulate corners and ensure overlooking and animation on both street facades.



Accordia, Cambridge

Private Amenity Space

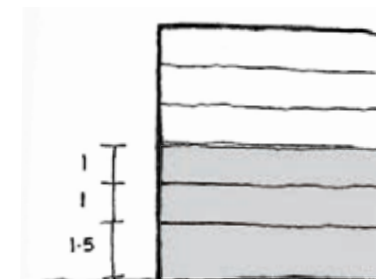
Balconies should never protrude beyond the dwelling's front garden or planting buffer line. Therefore the size of balcony is proportional to the defensible space at ground level, according to each street type.



Prominent, lively frontage
Adelaide Wharf, Haggerston

Non-residential provision

All non-residential provision to be located at lower levels up to 3 storeys. Retail to be located at ground floor level only. A minimum height of 1.5 storeys for the ground floor. Upper levels to provide for residential accommodation.



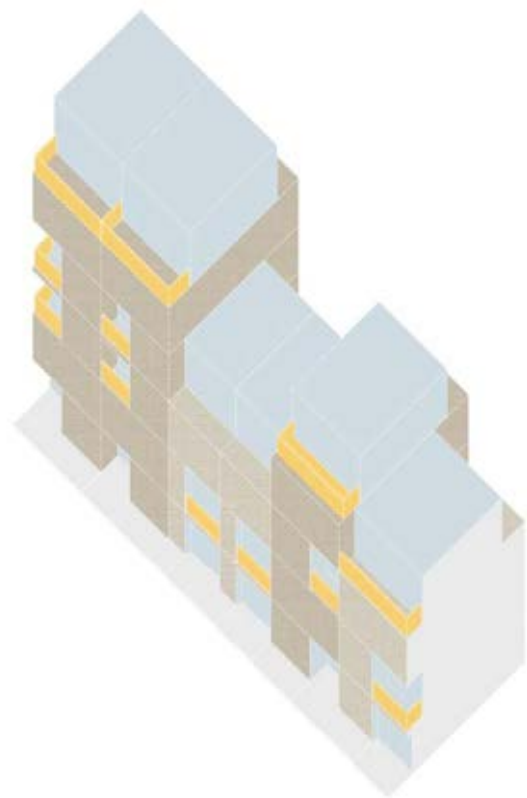
Multi-storey non-residential accommodation with residential above, Lisson Grove, London

CENTRAL CHARACTER AREA

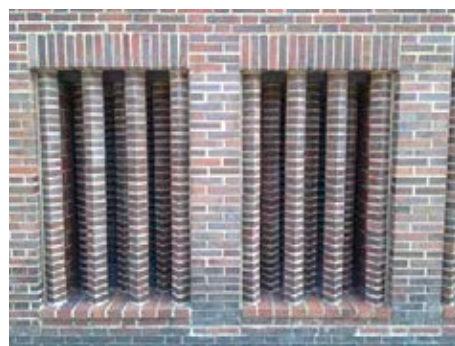
Typical Block Character

The general facade and block treatment to the central area should look to tie together differing scales between the northern and southern character areas. They should be appropriate to the density, height and typology as described in this section and the Development Framework. Whilst they are described as 'background' buildings, the Typical Blocks form the majority of the built character, and as such are of no less quality or importance in creating the urban and architectural character of the neighbourhood.

- Simple orthogonal Buildings
- High quality through simplicity
- Refinement in detail
- Collectively define the urban block
- Profiled frontage and height variation
- Inset balconies and roof terraces
- Up to 2 materials of similar tonal combinations, to vary within the block. These materials should be used consistently for whole blocks or stacks, not as feature panels.



Mixing typologies
Leidsche Rijn



Singular materiality but refinement in details.
Hamburg.



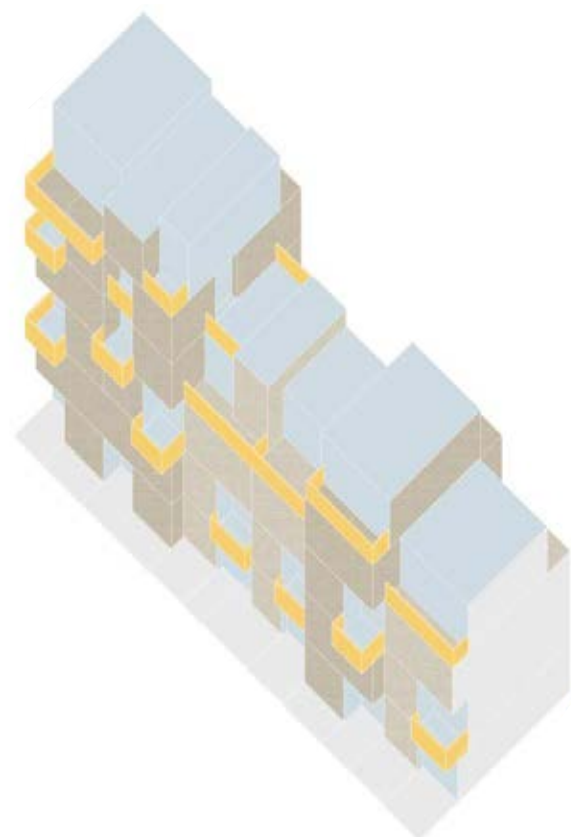
Singular materiality and orthogonal buildings.
Shoreditch Park, Hackney

- Key**
- One predominant materiality
 - Facade articulation (intrusions, relief, insets).
 - Features (protrusions, balconies, bays)

Key Frontage Character

The key frontages are located facing onto the Neighbourhood Park and should form a key relationship with this space. Building heights may be taller here and flatted accommodation may be provided above maisonette accommodation. The buildings should be of high quality with more vibrancy – they should follow a similar language to the typical block character but with scope for more varied materials, accent colours and façade articulation.

- Facade treatment that relates to public green space.
- Allowance for informality and articulation of building line or roofline
- Terraces to upper floor
- Pronounced expression of balconies
- Scope to change in material colour to elevations within a consistent material palette.
- Maximum of 2 common materials of similar weighting to façade, with opportunities for accent colours



Prominent, lively frontage
Adelaide Wharf, Haggerston
SPD DESIGN GUIDELINES PAGE 56



Articulation of building line and a limited palette for materiality.
Leeuwendeld



Scope for additional materiality on key frontages.
Hillington Square

- Key**
- Scope for additional materiality
 - Facade articulation (intrusions, relief, insets).
 - Features (protrusions, balconies, bays)

Prominent Corner Character

These blocks are located at corners that form strategic vistas and orientation points. It is important that the building responds to this and may contrast to the other block characters.

- Allow for material of contrasting colour and/or mineral material.
- Identification in height to a maximum of 2 storeys above the general height of the block.
- Articulation of building elements such as fenestration, solid and void, balconies or ground floor treatment.
- Openings to respond to specific vistas and the role of the building in turning the corner, taking advantage of multiple aspects and approaches.
- Break from order of typical elevational order of the typical block.






Feature corner with material integrity
Seoul, OBBA



Articulation of building elements on the corner
block. Accordia

Key

-  Contrasting materiality
-  Facade articulation (intrusions, relief, insets).
-  Features (protrusions, balconies, bays)

Typical Material Palette

The material palette for the central character area should be a blend of the Northern and Southern Character Areas. The two palettes should be brought together, used for different buildings or frontages within a block, or as a consistent mixed brick palette across whole blocks.

The following principles describe the base palette to which various colour accents may develop from:

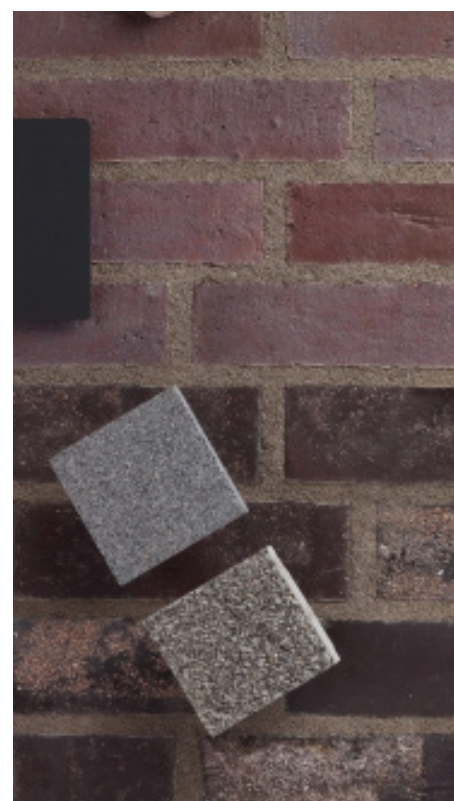
- Predominantly brick/masonry finishes
- Timber metal composite windows
- Secondary finishes of reconstituted stone or concrete



Blending the two material palettes. Kidbrooke.



Combinations of lighter and darker brickwork.

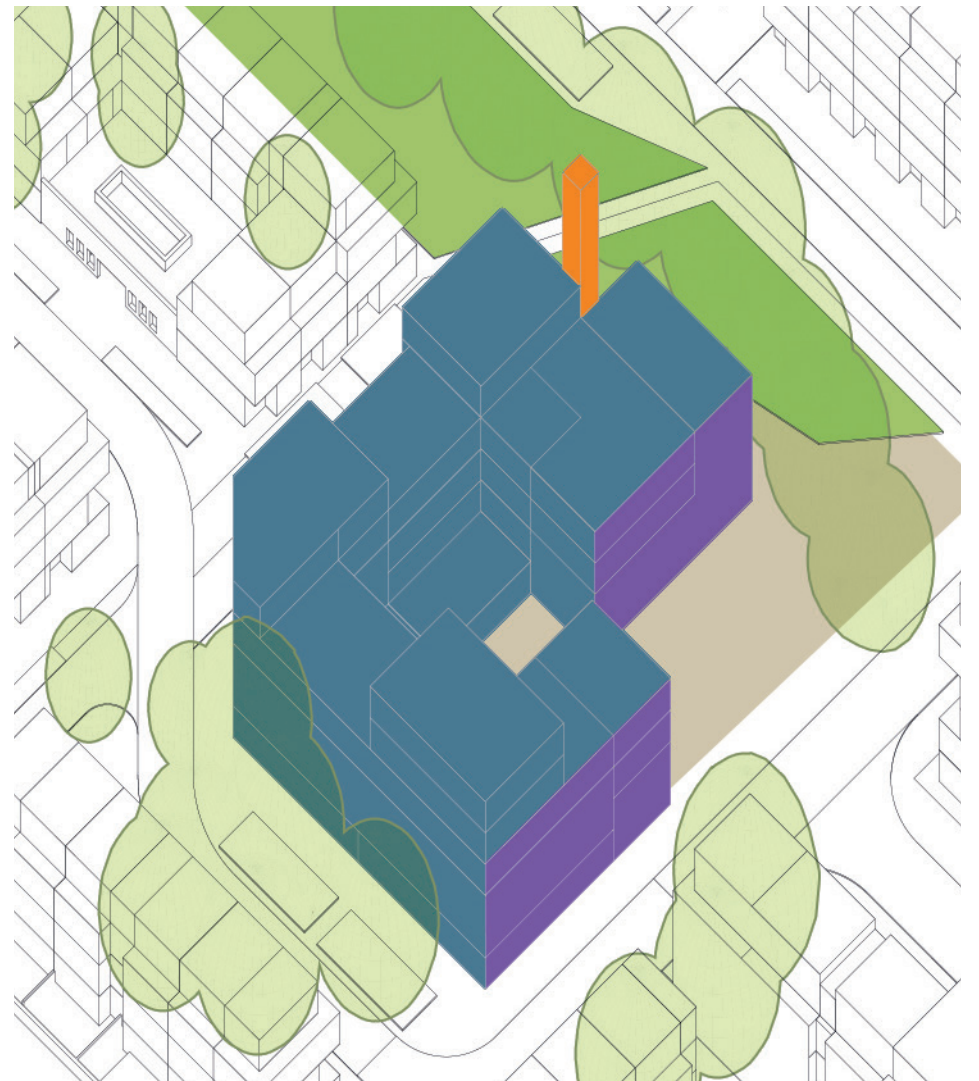


4.9

ST AUGUSTINE'S CHURCH SITE

The redevelopment of the St Augustine's Church will be a focal point at the heart of the regeneration of Grahame Park. In combination with the High Street that links between the Neighbourhood Park in the Central Character Area and the Northern Woodland Walk, St Augustine's Church site will form the central Community Hub, providing vital social infrastructure and community facilities to the adjacent neighbourhoods and wider surrounding area.

- The site has the potential to incorporate a mix of community uses such as Church and Community Facility, Health Centre, Children's Centre and associated commercial space such as a cafe, as well as residential development. This combination of uses is set out in the Development Framework section of this SPD.
- The character and quality for green spaces and play provision must be adhered to, as set out in Sections 4.6.1 and 4.7.1 of the Design Guidelines.
- In addition to the areas specified per green space within the Development Framework of this SPD, St Augustine's Church Site should provide a high quality area of public realm, predominantly hardscaped, to tie in with the Northern Woodland Walk, and recognise the relationship with the High Street and the Neighbourhood Park. The character of this space should be focused around retention of mature trees, plus new large planters which continue the Green Spine and Green Routes through the site. Seating, lighting and other furniture should be well integrated into the space and planters.
- The site should respond to its strategic location on a primary movement node within the redevelopment. Key relationships include the primary bus route linking Lanacre Avenue and Corner Mead, the secondary routes towards Heybourne Crescent and the Avenue travelling both north and south, and strong pedestrian routes between the fixed green spaces.
- In terms of heights and massing, the plot itself is located between the Northern Character Area and the Central Character Area. The Church redevelopment should present a massing of minimum 4 storeys, maximum 6, with a Prominent Corner element adjacent to the Public Realm which has the freedom to reach 8 storeys (refer to 3.6 Building Heights and Density). This should be a point height, envisaged as the church spire. Key Frontages should respond to the fixed areas of Green Open Space and Public Realm.
- The architectural character and quality should take account of that proposed in Section 4.7.4 for the Central Character Area, but a unique, innovative approach to this landmark site will be welcomed, and with the exception of the building height, guided by the criteria for prominent corner blocks in section 4.7.4.



Key (refer also to Sections 4.8.1 - 4.8.4)

- Medium Building Height (predominantly 4 storeys)
- Key frontages
- Prominent corners
- New Public Realm
- Retained / new green space



The existing church.



Community focused mixed-use church. Green Lanes, Hackney



Shared public space overlooked by community facilities and residential uses Square at All Saints Church, Notting Hill

4.10 ENERGY CENTRE

The Energy Centre is a long-standing feature of Grahame Park. The centre provides efficient energy for the residents, businesses and public services on the estate. The preference is to retain the energy centre, albeit, moneywise, to increase it's efficiency and extend it's operational life.

- The site has great potential to maximise non-residential uses in its internal volume and rooftop. With allowance for a new energy centre, the remaining internal space should maximise opportunities for sports provision, particularly ball games or other uses that suit large, tall internal volumes and daylight from above. On street level therefore, the building's envelope should be assessed to maximise the potential for openings to allow daylight into the volume within.
- The building's roofscape should be maximised for community uses, with potential for a full extension to incorporate new sports and community facilities, once a building assessment has been carried out.
- Any rooftop extension should bring the total height of the building above ground to a maximum of 2 storeys, with the top floor as a large open useable space, with minimal playful, permeable rooftop structures. The chimney for the energy centre has potential to increase this height as a Prominent Corner feature, up to 8 storeys above ground, positioned to relate to ground and above-ground play spaces and as a landmark on green routes.
- The Green Route that links Corner Mead with the Neighbourhood Park runs directly along the northern edge, and will need to be integrated with the undulating Energy Centre Landscape and proposed Fixed Green Space at this point. Good lighting, landscaping and street furniture will need to ensure a pleasant and safe landscape around the building during both day and night.
- The Green Spine runs parallel to the site and therefore needs to give prominence to the public realm with mature trees and planting that will run along the adjacent street. The site also needs to relate to its prominent location on Corner Mead, a primary periphery bus route connecting to the local area.
- Whilst respecting the Design Guidelines set out for the Central Character Area in section 4.7.4, a unique approach will be welcomed for the approach to this building's redevelopment, with a creative reinterpretation of the building's single storey massing and concrete facade detailing, with light and playful above ground extensions and interventions, as a community landmark.

If however, the energy centre is not retained, the site should either be:

- Developed for community uses proposed above; or
- Developed for residential purposes in accordance with the standards set out in this SPD, and the community facilities outlined above are provided elsewhere.

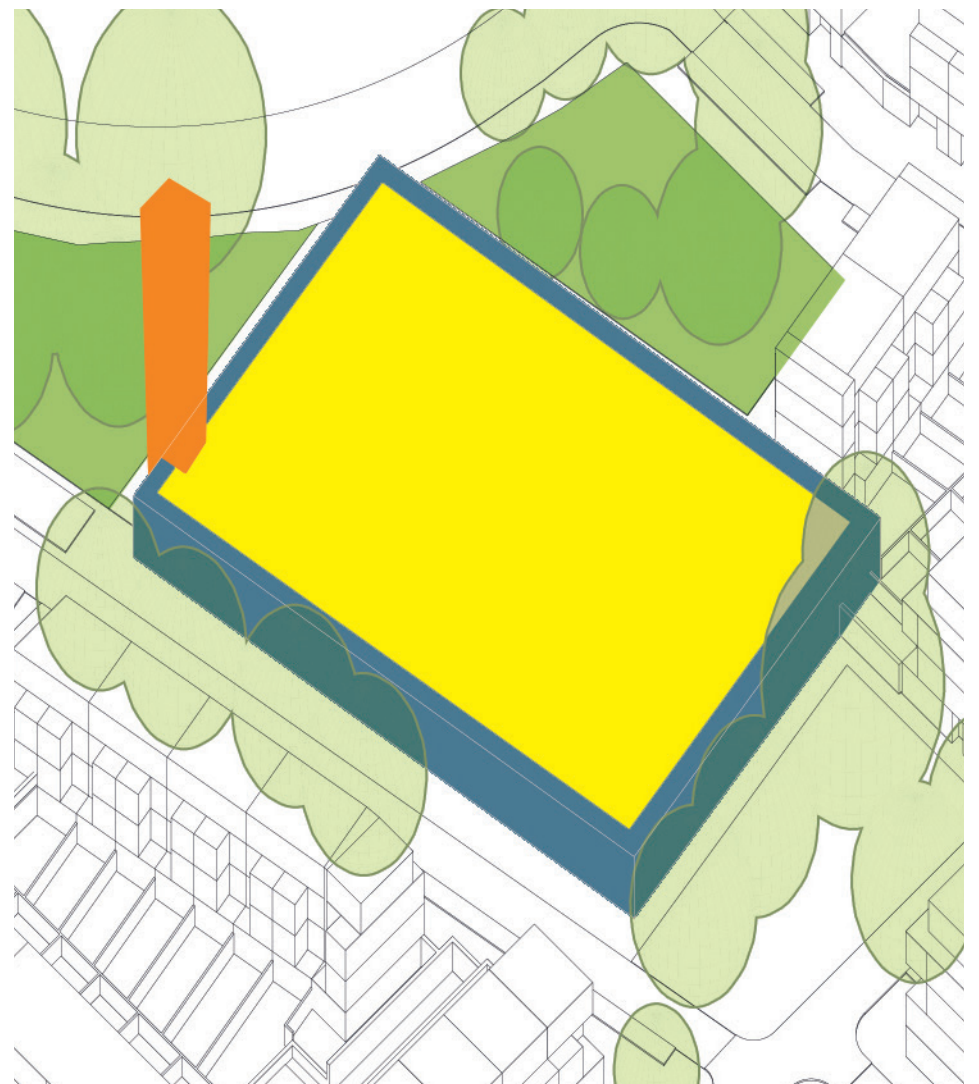
A new energy centre must be designed with capacity to serve the adjoining schools - St James, Blessed Saint Dominics, and the new proposed school on the former college site, taking account of their foreseeable growth.



Existing energy centre.



Existing energy centre.



Key (refer also to Sections 4.8.1 - 4.8.4)

- Medium Building Height (predominantly 4 storeys)
- Key frontages
- Prominent corners
- Suggested Play Provisions
- Retained / new green space



Rooftop basketball court

5 DELIVERY

Introduction

- 5.1 This section shows how the Masterplan for Stage B has been broken down into development plots, the sequence in which development will take place, and how the various proposals contained in the Masterplan will be delivered.
- 5.2 The main freeholder of Grahame Park is the London Borough of Barnet. Under the terms of a Development Agreement with the Council, Genesis Housing Association will be the developer of Stage B of Grahame Park.

Process and phasing

- 5.3 The Council expects that Genesis Housing Association and any other agency or stakeholder will work with the Council to ensure that proposals are developed which will deliver Masterplan benefits such as infrastructure, public realm, open space and other services.
- 5.4 Where necessary, the Council will exercise its legal powers to compulsorily purchase land to enable development to occur. This will be a matter of last resort.
- 5.5 It is expected that applications for detailed planning permission will be submitted for phases of development as they come forward, with this SPD setting the framework for consideration of these proposals.
- 5.6 As explained in earlier sections, the philosophy of the approach to development set out in the Masterplan approved in 2007 has been adhered to in the SPD.
- 5.7 The approach approved in 2007 was to identify:
- the dwellings that would be retained;
 - the dwellings that would be demolished; and
 - any additional land that would become available for development.
- 5.8 The SPD has been prepared on a basis that is consistent with this approach. However, in order to deliver the coherent development of the estate in line with the principles contained in the SDP, it may be necessary to demolish some individual properties previously considered for retention.

The proposed phases

Phase 1: The Concourse

- 5.9 Plots: 10, 11 and 12:
Number of Dwellings: Approximately 850 units.
- 5.10 This is the first phase. This is a critical phase as the Concourse represents the key constraint affecting the future of Grahame Park.
- 5.11 The programme for the redevelopment must allow for the timely and coordinated replacement of the community facilities prior to the demolition of the existing facilities.

Phase 2: The North East Quadrant

- 5.12 Plots: 13,14,15,16:
Number of Dwellings: Approximately 300 units.
- 5.13 It is anticipated that this phase will be commenced as soon as possible to continue the flow of development after Phase 1. The Council will encourage this phase to be commenced in a manner that overlaps with the ending of Phase 1.

Phase 3 Retention and Renewal Areas

- 5.14 Plots: 17, 18, 19, 20, 21:
Number of Dwellings: Up to 800 units.
- 5.15 This phase comprises a number of plots in different locations within Grahame Park. The Council would require that development proposals within these plots should be brought forward as soon as is expedient.

Affordable housing

- 5.16 For avoidance of doubt the SPD does not affect the Councils policy with regard to the rehousing of secure council tenants. This provides that:
- Secure council tenants housed before 1st April 2003, have a commitment from Genesis/LBB that they will be rehoused in a new home on Grahame Park; and,
 - Secure council tenants who were housed after 1 April 2003 will be moved by Barnet Homes by the time the properties are demolished but will not be rehoused in a new home on Grahame Park.
- 5.17 The s106 Agreement entered into at the time of the 2007 permission, and which is still binding on the developer, requires the provision of social rented units, shared ownership units, and low cost units.

- 5.18 In addition to this requirement, which relates to the replacement of existing accommodation, each phase of the development will be assessed in accordance with the Councils requirements for the provision of affordable housing in accordance with policies contained in the Development Plan.

Community facilities and retail space

- 5.19 The SPD is committed to ensuring that existing community facilities and retail space will be replaced and that the replacement accommodation will be available in advance of the demolition of the existing accommodation.
- 5.20 The main element of replacement provision will be the Community Hub. The Councils preferred approach will be to locate the hub on the St Augustine site, and in this regard there are negotiations taking place with the Diocese of London.
- 5.21 Should these negotiations not reach a conclusion the next preference would be to locate the hub in Plot 10, immediately to the south of the St Augustine site.

Planning obligations

- 5.22 A critical part of the Delivery of the Grahame Park development =has been and will continue to be the need for the developer of the land to make financial and other contributions to secure:
- infrastructure required for the development;
 - mitigate of the impact of the development; and,
 - satisfy the requirements of other policies such as affordable housing.
- 5.23 The s106 entered into at the time of the permission granted in 2007, included the following:
- provision of affordable housing;
 - provision of open space, play areas, and their maintenance;
 - financial contributions to highways improvements;
 - contribution to CPZ;
 - financial contributions to education provisions;
 - delivery of replacement retail units;
 - on-site provision of replacement community facilities;
 - financial contributions to public transport;
 - travel plan including incentives; and,
 - employment and training;

- 5.24 The introduction of the Community Infrastructure Levy (CIL)

legislation within Barnet now means that the Council is required to charge a levy on all planning permissions for residential and retail development which comply with CIL criteria. As each application comes forward, an assessment will be made as to the requirement for a contribution under towards:

- Physical Infrastructure;
- Social Infrastructure; and
- Green Infrastructure.

5.25 Under Regulation 123 of the CIL Regulations, the Council is required to publish a list of infrastructure projects which will benefit from being either partially or fully funded by CIL. This includes the following project which will benefit Grahame Park and the surrounding area:

- the junction of Aerodrome Road, Colindale Avenue, and Grahame Park Way.

5.26 As each planning application comes forward there will be a review of the extent to which a new s106 agreement is required in respect of that proposal due to obligations that would not be covered by CIL, or by planning conditions.

Relationship to masterplan

5.27 Each phase or plot of development will be supported by a Design and Access Statement which will include a section or sections which demonstrate that the provisions of the SDP have been adhered to including the Development Framework and the Design Guidelines;

5.28 In addition, the DAS will identify the following contributions to be made to the achievement of the Masterplan by the phase or plot through the provision or protection of:

- the appropriate level of affordable housing;
- elements of strategic infrastructure
- environmental features which need to be retained and enhanced; and,
- opportunities to improve the quality of community provision within the area.

Infrastructure delivery plan

5.29 The planning application submitted in respect of each phase or plot will include as a minimum:

- Demolition and mitigation proposals;
- Biodiversity measures;
- roads, cycleways, footpaths;
- open spaces;
- public transport facilities as required;
- Highway alterations;

- Phase of energy-district system;
- SEA mitigation measures;
- Highway licence;
- Road safety Audit;
- Car park areas laid out before occupation;
- Car Parking Management Strategy;
- Hard and soft Landscaping proposals;
- Sustainability statement;
- Energy Statement;
- Foul and Surface Water drainage;
- Refuse and recycling proposals; and
- Construction Environment management Plan.

Viability

- 5.30 A viability analysis shall be carried out prior to the inception of each phase and submitted to the Council as part of the pre-application submission.
- 5.31 A viability analysis should demonstrate that the proposed development will:
- support high quality improvements to public realm;
 - deliver the required amount of affordable housing;
 - deliver transport and movement improvements;
 - fund community infrastructure;
 - will overcome any phasing, technical constraints; and,
 - satisfy any other s106 and CIL requirements not covered by the above.

Energy and sustainability

- 5.32 All new development should meet the requirements of the London Plan in terms of reducing carbon dioxide (CO₂) emissions, having regard to the energy hierarchy.
- 5.33 An energy centre will be required to provide a district heating system for the flatted blocks within the new neighbourhood. It is proposed to locate this on the site of the existing boiler house serving the estate, which is sited on plot 14. There is adequate capacity within this building to serve the new development.
- 5.34 Subject to a feasibility study, adequate space should be retained within the energy centre to enable an Energy Supply Company (ESCo) to install additional capacity in order to contribute to a Colindale-wide network, should one come forward.
- 5.35 Sustainable design and construction should be integral to the design of new buildings and proposals should meet the requirements of the relevant Mayor of London and LBB policy and supplementary

guidance.

Delivery agencies

- 5.36 The production of this SPD has involved joint working between the London Borough of Barnet, Genesis Housing Association, Barnet Homes, GLA/TfL, NHS, St Augustines Church and the Diocese, and Colindale Community Trust/Grahame Park Strategy.
- 5.37 This joint working should lead to the development of the mixed use Community Hub on the site of St Andrews.

Engagement

- 5.38 The Council will work with the various agencies active in Grahame Park to ensure that there is community involvement and engagement with stakeholders and other interest groups as each development proposal is brought forward.

Monitoring

- 5.39 The Council monitors the effectiveness of policies in the Councils Annual Monitoring Report. The success of the Graham Park SPD will be monitored as part of this process and where necessary will be updated or changed.