VICTORIA QUARTER
NEW BARNET

DESIGN AND ACCESS STATEMENT

AUGUST 2014

ASDA GL Hearn DLA DESIGN

DLA REFERENCE 2012-161

CONTENTS

1. INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

This Design and Access Statement has been prepared on behalf of our client Asda in order to describe the design for the proposed Development of the former Albert Road Gas Works site in New Barnet.

The design has been informed by consultation with the Greater London Authority, London Borough of Barnet and local residents and interest groups.

The Design and Access Statement should be read in conjunction with the other Planning documents and drawings submitted as part of this application.

This Planning application is a full application, with detailed planning consent sought for all proposals.

1.2 DESCRIPTION OF THE DEVELOPMENT

Residential-led, mixed-use development of the Former Albert Road Gas Works comprising the erection of 306 residential units (Use Class C3), 116 sq m of Retail floorspace (Use Class A1/A2/A3/A4/A5) and 558 sq m of flexible Commercial floorspace (Use Class A3/D1/D2); the creation of new public open space; alterations and additions to existing highways arrangements; the removal of an existing elevated footbridge and the creation of new pedestrian routes; together with associated works including landscaping, provision of basement and surface car parking, servicing and plant area. Relocation of an existing sub-station.

The Victoria Quarter Development is predominantly residential scheme with 306 private residential units in a mix of apartment buildings, town houses and mews houses.

A small amount of ancillary uses are also been sought approval for including a small amount of retail use to Victoria Road, residents gym adjacent Pymmes Square and a Crèche adjacent the Victoria Recreation Ground.

The design and development responds to its wider context as part of a new high quality residential quarter for New Barnet and its commitment towards reinvigorating this significant part of the London Borough of Barnet.

1.3 DESIGN OBJECTIVES

The vision for the Victoria Quarter Development is to establish the site as a housing led scheme which forms an integrated part of the wider regeneration of the area. The proposals will provide new public realm offering a focus for the mixed-use accommodation and the existing community of New Barnet. The public realm increases pedestrian permeability and has been conceived as a series of spaces establishing new and improved connections to the wider community and to Victoria Recreation Ground to the east.

The key objectives are:

- Create a housing led scheme with an appropriate mix of dwelling types and density to provide much needed new homes in the borough
- Create activate street frontages linking the existing local centre along East Barnet Road with the Victoria Recreation Ground.
- Provide improved setting and security to the Victoria Recreation Ground
- Create a series of high quality new community spaces
- Contribute to the regeneration of New Barnet and the delivery of the New Barnet Town Centre Framework objectives

1.4 SUMMARY OF PLANNING STATEMENT

The Planning Statement, prepared by GL Hearn, outlines the proposals and explains how the development proposals have evolved through consultation to comply with relevant national, regional and local planning policy.

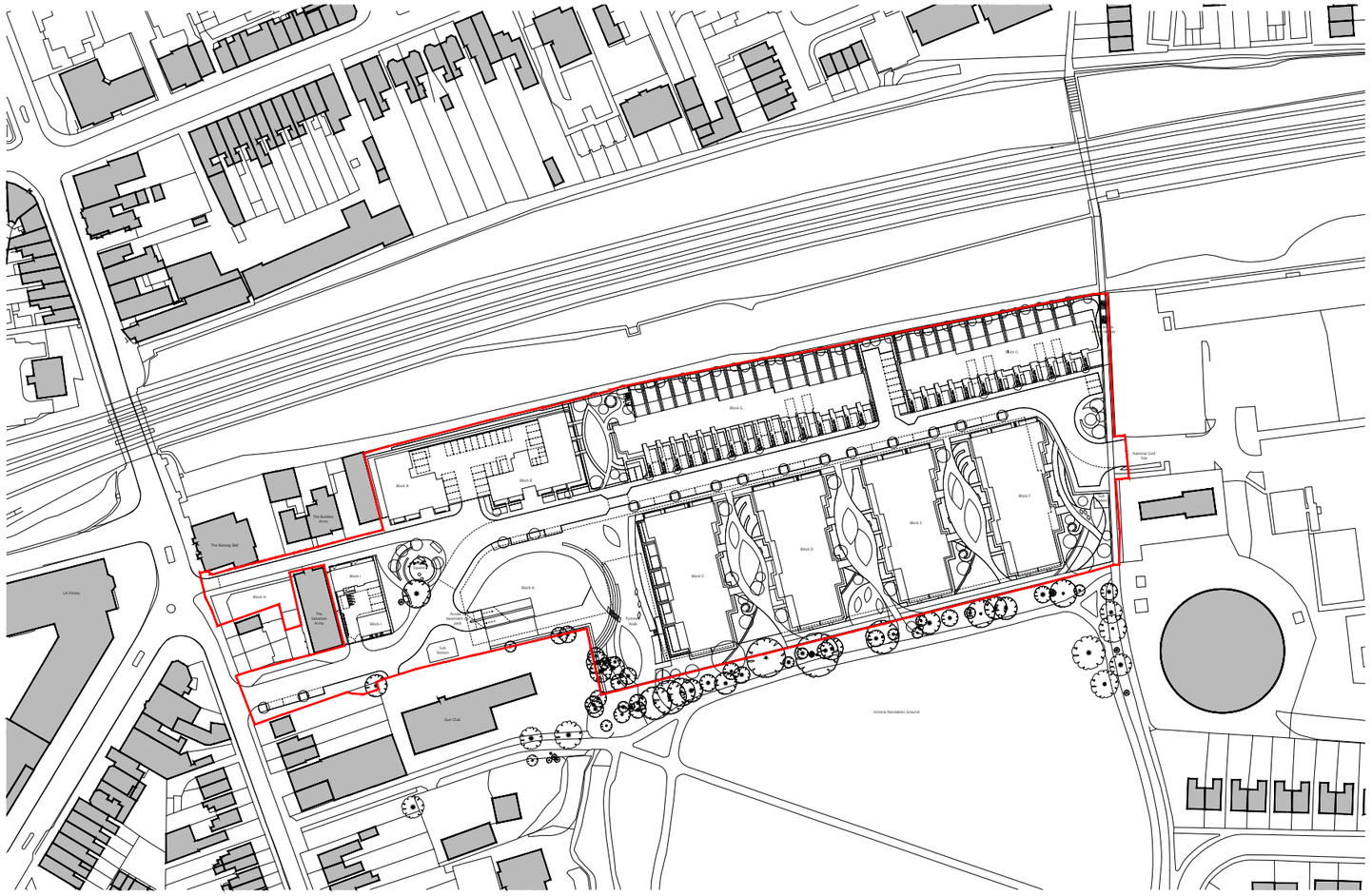
A detailed description of the site and surroundings sets the overall context, and the key issues which have been considered as part of the design process. The Planning Statement reviews the scheme evolution against key planning policy documents, analysing in detail the proposed design's compliance with relevant planning policies. The Planning Statement also provides a detailed review of how the scheme has addressed all of the issues which have arisen during the consultation process.

The main section of the Planning Statement provides a full detailed review of the scheme against all relevant adopted and emerging policies and guidance which include;

London Plan (Spatial Development Strategy for Greater London) (2011) (with Revised Early Minor Alterations 2013);
London Plan Housing SPG (2012);
Shaping Neighbourhoods: Play and Informal Recreation (2012);
LB Barnet Local Plan Core Strategy (2012);
LB Barnet Local Plan Development Management Policies (2012);
New Barnet Town Centre Framework (2010);
LB Barnet Residential Design Guidance SPD (2013);
Sustainable Design and Construction SPD (2013);
Affordable Housing SPD (2007); and
Planning Obligations SPD (2013).
In addition, consideration has been given to the National Planning Policy Framework ('NPPF') (2012) the latter of which sets out the Government's objectives for planning in respect of the decision making process. Due regard has also been paid to National Planning Practice Guidance ('NPPG').
London Plan draft Further Alterations (2014).

The key planning policy issues which the Planning Statement seeks to address includes the scale and design, proposed mix of uses, residential considerations, public realm and active frontages, amenity and play space provision, affordable housing, impact on strategic views and transport issues including car parking, and energy targets.

The Planning Statement concludes that the proposal can be considered to be fully policy compliant, and the proposal will seek to deliver the strategic vision as set out in the adopted regional and local planning policy documents for the site.



Proposed Site Plan

2. SITE CONTEXT AND ANALYSIS

2.1 CONTEXT

The former Albert Road Gas Works, New Barnet lies in a prominent location on the edge of New Barnet. The site is located to the north of the junction between East Barnet Road and Victoria Road and abuts the western end of the existing town centre's established retail areas off East Barnet Road.

The site extends to approximately 2.827 hectares (6.9 acres) and forms the major part of the former New Barnet Gasworks. All buildings are cleared from the site, but it was formerly occupied by a two storey call centre with a single storey staff social club building in the south western corner. There was an electricity sub-station in the north western corner and the remainder of the site was used for storage and parking. The site is relatively level.

The site is linear in plan with the well established Victoria Recreation Ground running along the eastern boundary of the site which offers public open space with a variety of well established park and trees. Access to the site is from the south via two roads, Albert Road (East) a two way road accessed form Victoria Road which splits and terminate as a Cul de Sac to the land to the North West owned by National Grid and exits the site to the south via Albert Road (West) a one way road exiting on to the mini roundabout junction between East Barnet Road and Victoria Road. The western boundary is adjacent the railway line on a raised embankment which serves the East Coast Mainline route.

To the north of the site beyond the elevated pedestrian foot bridge crossing under the railway line lies the only remaining British Gas operations concentrated in the vicinity of the existing gas holder which is believed to be no longer in use.

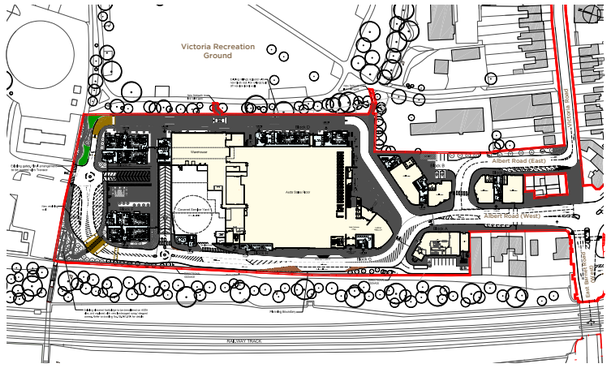
The site at present is well served by a range of services and facilities available in New Barnet centre, to the south of the subject site.

The Previous Application

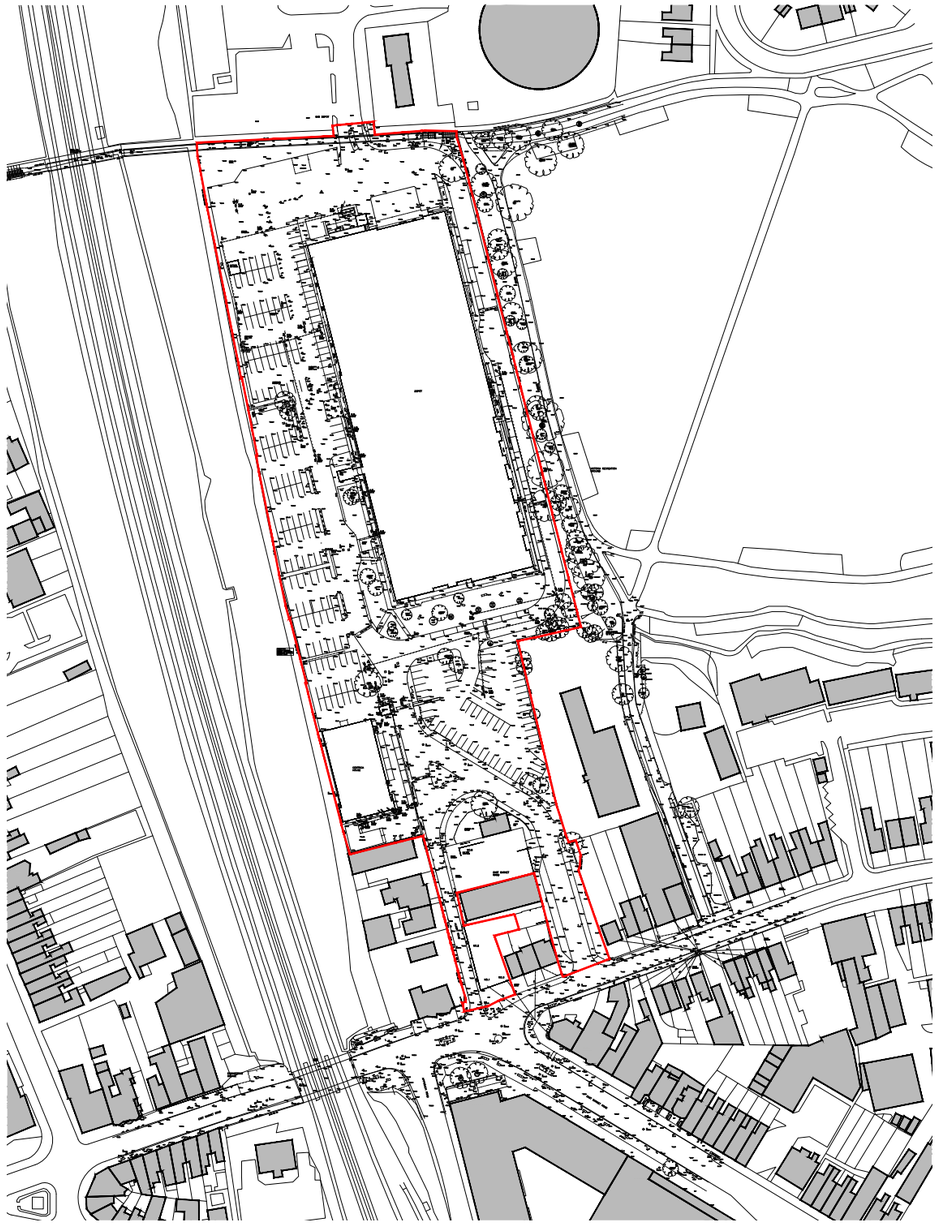
An application submitted previously on 14th January 2009 under Council's reference: B/00200/09 by the present applicant for retail and residential development at the site was withdrawn.

The six reasons for refusal mainly concerned the nature of the then proposed development on the site.

The previous application, which included a proposed superstore of 10,526m2 gross floorspace, as well as additional retail, restaurants and business floorspace would have resulted in significantly more traffic generation than the current proposal.



Proposed plan from previous withdrawn food store and residential application



Existing Red Line Boundary Plan

2.2 THE DEVELOPMENT OF NEW BARNET

Before the railway line was built there was no New Barnet. In order to build the railway the Great Northern Company had to buy land from different farms and estates.

The owner of one of these estates through which the line had to pass, known as Lyonsdown, forced the railway company to purchase the whole of the estate rather than just the fields which were needed. The railway company sold the rest of the Lyonsdown estate to The British Land Company in 1850.

Development was slow, and the New Barnet we see today was not fully built until the First World War in 1914. First, Lyonsdown Road and Station Road (then called Lyonsdown and New Barnet Road) were laid out in New Barnet. By 1857 the British Land Company were selling houses on New Barnet Road.

In 1864 the Anglican Christians built Holy Trinity church, which by 1869 had its own parish called Lyonsdown. The railway station originally provided for the whole of Barnet was called Barnet Station.

In 1872 a Gasworks, the East Barnet Gas and Water Company, was built to provide power for the gas lamps that lit the houses. The same company provided water from a 500-foot artesian well at the water works for people to drink. In 1892 a town hall was built for the local board. Even so the roads did not fill up all at once.
A school was built for 400 children in 1871. By the 1880s there were already shops in New Barnet.

By the 1890s New Barnet had established itself as the political centre of the parish of East Barnet. But despite all of these new institutions the Ordnance Survey map of the mid 1890s shows that many of the Victorian roads, some at least thirty years old by that time, were still empty of houses.

http://www.barnet.gov.uk/info

FIRST EDITION
ORDNANCE SURVEY MAP, C. 1860

SECOND EDITION
ORDNANCE SURVEY MAP, C. 1898

REVISED THIRD EDITION
ORDNANCE SURVEY MAP 1935

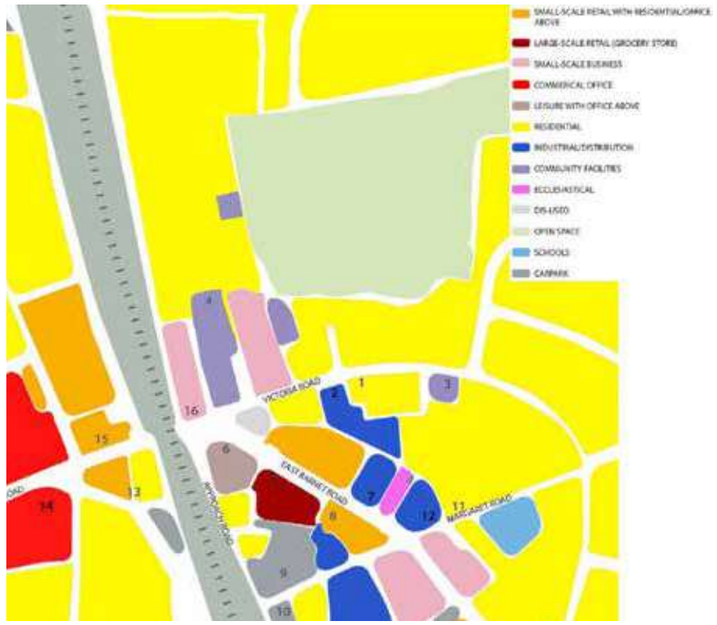
HISTORIC PHOTO OF EAST BARNET ROAD

HISTORIC PHOTO OF STATION ROAD

2.3 LOCAL AND LAND USE BUILT FORM

A number of different land uses come together at New Barnet, with smaller scale residential areas meeting the larger scale commercial areas. The railway embankment and bridge running over east Barnet Road forms a strong physical divide, dissecting the area from east to west.

The eastern side of the railway line is characterised by a local retail centre running along East Barnet road. As highlighted in the 'New Barnet Framework document' the local centre suffers from poor quality public realm and built form which lacks any coherency. Generally the buildings vary from 2 to 4 storeys with massing west of the railway bridge up to 10 storeys. Land uses currently present within the local centre are typical for a suburban District Centre of this size, and include;
A large Sainsbury's food store on East Barnet Road plus small-scale independent shops with residential or office space above along East Barnet Road and Lytton Road; Industrial uses, builders merchants, and mechanics garages and multiple take-away restaurants interspersed within the main commercial area and in the surrounding streets; Predominantly residential uses on the surrounding street network.



USES DIAGRAM FROM 'NEW BARNET FRAMEWORK DOCUMENT'

The western side, around Albert Embankment, features modern, taller commercial buildings, predominantly dating from the mid 20th Century, fronting onto East Barnet Road linking to High Barnet and Chipping Barnet.

2.4 EXISTING PUBLIC REALM

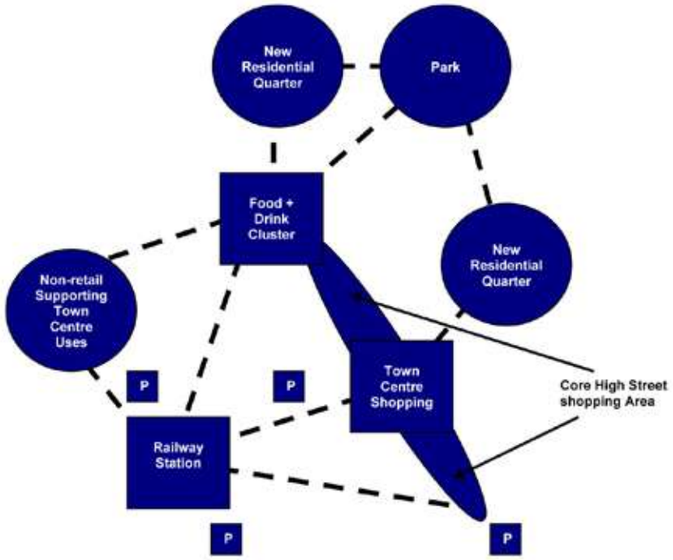
The town centre has poor quality public realm and lacks a coordinated approach. It benefits from wide pavements along its 'High Street', but lacks way finding, sign-age, and a consistent style of street furniture and surface treatments.

Key Issues:

- No open space within the centre for civic or social activity and poor linkages to the open space available at Victoria Recreation Ground;
- Wide footpaths along parts of the High Street;
- Hostile public realm on account of a car dominated environment and lack of surveillance over some public spaces (non-active/blank frontages);
- Lack of security through public lighting;
- Inconsistent treatment and poorly maintained paving materials; and Inappropriately located and limited provision of street furniture such as seating, sign-age and lighting.

The creation of the Victoria Quarter will centre around two key public realm elements, 'Pymmes Square' which will be located to the south of the site and a new entrance and route 'Pymmes Walk' to Victoria Recreation Ground.

Enhanced pedestrian linkages from the existing district centre crossing East Barnet Road will connect the local centre to the new residential quarter and public spaces whilst improving linkages to Victoria Recreation Ground. The Victoria Recreation Ground is a key existing community asset that suffers from poor linkages and inadequate natural surveillance to the eastern side of the park boundary. Further opportunity to enhance the recreation ground as identified in the 'Save New Barnet Campaign' such as improved play areas, a meadow and board-walk to Pymmes Brook will also enhance the public realm for the wider benefit of New Barnet.



SITE PHOTOGRAPHS

1 View looking North towards existing Albert Road Gas Works and pedestrian footbridge

2 View looking East towards tree line and Victoria Park

3 View looking north west towards site from East Barnet Road

4 View looking east towards existing substation

5 View looking west to existing buildings on site

6 View from Sainsbury's car park analysing existing residential architectural styles within the area

2.5 THE SITE TODAY

The site is a brownfield site which although most recently occupied as a two storey call centre (demolished) is most prominently recognised by the community as the former Albert Road Gas Works.

Due to the nature of the former industrial use and the level of residual contamination is well known, the proposals under consideration will need to provide for a full and complete re-mediation to standards appropriate for residential and associated use.

To the southern end of the site remains a series of existing properties interspersed between adjacent properties held under separate land ownerships.

Fronting onto Victoria Road lies number 1 (Mortgage Advice Centre) and number 3 (AHOY Restaurant and Tapas bar). These two existing buildings provide the only street frontage to the development from Victoria Road and East Barnet Road. Behind this are two further of two storey buildings before the adjoining Salvation Army hall separates the properties from the remaining part of the Albert Road island site to which the previous properties have now been demolished. To the northern part of the Albert Road island site remains two electrical sub stations that sit on land that has been identified as part of the adopted highway.

To the north beyond the sub station all previous buildings and structures on the site have been removed with the only structure remaining the elevated pedestrian footbridge running east to west under the railway line and into the Victoria Recreation Ground. An existing access remains through the site into the adjacent National Grid site with all vacant areas hoarded up and mounds of demolished materials from the previous buildings remaining.

AERIAL PHOTOS OF THE SITE TODAY

View looking north

View looking west

View looking south

View looking east

2.6 THE EMERGING CONTEXT

There are a number of schemes within the local area most notably in relation to this site the Spenhill residential development based at the old Optex site with the creation of New Barnet Mews which will provide 27 new homes for Barnet including 2, 3 and 4 bedroom houses and maisonettes with the remaining homes contained within two low rise apartment buildings set in landscaping.

The New Barnet Hub at East Barnet Road will provide a new landmark building combining residential and retail uses. There are also extra housing units being provided to Victoria Road in the form of two semi-detached family houses.

Other locally proposed developments of note include the 133 new homes proposed at the Ridgemont development in Mill Hill. Proposals include a mix of 3 and 4 bedroom houses as well as new apartment buildings with private courtyards.

It is also noteworthy that there are a number of applications that have been submitted recently for local sites utilising permitted development rights to convert use from commercial to residential use such as Endeavour House on Station Road.

Millbrook Park proposals at Mill Hill

Spenhill proposals for the New Barnet Project

2.7 VEHICLE AND PEDESTRIAN ACCESS

The Framework displays that there is a clear requirement to enhance the existing junction between East Barnet Road and Victoria Road both to ease congestion and also improve pedestrian links between the Victoria Recreation Ground, the district centre on East Barnet Road and New Barnet Train Station. It is also clear in the framework that there is the opportunity to provide a more formal public entrance to the Victoria Recreation Ground than the current alley way access off Victoria Road.

Currently the streets are car dominated however given the town centre has a Transport for London PTAL (Public Transport Accessibility Level) of 3 (good) our approach would be to provide a residential and public area anchoring the district centre that would be pedestrian dominated culminating in the link to the park.

The proposed development is seeking approval for parking to the residential land use as well as visitor parking for both the Crèche and people using the recreation ground.

The site currently has only one means of access into the development that will serve the existing properties around Albert Road, the proposed residential development and the adjoining National Grid site to the north. The access via Victoria Road into the site is along Albert Road (East) which is a two way road that loops around the existing properties to the southern end of the site and as it loops and anti-clockwise and turns into Albert Road (West) becomes a narrow one way exit point onto the mini roundabout junction between East Barnet Road and Victoria Road.

The existing road alignment of Albert Road (East and West) will be retained with a new road (Osbourne Avenue) running north to link to the National Grid site re-aligned to allow space for the development of houses and apartments to be configured.

The main access/egress point to the basement car park serving the majority of the dwellings proposed within the development will be accessed from Albert Road (East) via a secure automated access control barrier and as such will minimise the number of vehicle movements made into Osbourne Avenue.

Car parking access will also be provided to Building J: Mews houses from Albert Road (East) via automated gates as will Building B: Pymmes Square apartments from Albert Road (West).

The main servicing area will be located to the south east corner of Building A: Crescent apartments which will be controlled by the management company and concierge to be located in the ground floor of Building A. Servicing to all other apartment buildings will be local off Osbourne Avenue.

Strong pedestrian links will be formed down both Albert Road (East and West) into the site with easy access through the public realm and into the buildings provided. These stepping stone spaces of Pymmes Square and Pymmes Walk will create a new safe and inviting link to the Victoria Recreation Ground.

The Development has been designed to be highly permeable, this has been achieved through the creation of pedestrian routes through the site which will connect to the roads surrounding the site and the recreation ground.

2.6 CONSTRAINTS AND OPPORTUNITIES

The former Albert Road Gas Works site has a diverse existing context. The site is located in a prominent position within New Barnet close to the edge of the established retail areas in the district centre.

The sites linear form positioned between the railway line and the recreation ground and the National Grid operation to the north the most challenging relationships lie in and around the existing properties to Albert Road. An existing tree line running down the eastern boundary of the site will provide a natural buffer and an element of screening between the proposed new buildings and the recreation ground. Similarly to the western boundary the elevated railway line and associated landscape embankment with smaller trees and scrub planting provides a buffer that will help screen trains from the adjacent houses and apartments.

Land Contamination

Due to the former industrial use of the site there are significant areas of land contamination on the site with tar and hydrocarbons having leaked into the ground over many years as the sites operation as a gas works and the burning of coal on site, Prior to any works taking place on site a minimum twelve month period for re-mediation works will be required to be undertaken on site to the areas highlighted within the land contamination plan.

Pymmes Brook Culvert

There is also an existing watercourse running under the site from east to west called 'Pymmes Brook'. To enhance the development and the on site ecology the development team have undertaken further investigation of the culverted watercourse to explore the potential of opening up and exposing Pymmes Brook as a feature as it runs through the site. Unfortunately due to the depth the culvert runs under the site (approximately 4m below the existing site ground level) the proposal is not viable. It is therefore intended to decontaminate the watercourse diverting and re-culvert the Brook in a new concrete structure, stopping any existing ground contaminants leaking into the existing culvert piping.

SITE OWNERSHIP

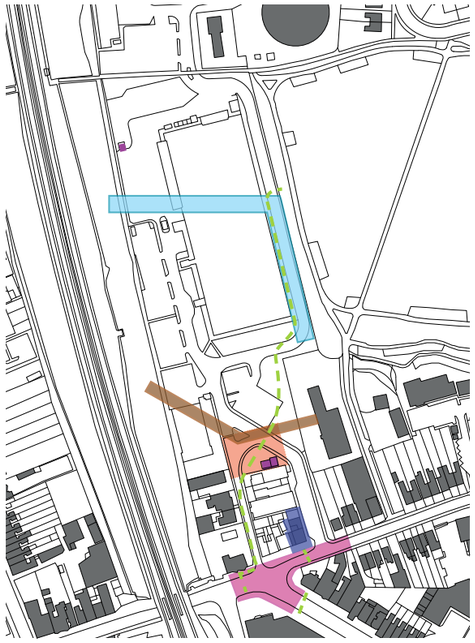
- Title Deed Ownership Boundary
- Occupational Lease
- Asda Land Ownership
- Tesco Land Ownership
- Others Land Ownership
- Highways Land
- Freehold Unknown - forms part of adopted highway, also the site for two Sub Stations
- Title Deed Reference

CONTAMINATED AREAS

Areas identified as contaminated in line with the Sanctus Land Re-mediation Plan.

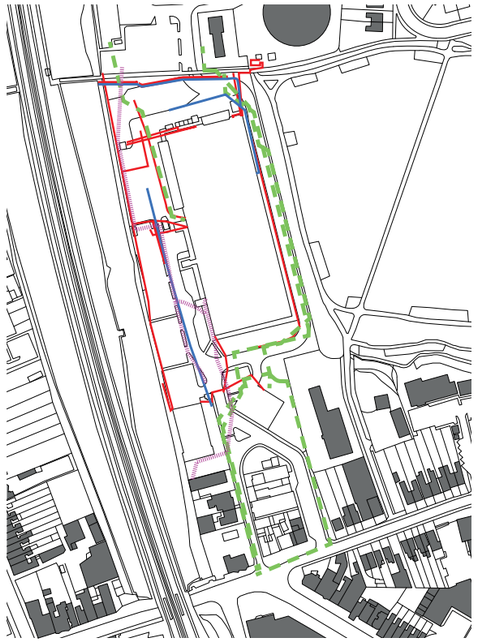
Areas 1, 5,6 & 7 could be utilised for basement car parking.

CULVERT & EASEMENT



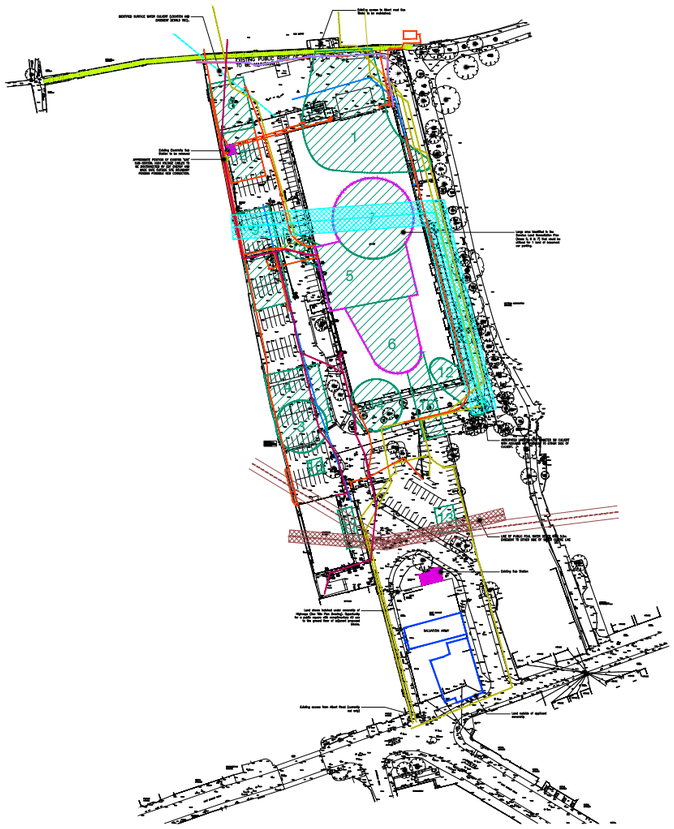
- Approximate location of existing 1740 diameter SW culvert with assumed 6m easement to either side of culvert
- Line of public foul water sewer with 3m easement to either side of sewer centre line
- Existing substations
- Areas of S278 works to upgrade highway and junction to site
- Land under ownership of Highways. Opportunities for a public space
- Land owned by Tesco

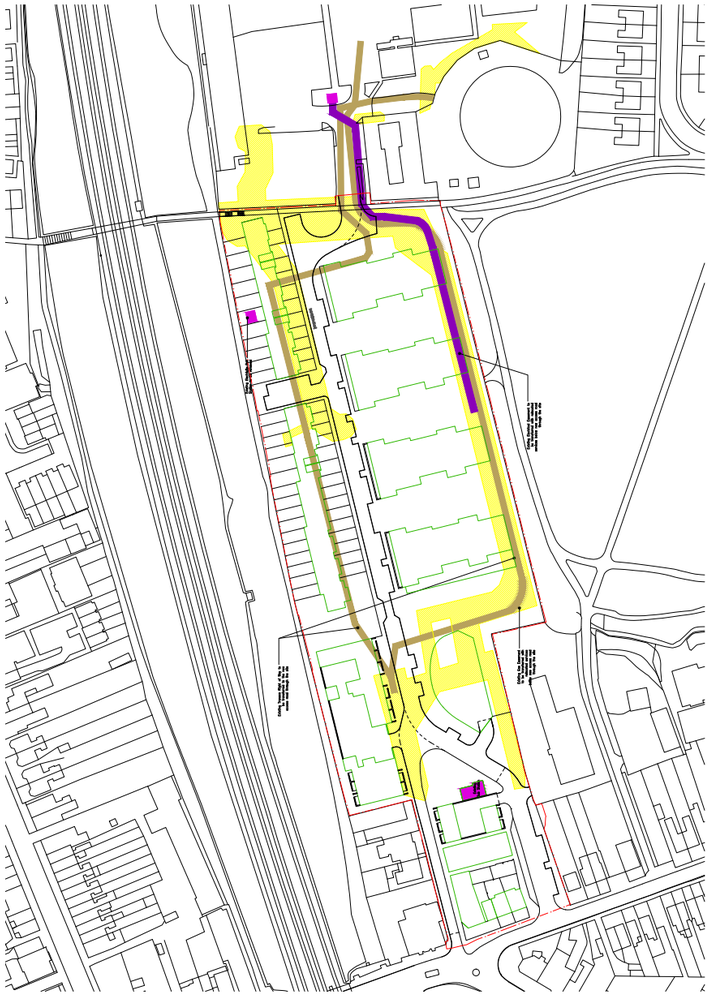
SERVICES

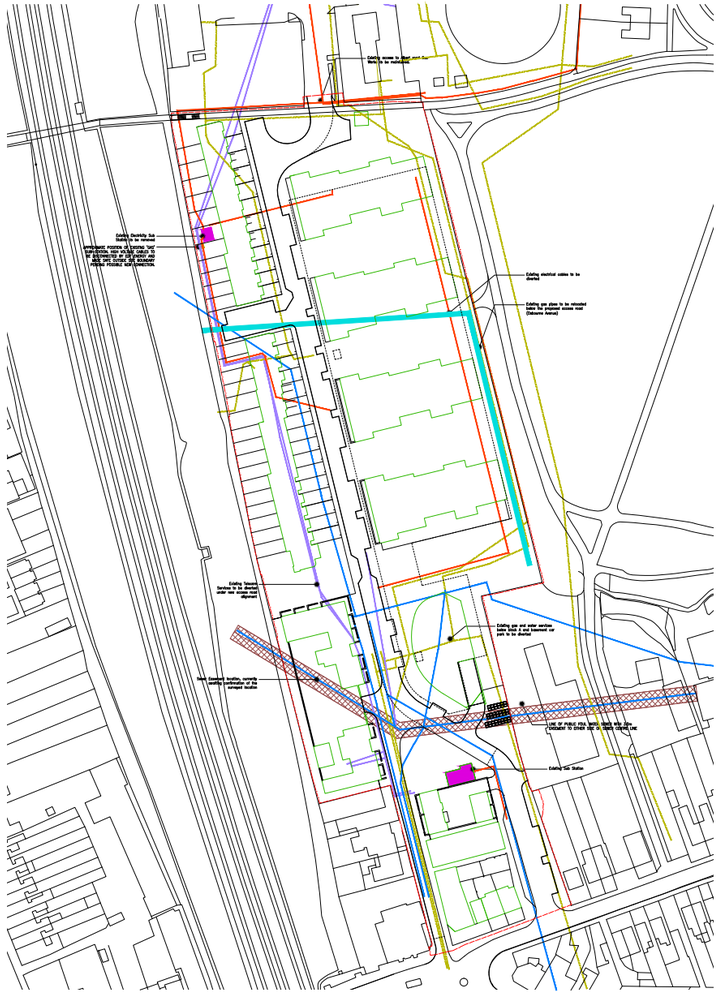


- Approximate location of existing Water Services (to be removed/ abandoned/relocated)
- Approximate location of Gas Services (to be removed/ abandoned/relocated)
- Approximate location of existing Electrical Services (to be removed/abandoned/relocated)
- Approximate location of existing Cable Services (to be removed/ abandoned/relocated)

SITE CONSTRAINT PLANS







- Electrical Easement (Reference HGP Drawing 05.057.A00_11)
- Existing Sub Station
- Existing Gas Main Easement to be relocated (Reference HGP Drawing 05.057.A00_11)
- Transco right way to be reloacted (Reference HGP Drawing 05.057.A00_11)
- Outline of proposed buildings
- Existing Sub Station
- Approximate location of existing water/sewer pipes
- Approximate location of existing gas services
- Approximate location of existing electricity cables
- Approximate location of existing telecom cables
- Proposed diversion of Pymmes Brook Culvert
- Outline of Proposed Buildings

Mains Sewer Easement

In addition to Pymmes Brook and amongst many other services running below the site both active and dormant there is also a main sewer easement running from east to west across the site. The position of the existing sewer will limit the opportunity to develop and build directly over the sewers location and will also limit potential for underground car parking areas to buildings over or in close proximity to the easement.

Opportunity

The existing open space to the east of the site contributes to the character and the potential for the redevelopment of the site. As such the real opportunity is to identify enhanced links and relationship to the recreation ground which will be mutually beneficial to the future residents of the Victoria Quarter and the surrounding community enjoying the recreation ground facilities.

Towards the south the focus will be on repairing the existing urban fabric of the Albert Road island site with contemporary infill residential proposals that sit comfortably within their surrounding context.

Key:

- Key Views
- Site Access Points
- Site Boundary (Phase 1)
- Local Landmarks
- Important Trees / Tree groups
- Scrub / Railway Buffer Zone Planting
- Railway Line
- Easement (Public Foul Water Sewer)
- Culvert (Pymmes Brook)
- Pymmes Brook
- New Barnet High Street
- Main Traffic Artery
- Public Right of Way
- Railway Bridge

Existing Gas Works

Links to Victoria Recreation Ground
Visual and physical linkage between the new development and Victoria Park is essential in providing residents with access to the park. This will be done through spatial planning and landscaping.

Buffer to Railway
Strategic planning is needed to reduce noise pollution from the railway. This will be addressed in both the landscape strategy and site layout.

Existing Housing Stock
The majority of this area is 2 story semi detached housing with large gardens. The introduction of apartments will help to diversify the housing stock in this area.

Gateway
This site is currently very isolated due to its linear nature. It is important to link this site to the existing area and give it an identity. Using this point as a gateway to the development.

Links to the town centre
This site is close to New Barnet's town centre. Pedestrian linkage must be high on the agenda as not to isolate this scheme.

Streetscape
The development must add to and compliment the existing street scape. This will be addressed in both the materiality and scale of the project.

2.9 WIDER NEW BARNET MASTERPLAN

The master plan sketch identifies the key elements of the surrounding context to develop and enhance linkages and connections to existing spaces and identifies the opportunity for new spaces. Regeneration of the former gas works site can and will play an important role in reconnecting the eastern allotments, Cromer Road Primary School and surrounding community with the Victoria Quarter, local centre and Covert Way Nature Reserve. From Victoria Park with future opportunities for a potential new meadow, improved children's play facilities and the Pymmes Brook Board-walk will enhance the offering of the park leading to a new dedicated entrance that points the way to the high street through a new vibrant public space surrounded by new homes with activity throughout at ground level providing an inviting route for pedestrians and making the site a primary destination in New Barnet.

Wider Spatial Strategy

The Victoria Quarter masterplan should look to knit together all the surrounding community amenity space and focus on place making throughout the redevelopment.

Victoria Quarter Urban / Suburban Zoning Strategy

The former Albert Road gas works site redevelopment is the key component of the Victoria Quarter which is predominantly a suburban zone with family housing at its heart.

The northern part of the site still operating as a National Grid facility in future could build and add to this to deliver the much needed family housing to the area.

However to the south of the site there must be a connection to the urban fabric character of the high street and station quarter as well as the historic and Lytton Road quarters identified in the New Barnet Town Centre Framework.

This urban fabric will be more appropriate to the setting of a public space and the commercial and community opportunities that will arise.

The architectural form along the eastern park edge should offer a permeable boundary with massing that gradually lowers to the north at the adjacent National Grid site whilst making the most of the eastern park-side views.

Delivering for the Community

The redevelopment of the Victoria Quarter will potentially deliver much needed enhancements and improvements to the area as well as additional services and facilities the community have identified in the 'Save New Barnet Campaign' and the series of Public Consultation exhibitions held earlier this year. At the heart of the offering to the community are new public spaces that re-connect the community to the district centre.

Re-Connecting the Park to the town

The redeveloped site will provide the primary access to Victoria Recreation Ground from the East Barnet Road.

This will allow the existing access adjacent the children's nursery to be closed and eventually redeveloped into the eastern edge of Pymmes Square as well as enhanced surveillance over the park, Pymmes Brook and any future Board-walk or trails the borough has plans for.

The Save New Barnet Campaign present an alternative solution for the derelict gasworks site. An inspiring plan that is grounded in commercial reality, but which makes the most of the site's potential and meets the real needs of our local community.

- 83 three storey three and four bed houses
- 45 three storey one and two bed flats
- Pedestrian-friendly residential streets
- 33 metre swimming pool with training pool and outdoor paddling / wet play area
- Leisure centre with youth club facilities
- Site fully integrated with an upgraded Victoria Recreation Ground
- 'Unzipping' (opening up) the two brooks which flow through the site
- 800 -1000m^2 retail space in mixed use area (the amount recommended in three separate studies commissioned by Barnet Council, ASDA and Tesco)
- Better links with East Barnet Road

Victoria Quarter - Site Parameters Diagram

The diagram sets out the key parameters for how the detail of the new development should evolve. It identifies the necessity to connect to the local centre via new pedestrian crossings to Victoria Road.

The existing frontages should be reinforced to provide a clear active edge to the end of the local centre with small scale retail uses at ground level and residential use over.

To the north of the Albert Road site will be located a new public space which will be buffered from East Barnet Road by the new infill properties in and around Albert Road.

The appropriately sized public space should have activity to all sides (if possible) to create a space that is both a safe and attractive destination where public and community interaction can take place. There should also be a clear link between the park and the public space as indicated. Family houses should be located to the west of the site with the railway line buffer providing a secure boundary to the rear gardens. The apartment blocks forming the transition between urban and suburban character areas should be located between the park and the town houses providing both an active street frontage to the town houses whilst utilising the park views to the east of the site.

3. DESIGN EVOLUTION

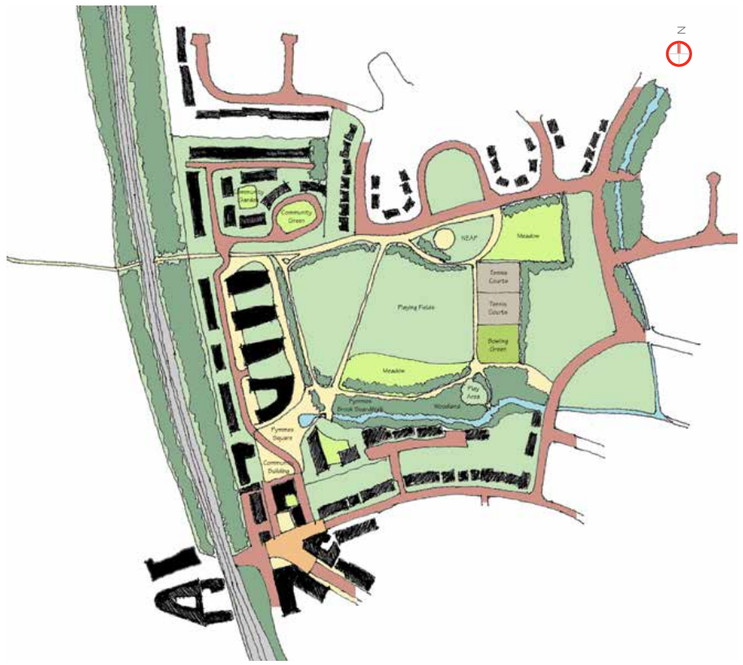
3.1 THE BRIEF

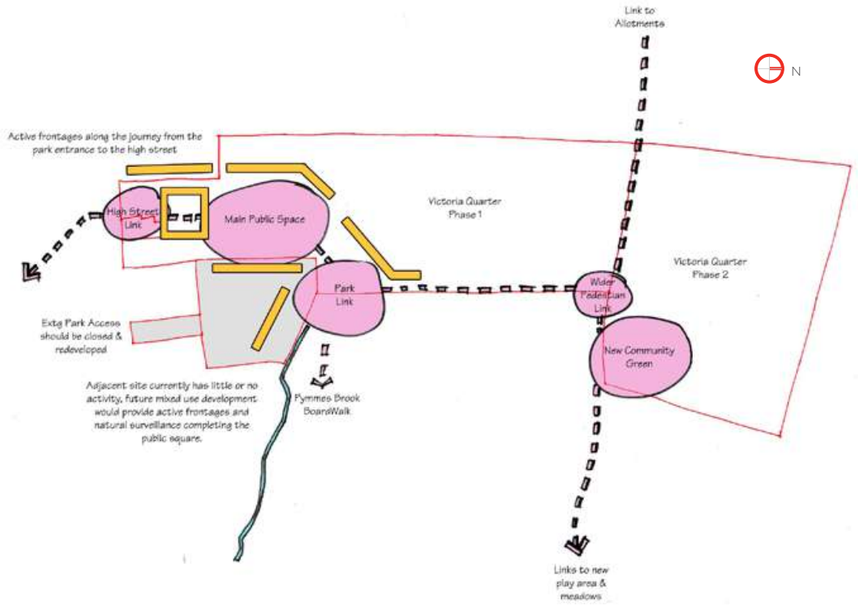
The brief from our client Asda is founded around the design of a planning policy compliant scheme for a high quality residential led development. The scheme responds to the local and wider planning context New Barnet Town Centre Framework and The Barnet Local Plan.

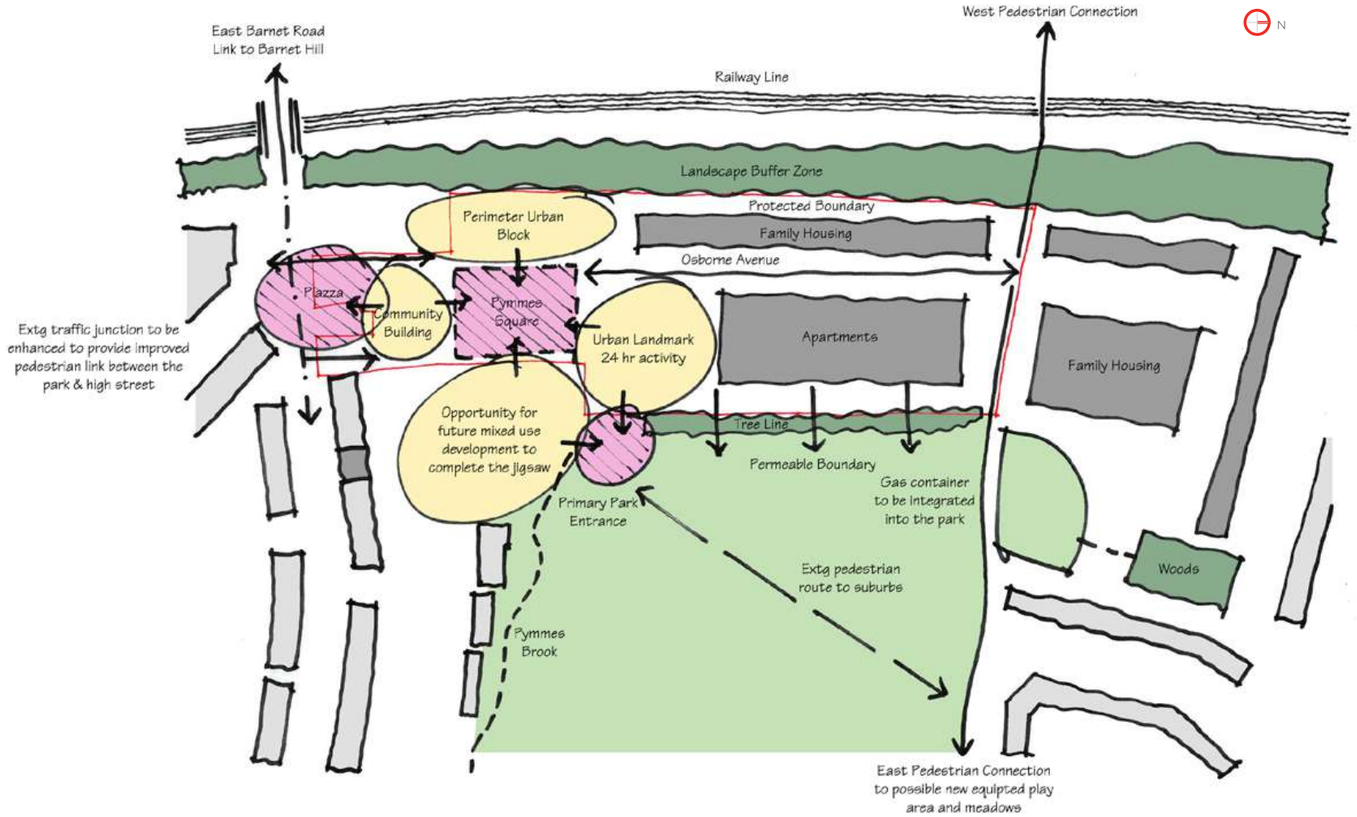
3.2 OPTIONS

In assessing the outline brief, the existing building and the site context, we looked at a number of options for how the site may be developed. In each of the proposals, we looked towards the following key objectives:

- To improve the linkage from the local centre on East Barnet Road to the Victoria Recreation Ground.
- To improve the streetscapes and public realm
- To create a development that achieves a sense of place and community focus
- To develop a scheme that responds to its context and reinforces the positive characteristics of the local area







3.2.1 INITIAL OPTIONS - SITE LAYOUT AND ARRANGEMENT FIGURE DIAGRAMS

The initial options explored for the redevelopment of the site looked at a series of figure diagrams as to how the future layout of the site could be formed. High density schemes utilising large perimeter blocks providing a starting point in understanding the potential capacity and viability requirements to move proposals forward to pre-application discussions with the Local Planning Authority.

Figure Diagram A:

This option was used as an initial test to understand the potential capacity of the site. The option was too dense and aggressive for the site and would have resulted in a large number of single aspect north facing dwellings to re-design.

Figure Diagram B:

This layout provided an alternative configuration to the previous option with more generous spaces between the buildings, however this still caused problems due to a high number of north facing single aspect apartments. It also became quickly apparent that a more appropriate mix of housing typologies would be required to better address the housing needs of the local area.

Figure Diagram C:

Diagram C looked at introducing family town houses into the proposals which were located along the western site boundary to provide a buffer to the railway line whilst also ensuring privacy and security to the rear gardens of the proposed properties that would not have been achievable had they been located adjacent the recreation ground. This option also started to more clearly address the relationship to the park with four linear apartment buildings angled to gain view through to the park.

Figure Diagram D:

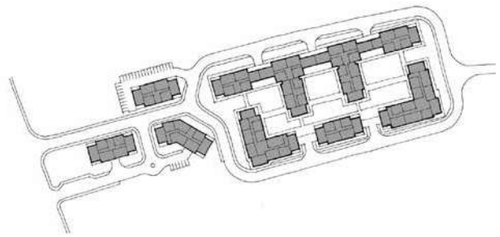
Proposals looked to develop the principles set in diagram C with a public space to the front of the site between the first two buildings. Breaking down the buildings adjacent the park into more perimeter blocks with private courtyard gardens restricted views of the park both from the houses and many of the apartments. This also created difficult relationships within the courtyard spaces with privacy and overshadowing.

Figure Diagram E:

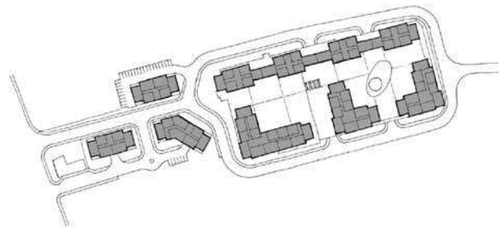
This layout looked to create apartment buildings to each side of the public realm with the house featuring only to the north west of the site adjacent the railway line. The use of repetitive forms were explored for the apartment building overlooking the recreation ground as a means to forming a family of pavilions onto the park. The main goal in developing the unusual shaped buildings was to enable as many units as possible to have clear views of the recreation ground.

Figure Diagram F:

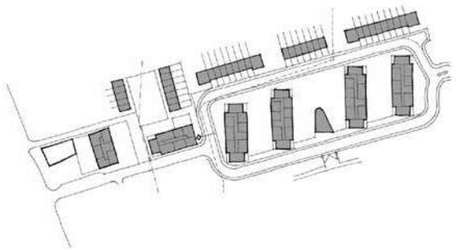
Following on from the previous option we reduced the number of blocks adjacent to the park and increased the size of the buildings. The shape of the pavilions were altered to enable more views through to the park.



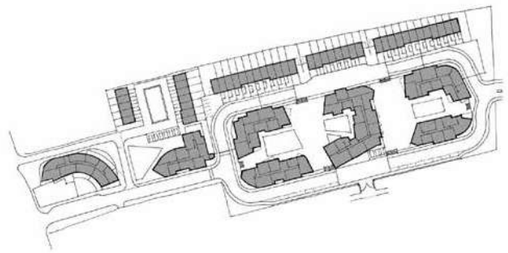
A High density residential proposal (apartments only)



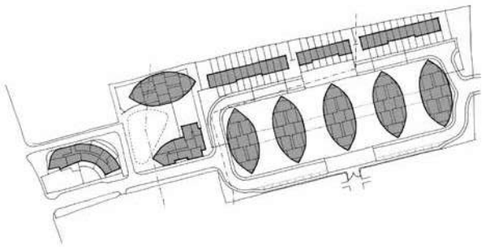
B High density residential proposal (apartments only) Alternative configuration



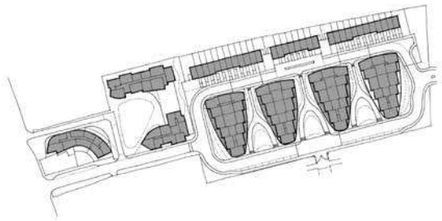
C Medium density residential proposal



D High density study (houses & apartments)



E Alternative high density form option



F Ziggurat option

3.2.2 OPTION 1

The layout devised from figure diagram F was further rationalised and developed to create four simple linear stepping pavilion buildings to the park with the fifth building to the south providing the focal point to the scheme as the largest and most prominent of all the proposed buildings.

Options for the development for the southern part of the site around Albert Road were explored following extensive pre-application discussions with the Local Planning Authority, the aim being to try and create a new public space as identified in the New Barnet Town Centre Framework document. However the options for this part of the site became difficult to deliver and implement due to various landownership's of the adjacent sites which would have been necessary to implement the aspirations set out in the Town Centre Framework proposals. Massing relationships to existing properties along Albert Road and Victoria Road would equally have made the implementation of a single apartment building with a community use at ground floor difficult without negatively impacting on the adjoining properties.

The route to the park and entrance had seemingly been compromised by the positioning of the buildings narrowing the route through to the park between the tallest of the proposed buildings and the adjacent gun club property.

Key Pedestrian Route

3.2.2 OPTION 2

As an alternative to the previous approach to the front of the site around Albert Road we re-examined the design approach and the route to the recreation ground and how the design of the focal building could better orientate pedestrians to and from the recreation ground.

This objective was achieved by forming a crescent that would link both the approach form Albert Road (East and West) with a sweeping facade drawing people around the building.

Proposals to the front of the site around Albert Road looked to form a residential building that could be phased if surrounding landownership's could be addressed with the Salvation Army hall proposed to be relocated further north to the opposite side of Albert Road (West).

With the proposals for the majority of the site fixed and agreed we continued to work up options for discussion with the Local Planning Authority on how to more sensitively address the existing constraints and conditions around the development opportunities to the Albert Road properties including the Salvation Army, sub station on adopted highways land, the Victoria Road dry cleaners and the proposed properties of the Spenhill scheme fronting onto Victoria Road.

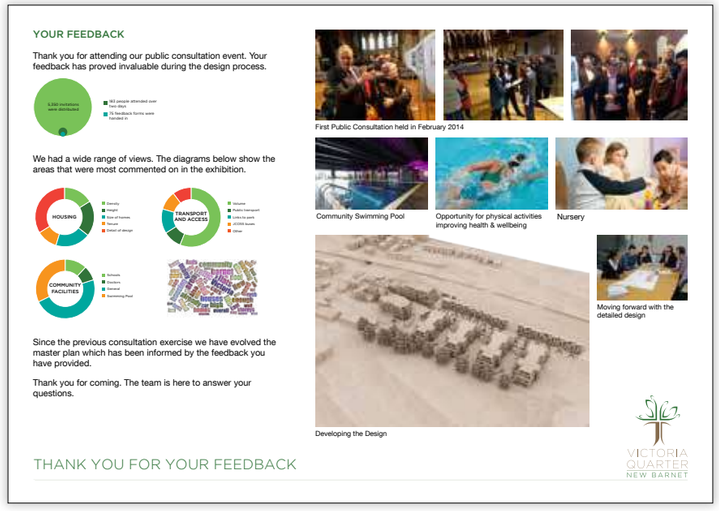
3.3 CONSULTATION

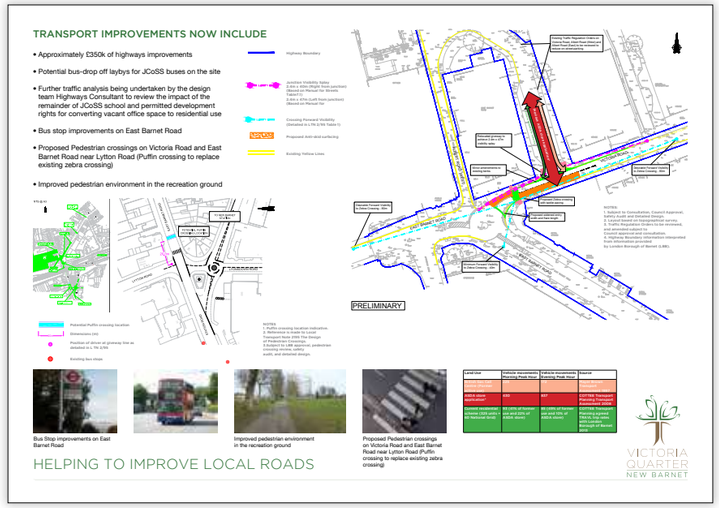
Consultation with members of the public as well as the Local Authority, the GLA and TFL have been crucial to the successful development of the final proposals.

Public Consultation: Local Residents, Politicians, Councillors and Businesses were invited by letter to attend two events in February and April this year. A series of large presentation boards were displayed at St James Church on East Barnet Road to explain the scheme proposals and members of the public were able to view the emerging plans. Members of the professional development team were present to answer any questions. The public were invited to fill in feedback forms, the results of which are presented in the community consultation report by HardHat supporting this planning application.

Numerous meetings with the council's design officers were arranged at Pre-application stage to discuss the proposals in particular relating to scale, mass, elevations, active frontage, quality of housing and amenity. In relation to this, the GLA's advice was sought and the proposals were forwarded and presented to GLA in February 2014.

The development team will continue this committed effort throughout the course of the planning application and will continue to invite feedback and queries via its email address, postal address and telephone line, all of which remain live. The team looks forward to the continuation of a constructive dialogue with the community of New Barnet as its application progresses.





Proposed Master Plan

Housing Plan - Proposals for 28, 4 Bedroom Houses

View north along Osbourne Avenue

Since the last exhibition in February the design has evolved following feedback from the Save New Barnet members and pre-application planning advice from Barnet Planning officers.

The amount of houses with integrated garages has been significantly reduced

Only a small number of the houses now have integrated garages

A greater mix of house types and a variety of sizes is now provided in the new Master Plan

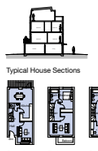
Better visual surveillance and activity at ground is now provided following the reduction in the number of integral garages

The design of the houses have evolved to incorporate pitched roofs with the third floor now contained in the roof space

Car parking concerns have been addressed by the creation of a home zone shared surface

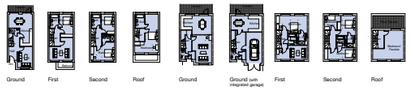
The access point for the basement car park serving the apartment buildings adjacent the recreation ground has been located away from the home zone area

A Design Code for the houses using local examples of high quality design such as the approved proposals at Millbrook Park, Mill Hill is being developed to ensure high quality housing designs



Typical House Sections

Typical House Sample Elevations



Typical House Plans (18 x Type 1)

Typical House Plans (10 x Type 2)

Local example of new homes in the Borough: Recently approved Millbrook Park, Mill Hill Development

Zinc material roof/cladding (London house by Bere Architects)

Brick detailing Waterloo Mews, Dublin by Grafton Architects

House Precedent

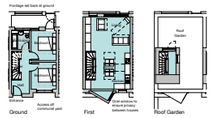
VICTORIA QUARTER NEW BARNET

DETAILED DESIGN - HOUSES

Proposed Master Plan

Mews House Plan - 5 Mews Houses

Mews Houses Section

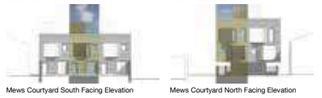


Typical Mews House Plans

Mews Houses 3D view over Albert Road (West)

Albert Road (West) Elevation

Albert Road (East) Elevation



Mews Courtyard South Facing Elevation

Mews Courtyard North Facing Elevation

The'Mews House' type has been incorporated into the master plan following your feedback from the last exhibition for more houses and less apartments.

The houses are contained between the existing Salvation Army building to the south and the electrical sub station to the north which will be re-clad to improve it's aesthetic and make it part of the redevelopment.

The design approach to the south of the site in and around Albert Road has been to work with the existing buildings that are there and repair the street frontage with a design solution that is sympathetic to the existing context in both scale and material.

View North Along Albert Road (West)

Mews House Precedent

Percy & Co House Design, London

High-quality brick detailing: soldier course to parapet

Material variation to detail window heads, cill and roof

VICTORIA QUARTER NEW BARNET

DETAILED DESIGN - MEWS HOUSES

Pavilion apartment building typical ground floor plan

Key
1B
2B
3B

Following feedback from the previous exhibition the proposed number of 1 & 2 bed apartments types have been reduced in favour of more 3 bed apartments, 2 & 3 bed Maisonettes and 2 bed Mews houses

View of 'Green Fingers' (communal gardens) between the apartment buildings providing play, grow and relaxation space for residents

View from Victoria Recreation Ground looking west into the site

1 Bed Apartment
(2 Person Accessible)
24.2% reduced from 30.7%

2 Bed Apartment
(4 Person Accessible)
42.1% reduced from 47.7%

3 Bed Apartment
(5 Person Accessible)
23.6% increased from 12.4%

Typical Apartment Plans

2 Bed Maisonette Lower Level

2 Bed Maisonette Upper Level

3 Bed Maisonette Lower Level

3 Bed Maisonette Upper Level

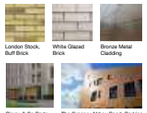
Energy & Sustainability

The proposals will target high levels of sustainability and address the key policies of the London Plan.

Sustainability features include:

- The reduction in total CO_2 emissions. The scheme will be designed in accordance with the London Plan which requires the proposals to meet Code for Sustainable Homes Level 4.
- Improving efficiency. This will be achieved through insulation and air tightness of the facade solution.
- Lower fuel costs. The reduction in heating requirements will minimise fuel poverty.
- A community heating scheme. The provision of a development wide-system that utilises low carbon technologies (CHP).
- Photovoltaics (solar panels). A renewable energy technology, that provides power from the sun and further reduces CO_2 emissions.
- Water efficiency measures. Devices will be installed in the residential units to achieve a reduce daily water usage.
- Rainwater recycling, used for irrigation within the town-houses.

Proposed Material Palette &



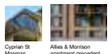
London Stock, Buff Brick

White Glazed Brick

Bronze Metal Cladding

Percy & Co Barts Square, Smithfield, London

The Granary Abbey Road, Barking (Bronze Cladding)



Cyprian St Maarman (Bronze Cladding)

Allies & Morrison apartment precedent

VICTORIA QUARTER NEW BARNET

DETAILED DESIGN - APARTMENTS

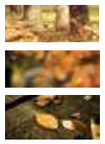
LANDSCAPE DESIGN CONCEPT

The landscape proposals are based on the concept of the extension of the park into the site. The 'Green Fingers' that extend from the site create a seamless connection to the adjacent recreation ground easing the transition between the landscape and the built environment. Leaves brought in from the park are scattered across the open spaces and reflected by the form of lawn areas and design of street furniture. The proposals will create a unique environment which is visually and physically connected to the surrounding area.

Concept Plans

Extension of green space onto site

Leaves from the park forming the landscape design



IDEAS TO IMPROVE VICTORIA RECREATION GROUND

Our survey found that this was a top priority for residents.

A financial contribution to be made to the Local Authority who will decide how best to spend the money on improving the Victoria Recreation Ground.

Green fingers will connect the park to the redeveloped site and enhance pedestrian links to East Barnet Road.

Lawns for informal play

Small scale equipment - spinning

Natural play elements, such as stepping stones

Play equipment - climbing/balancing

Lawns for informal play and ball games

Play equipment

Pockets of play with seating

Boulders for climbing

Table tennis

Climbing wall

Seating areas overlooking younger play spaces

Large equipment incorporated into landscape

Large open lawns for ball games

VICTORIA QUARTER NEW BARNET

BRINGING THE RECREATION GROUND TO LIFE

SUPPORTING COMMUNITY PRIORITIES

You highlighted the need for a range of community facilities (as shown on board 1) in response to our last consultation. As part of the proposals we will seek to ensure that the impact of the scheme on local community facilities and infrastructure is mitigated in consultation with residents and the Council.

THE BENEFITS INCLUDE:

- New facilities and development to the western boundary
- Improving safety with better natural surveillance
- Providing a safe new link from East Barnet Road to the Recreation Ground
- Improved links to JCoSS school
- Additional bus drop off locations to the school available for use within the site to ease pressure on the roads in and around the school
- New pedestrian crossings and bus stop improvements

New play areas

Possibility for new community facility

Nursery

Cafe

Bus/Crossing

New entrance to the recreation ground

'Green Fingers' space to play, relax and grow

Large 4 bedroom houses

New Public Spaces

Repairing the frontage to Victoria Road

Mews Houses

VICTORIA QUARTER NEW BARNET

SUPPORTING COMMUNITY PRIORITIES

NEXT STEPS

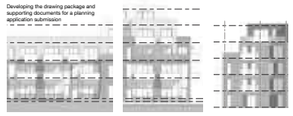
We will continue meeting the planners and are proposing to develop a design code with local residents taking account of your feedback from this exhibition we will be putting together planning application that will be submitted in the coming months.

Designers working to deliver the highest quality design

Evolving the proposals

Detailed design of the buildings and Landscape proposals

Developing the drawing package and supporting documents for a planning application submission



The detailed design of all the buildings and accommodation layouts

Please leave your completed feedback forms with a member of the team. Or contact us using the following methods:

By Free Post:

RRRL-GLUR-KXXH
HardHat.
The Building Centre
26 Store Street
London, WC1E 7BT

By phone:

0845 460 6011

By email:

info@albertroadgasworks.co.uk

You can also respond to the consultation - or find out more about the project - by visiting the consultation website at:

www.albertroadgasworks.co.uk

VICTORIA QUARTER NEW BARNET

NEXT STEPS

4. THE PROPOSED SCHEME

4.1 USE

The proposal is a housing led mixed-use scheme with residential, with a small amount of retail, a Crèche and a residents Gym. The accommodation is supported by associated car parking and servicing.

The layout and arrangement of the buildings have been designed to create clear and active frontages with private front entrance doors and gardens lining the route throughout the public areas of the site, particularly from Victoria Road to the Victoria Recreation Ground. Parking throughout the scheme has been removed from ground level where possible via the integration of the large underground car park to establish a pedestrian focused development. A new central public space has been created called 'Pymmes Square'. The space is overlooked from all sides by Mews houses to the south of the space and the crescent apartment building with concierge and residents gym to the east of the space and maisonettes with private entrances and garden terraces facing onto Pymmes Square to the western edge.

The space continues to sweep around the adjacent crescent building to form Pymmes Walk the down to the new recreation ground entrance point. Beyond Pymmes Walk and parallel to the space lies a series of linear garden spaces providing amenity to the apartment pavilion buildings opposite to the recreation ground. These garden spaces have provided the underpinning concept and narrative for the scheme acting as 'Green Fingers' that extend the park into the former gas works site.

View from the Victoria Recreation Ground looking west along Pymmes Walk

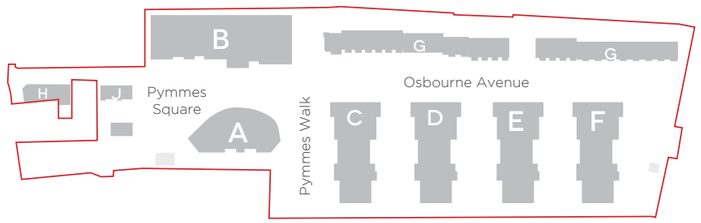
4.2 AMOUNT OF DEVELOPMENT

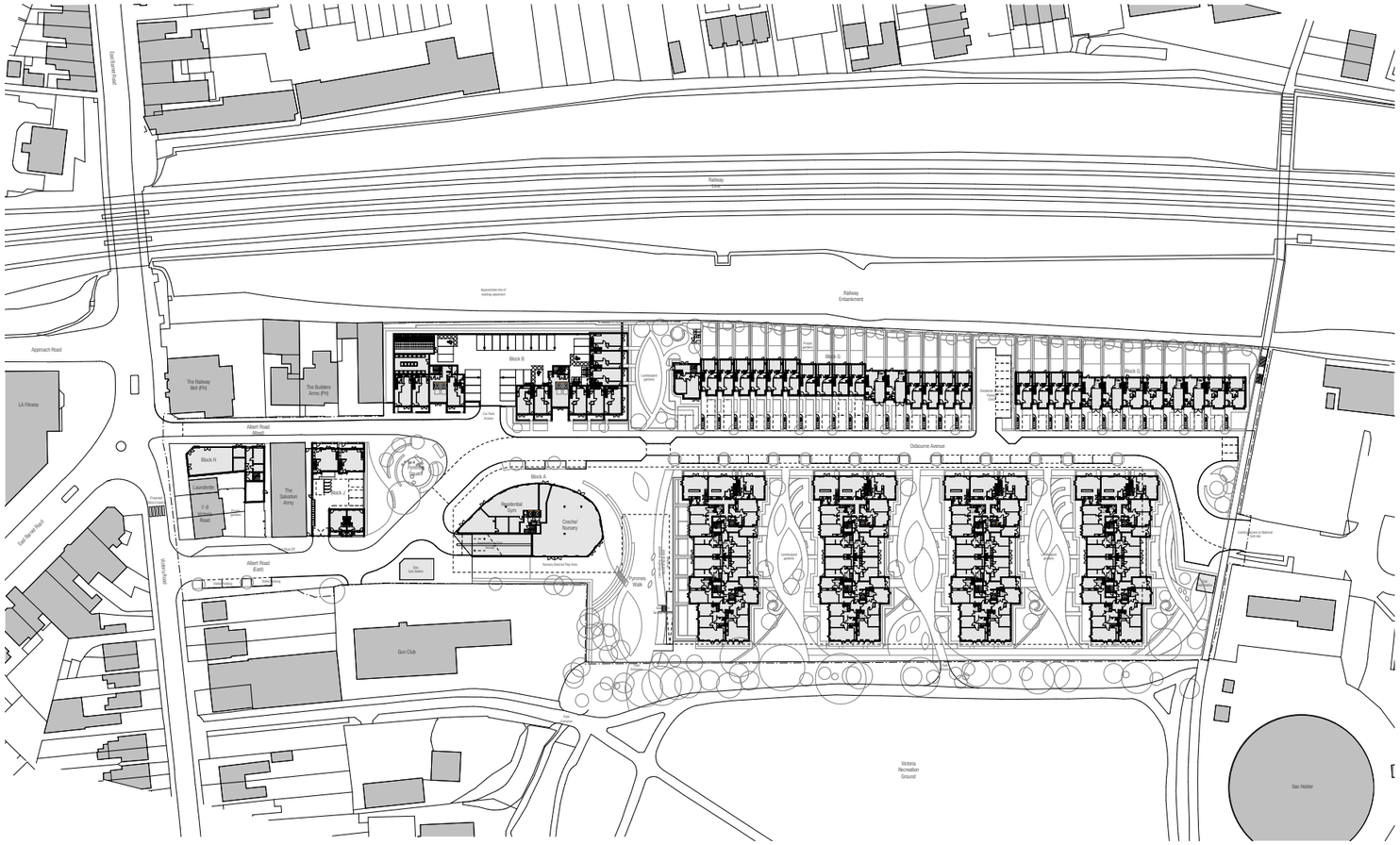
The Development represents a significant residential led scheme for the London Borough of Barnet of approximately 32,184 m², including the associated underground car parking and plant areas. The area schedules for each building are included in the 'amount' sections in section 5 of this design and access statement. A summary table is included here:

Summary of accommodation in GIA in m²

- Residential (Including residents gym and concierge) 31,727 m²
- Retail 116 m²
- Crèche 341 m²
- Total 32,184 m²

The scheme aims to provide a significant area and range of amenity spaces throughout the site. All residential units have a private winter garden or a private external balcony or terrace space.





Ground floor site plan

4.3 SITE LAYOUT

The proposals form a key part of the redevelopment of the former gas works site at Albert Road. The open spaces help to reconnect the district centre of New Barnet back to the recreation ground and the wider community to the north.

The Development of the site creates a unique opportunity to address major key issues. The existing site has no permeability and the majority of the existing building that were remaining on site have now been demolished. The proposals look to redress these urban deficiencies to reinvigorate the site for New Barnet.

A **Building A: Crescent Apartments**
B **Building B: Pymmes Square Apartments**
C **Building C: Pavilion**
D **Building D: Pavilion**
E **Building E: Pavilion**
F **Building F: Pavilion**
G **Building G: Town Houses and Apartments**
H **Building H: Victoria Road Apartments**
J **Building J: Albert Mews**

Block plan

4.4 TYPOLOGIES

The contextual approach, the transition in heights, the character of the open spaces and the different responses to the different elements of the site are visible in the specific typologies proposed for the project.

Over the course of the past twelve months we have been developing the proposals for the site, we have listened closely to the views of the community and feedback from the planners through discussion at numerous pre-application meeting. From the resulting feedback it became clear that there was a need for more varied housing types, particularly focussing on more larger 2, 3 and 4 bedroom apartments, maisonettes and houses as opposed to a high number of large connected apartment blocks with a high percentage of studio and 1 bedroom apartments. This has resulted in a more varied mix of building types and choice of dwelling types throughout the site, with a greater proportion of dwellings having their own front doors and private garden amenity space at ground.

The main priority was to focus the larger apartment buildings around the public spaces providing good natural surveillance. The massing of the buildings from this point would need to step down gradually to meet the heights of the surrounding buildings where appropriate.

The next step was to provide a level of permeability between the park and the eastern site boundary whilst ensuring a sufficient level of privacy and security between the two spaces. This has been achieved with a park pavilion building that steps down in height to both its eastern elevation to three storeys adjacent the park and also to three storeys to the western elevation facing the town houses to provide a suitable relationship between the two,

It also became a key objective to identify wherever possible the opportunity for individual family properties that could integrate into the site proposals whilst retaining the privacy, security, amenity and setting they would require.

3D view looking south along Osbourne Avenue

THE VICTORIA QUARTER

It was also important to understand the lower scale properties of Victoria Road and Albert Road and the suburban characteristics of the housing beyond the recreation ground to Westbrook Crescent, Lawton Road and beyond to the wider community.

The site bridges the gap between the much more urban environment along East Barnet Road and the need to provide a scheme that visibly enhances natural surveillance over the recreation ground.

For the proposals to Victoria Road we proposed a low level linear apartment building in place of the existing buildings. Building H (Number One Victoria Road) creates a focal point and a new landmark building to the junction between East Barnet Road and Victoria Road. The proposed building steps back from the line of the previous building footprint to widen the currently narrow footpath along Albert Road (West) to improve the potential for pedestrian access through to the public realm and recreation ground to the north. This building is the only frontage the development has onto the main road and local centre and provides the opportunity for a high quality design to mark the arrival to the Victoria Quarter.

The scale and materiality also relates to that of the local context and its colour palette of materials incorporating as the prominent material a London stock brick (buff-multi) colour with a top in a bronze colour (to Victoria Road) that references the reds and browns in the locality but also provides an industrial ribbon that weaves itself through the family of buildings and will soften and weather naturally over time.

View from Victoria road looking at Building H

Building C west elevation

4.5 SCALE

We understand the Development site provides a transition between the urban environment of East Barnet Road and the suburban context of Victoria Road and beyond the recreation ground to the north characterised by two to three storey post war properties.

Being on the eastern side of the railway line and adjoining the recreation ground this development by its nature is a different character to anything else along Victoria Road. The opportunity presented by its relationship to the recreation ground and its close proximity to Endeavour House off Station Road provides the opportunity for something that is still grounded to its context through its materiality and detailing.

The development will have to consider and mediate between the Albert Road properties and a focal point around the public realm that steps up in massing terms and then back down again towards the Nation Grid site to the north.

The Albert Road site is generally characterised by two storey buildings, some with pitched roof and some flat. This relationship has been addressed by the proposals for the Victoria Road apartment building standing at three storeys with a low angled pitched roof designed to meet the ridge heights of the adjacent buildings. However the scale of this building is below that of the more commercial properties to the south.

Mews houses positioned between the sites of the Salvation Army and existing electrical sub station and adopted highways land address the local context and topography by reducing to two storeys to the west facing houses to Albert Road (West) where the relationship with the adjacent existing properties is closer and lower than that of Albert Road (East).

EVALUATION

As highlighted in the New Barnet Framework document the high street suffers poor quality public realm and built form which lacks any coherency. Generally the buildings vary from 2 to 4 storeys with massing west of the railway bridge up to 10 storeys.

Land uses currently present within the high street are typical for a suburban District Centre of this size, and include;
A large Sainsbury's grocery store on East Barnet Road plus small-scale independent shops with residential or office space above along East Barnet Road and Lytton Road;

Industrial uses, builders merchants, and mechanics garages and multiple take-away restaurants interspersed within the main commercial area and in the surrounding streets; Predominantly residential uses on the surrounding street network.

New Barnet Character & Materiality

4.6 APPEARANCE

The architectural character and language of the proposed buildings draw influence from local building stock materials, colours, textures and details whilst adding to that vibrant mix with their own characteristics.

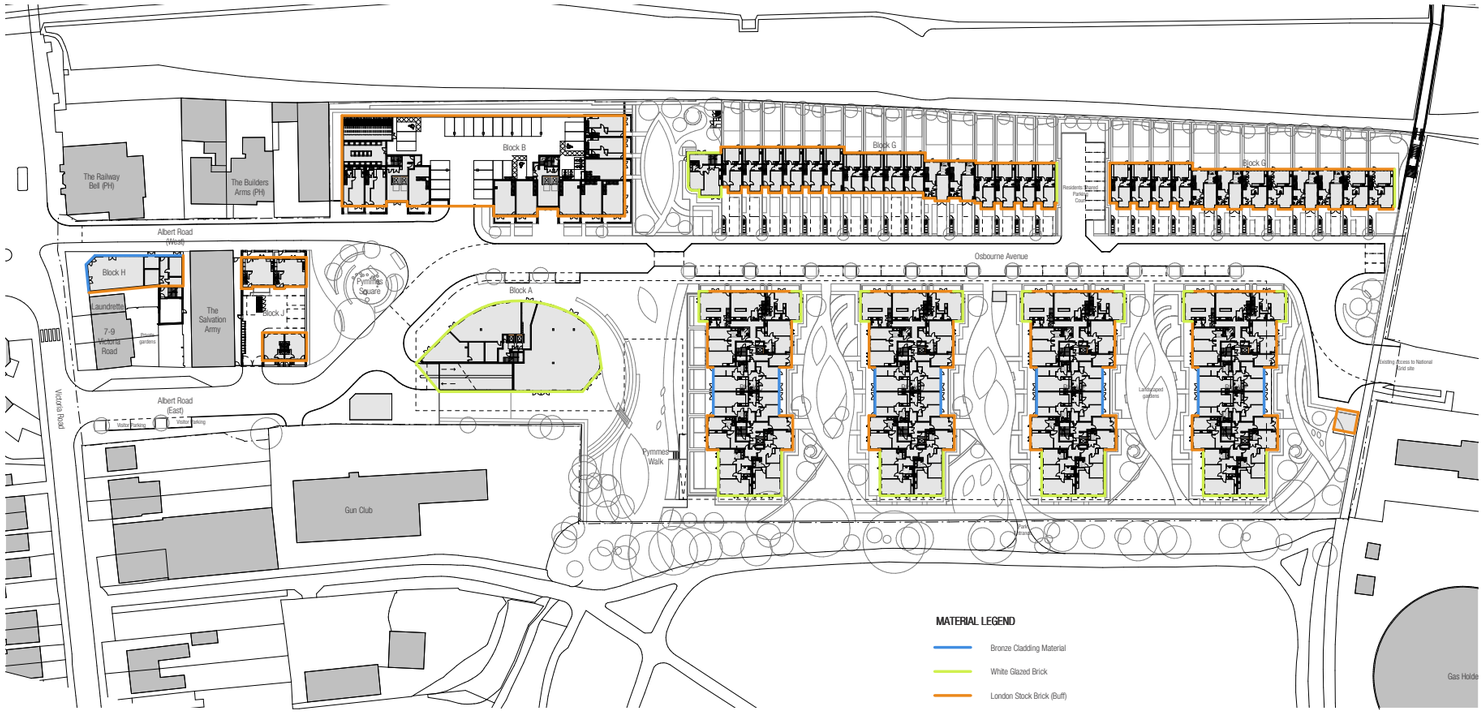
Interpreted into a modern architectural language the new buildings through their scale, facade layering and detailing will contribute positively to the local and wider context.

An external language of brick in a London stock multi buff provides the prominent outer layering and appears predominantly in the local context particularly to the existing property 1 Victoria Road. The second material is a white brick which is used to accent the main stock brick and focus on details to the windows and elevations of particular importance in a similar manor that the material is used in the local context.
The third material is a bronze coloured metal cladding that will provide the inner layer that runs through the buildings from north to south like a thread knitting the family together.

The larger apartment buildings although flat roofed have been designed with a step back to the top floor with the material changing to the inner layer of the bronze colour cladding that reflects the more mansard roofs of the terraces in the area and the pitch of the roof is not visible.

The spaces between the buildings change in character in different areas, with a variety of semi public, shared and private spaces from mews paved with brick setts through to lush planted courtyards incorporating relax, grow and play amenity spaces.

4.6.1 MATERIALS




Shingles


Vertical Cassette


Tiles


White Brick


London Stock
(Buff Brick)

No. 1 Albert Road -
Existing Brickwork
(West Elevation)

The Salvation Army
Existing Brickwork

4.6.2 PRECEDENTS

Grafton Architects Waterloo Lane Mews, Dublin

Piercy & Co Wakefield Street Townhouses, London

Project Orange Field Street, London

Piercy & Co Barts Square, Smithfield, London

Allies & Morrison apartment precedent

Lifschutz Davidson Sandilands Kidbrooke Village, London

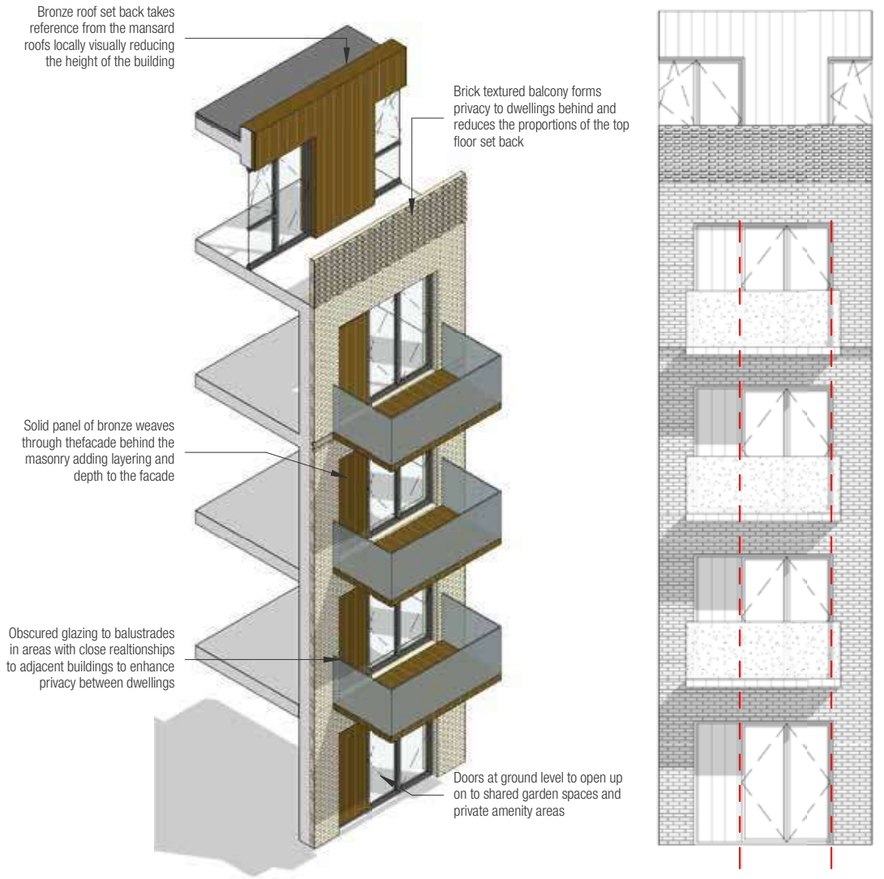
Lifschutz Davidson Sandilands Kidbrooke Village, London

Project Orange Field Street, London

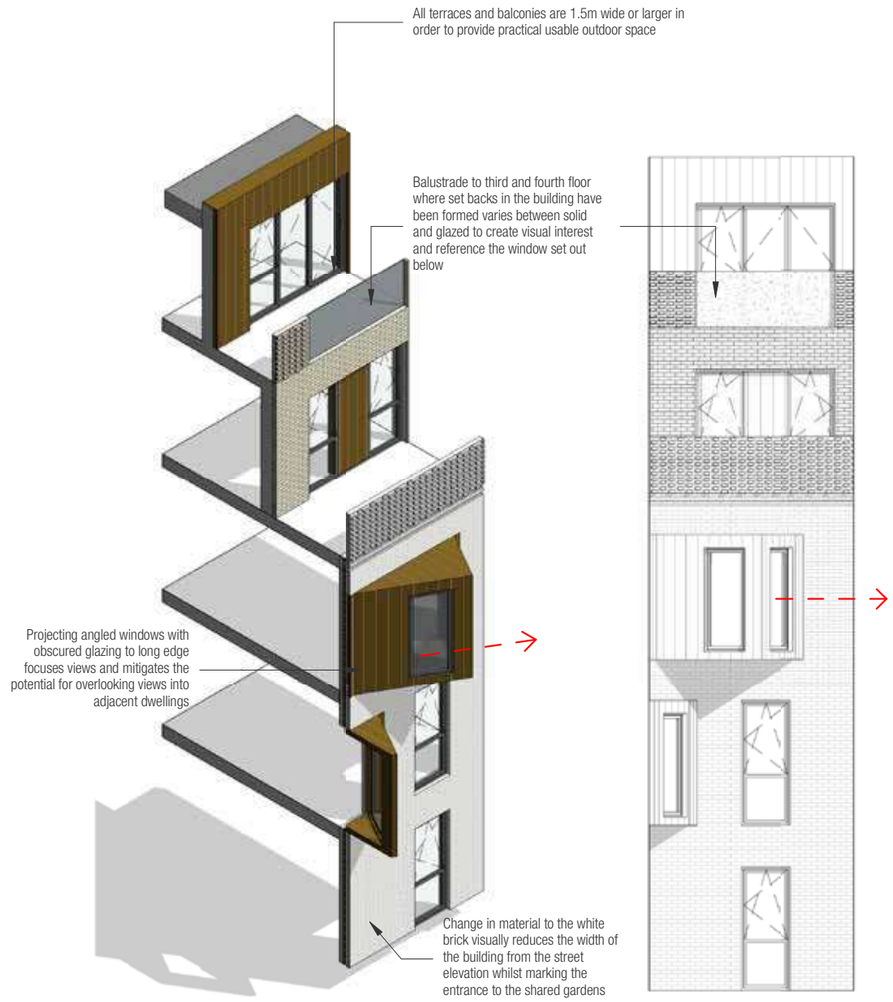
The Granary Abbey Road, Barking (Bronze Cladding)

Cyprian St Mosman (Bronze Cladding)

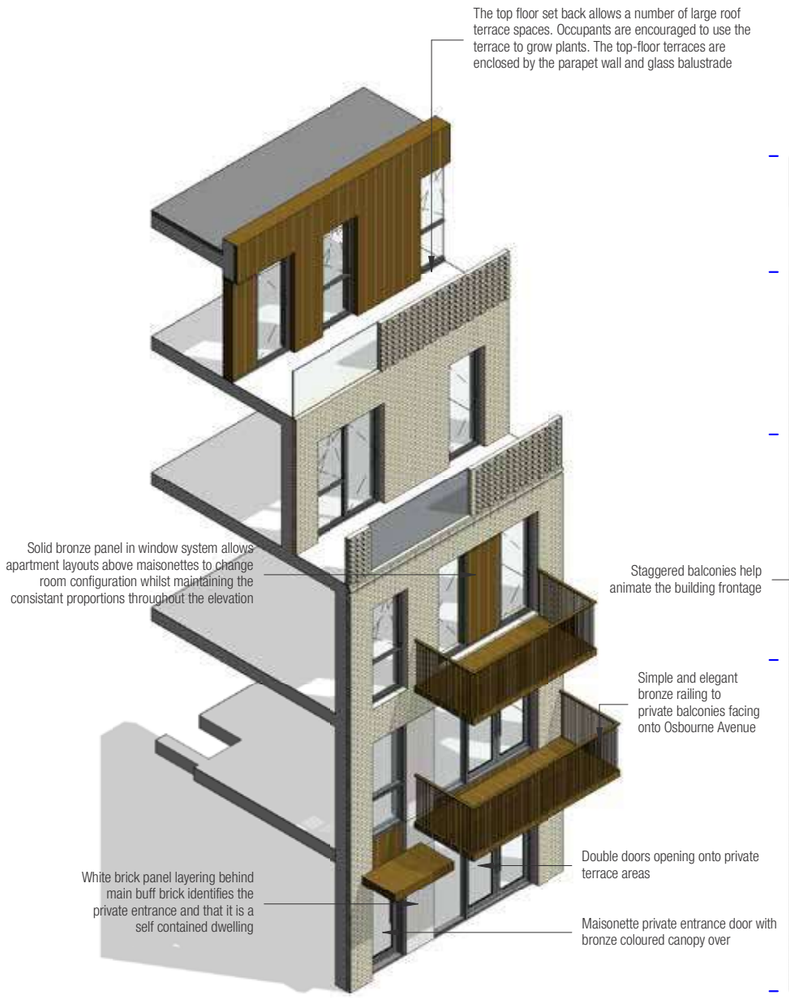
4.6.3 FACADE DESIGN DEVELOPMENT

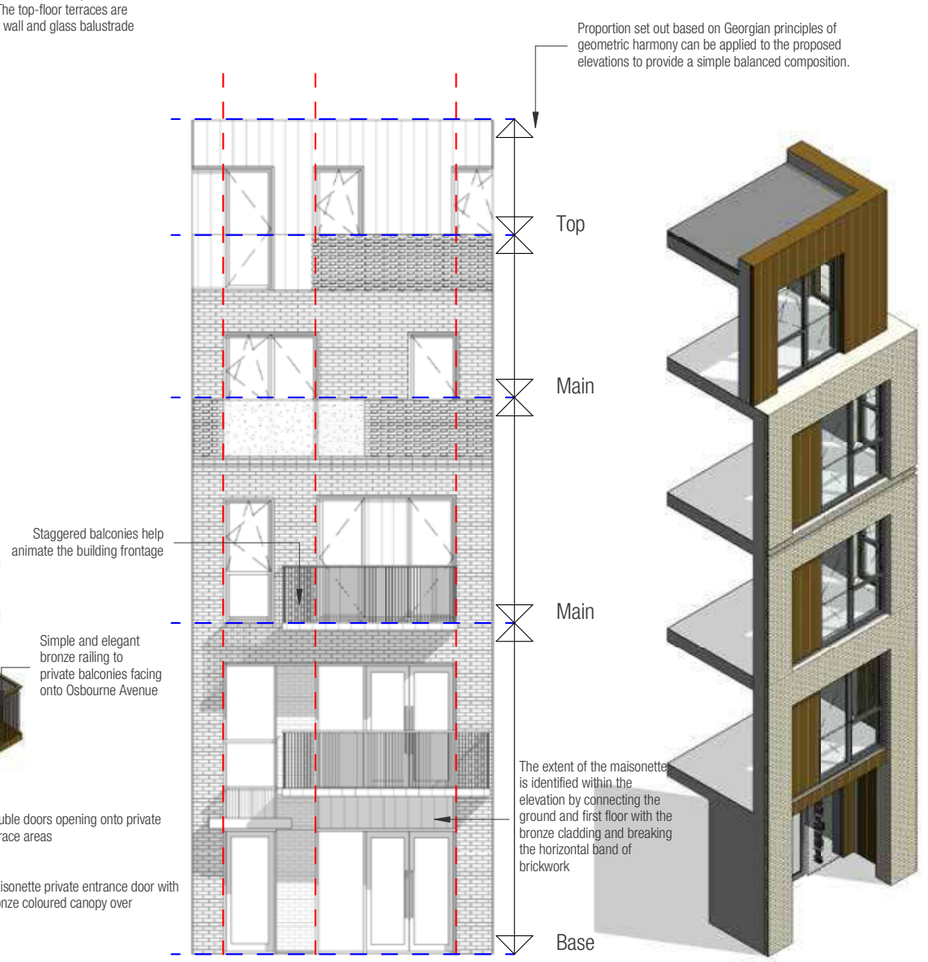


TYPICAL MAIN BEDROOM 3 BAY WITH DOUBLE DOORS TO BALCONY

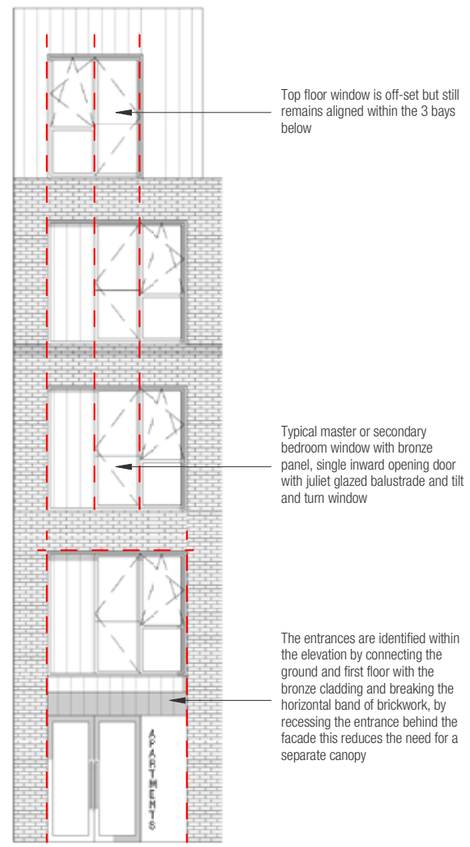


TYPICAL SECONDARY BEDROOM WITH SINGLE WINDOW OR ANGLED WINDOW

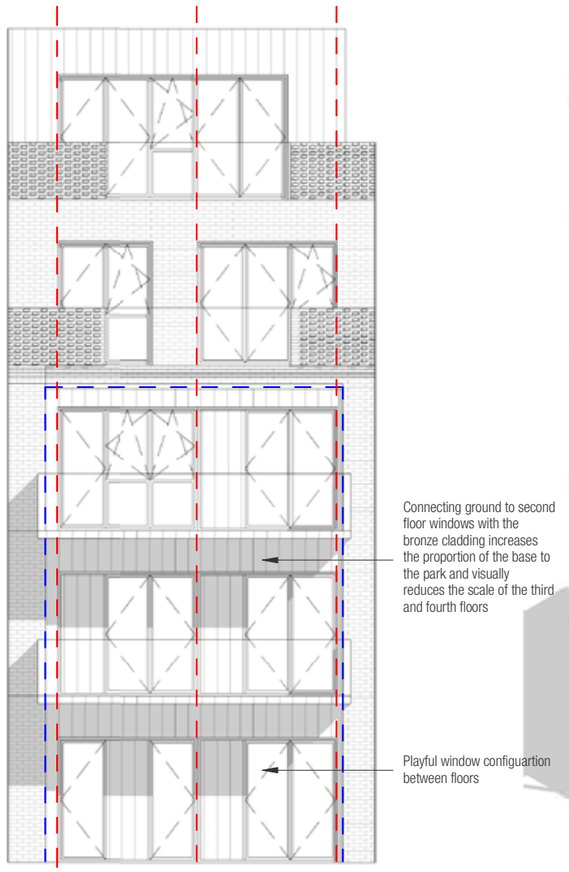




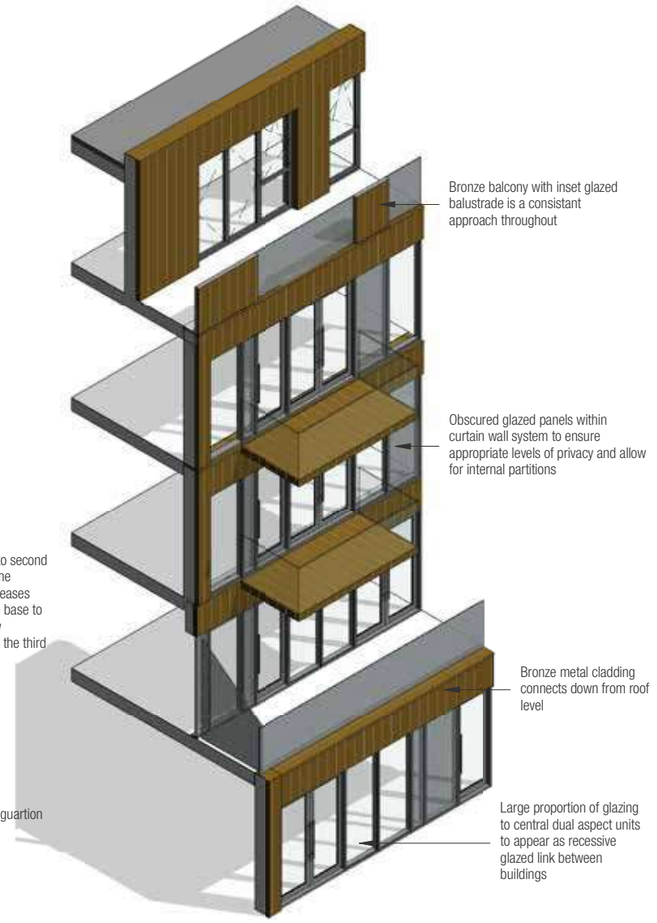
TYPICAL MAISONETTE FRONTAGE

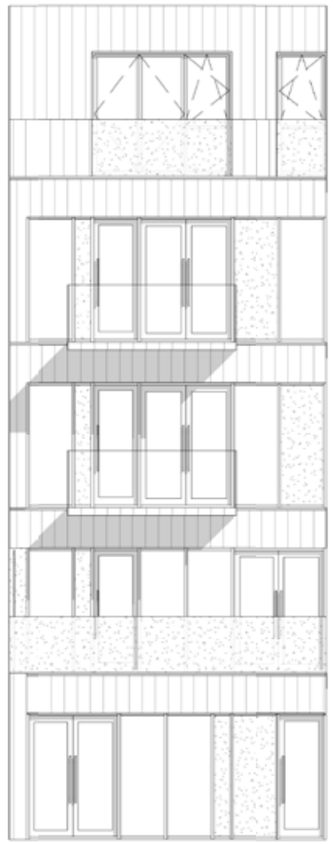


TYPICAL BLOCK C.D,E & F ENTRANCE

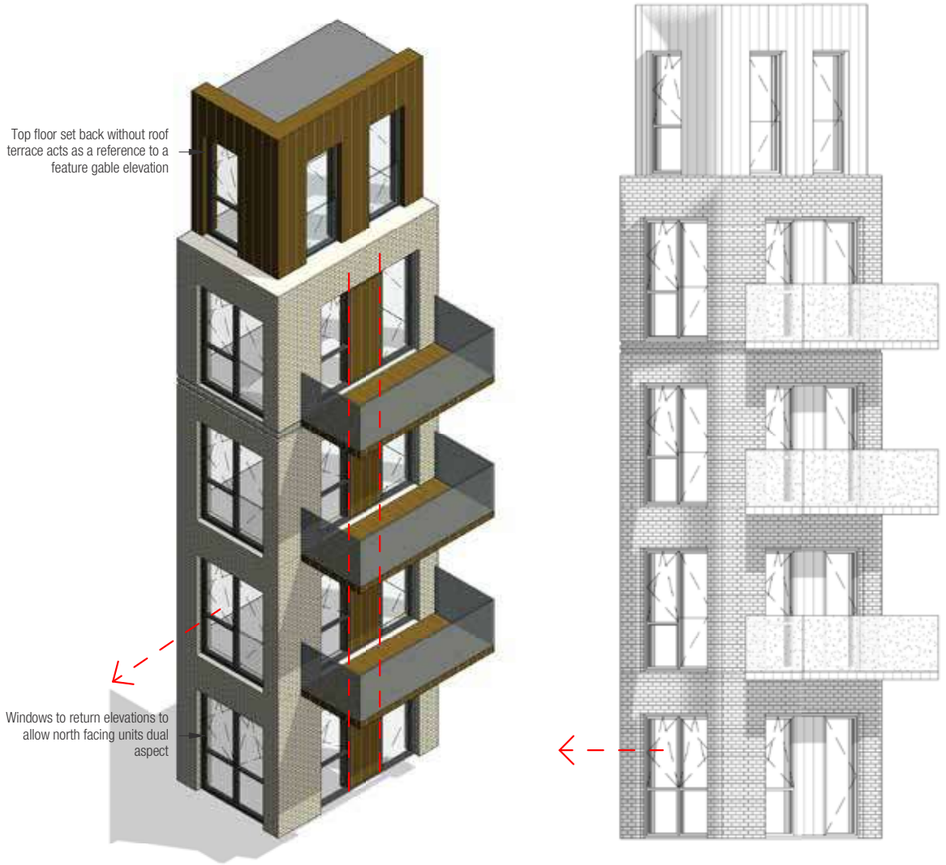


PARK SIDE ELEVATION TREATMENT

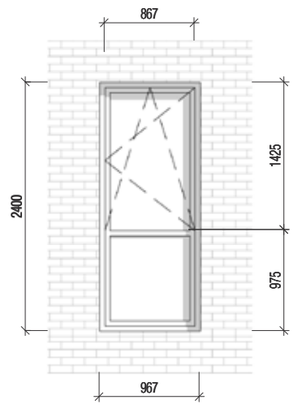




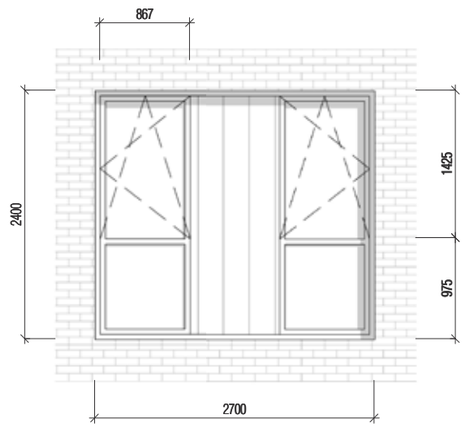
GLAZED LINK



DUAL ASPECT NORTH FACING DETAIL



1 BAY WINDOW ELEVATION

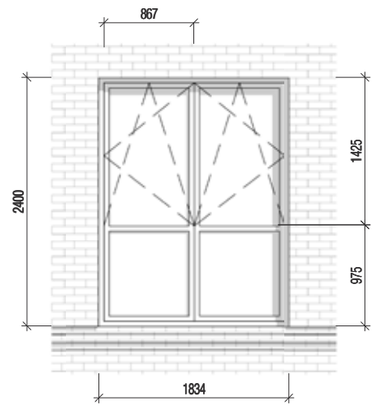


3 BAY WINDOW ELEVATION

The three bay window system allows for the interchange of different windows and doors to suit the use of the accommodation behind whilst allowing the facade to maintain a simple balanced approach that all of the proposed building throughout the Victoria Quarter follow.

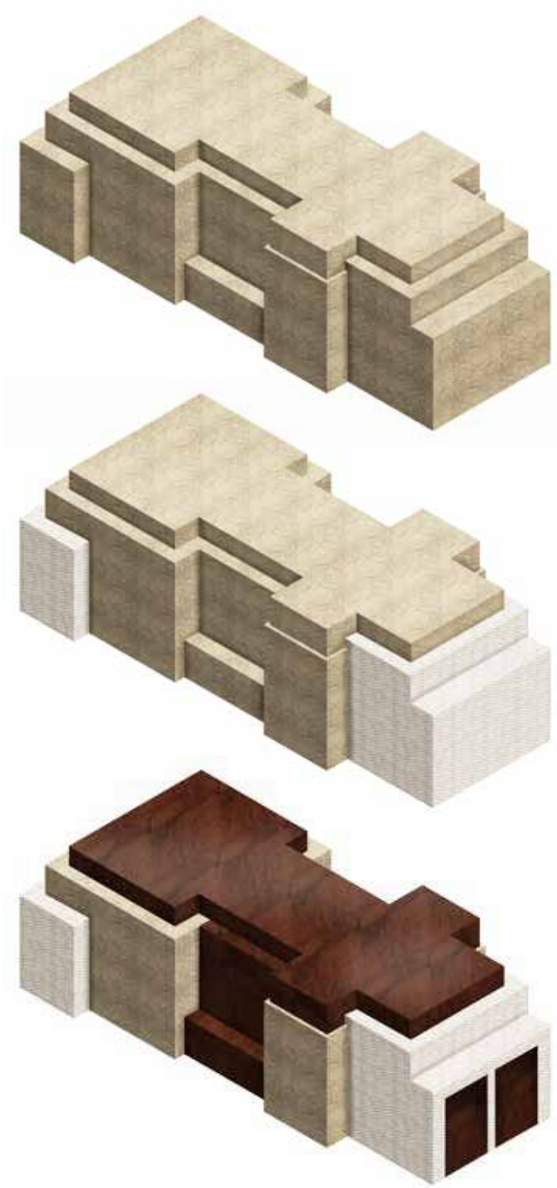
Thee type consist of the following;

1. Solid bronze metal panel
2. Glazed outward opening door
3. Glazed inward opening door
4. Glazed inward opening door with Juliet balcony
5. Horizontal split glazed panel with clear fixed glazing top and bottom
6. Horizontal split glazed panel with tilt and turn window to top



2 BAY WINDOW ELEVATION

4.6.4 HIERARCHY OF EXTERNAL WALLS



Layer 1 - London Stock Brick, with flecks of white and browns picking up the tones of the white brick and bronze and unifying the material palette.

Layer 2 - The white brick identifies key areas in the site such as the public realm around building A or the relationship between the Recreation Ground and the pavillions.

Layer 3 - The bronze metal cladding provides the third composite element of the elevations that links all of the buildings together as a family. The bronze will provide a long lasting durable material that will weather naturally and soften over the coming years.

The massing of the Pavilion apartment buildings C, D, E & F that front onto both the Victoria Recreation Ground and Osbourne Avenue have been broken down into a series of terraces from east to west.

The stock brick provides the outer layer that links all of the proposed buildings of the development together. The white brick provides the secondary layer that marks building A as a landmark and also carriers through to identify important transitions through the site such as the entrance to the shared landscaped spaces and the elevations facing the park.

The third layer of the bronze cladding provides the contrasting recessive inner layer to that of the brick.

View looking north-east towards Pymmes Walk

4.6.5 SIGNAGE AND ENTRANCE DETAILS

MAIL BOXES

Mail boxes colour coded to coordinate with exterior entrance area features

Simple, classic white mail boxes recessed into Timber veneered wall panelling

Mail boxes also offer the option of the addition of accent colours

SIGNAGE

Options for illuminated apartment apartment

Simple Fret cut or Laser cut exterior signage

LIGHTING

Exterior lighting providing and attractive feature while also highlighting apartment & entrances

Ambient lighting can also be used to create an elegant feature lighting effect within entrance halls & circulation spaces

ACCESS CONTROL

Access control panel options

4.7 ACTIVE FRONTAGES

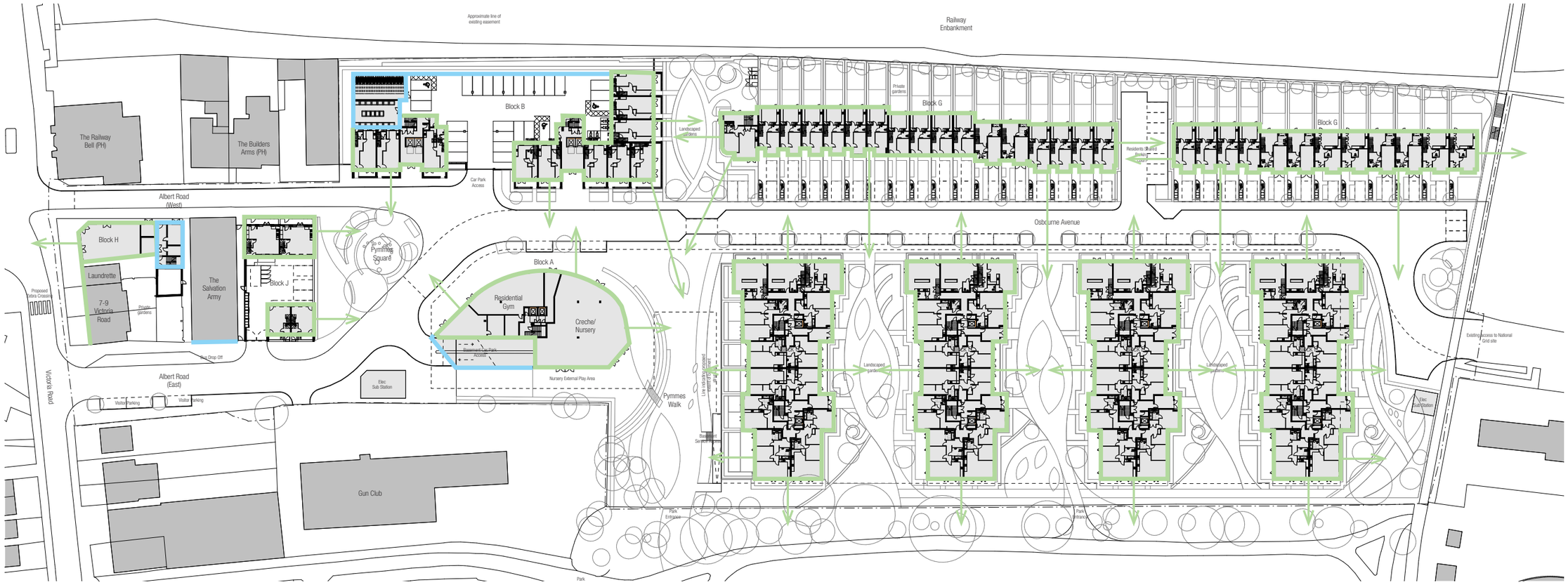
Careful consideration and planning has been given to providing Active Frontage at ground level throughout the site, particularly the routes from East Barnet Road to the Victoria Recreation Ground.

Active frontage has been successfully achieved by infilling the areas around Albert Road with retail, residential entrances and apartments over. Maisonette units to the east and north elevations of building B coupled with the residents gym and crèche to building A provides a variety of uses fronting onto the public spaces.

To Osbourne Avenue houses with Maisonettes adjacent and the early strategic decision to have a full basement car park creates a 'homezone' with active frontages stretching from the street though to the recreation ground. As the plan illustrates one of the early key design drivers was to improve the relationship between the site and the adjacent Victoria Recreation ground, the active frontages that have been provided will assist in providing greater natural surveillance over the park.

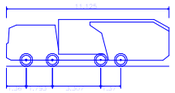
KEY

- Extent of Active Frontages
- Ancillary Areas
- Natural Surveillance



Active Frontage Diagram

4.8 SITE MOVEMENT AND VEHICLE TRACKING

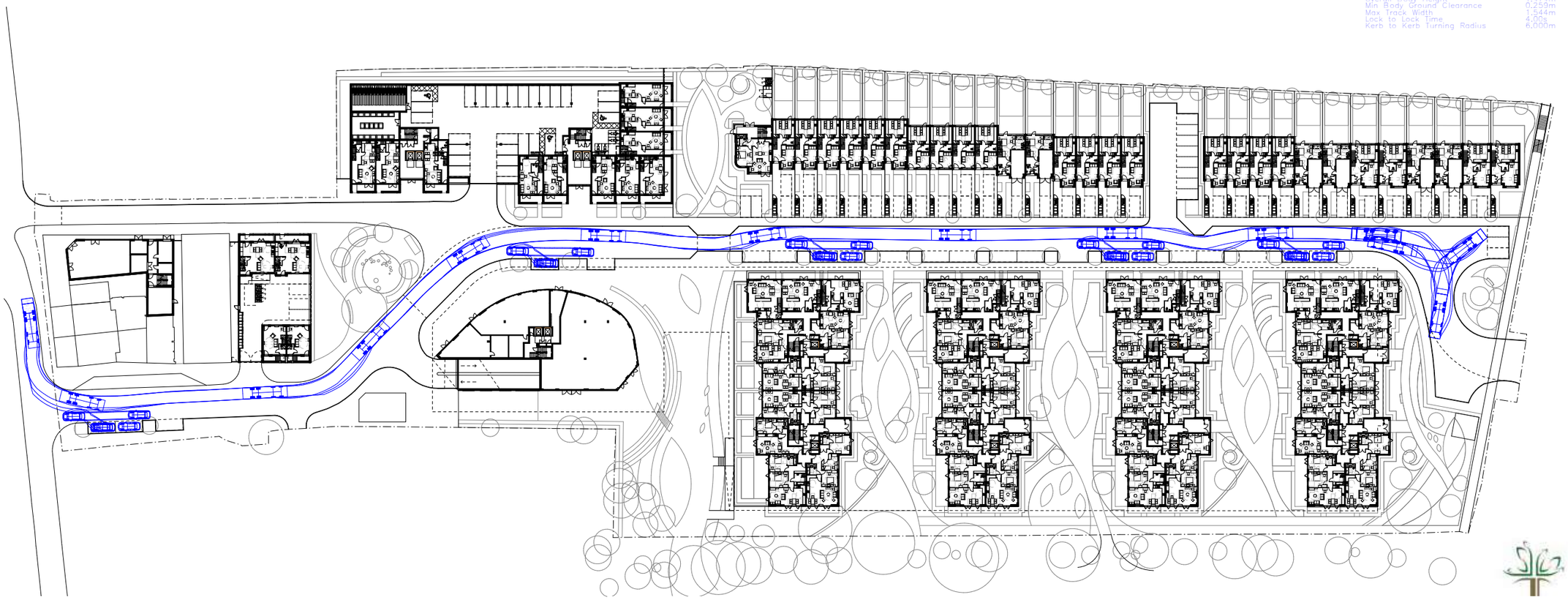


Phoenix 2-25W (with Volvo FM12 chassis)

Overall Length	11.125m
Overall Width	2.510m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.250m

Jaguar S-Type

Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m



Site Plan Vehicle Tracking

5. DESIGN STATEMENTS

5.1 BUILDING A - CRESCENT BUILDING

Building A is located towards the centre of the site adjacent the existing gun club building to the east. The Crescent building forms the tallest element of the proposed development and is the focal point landmark building.

5.1.1 USE

Building A contains exclusively residential apartments from the first floor onwards for private sale. The ground floor storey forms the entrance to the underground car park which links below to buildings C, D, E and F. Also located in the ground floor area is the Concierge and site management, a small residents gym and a Crèche.

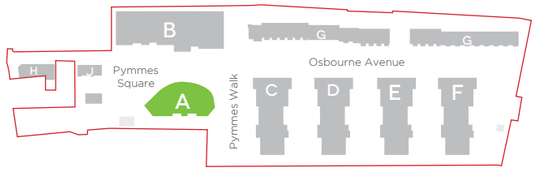
The ground floor of building A has several entrances to accommodate each of the functions the building has. The buildings primary residential entrance to the apartments at first floor and above is located at the centre of the curved facade on the west elevation onto Osbourne Avenue. The entrance to the Concierge and Gym is to the south west side adjacent Pymmes Square and the entrance to the Crèche is from the north with external play space east facing over the recreation ground.

5.1.2 AMOUNT

Building A contains a total of 43 residential apartments of which more than 15% are wheelchair accessible.

The floor plans provide are generally consistent throughout the building with the layouts changing on the fifth floor as the building line steps back to reduce the mass of the building. The floor plans contain a range of flat sizes including 17 x 1 bedroom apartments, 25 x 2 bedroom apartments and 1 x 3 bedroom apartments. The total NIA for the residential element of the building is 3026m^2 and for the ground floor area including the Concierge, Gym and Crèche is 558m^2.

3D view from Albert Road (West) looking north-east across Pymmes Wquare to building A



5.1.3 LAYOUT

Building A is arranged around a central core which provides access to nine flats per floor. The location of the lifts, stairs and risers at the centre of the plan maximises the potential for large windows and increased daylight levels into the dwellings.

At the top level (fifth floor) the building steps back to provide a continuous external terrace area around the north, south and west elevations. At this level the number of units reduces down to 7 dwellings. The roof top apartments which are stepped back from the facade to create surrounding terraces take advantage of the panoramic views across New Barnet.

The amenity spaces for the west facing flats are winter gardens as opposed to external balconies to achieve an uninterrupted curved facade which has been designed to be free of any external balconies to emphasise the crescent form of the building.

Ground level amenity space is provided for the residents of building A in adjacent landscape gardens to the north-west of the building.

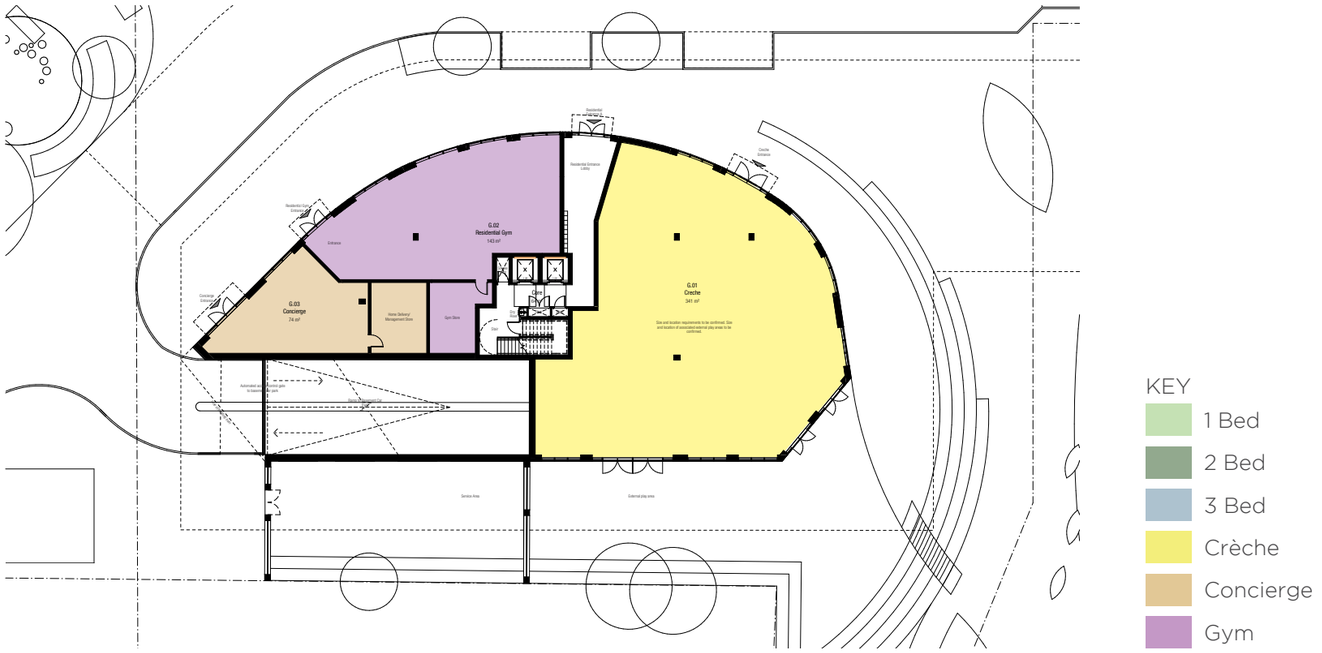
On the ground floor there is also a residents gym that is available to all residents living within the Victoria Quarter development. The entrances to the different uses to the ground floor and above are positioned at varying points around the building to provide good natural surveillance over both Pymmes Square and Pymmes Walk.

The lifts and stair provide direct access into the basement car park. From the bottom of the core residents have direct access to the bin stores and are in close proximity to the communal cycle stores and mobility scooter charging stations (Access and assistance for disabled and ambulant disabled residents can be provided by the concierge/management company located directly above). Furthermore, the management company for the development will be responsible for bringing the bins to street level for collection.

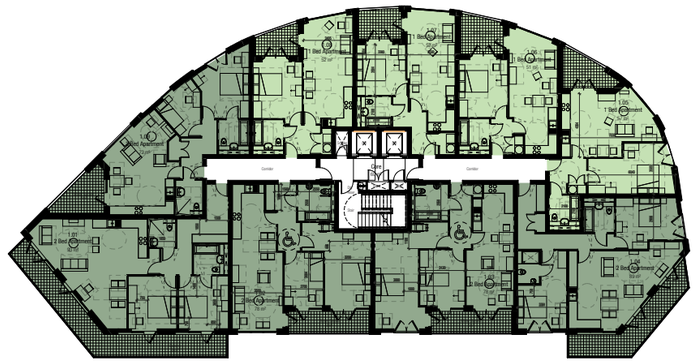
Refuse collection will be via a site utility vehicle stored within the basement car park that will collect the bins from each of the stores and take them to the holding point the east of the basement ramp.

The apartments within the building have been designed and sized so that they comply with Life Time Home Standards and their layouts have been developed according to the recommendations of the London Housing Design Guide.

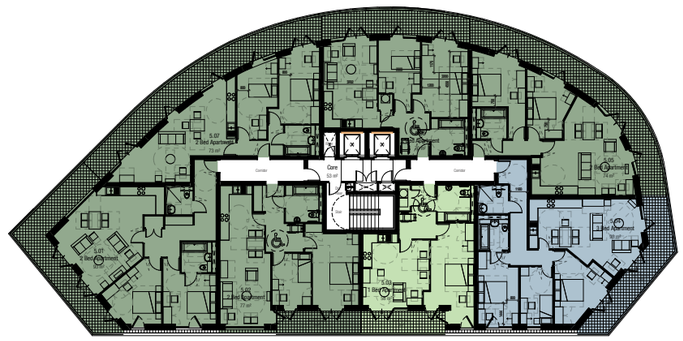
TYPICAL FLOOR PLANS



GROUND FLOOR PLAN



FIRST FLOOR PLAN



FIFTH FLOOR PLAN

5.1.4 SCALE

Building A is the tallest element of the Development, containing 6 storeys. The height of the building from ground to the top of parapet is 20.8m. Placing the building in this position provides a visual marker to the public space within the development and the link to the recreation ground. Its size and continuous activity to all elevations will provide the surrounding public spaces of Pymmes Square and Pymmes Walk with very good natural surveillance.

Although the building is taller than that of the other buildings its position and orientation running north to south removes any potential north facing dwellings and produces mush less overshadowing to the adjacent spaces.

NORTH ELEVATION

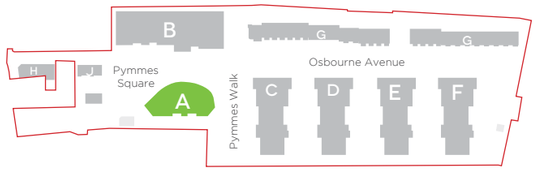
EAST ELEVATION

The division of the buildings elevations have been set utilising Georgian principles. Ground and first floor reveals have been connected to emphasise the scale of the base and the top is set back to help distinguish it from the middle.

3D View from Victoria Road looking north along Albert Road (East)

SOUTH ELEVATION

WEST ELEVATION



5.1.5 APPEARANCE

The design of the facade of building A contrast with that of the other buildings due to its curved form that is designed to encourage pedestrian movements and linkage to and from the recreation ground.

The main outer material for the Crescent building has been designed to be in the white smooth faced brick to provide a clean smooth sweep around the building that identifies itself as the centre point of the development. To the eastern elevation where the ramp accesses the basement and there is a larger element of brick to the facade with no fenestration textured brick coursing has been used to create interest and a rougher texture to the base of the building.

A consistent module of three bays has been used through out the development and is laid out on a rigid grid to tie the bronze cladding throughout all of the buildings. The metal panels implies that it is a secondary layer set behind the masonry The three panels allow for the bronze cladding to alternate position behind the main brickwork layer of the facade to add a playful feature that breaks op the extensive amount of brickwork in the facade.

The base of the building has been designed to link the ground and first floor by breaking the horizontal brick banding and linking the two levels together with the bronze cladding layer behind. The secondary cladding element comes through as a clear storey to the top of the building with its darker tone to that of the white brick providing a recessive element similar to that of the other buildings.

The balconies throughout the building are proposed to be shear glass balconies to emphasise the camber of the building and so the white brick elevations are kept free from clutter. The winter gardens to the curved west facing elevation are designed to be recessive and maintain the emphasis on the sweep of the curve and the strong vertical brick elements,

The floor to floor heights have been set at 3.2m to allow for high level ceilings in accordance with London Plan Guidance


North Elevation


Oblique 3D view of west elevation

5.2 BUILDING B: PYMMES SQUARE APARTMENTS

Building B is located to the western boundary of the site and sits to the west of Pymmes Square. The building forms a perimeter block for the development with maisonettes to the east and north elevations providing active frontages with private entrances and garden terraces on to the surround public spaces. The building line looks to continue the active street frontage running from the junction at East Barnet Road along the western street elevation of Albert Road (West) along to Pymmes Walk.

5.2.1 USE

Apartment building B is primarily residential, providing maisonettes and apartments for both private sale and affordable units. It is serviced by 2 cores and 2 entrances at ground floor level, the more southerly access is off Albert Road (West) opposite Pymmes Square and the northern access from Osbourne Avenue.

The maisonettes are located on the east and north elevations with their entrances from their semi-private garden terraces. These dwellings have level access from their ground floor entrances.

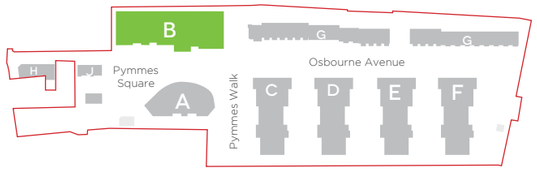
Between the two access cores serving the apartment units over the maisonettes is the entrance to under-croft parking area with access to the bin and cycle store areas with capacities in line with the London Borough of Barnet planning guidance. Additional parking spaces to serve building B have been located opposite in the underground car park accessed from block B

5.2.2 AMOUNT

Building B has a total of eleven 2 and 3 bed maisonettes on the lower floors (ground and first) and 35 apartments in a range of sizes from 1 bedroom apartments through to 3 bedroom units on all floors (first – fourth).

The total residential area, including entrance lobbies is 4039m^2 GIA.

3D view looking west across Pymmes Square to building A



5.2.3 LAYOUT

Mansion block B consists of two rectangular plans arranged closely together which are linked via the main access corridor at upper floor levels. The southern core provides access to 15 affordable dwellings with the remaining dwellings served from the core to the North.

The buildings plan depth varies along the length of the building stepping in and out to break the length of the building up into smaller modules, generally the building at first floor level has a depth of 19m with the cores along the inner facade towards one end of the plan to facilitate a double-loaded corridor. The building as you move to the floor levels above begins to step back to all elevations as the layout evolve from maisonettes and parking areas at ground requiring a deep plan area to more regular apartment depths over.

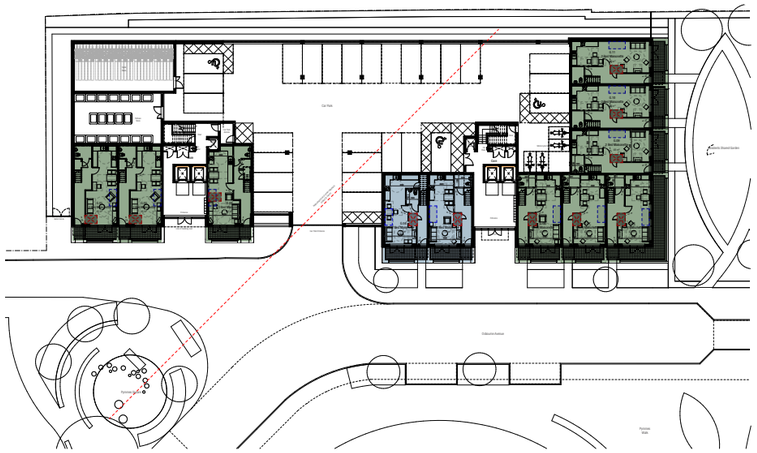
From levels 3 to 4 the building steps back creating large private roof terraces to the apartments over with views across Pymmes Square to the east.

The residential unit mix provides a range of units from 1 bedroom apartments to 3 bed maisonettes and apartments. There are 11 maisonettes on ground and first floors. The remaining floors have a maximum of 7 to 8 apartments per core. On the fourth floor there are 5 apartments to the north core. However, the south core stops at the third floor where the buildings massing significantly steps back and the number of units accessed from this core reduces to 2.

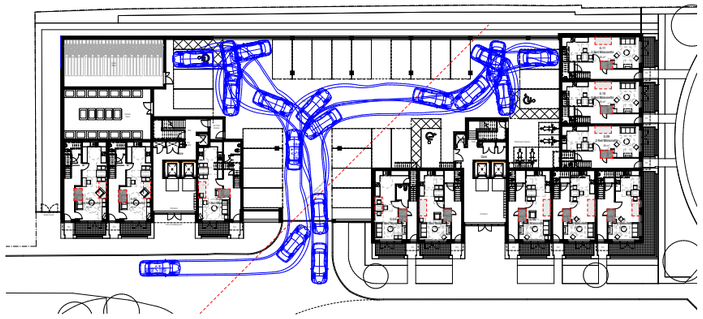
The orientation and layout of building B minimises north facing single-aspect apartments and facilitates several double aspect apartments throughout the building.

All apartments have been developed to comply with Lifetime Home Standards and unit sizes, amenity space and layouts with the Mayor of London, London Housing Design Guide. More than 10% of the units have been allocated as wheelchair accessible/ adaptable apartments in building B.

TYPICAL FLOOR PLANS



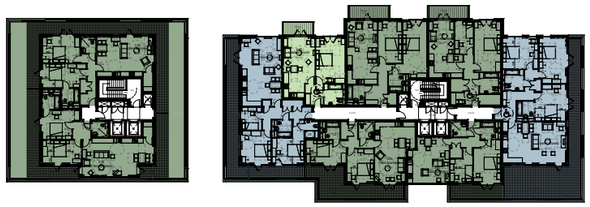
GROUND FLOOR PLAN



VEHICLE TRACKING

FIRST FLOOR PLAN

SECOND FLOOR PLAN



THIRD FLOOR PLAN

FOURTH FLOOR PLAN

KEY

- 1 Bed
- 2 Bed
- 3 Bed

5.2.4 SCALE

The scale of Building B has been dictated by the immediate context and constraints placed on the building due to a number of factors.

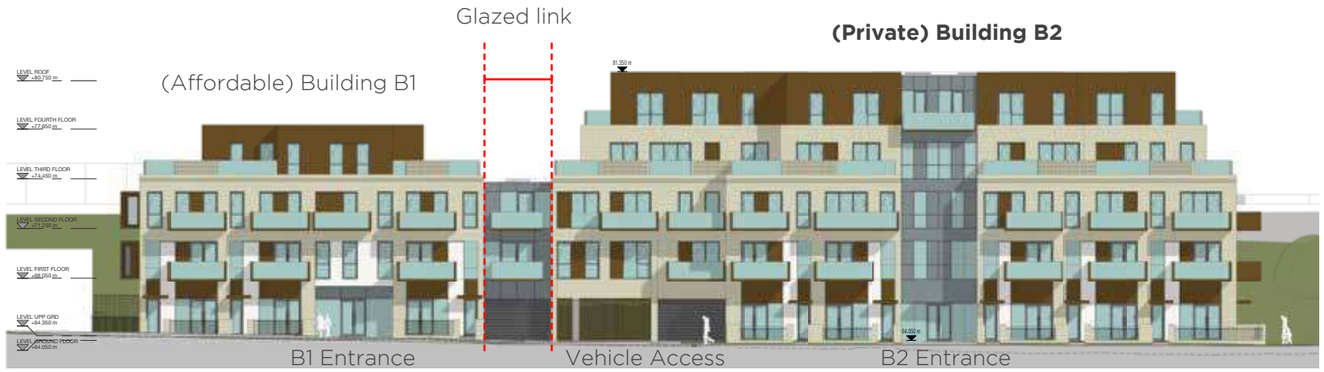
EASEMENT

Due to the existing foul sewer easement (identified in the site constraints) running directly below the building and at an oblique angle where it changes direction at an access chamber below Pymmes Square to run under the railway line building directly over this area has been restricted and also limits the opportunity for an underground car park or ground level parking whilst maintaining active frontages along the route through to the recreation ground.

The massing of the building has been arranged to step down to three storeys adjacent the existing buildings to Albert Road (West) whilst stepping up to a height of five storeys to maintain a suitable relationship to the Crescent apartment building A opposite.

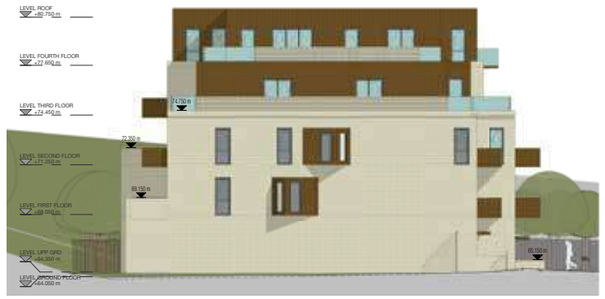
Options have been explored for this building as to whether it should be physically split in to two separate buildings, however it was concluded that this would provide potentially an awkward space and relationship between the buildings with additional challenges to overcome from the potential close proximity and overlooking between the buildings. Other factors guiding this decision was that when the view points were assessed in and around the site the length of the entire elevation would not be viewed front on. Equally splitting the building in to two would have removed the buffer between the railway line and the public route through Pymmes Square and onto Pymmes Walk. A similar approach has been taken to the west of the railway line on the opposite side of the embankment where the buildings have been aligned tight up against the embankment to help buffer the noise from the railway.

The building utilises the deep footprint required to provide parking and active frontage to the eastern edge at ground floor to provide large private amenity garden spaces to the west facing apartments at first floor level.



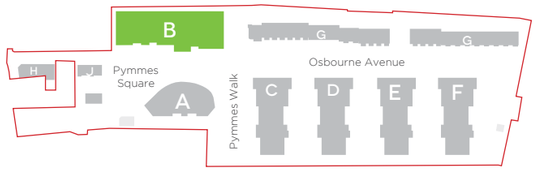
EAST ELEVATION

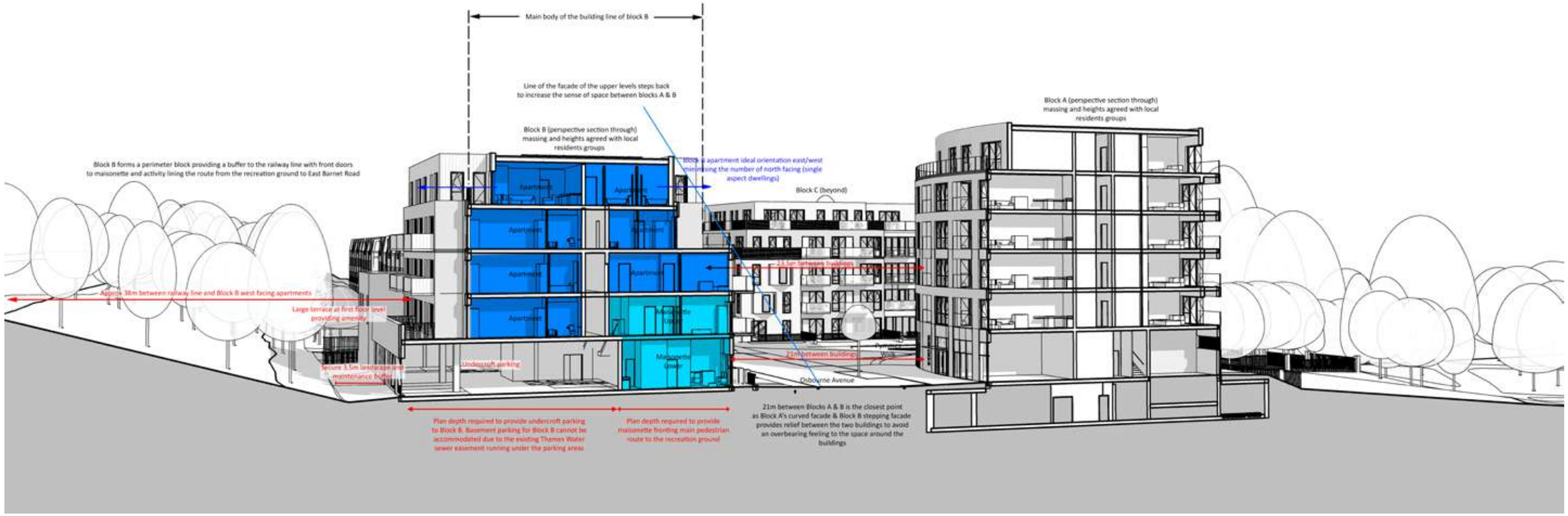
NORTH ELEVATION



SOUTH ELEVATION

WEST ELEVATION

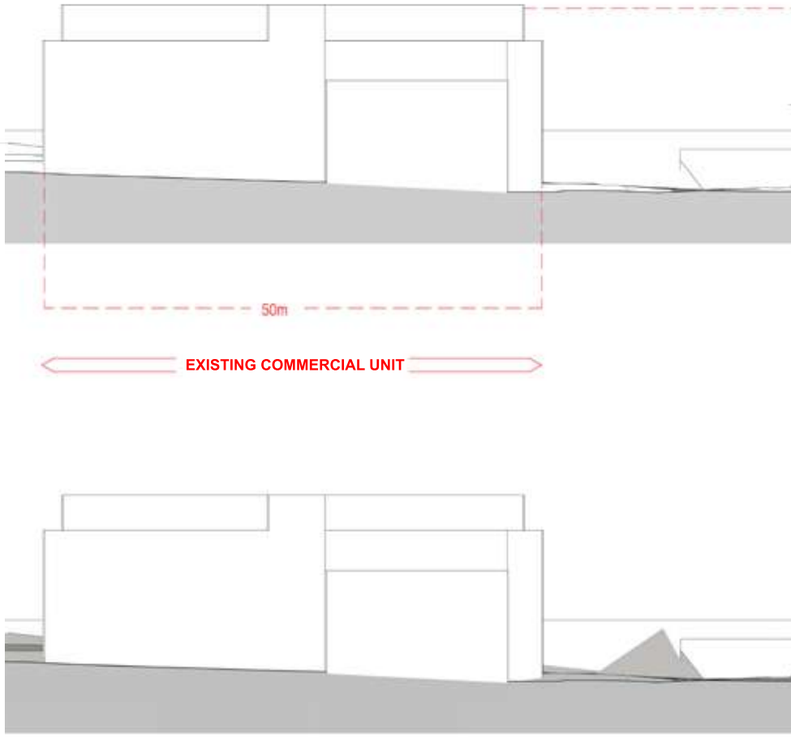




Illustrative perspective section between Blocks A & B

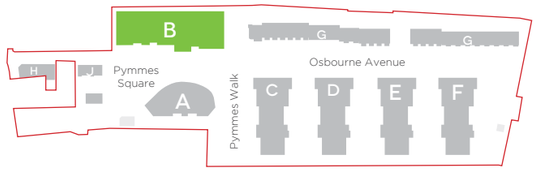
5.2.5 BLOCK B CONTEXTUAL ANALYSIS

The following diagrams illustrate some of the blocks contextual relationships.



Creating an opening in Block B would reduce the protection the mass gives from the adjacent railway and would disconnect it from the scale and proportion of the rest of the development.

Introducing an opening in the middle of Block B would also create a less active frontage and natural surveillance as a great extent of the car park at ground will be visible.



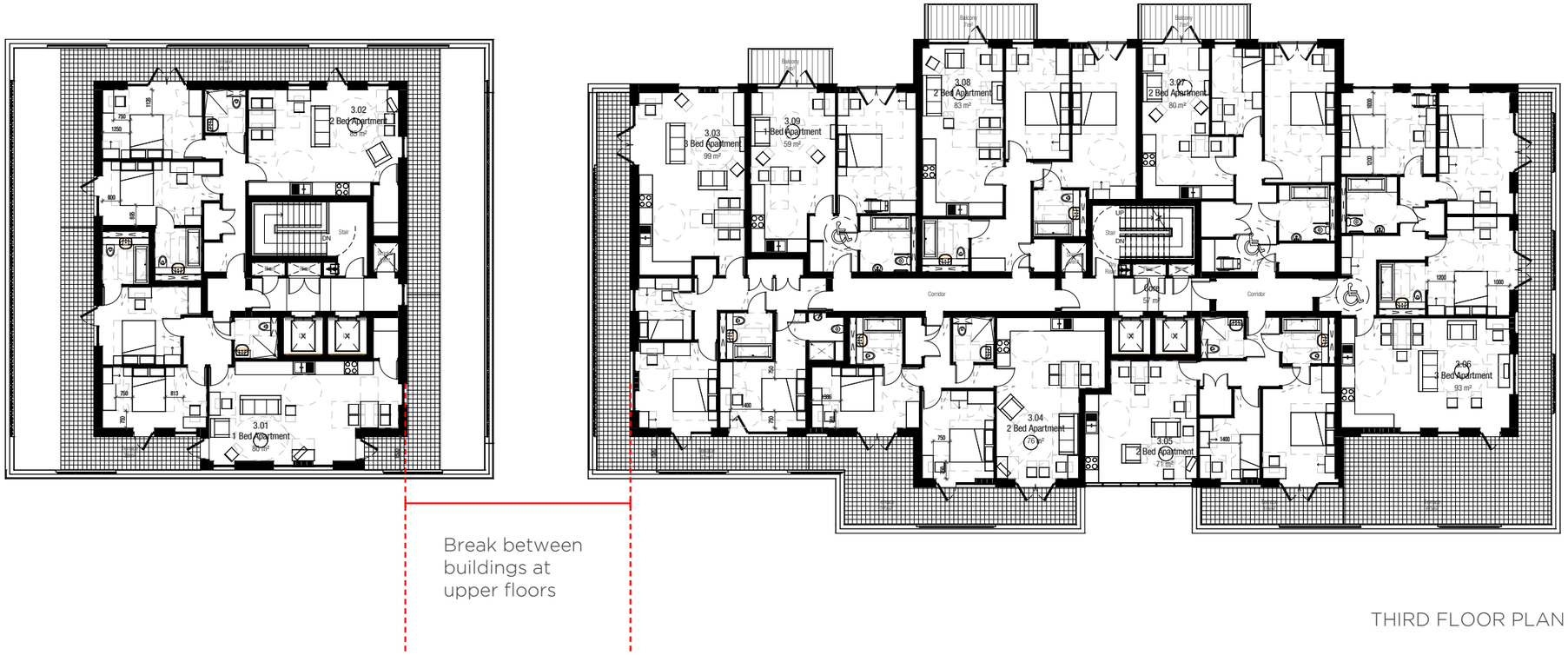
5.2.6 APPEARANCE

The design of the building facade is based upon the standard module sizes created to provide the private entrances, frontage and identity to the maisonettes. The entire facade of the maisonette is set back from the main envelope of the building to identify each individual dwelling.

The elevational treatment of the building follows the principles set out for the apartment buildings C,D,E,F. The link between ground and first floor identifies the 'Base'. the middle is the remaining proportion of the elevation with a top created by recessing the bronze cladding on the top storey.

Each of the windows are tilt and turn for cleaning and maintenance. The balcony types vary from elevation from glazed with solid bronze sides to Pymmes Square to bronze coloured railings to the railway elevation.

Within the base of the buildings a varied and layered composition has evolved to define differences between entrances and lobbies, ground floor maisonettes and servicing areas.



THIRD FLOOR PLAN

Building B East Elevation Detail

5.3 BUILDINGS PAVILIONS C, D, E & F

Building C faces onto Pymmes Walk to the south with elevated private gardens as the levels to the recreation ground entrance slope down from Osbourne Avenue.

The design of building C will set the design code for the remaining pavilion apartments that outline consent is being applied for and it is anticipated that the elevational treatments will follow the same approach to that of Building C.

Each of the park pavilion buildings will have private garden amenity areas from the ground floor dwellings to the south and the shared garden amenity for the units above ground will be via the landscaped gardens to the north.

There are two separate access cores serving between five and six dwellings per core. The stair and lift cores are not linked to allow for dual aspect units to be located to the centre and minimising single aspect north facing apartments.

The stair and lift cores provide direct access to associated car parking, bin and cycle stores in the basement car park below.

5.3.1 USE

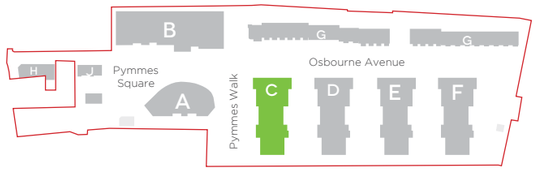
As with building B, the pavilion building C is residential use, with 3 bedroom maisonettes to the west elevation along Osbourne Avenue.

To the semi-private garden areas around the rest of the building are a mix of 1, 2 and 3 bedroom apartments.
All of the units a proposed for private sale.

5.3.2 AMOUNT

There are three x 3 bed maisonettes on the ground to first floor of building C, forty-one apartments ranging from 1 bedroom to 3 bedroom units throughout the upper floors. The total residential area is 4,178m^2 GIA.

3D view from the park looking north-east along Pymmes Walk between blocks A & C



5.3.3 LAYOUTS BUILDING C,D,E AND F

Building C consists of 2 separate rectangular footprints, both with their own stair and lift cores which are not linked.

The building depth of the pavilion building varies between 16m depth to the park side stepping in and out to 25m to the elevation fronting onto Osbourne Avenue. The plan form has been designed to be at its narrowest adjacent the recreation ground to allow as many dwellings as possible to overlook the recreation ground.

The three maisonettes are accessed from the ground floor with their own private entrance from Osbourne Avenue and garden terrace. They also have a secondary access to the stair and lift core at ground to provide access to the basement car park facilities.

The apartments form a cluster around a centrally located core generally serving five to six units per level, per core.

The units to the eastern elevation take advantage of the excellent views over the recreation ground. As you move up through the building to the upper levels at third floor the building steps back to both the east and west providing large terraces overlooking the park.

The orientation and layout of the pavilion buildings has made it difficult to remove all north facing single-aspect apartments, however the majority of units provided in the layout are dual aspect. The daylight analysis undertaken by the daylighting consultant shows that in relation to sunlight amenity all rooms are compliant with BRE guidance. In daylight amenity, well over 90% of the rooms meet the target values which is a very high compliance rate. Further information can be found in the daylight and sunlight report by GL Hearn.

All apartments have been developed to comply with Lifetime Home Standards and unit sizes and layouts with the Mayor of London, London Housing Design Guide. 10% of the units provided in the pavilion buildings are wheelchair accessible/adaptable apartments these have all been located at ground floor level within these buildings. This also negates the need for a second lift as each core serves less than 25 dwellings and is only 5 storeys in height. A quick response strategy would also be put in place by the management strategy team to ensure rapid response for lift maintenance/repair.

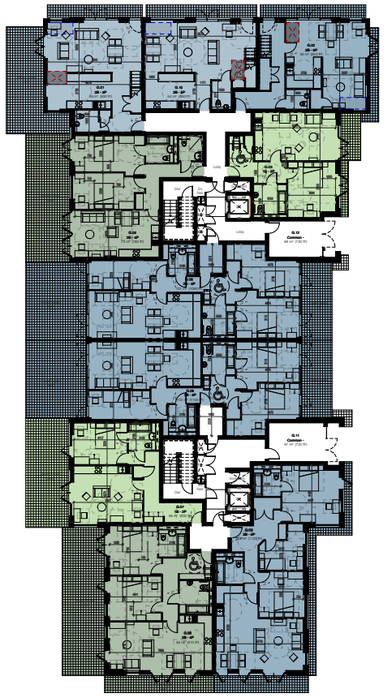
5.3.4 SCALE

Building C forms a T-shape which similar to building B steps down in height to both the street and park frontages. At these points the building is three storeys with the fourth storey set back to form large terraces and the fifth floor stepping back around the entire perimeter of the building.

The scale of the building at five storeys is one below that of the adjacent building A to the south and a single storey higher than the proposed town houses adjacent on Osbourne Avenue to allow appropriate massing relationship between buildings.

3D view looking West through shared garden between buildings C and D

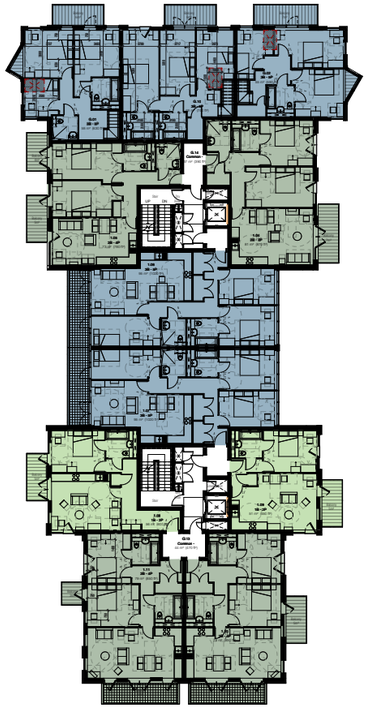
TYPICAL FLOOR PLANS



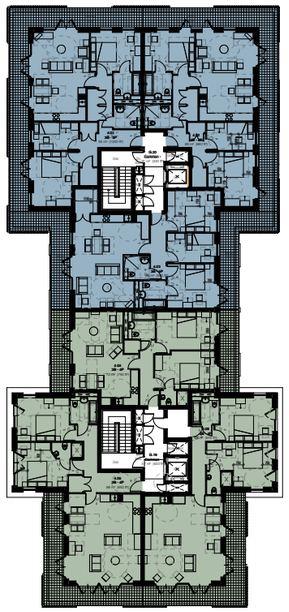
GROUND FLOOR PLAN

KEY

- 1 Bed
- 2 Bed
- 3 Bed



FIRST FLOOR PLAN



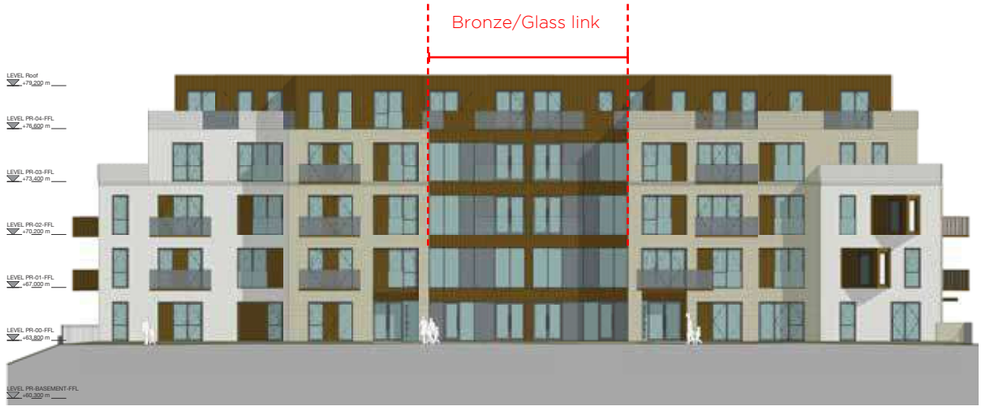
FOURTH FLOOR PLAN

5.3.5 APPEARANCE

The pavilion apartment buildings follows similar principles as building B and applies the same approach of regarding the use of the three materials used throughout the development. However unlike building B the pavilion buildings break up the length of the buildings vertically the material changes occur at each step in the elevation breaking down the perceived length of the building with the bronze cladding providing a break between the two clusters.

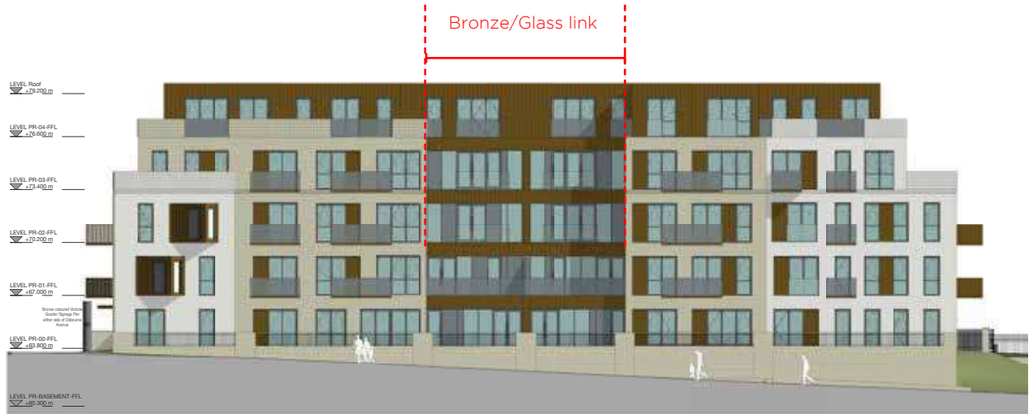
To the inner elevation pinch points from Osbourne Avenue into the landscaped spaces the secondary window locations have been staggered to mitigate any potential overlooking as well as the inclusion of projecting angled window to direct views from within dwelling through to the park. Obscured glazing to the balconies has also been introduced where apartments face directly into one and other to provide greater privacy to dwelling whilst maintaining as much daylight as possible into the rooms beyond.

Where the centrally located dual aspect apartments have been positioned to separate the cores of each cluster additional gazing has been introduced into the elevation to ensure the daylighting levels into the rooms meets the required standards.



NORTH ELEVATION

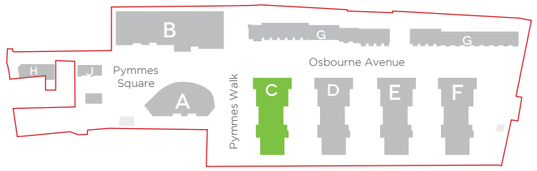
EAST ELEVATION



SOUTH ELEVATION

WEST ELEVATION

Building C - 3D Views



Building C - Sample Elevation

5.4 BUILDINGS G: TOWN HOUSES & APARTMENTS

Located along Osbourne Avenue, building G is proposed as two rows of four storey, four bedroom family town houses with four x 1 bedroom apartments to the southern end of the terrace to address the relationship with building B.

The proposed houses are sited with the rear private gardens to the western boundary of the railway embankment and their access off Osbourne Avenue with driveway parking, shared parking court, a small number of integral garages and allocated on street parking.

5.4.1 USE AND AMOUNT

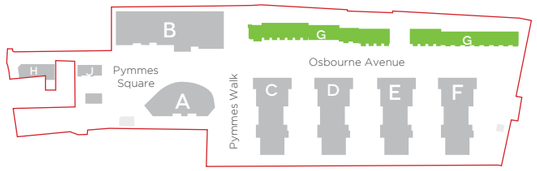
Building G is solely residential, and provides in total 28 x 4 bedroom houses and a small number of apartments, 4 x 1 bedroom apartments.

The total residential area is 5,196m^2 GIA.

Building G apartments are serviced via one stair core, located to the west. All of the houses have level access with a potential living space at ground level.

3D view looking North along Osbourne Avenue

Sample elevation of building G Apartments and houses



5.4.2 LAYOUT

The arrangement of the houses to building G form a traditional terrace of town houses. The linear building of 10m depth, enables through aspect for all of the houses.

All units have been developed to comply with Lifetime Home Standards, and unit sizes, amenity space and layouts with the Mayor of London, London Housing Design Guide.

The refuse store and cycle stores for building G apartments is located to the western boundary of the property at ground level in secure enclosures. The refuse and cycle stores to the houses are located to the front of the properties with three spaces for 240l plastic wheeled bins in accordance with the London Borough of Barnet Refuse Collection Guidance. Also contained within a separate compartment of the store is storage space for two bicycles.

Parking will vary between house types, however to summarise all of the houses will have two allocated parking spaces. A limited number of the houses will have two parking spaces directly in-front of the properties, some with integral garages, whilst the majority of the houses will have one space to their drive way and a second space either allocated on street or in the shared parking court in the space between the houses.

5.4.3 SCALE

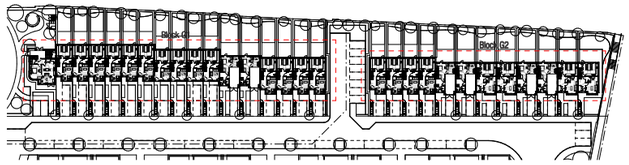
The form of building G is proposed at four storeys throughout and sits a single storey lower than the immediately adjacent apartment buildings B, C, D, E and F.

The houses have been sited to provide minimum real garden depths of 10.5m to the majority of the houses and are set back for the adjacent apartment buildings by a minimum of 21m.

5.4.4 APPEARANCE

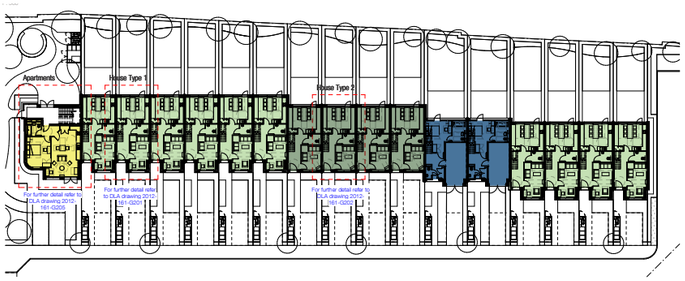
Building G consists of two rows of terraced houses and a small number of apartments facing building B. They are smaller in size and scale than the rest of the scheme, though they are in the same brick with similar elevation detailing and have a pitched mansard roof with dormers and feature party wall details to break the roof scape into individual units.

Furthermore, in reference to local housing styles, bay windows project from the main line of the facade with stepped entrances. This detail, along with the bin/cycle stores and alignment of the houses (positioned so that the entrances are not back to back) helps clearly distinguish between dwellings.

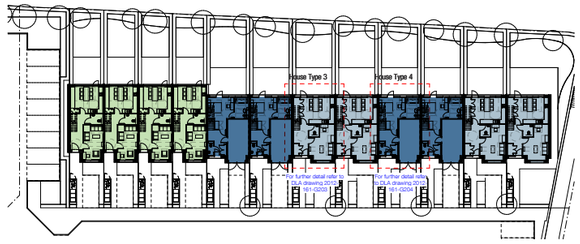


GROUND FLOOR GA PLAN BLOCK G

HOUSE TYPE
- TYPE 1
- TYPE 2
- TYPE 3
- TYPE 4
- 1 BED APARTMENT



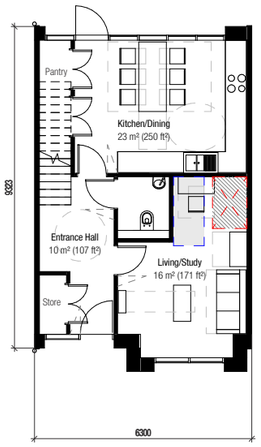
GROUND FLOOR GA PLAN BLOCK G1



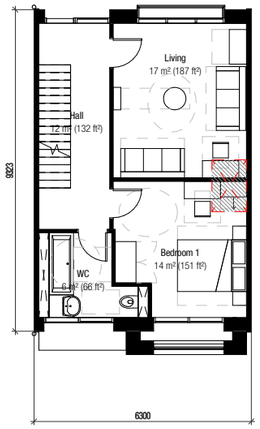
GROUND FLOOR GA PLAN BLOCK G2

BLOCK G EAST ELEVATION

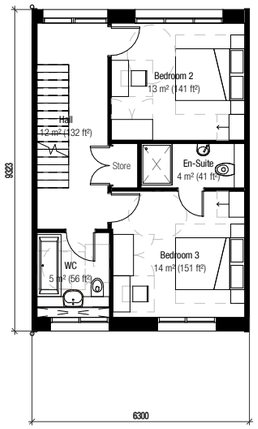
TYPICAL FLOOR PLANS FOR HOUSE TYPE 3



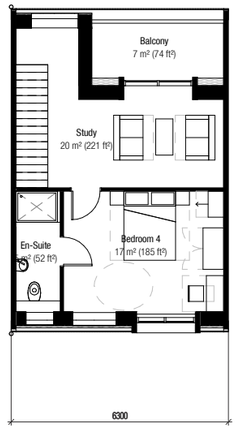
TYPICAL GF PLAN



TYPICAL FIRST FLOOR PLAN

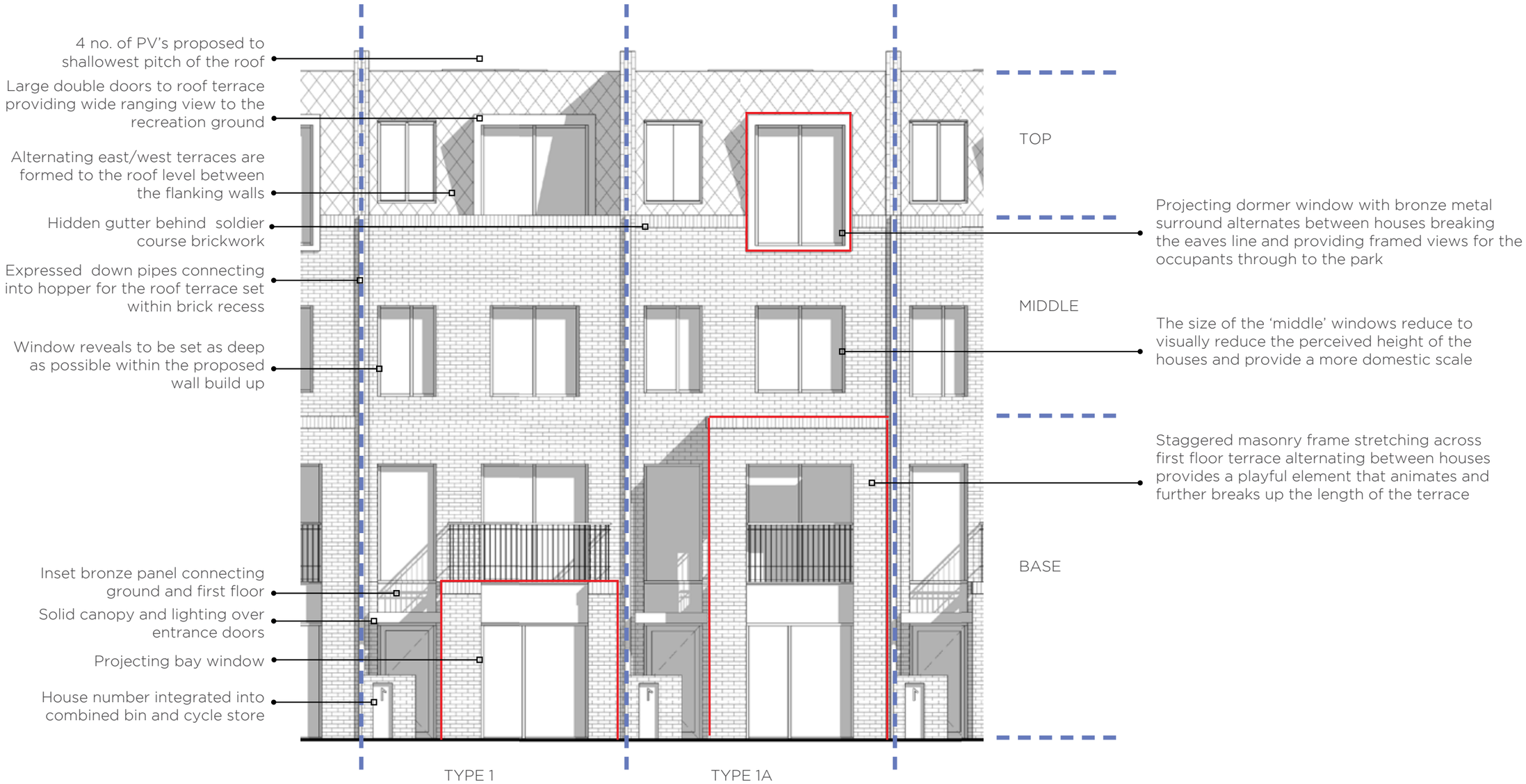


TYPICAL SECOND FLOOR PLAN



TYPICAL THIRD FLOOR PLAN

5.4.5 DETAIL DESIGN



View from landscaped gardens looking towards the town houses

5.4.6 MATERIAL PRECEDENTS

The materials proposed for the houses are consistant with the deigns for the other buildings within the development.

Local details have been captured and reflected in the design proposals. The proportions of the windows have been reduced to reflect a more suburban scale, although still providing large windows to ensure for a bright and well lit plesant internal environment for occupant. The materials set in the context such as the London stock brick (yellow and white), red brick/ tile and slate roofs has a clear material and colour palette for the development design principles to follow.

The key features that distiguish the houses and reflect the context such as the mansard roof and terraces, the large bay windows and enlarged dormer window and expressed down pipes sets the houses within the local context whilst maintaining a clear relationship with other proposed buildings.

The projecting party wall feature to the roof-line helps distinguish between houses and create privacy between the rooftop terraces to each house which are staggered to the east and west along the length of the terrace. This approach is taken from local examples that are characterised in the local context

To avoid roof clutter with aerials and satellite dishes it is proposed that the houses are linked back to aerial an dish provisions on the roof of building B to alleviate the need for aerials and/or dishes on each of the houses.

Example of existing housing character set within Victoria Road, in London stock brick with projecting bay window at ground and party wall breaking the roof-line

Bronze metal cladding panel set within the window reveal matching the layering treatment of the apartment buildings

Solid bronze colour entrance canopy over entrance doors to the houses

Bronze colour metal railings to first floor terrace area as proposed throughout the development

3D view looking south along Osbourne Avenue

Town House Elevation

Mansard roof gladding in bronze colour metal tiles in square shingle format laid in a diamond grid, matching the bronze metal cladding throughout the development

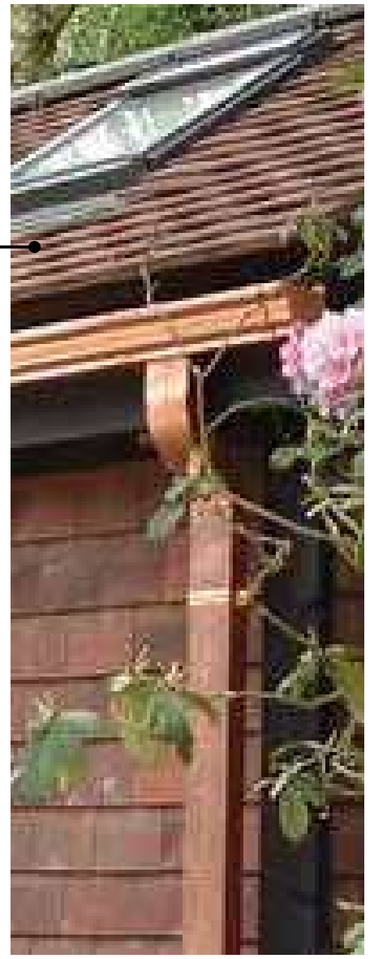
Buff-mult London stock brick proposed to all elevations of the houses matching the same brick of the adjacent apartments

Projecting bay to living room window and frame over to first floor adds depth to the facade and identifies the main living areas over looking the street like the traditional bay window. The treatment steps between alternate houses to add variety and further distinguish individual properties along the terrace

Precedent example of shingle cladding

4 no PV's to be installed to the roof of each of the houses

Bronze colour metal rainwater goods with expressed down pipes and hidden gutter detail to express and distinguish separation between houses and to keep the material palette restrained



Simple contemporary window details have been adopted to maintain a recognisable relationship with the apartment buildings with smaller proportion openings to suit the adjustment in scale

Bin and cycle store set behind brick and bronze entrance wall with planting to the lid of the store to integrate the store into the garden

5.5 BUILDING H: VICTORIA ROAD APARTMENTS

Building H faces onto the junction between East Barnet Road and Victoria Road to the south. The design of building H will play a key role in the street presence the development will have from the local centre.

The proposed building H is one of the smaller apartment buildings proposed with a small amount of retail use provided at ground floor. The block is a simple and linear, with access to the ground floor retail unit from Victoria Road to the south. The main residential entrance is served from the widened pavement along Albert Road (West)

There is shared garden to the east of the property enclosed between the adjacent properties of the Salvation Army, Dry Cleaners and the two semi-detached houses proposed as part of the Spenhill development on Victoria Road. A secure enclosure within the ground floor entrance area will provide communal storage for bicycles. Access to the garden will be controlled with secure railing gates (to match the balustrades used throughout the development) which will be located on both the east and west sides of Albert Road. Greater outside amenity has been provided by locating the refuse and recycling facilities internally, The proposed location of the bin store also provides direct access onto Albert Road West and avoids the need to manoeuvre the bins through the adjacent alleyway.

5.5.1 USE

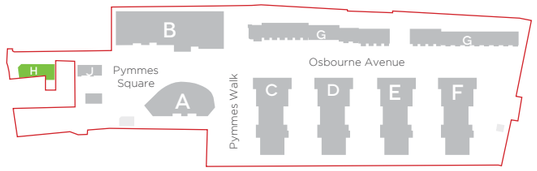
The building is mixed-use with retail use proposed to the ground floor and residential use above, with one x 1 bedroom duplex and four x 1 bedroom apartments proposed. The current buildings located on this part of the site is a Mortgage Advice office and restaurant with a couple of flats over.

There is limited parking and amenity to this part of the site, however there is available amenity space within the rest of the development to support these dwellings. Due to the buildings closer proximity to New Barnet station than the other buildings no parking spaces have been provided though car club spaces are located nearby at building G.

5.5.2 AMOUNT

There is one x 1 bedroom duplex and two x 1 bedroom apartments proposed at first floor and two x 1 bedroom apartments to second floor of the building, 5 x 1 bedroom apartments total. The total residential area is 297m^2 GIA with 116m^2 of retail space at ground level.

3D view from East Barnet road looking north into the Victoria Quarter



5.5.3 LAYOUT

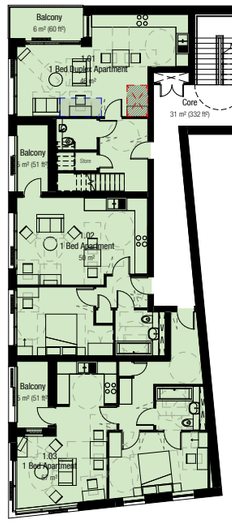
The layout of building H takes a straight forward simple infill approach to redeveloping the existing buildings to this part of the site. The new building line has been set as far back as possible to allow the existing footpaths to be widened to improve pedestrian accessibility along Albert Road (West) into the development site.

All of the proposed dwelling have been orientated to utilise views to the south and west whilst minimising over looking the private gardens of the two proposed semi-detatched houses to the east along Victoria Road. This has been achieved by locating the stair core to the rear of the building to avoid potential overlooking between dwellings. The proposed apartments with west aspect views overlook the adjacent Railway Bell Pub end elevation and beer garden, they do not overlook any other dwellings to the west. Sliding screens have been integrated in front of the winter garden terraces to provide additional screening and privacy.

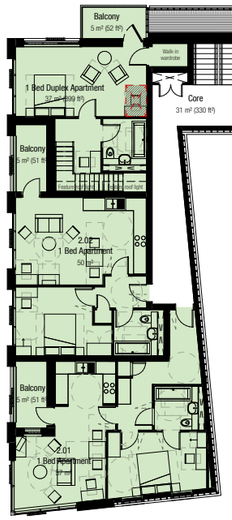
KEY

- 1 Bed
- Cafe

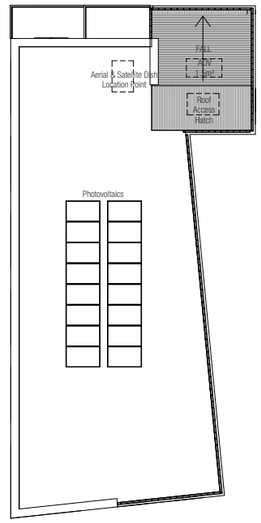
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



ROOF PLAN

NO 1 VICTORIA ROAD CAFE & APARTMENTS

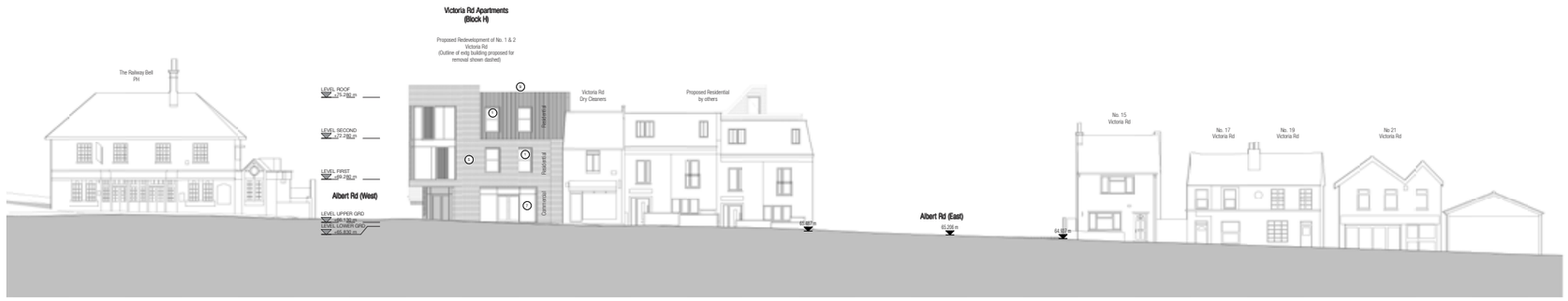
5.5.4 APPEARANCE AND SCALE

The appearance and scale of building H plays an important role in establishing the identity and architectural qualities of the Victoria Quarter whilst marrying its relationship to the other Victoria Road properties.

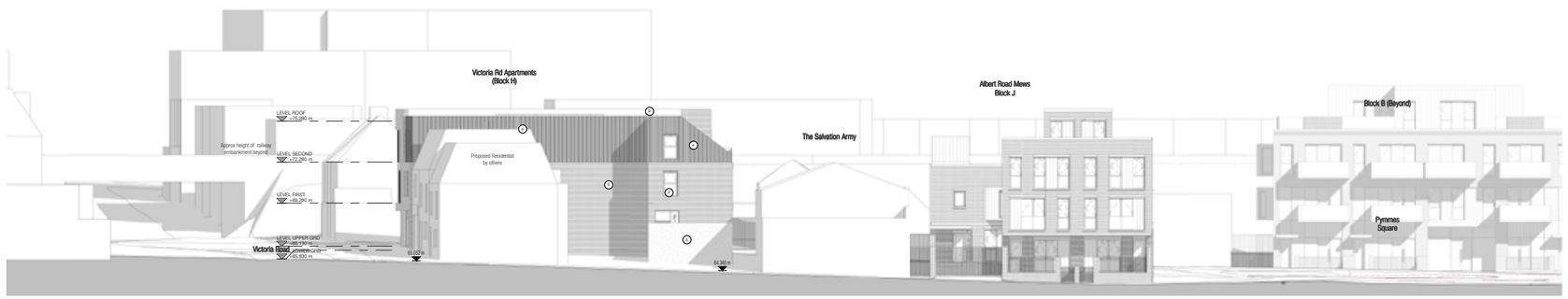
The height of the building has been restrained to a similar height of the adjacent building ridge heights whilst also recognising the previous building elevations provided flat roofs that were level with the adjacent ridge level of the Dry Cleaners.

Along it's west elevation, adjacent the Salvation Army, the building tiers down in a series of terraces so as to reduce it's scale and soften the relationship between the two properties.

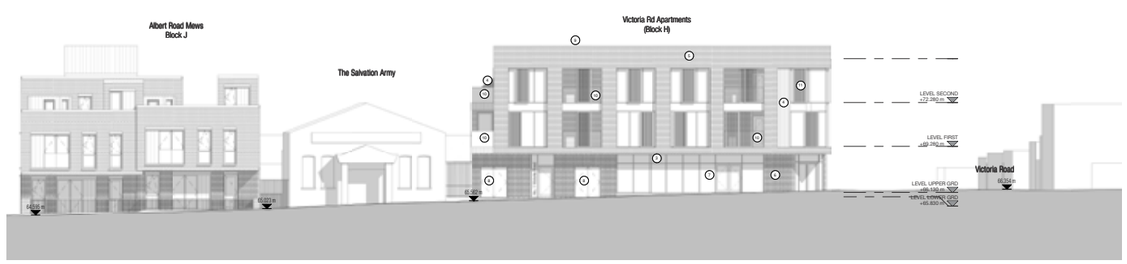
The scale must also recognise the mass of the other buildings around the junction such as the proposed landmark building of the Spenhill proposals and the LA Fitness and office buildings opposite.



Victoria Road Street Elevation

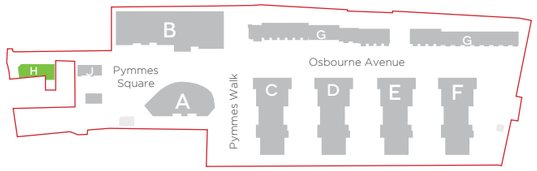


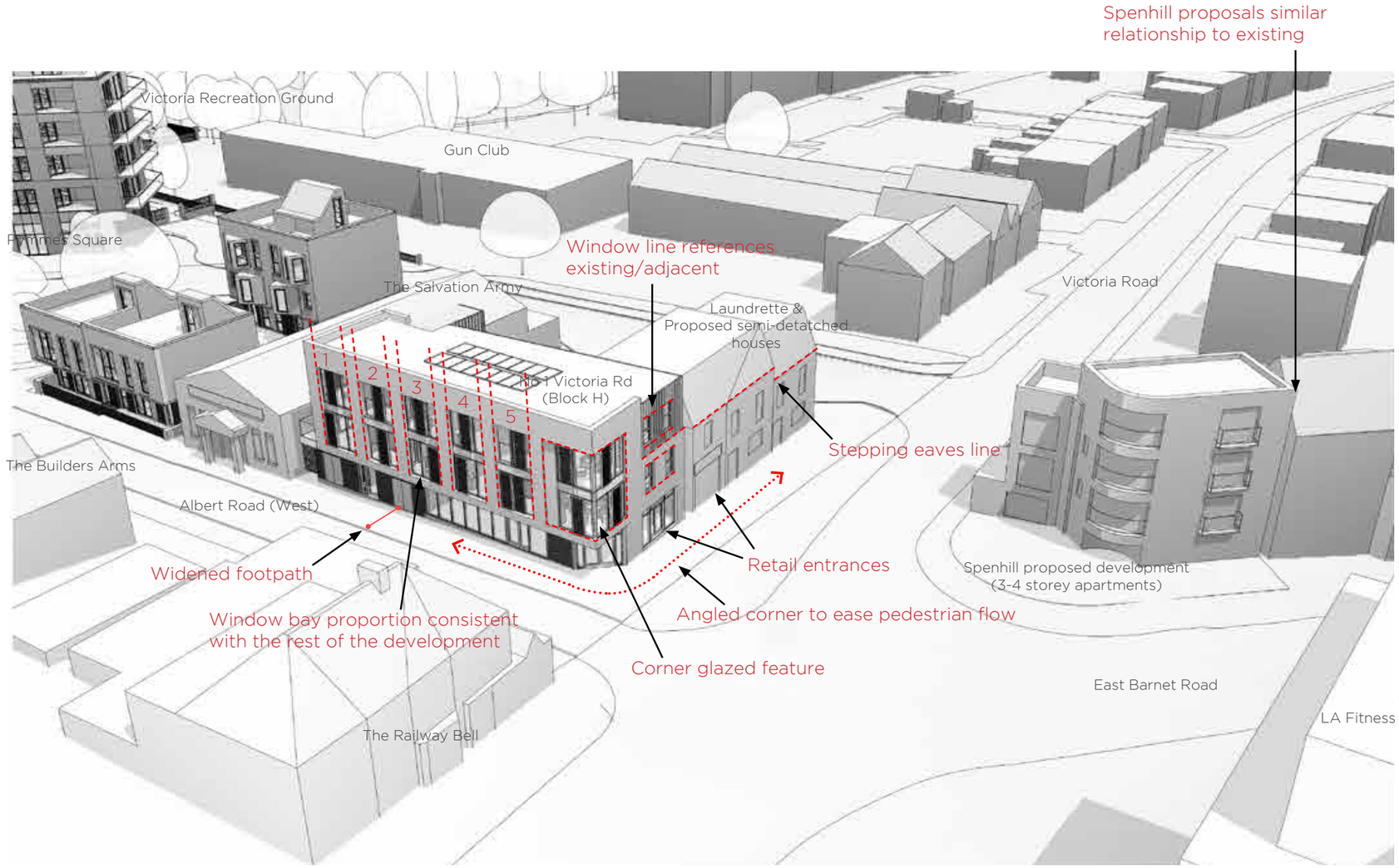
Albert Road East Elevation



Albert Road West Elevation

Rendered levation





3D view looking east over East Barnet Road

view looking south along Albert Road (West)

View looking north along East Barnet Road

View from Approach Road looking east towards Victoria Road

5.6 BUILDINGS J: MEWS HOUSES

Proposals to an existing plot of land where the previous buildings have been demolished. This plot lies between the two access roads to the east and west and is constrained by the existing Salvation Army to the south and an electrical sub station and adopted highways land to north.

5.6.1 USE

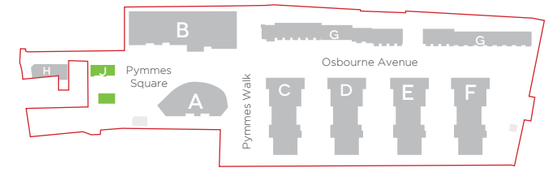
The proposed building for this part of the site is to take the form of four, 2 bedroom Mews houses with large roof terraces and a shared courtyard parking area between.

5.6.2 AMOUNT

Two types of houses are proposed to building J, a two storey mews house to the west and a three storey mews house to the east making use of the existing topography of the site. The total GIA of the mews houses is 502m^2.

3D view looking north along Albert Road (Eest)

3D view looking north along Albert Road (West)



5.6.3 LAYOUT

The layouts of the houses have been designed to provide 2 entrances one from the street and a secondary entrance from the shared courtyard.

Access to the courtyard is provided from Albert Road (East) between the houses and the north elevation of the existing Salvation Army. One parking space has been allocated per house within the courtyard with space available to allow for the potential widening of the spaces by a further 900mm to comply with the requirements of lifetime homes.

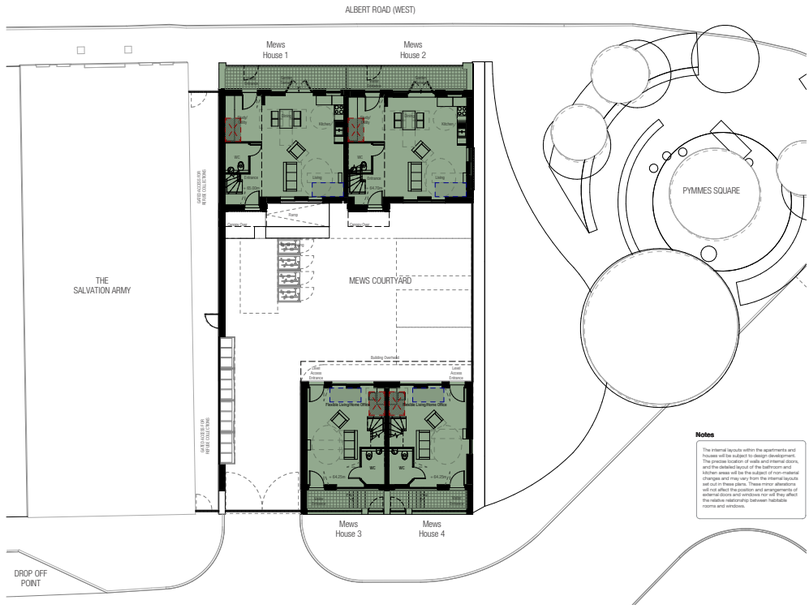
Level access is provided to all of the mews houses from the shared courtyard to allow wheelchair users easy access into the dwellings from Albert Road (West). Houses 1 and 2 have level access, however due to existing site levels, Mews houses 3 and 4 have a small number of steps to their front entrance.

The layout of the houses provide the living space to the lower floors and the bedrooms to the upper floors with generous garden roof terraces providing private amenity overlooking Pymmes Square to the north.

Due to the close relationship of the four houses and the adjacencies between the properties being below the prescriptive guidelines window locations have been staggered and angled projecting bay windows introduced to ensure privacy between dwellings can be maintained.

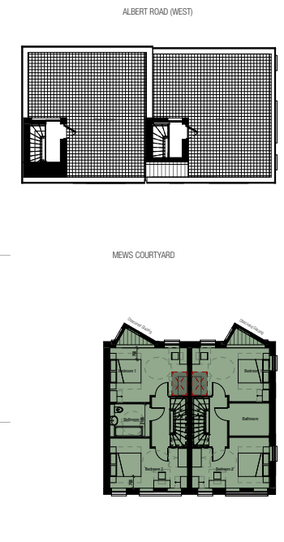
The houses have been designed to comply with Lifetime Home Standards and their layouts have been developed according to the recommendations of the London Housing Design Guide. Unit sizes are compliant with Lambeth Planning guidance and wheelchair unit standards.

Bin and cycle provision has been provided in separate enclosure similar to the those described for building G.



GROUND FLOOR PLAN

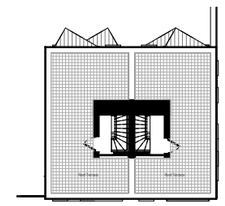
FIRST FLOOR PLAN



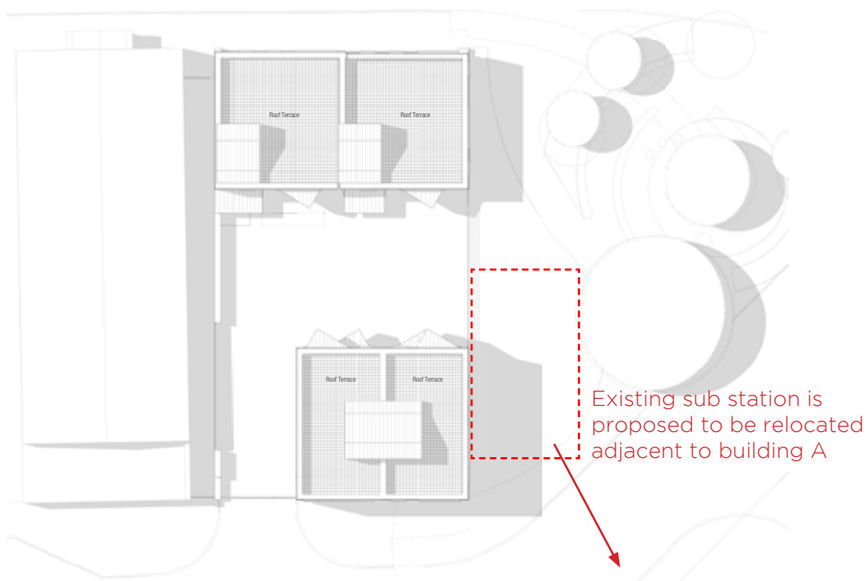
SECOND FLOOR PLAN

KEY

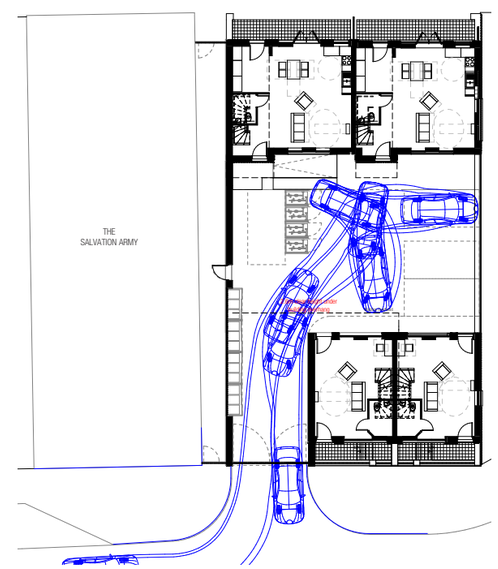
2 Bed



THIRD FLOOR PLAN



ROOF PLAN



VEHICLE TRACKING

5.6.4 SCALE AND APPEARANCE

The scale of the proposed development of building J is significantly constrained by the neighbouring properties which has limited the heights of the proposed houses to two storeys to the west and three storeys to the east.

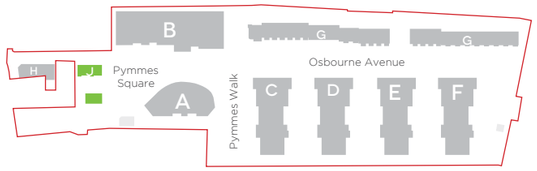
The appearance of the mews houses is characterised by the overhanging form at first floor and the feature stair providing access to the roof gardens above. The window modules and materials closely follows that established in the other apartment buildings and the wider context, generally with large module openings and bronze clad panels where less glazing or privacy is required. The base has been distinguished with a textured brick coursing to separate the lower and upper floors without the need to change materials.

To the inner courtyard elevations the angled projecting windows create a playfulness and variety in the facade that also deliver important longer ranging views out of the courtyard space and onto Pymmes Square.

It is anticipated that residents will add further interest and character in the elevation as they 'green' their roof terrace with pot plants and climbers that run along the trellace screening provided to divide the units.

Albert Road (West) Elevation

Albert Road (East) Elevation



3D view looking South-east across Pymmes Square

5.7 SHARED BASEMENT

The proposals include is a single level basement to be used for residents car parking, cycles storage, refuse storage, management and maintenance storage and, plant areas and energy centre. The basement runs under buildings A, C, D, E and F providing parking and associated facilities to the buildings above. Each of the stair and lift cores of the buildings run directly into the basement to allow easy access for the residents.

The basement is accessed by a ramp from Albert Road (East) running under building A. The ramp is designed for car access only and provides the only vehicular access point to and from the basement car park. The ramp has 2 lanes, one for entry and one for exit.

The location of the plant space has been optimised through discussions and development with the engineers throughout the development of the proposals.

The refuse strategy for the development is to provide refuse stores immediately off each core for the convenience of residents. On the refuse collection day it is intended that a management strategy will be in place whereby containers will be collected from each bin store via trolleys on a site utility vehicle (to be stored in the basement) and brought up from the basement to ground level and held at a collection point currently identified to the east of building A (subject to discussion and agreement between the management company and LBB Refuse Collection Services).

The under croft parking area at ground floor level to building B also has bin and cycle store provision. Like with the basement both stair cores to block B have access directly into the ground level parking area to access parking, cycles and bins. It is intended that the management company will again be responsible for moving bins to the identified collection points for waste collection.

Likewise the smaller apartment buildings H and G will have the relevant refuse containers moved by the management company on collection days.

To the town houses and mews houses it will be the responsibility of the homeowners to move their bins from the private bin stores to the kerb side for collection on the set days.

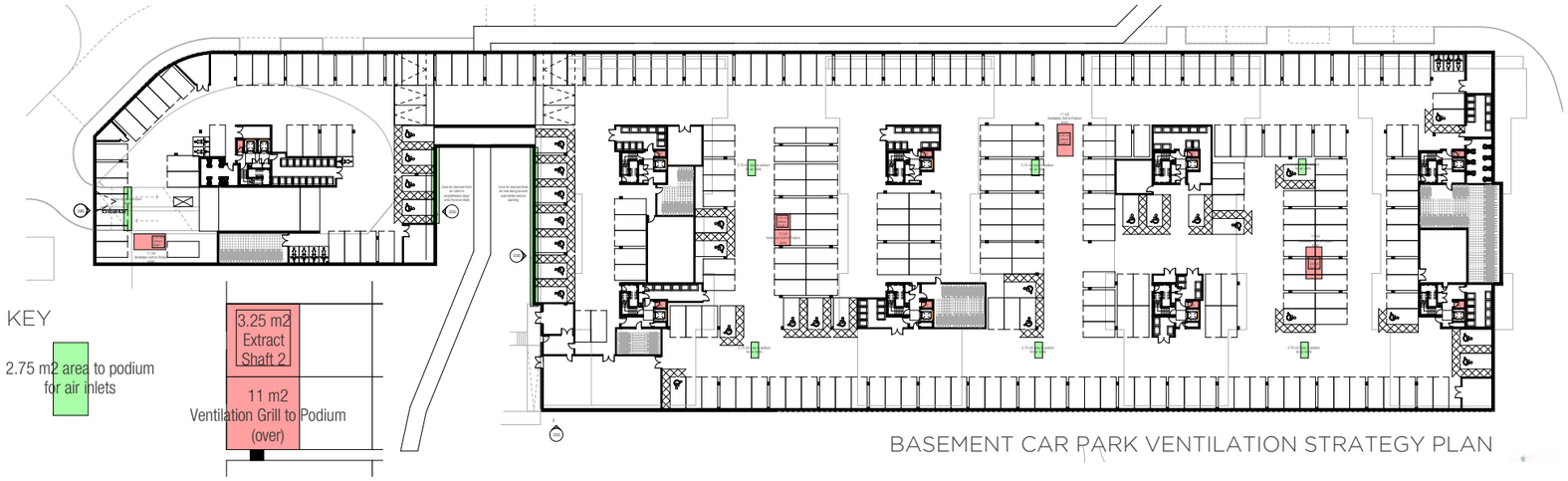
5.7.1 BASEMENT VENTILATION DETAILS

An impulse fan strategy will be used in the basement car-park to provide smoke ventilation. This uses impulse (or tunnel) fans at high level within the car park space to draw fresh air in from the perimeter louvers and air inlet shafts to mechanical exhaust shafts. The arrangement of the fans and shafts will be such that no 'dead spots' are created.

Fresh air entry is via the main entrance/exit ramp, and areas of perimeter louvers where the surrounding topography allows. If additional area is required these will be built into the landscaping design of the podium gardens, with features made within the planting or paving areas.

With regards to the exhaust points the design intent is for the fire ventilation system venting the above ground apartment corridors to be a duel system which provides the ventilation to the car-park under normal conditions, only switching to corridor venting mode under a fire condition. Such a strategy has successfully been utilised in similar developments, however will be subject to further review as part of the fire strategy. Alternatively, exhaust points will be provided in the podium garden area, these being located away from paved areas.

The fire strategy will involve the impulse fans will operate continuously at a low speed supplying the car park with a ventilation rate of 6ach-1 as dictated by Building Regulations. The fans, in an event of a fire will operate on activation of automatic fire detection at a rate of 10ach-1. As such "general" system will handle a total of 44m2/s (94 m2/s in fire). Therefore a total of 22m2 (free area) air inlet and exhaust is provided.



BASEMENT CAR PARK VENTILATION STRATEGY PLAN

5.7.1 PARKING STRATEGY

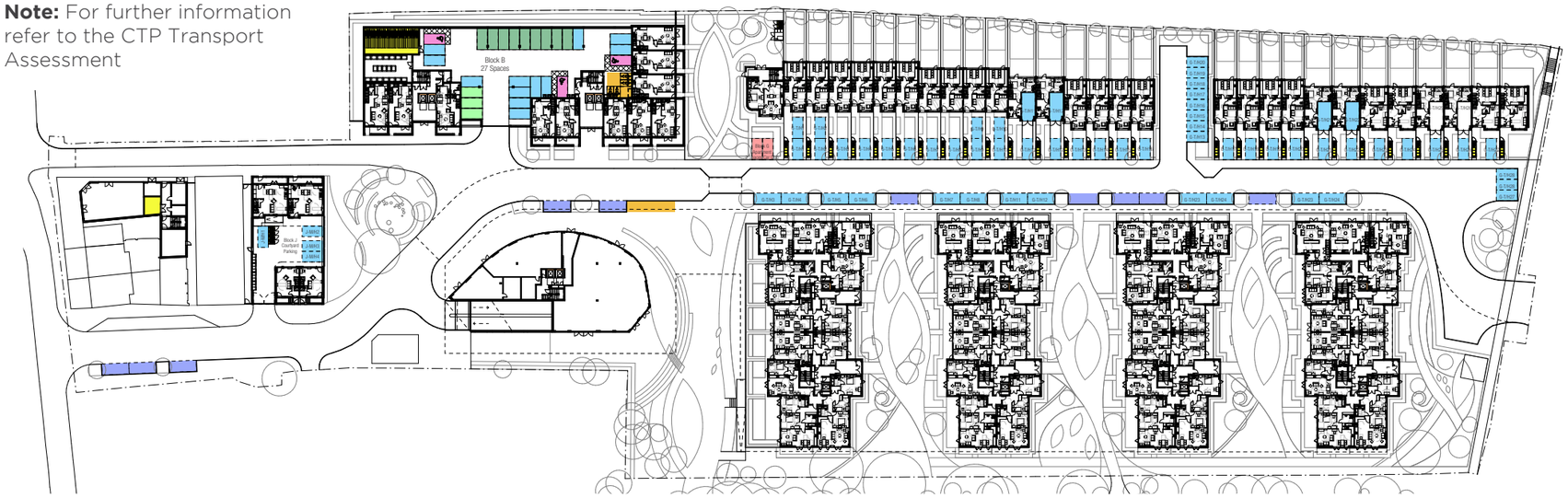
The scheme provides 400 spaces which falls within the LBB maximum standard but slightly exceeds the Mayor's maximum (12%). The LBB standard is a maximum and the proposed 400 spaces is 8% short of that figure. It is understood from discussions with LBB that their preference is for the scheme to provide the maximum number. However, about 75% of the development lies within a PTAL 3 area with good access to rail and bus services. Furthermore, the scheme includes improvements to enhance access to public transport and a comprehensive Travel Plan which includes incentives to travel by public transport such as Oyster cards on occupation. Accordingly it is considered the provision of 400 car parking spaces will accommodate the requirements of the development.

PARKING SUMMARY

BLOCK B CAR PARK	
Total number of car parking spaces	= 27
Number of disabled parking spaces	= 3 (10%)
% of Active electric parking spaces	= 10 %
% of Passive electric parking spaces	= 30 %
Number of motorcycle spaces	= 4
BASEMENT CAR PARK (Serves Apartment blocks A, B, C, D, E & F)	
Total number of car parking spaces	= 301
Number of disabled parking spaces	= 30 (10%)
% of Active electric parking spaces	= 10 %
% of Passive electric parking spaces	= 30 %
Number of motorcycle spaces	= 11
Combined Basement & Block B parking capacity combined (328) equates to 54 parking spaces/building	
BLOCK G HOUSES	
28 x 4B Houses, 2 spaces per house	
BLOCK G APARTMENTS	
4 x 1B Apartments, 2 x car club spaces located opposite	
BLOCK H APARTMENTS	
5 x 1B Apartments, no parking	
BLOCK J MEWS HOUSES	
4 x 2B Houses, 1 space per houses	
VISITOR PARKING	
Number of Blue Badge Visitor spaces	= 10

CYCLE PARKING (Provision inaccordance with GLA guidance for 1 space for 1-2B & 2 spaces 3B+)	
BASEMENT (Cycle stores serving blocks A, C, D, E & F has 284 cycle spaces allocated)	
BLOCK A (Apartments)	= 44 Cycle Spaces
BLOCK B Apartments)	= 57 Cycle Spaces
BLOCK C Apartments)	= 60 Cycle Spaces
BLOCK D Apartments)	= 60 Cycle Spaces
BLOCK E Apartments)	= 60 Cycle Spaces
BLOCK F Apartments)	= 60 Cycle Spaces
BLOCK G Apartments) BLOCK G Houses) (56)	= 4 Cycle Spaces = 2 Cycle Spaces/4B House
BLOCK H Apartments)	= 5 Cycle Spaces
BLOCK J Houses)	= 1 Cycle Spaces/2B House (4)
TOTAL CYCLE SPACES	= 418 (8 Visitor Spaces)

Note: For further information refer to the CTP Transport Assessment



SITE CAR PARKING PLAN

BASEMENT CAR PARKING PLAN

Key

- Standard Parking Space (All parking spaces to houses capable of widening to 3300mm
- Disabled Parking Space
- Visitor Parking
- Cycle Parking Stores
- Active Electric Parking Space
- Passive Electric Parking Space
- Car Club Parking
- Motorcycle Parking

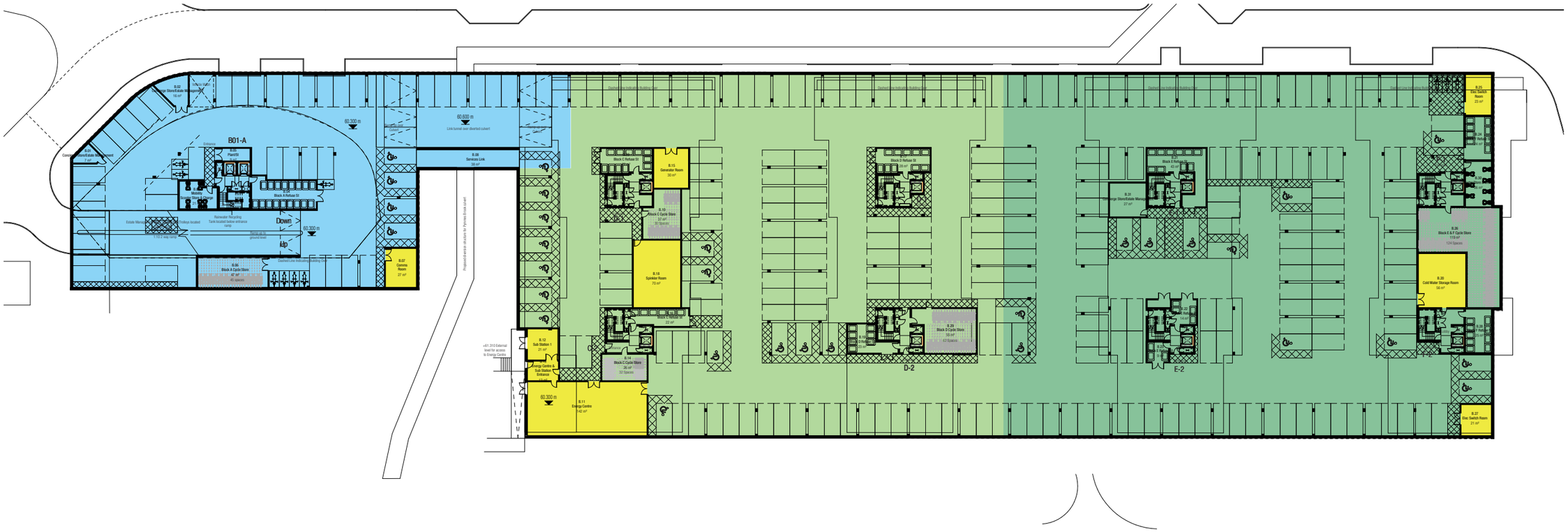
5.7.2 INDICATIVE BASEMENT PHASING STRATEGY

The basement car park below buildings A, C, D, E & F could be built out in three phases as indicated on the Phasing diagram. Due to the re-mediation works required for decontamination of the site prior to construction the majority of the structure of the basement slab and walls could be constructed at an early stage with the necessary plant/service rooms to be constructed within the first phase to support the development such as the substation, energy centre, cold water store, etc.

We would expect the detail of this to be conditioned as the detailed design and discussions with a developer/contractor on the preferred phasing of the development would take place once a planning approval for the proposed development has been gained.

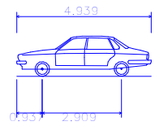
KEY

- Provision required from Phase 1
- Phase 1 (Building A)
- Phase 2 (Building C+D)
- Phase 3 (Building E+F)

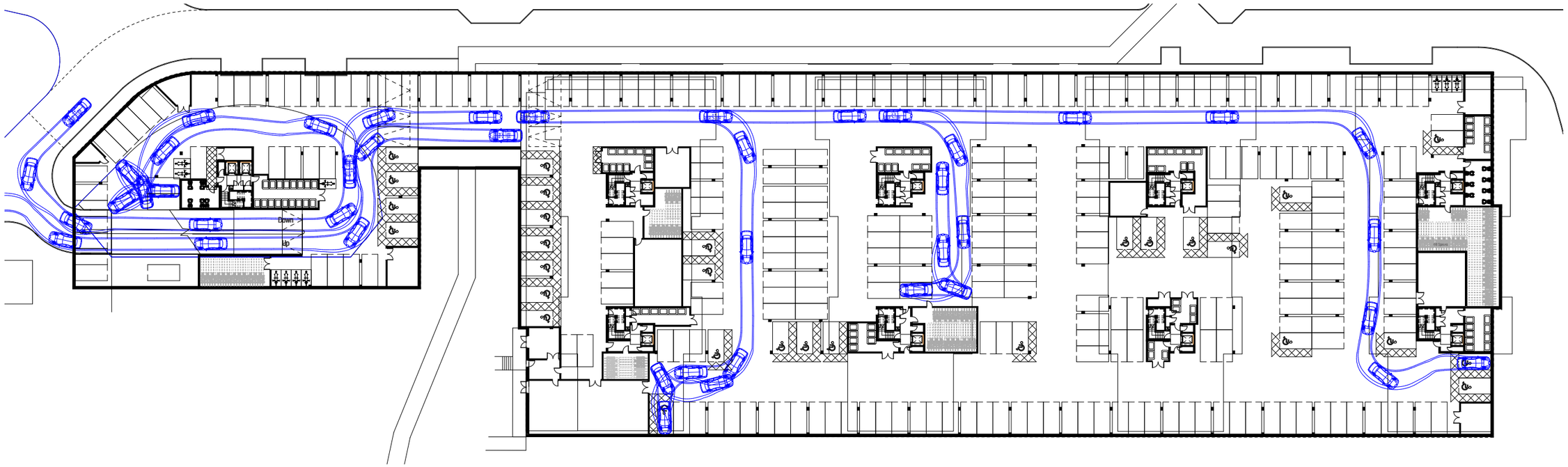


BASEMENT CAR PARK PHASING STRATEGY PLAN

5.7.3 BASEMENT VEHICLE MOVEMENT



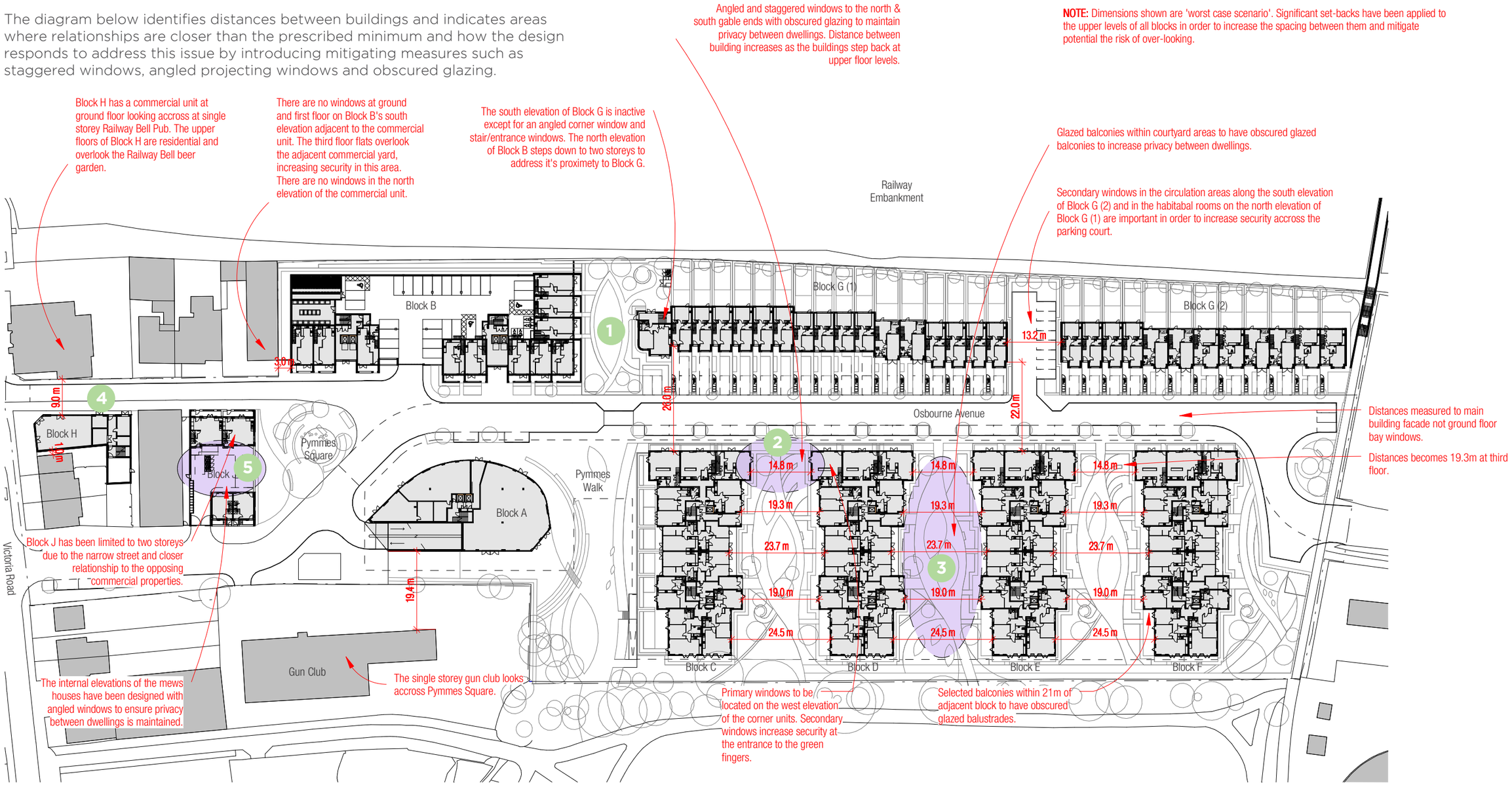
Jaguar S-Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

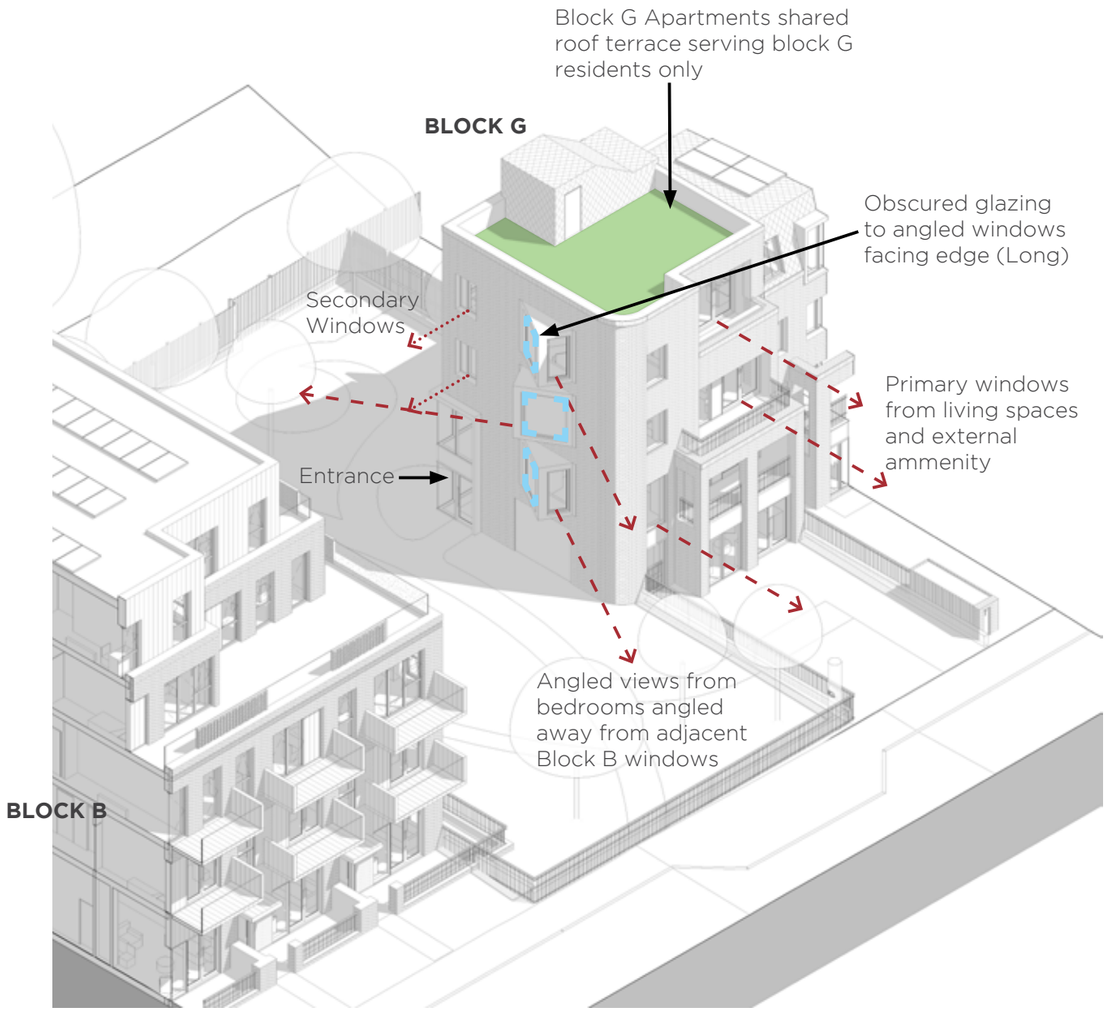


BASEMENT CAR PARK TRACKING PLAN

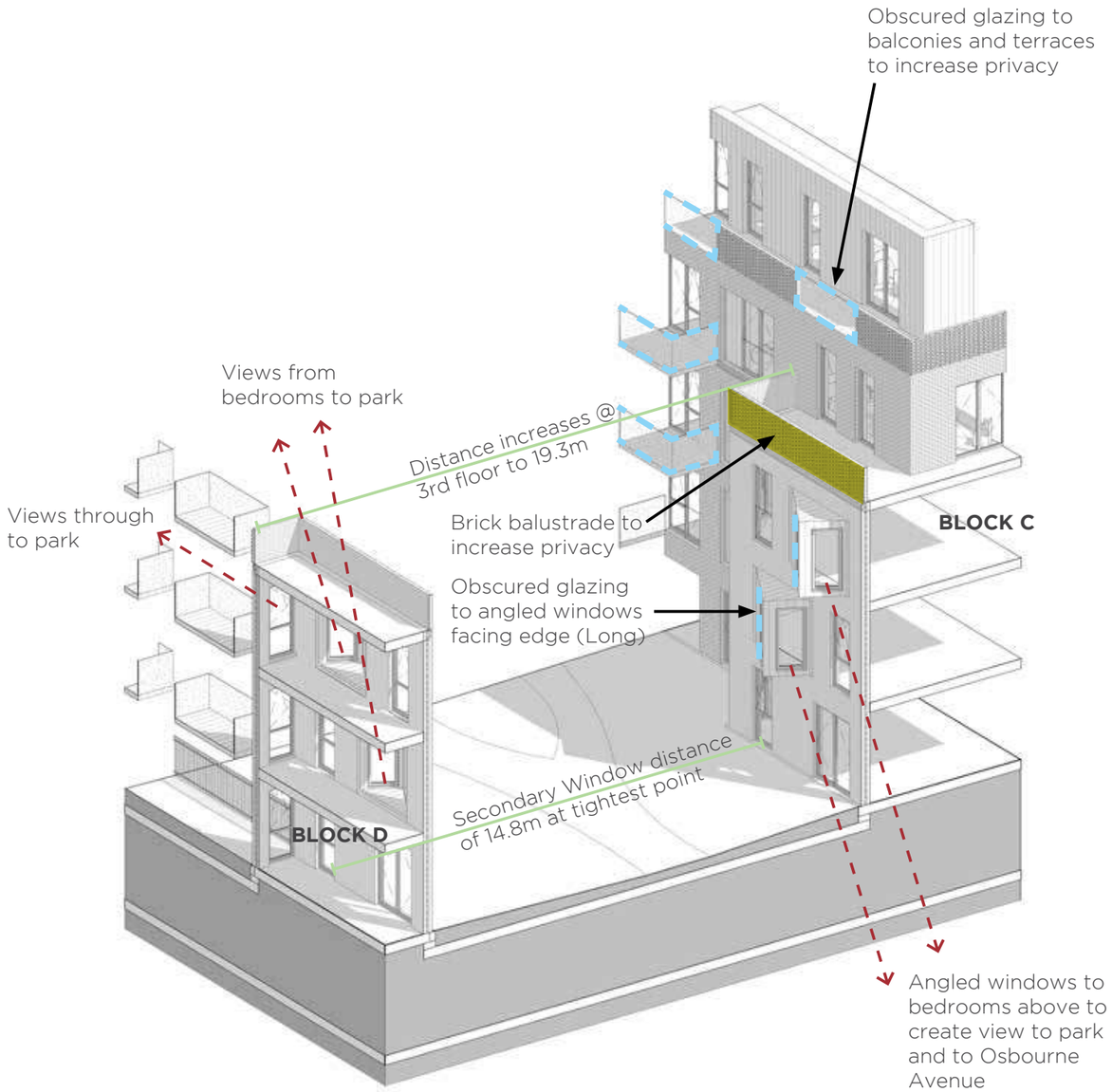
5.8 DISTANCES AND ADJACENCIES

The diagram below identifies distances between buildings and indicates areas where relationships are closer than the prescribed minimum and how the design responds to address this issue by introducing mitigating measures such as staggered windows, angled projecting windows and obscured glazing.

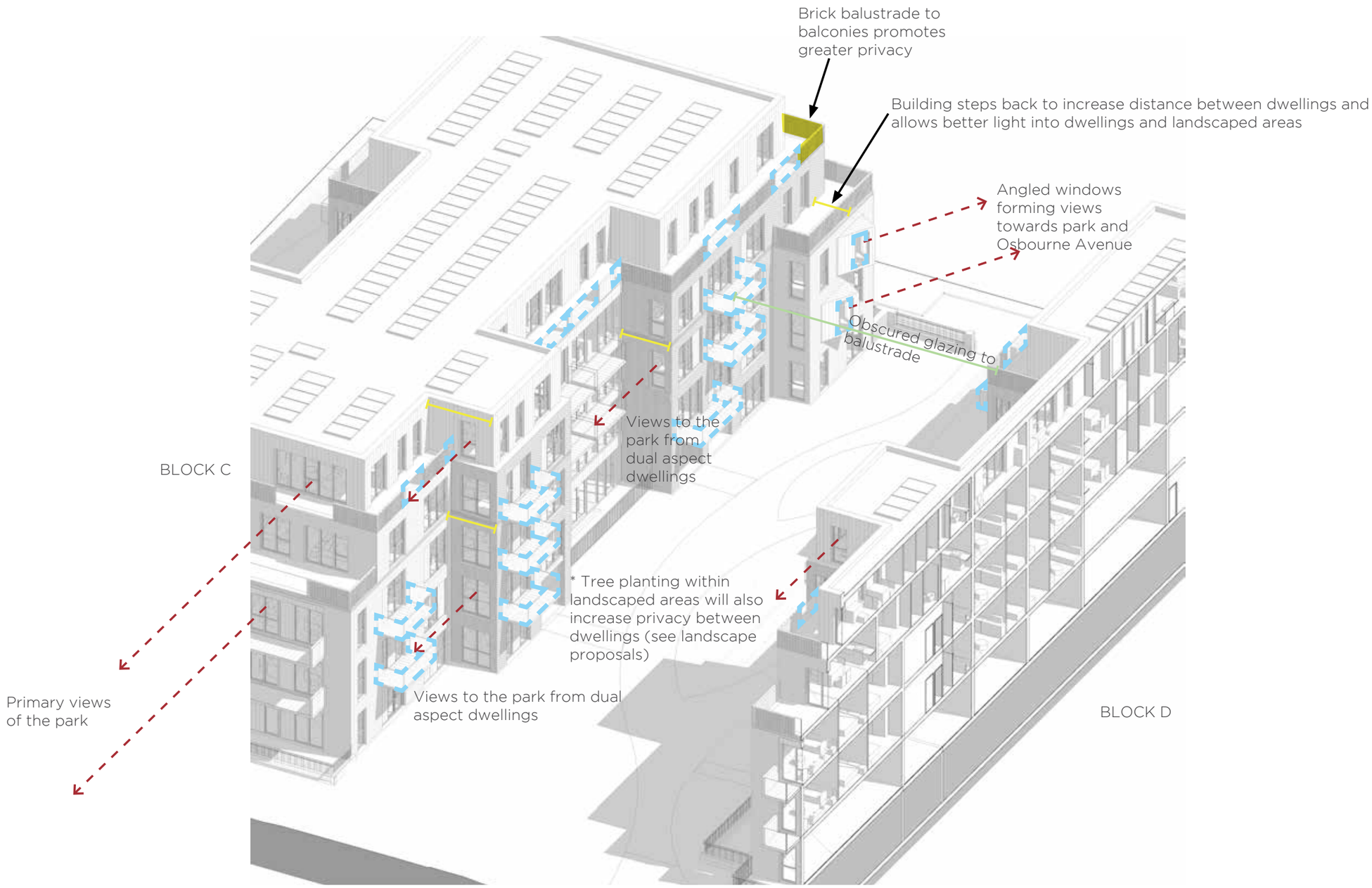




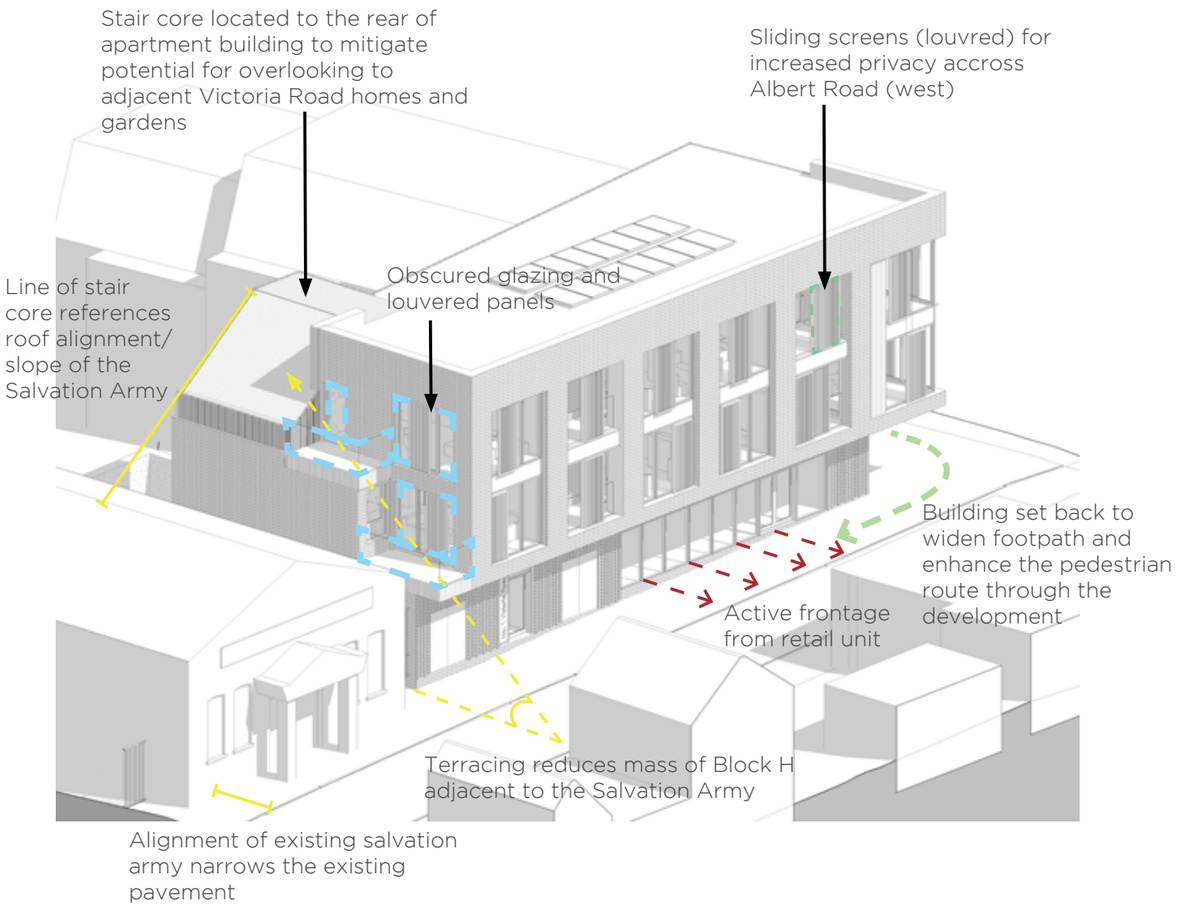
1 BLOCK B-G ADJACENCIES



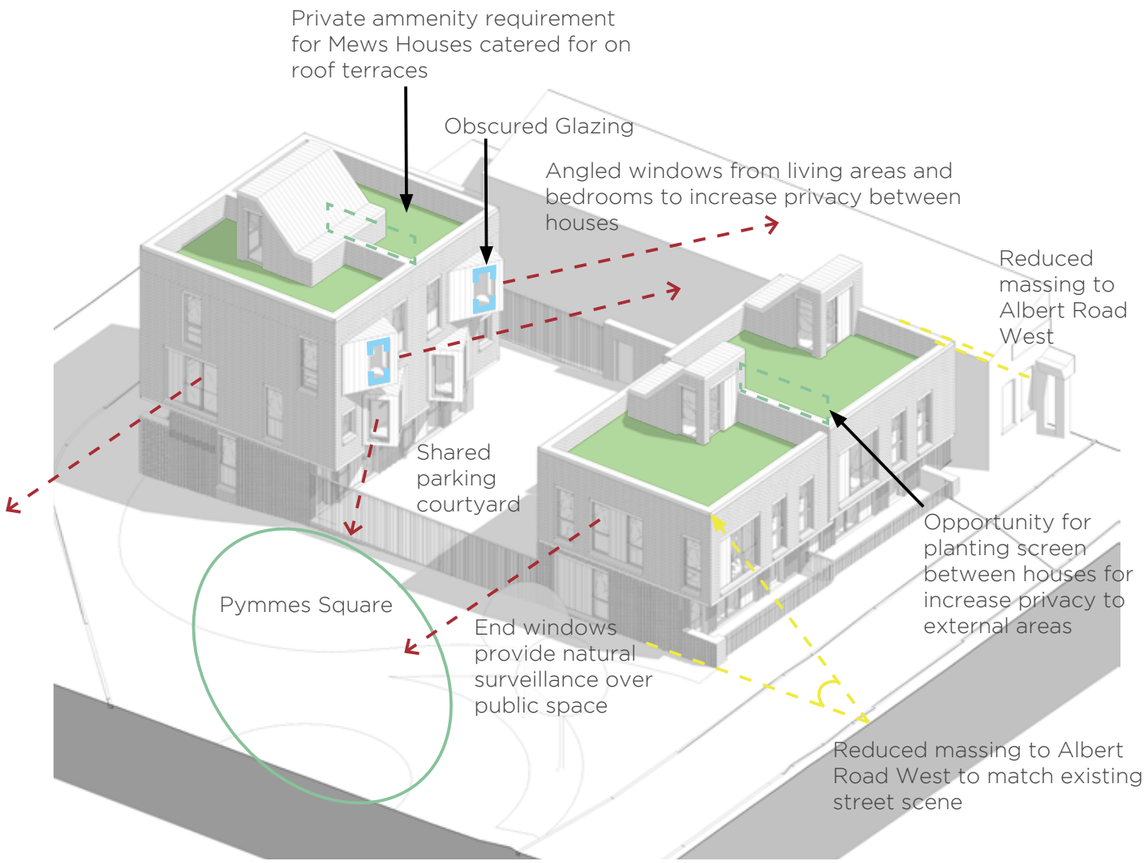
2 BLOCK C-D ADJACENCIES



3 BLOCK C-D ADJACENCIES



4 BLOCK H ADJACENCIES



5 BLOCK J ADJACENCIES

5.9 VIEWS TO THE RECREATION GROUND

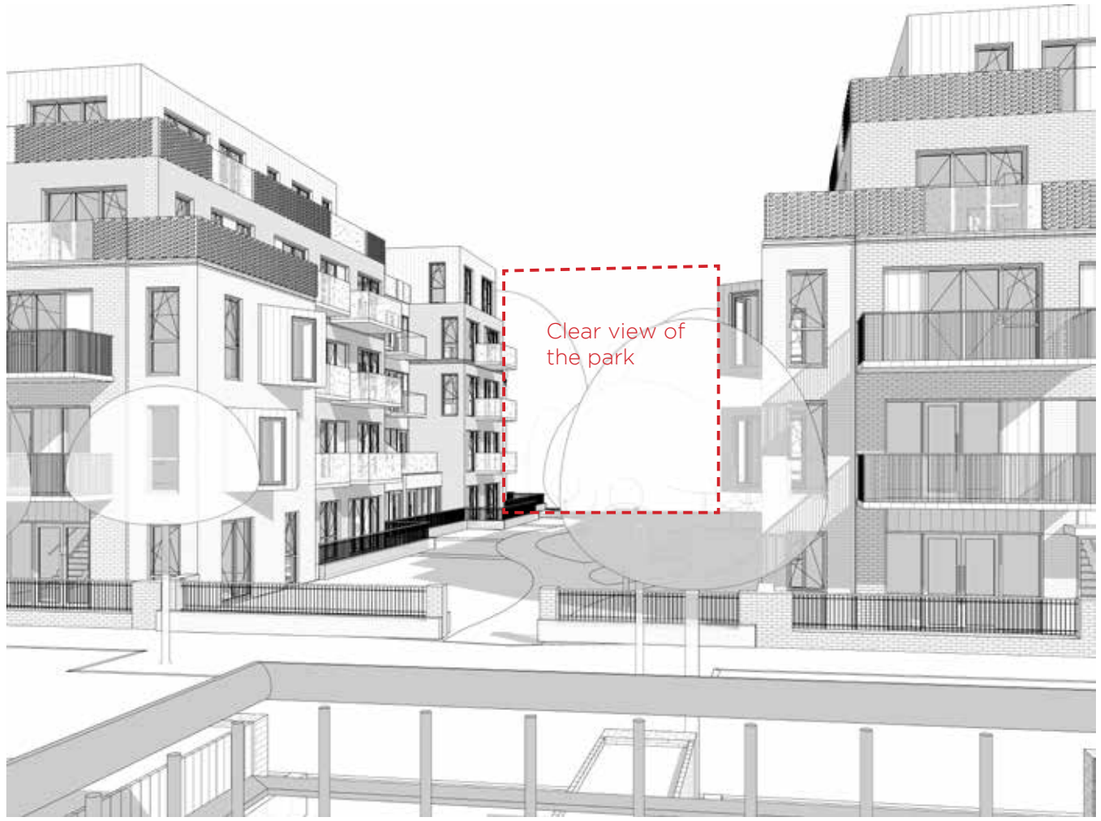
The diagram below shows how careful planning and layout of the proposed masterplan has sought to maximise views of the park from the maximum number of dwellings feasible. The diagram clearly indicates that the majority of dwellings gain excellent views through to the park.

NOTE:

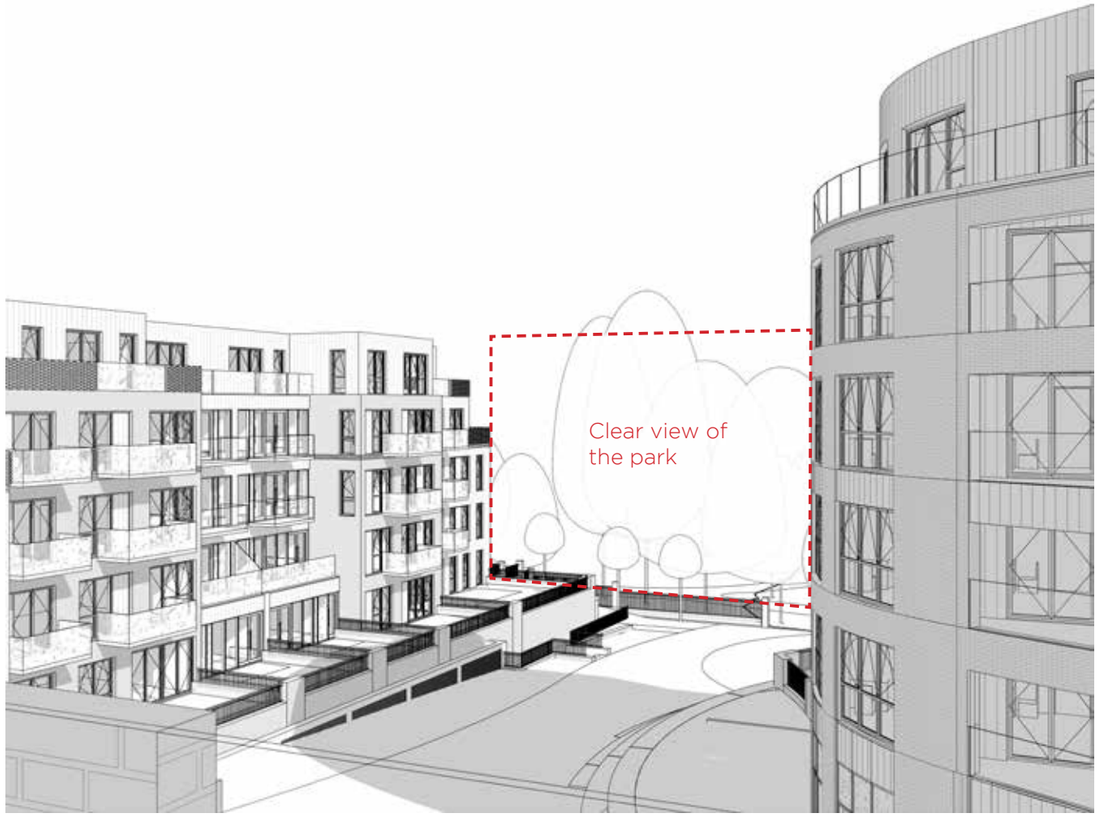
- Green colour fill indicates units that have very good views of the recreation ground.
- Red colour fill indicates units that have no view of the recreation ground.
- Blue colour fill indicates units that have a partially restricted view of the park (less than 50% of the viewing corridor)

VIEWS TO RECREATION GROUND - FIRST FLOOR PLAN

The 3D views below are examples indicating that from the careful positioning and siting of the apartment buildings to the east, good views through to the park are maintained to many of the houses and apartments to the west.

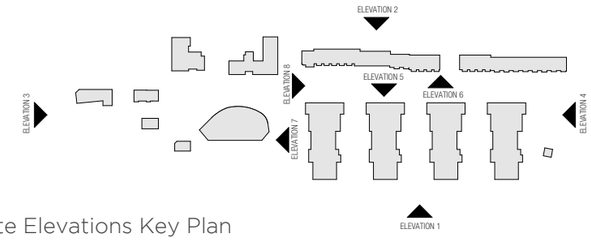


Typical view of the recreation ground from a town house first floor terrace



Typical view of the recreation ground from building B apartments, the curved form of the adjacent building A assists in opening up views to the park

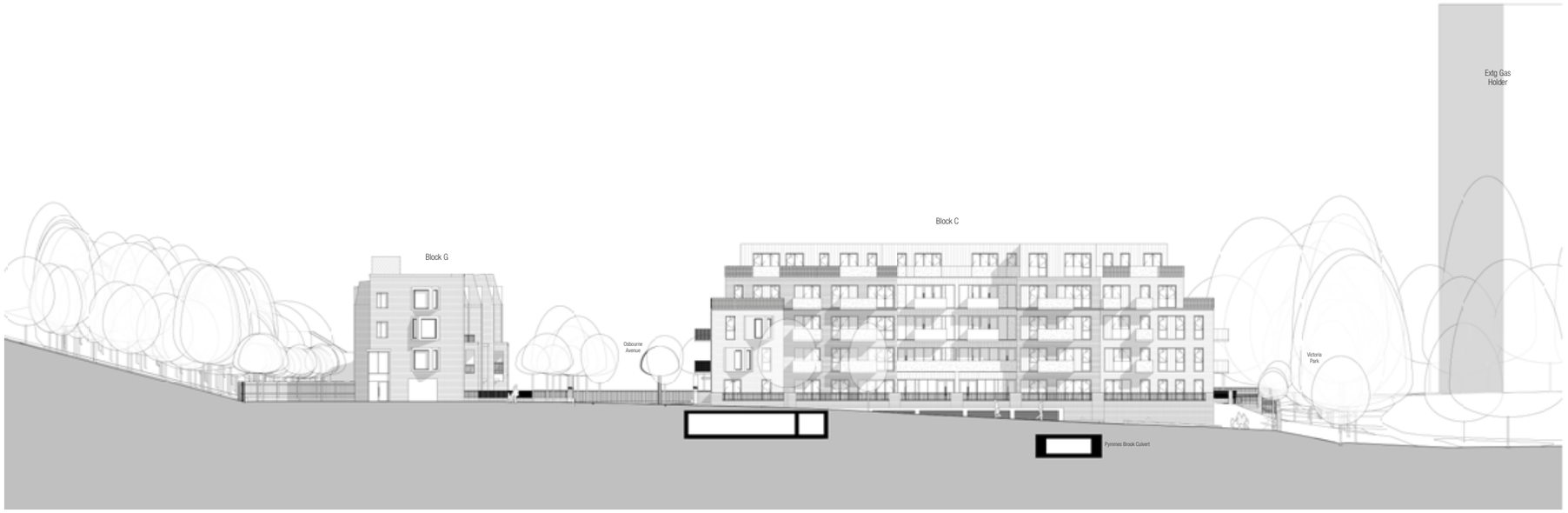
5.10 SITE ELEVATIONS



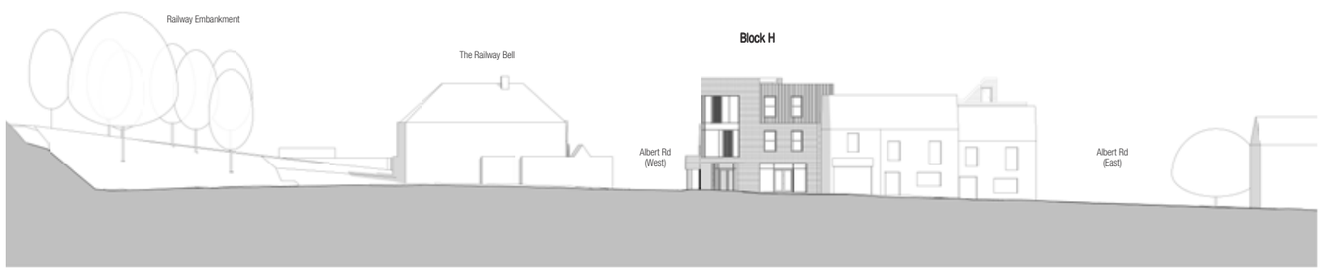
Site Elevations Key Plan

ELEVATION 4 - NORTH ELEVATION

ELEVATION 7: PYMMES WALK SOUTH ELEVATION - DETAIL 2

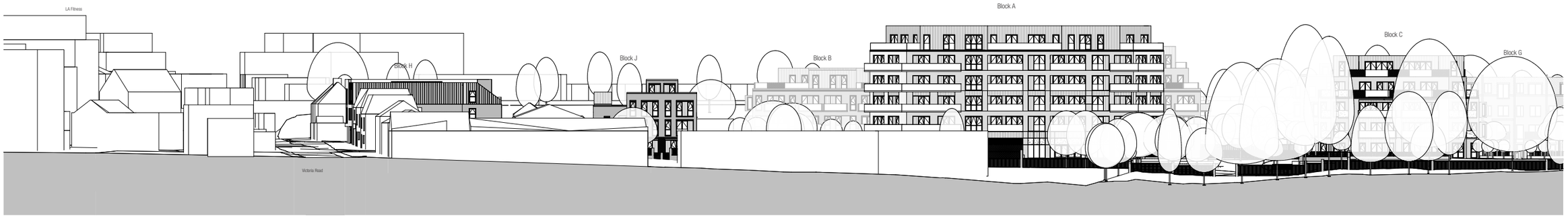


ELEVATION 8: PYMMES WALK NORTH ELEVATION - DETAIL 2



ELEVATION 3: VICTORIA ROAD SOUTH ELEVATION - DETAIL 2

THE VICTORIA QUARTER

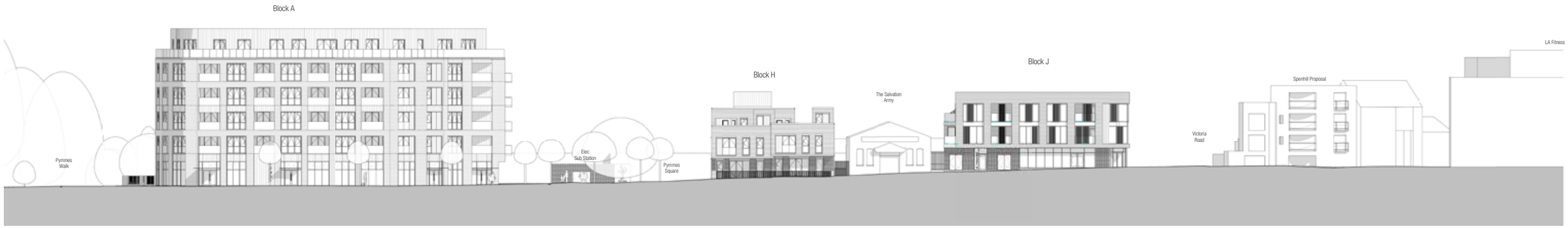


ELEVATION 1: EAST ELEVATION - DETAIL 1

ELEVATION 5: OSBOURNE AVENUE EAST ELEVATION - DETAIL 2

ELEVATION 6: OSBOURNE AVENUE WEST ELEVATION - DETAIL 2

ELEVATION 1: EAST ELEVATION- DETAIL 2



ELEVATION 5: OSBOURNE AVENUE EAST ELEVATION - DETAIL 3

ELEVATION 6: OSBOURNE AVENUE WEST ELEVATION - DETAIL 3

6. LANDSCAPE

The Landscape and Public Realm Strategy has been prepared by DLA Landscape and Urban Design to outline the rational for the landscape proposals for The Victoria Quarter at the former Albert Road Gas Works Site.

The Landscape and Public Realm Strategy will discuss and illustrate the following:

- Site context and analysis to identify and explain the influences on the design of the landscape;
- The design concept for the landscape strategy which aims to unify the site and connect The Victoria Quarter to it's local surroundings;
- Design proposals for the key open areas within the site, including the residential courtyards and public spaces such as Pymmes Square and Pymmes Walk.
- Important masterplan strategies for The Victoria Quarter, including the provision of amenity space, children's play space and the definition between public and private space.
- Detailed design elements, including hard materials palettes, such as surface materials, street furniture and lighting and planting palette.

The principal aims of the landscape design are to:

- Establish an identity for the site and link the development to its context;
- Establish new public connections and routes;
- Create new, high quality public spaces; and
- Create an attractive and comfortable environment for people to use and enjoy.

6.1 SITE CONTEXT

The Victoria Quarter is situated within New Barnet in North London. The site is linear in shape with Victoria Recreation Ground to the East and the elevated railway track to the West. To the South is the Victoria Road and East Barnet Road Junction and the end of the high street. To the North is the remaining gas works site.

The adjacent Victoria Recreation Ground is a public park with a children's playground, football pitches, tennis and basketball courts and bowling green. Monken Hadley Common is located further north. Pymmes Brook flows from the common southwards to The Victoria Quarter, where it is culverted. The Pymmes Brook Trail is a 10 mile footpath which follows part of the river course.

The Victoria Quarter is in a prominent location in New Barnet within close proximity to the retail centre. New Barnet Rail Station provides links to London and is on the East Coast Main Line between London Kings Cross and Edinburgh Waverley.


Pymmes Brook


Victoria Recreation Ground


Monken Hadley Common


Clifford Road Allotments

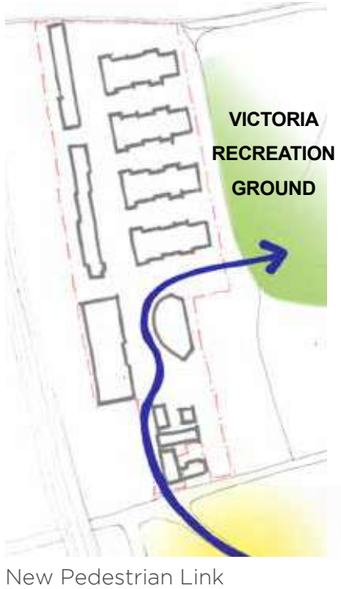

Tudor Park
Golf Course
Jewish
Community
Secondary
School
Monken Hadley Common
East
Barnet
School
Pymmes Brook Trail
Clifford Road
Allotments
Cromer Road
Primary School
Victoria
Recreation
Ground
100m
400m
800m
Ludgrove
Playing
Fields
Cat Hill
Allotments
N
Proposed development boundary
Public open space
School playing fields
Allotments
Golf course
Games courts
Children's playground
Pymmes Brook
Main road
Railway line
New Barnet Rail Station

THE VICTORIA QUARTER

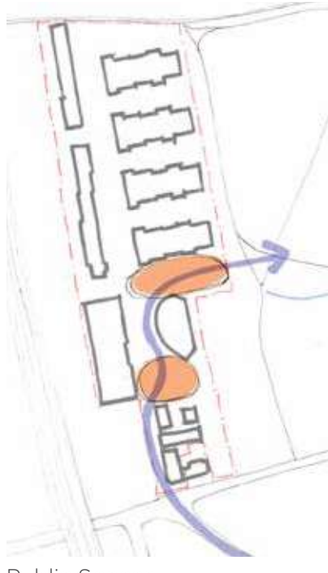
6.2 SITE ANALYSIS

Key principles of the site which will influence the design of the landscape are described below:

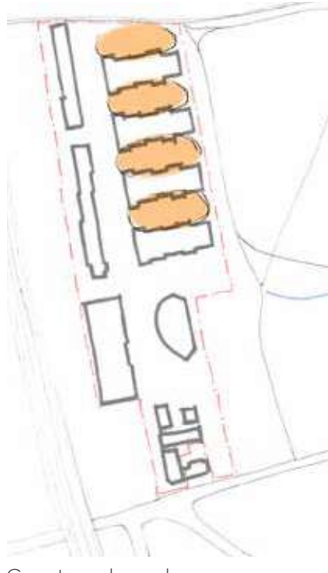
- Creation of a new pedestrian link between the local centre and Victoria Recreation ground;
- Providing public spaces along the route for rest, meeting and with play oportunities;
- Courtyard gardens beween residential units to provide a communal space for residents to grow, play and relax;
- Green links or 'green fingers' will extend the green character of the park into The Victoria Quarter, forming an important connecting element between the two sites;
- Developing a buffer to the adjacent raised railway line to reduce noise and improve privacy; and
- Creation of a shared surface throughout the development to give priority to pedestrians.



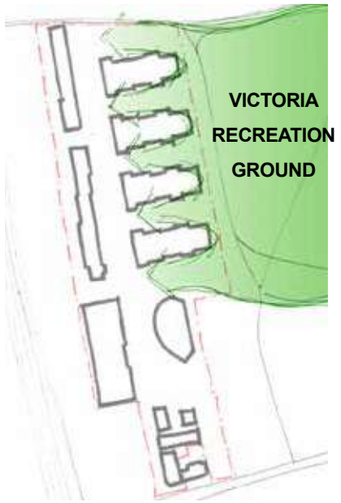
New Pedestrian Link



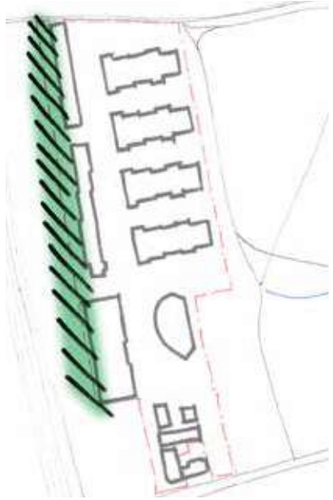
Public Spaces



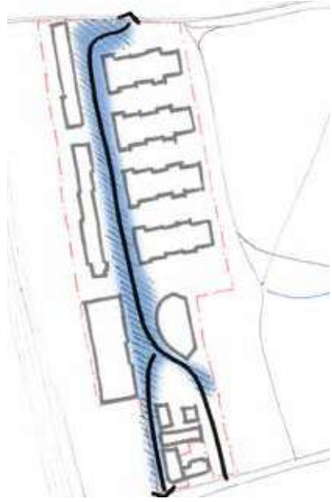
Courtyard gardens



Green Links to Victoria Recreation Ground

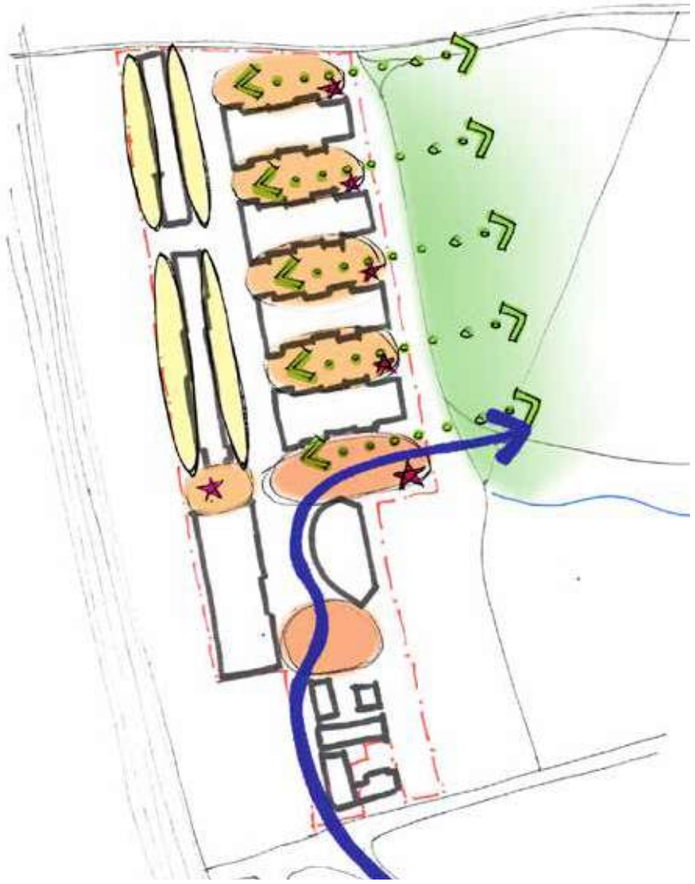


Buffer to Railway Line



Shared Surface

6.3 OPPORTUNITIES AND CONSTRAINTS



New pedestrian link

Public spaces

Communal residential gardens

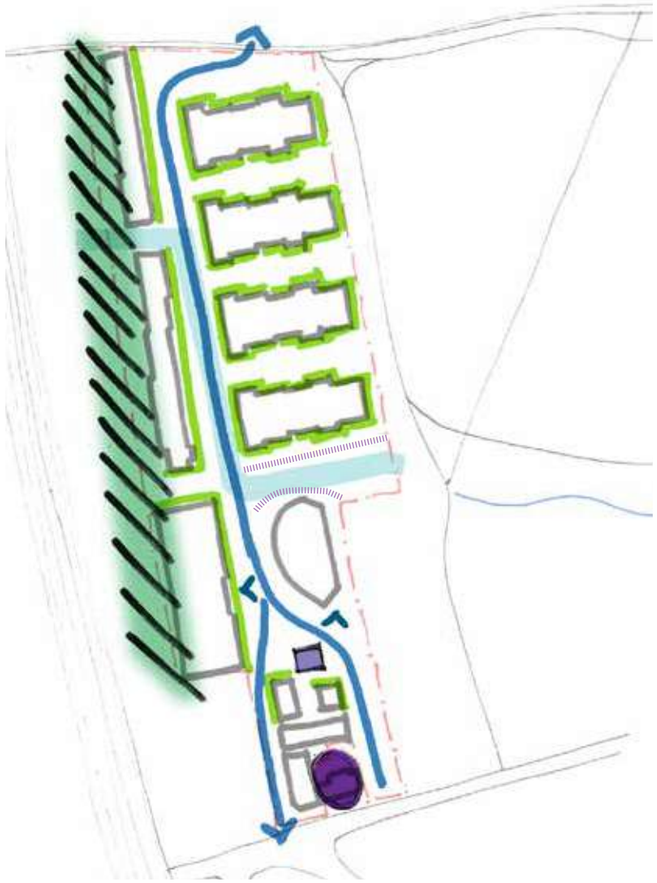
Private residential gardens

Play

Green links

OPPORTUNITIES

The site presents a number of opportunities, including the extension of the open space character of the park into the site and the creation of a new pedestrian route, both ensuring the masterplan is firmly connected to it's immediate surroundings. There is also opportunity to create a series of new public open spaces and private residential spaces.



Vehicular routes

Access to carparks

Existing substation to relocate

Land owned by Tesco

Buffer to residential units

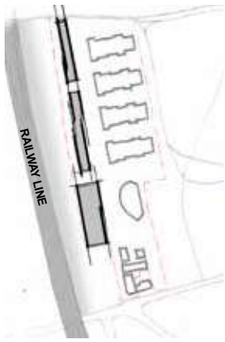
Buffer to railway line

Culvert

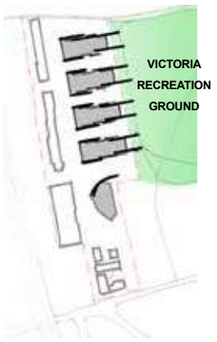
Level changes

CONSTRAINTS

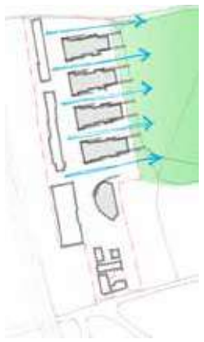
A number of constraints across the site must be considered within the design, including the culvert which restricts tree planting, the existing sub station which will be relocated. A buffer must be provided to the railway line to reduce noise and overlooking and also a buffer provided to the residential units.



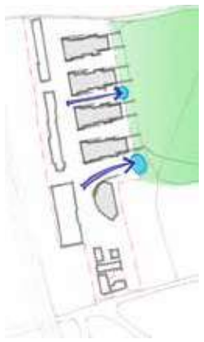
Closed character to Western edge adjacent to railway line



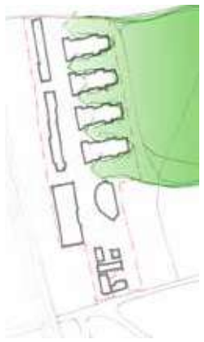
Open character to Eastern edge adjacent to park



Links to park - Views



Links to park - Routes



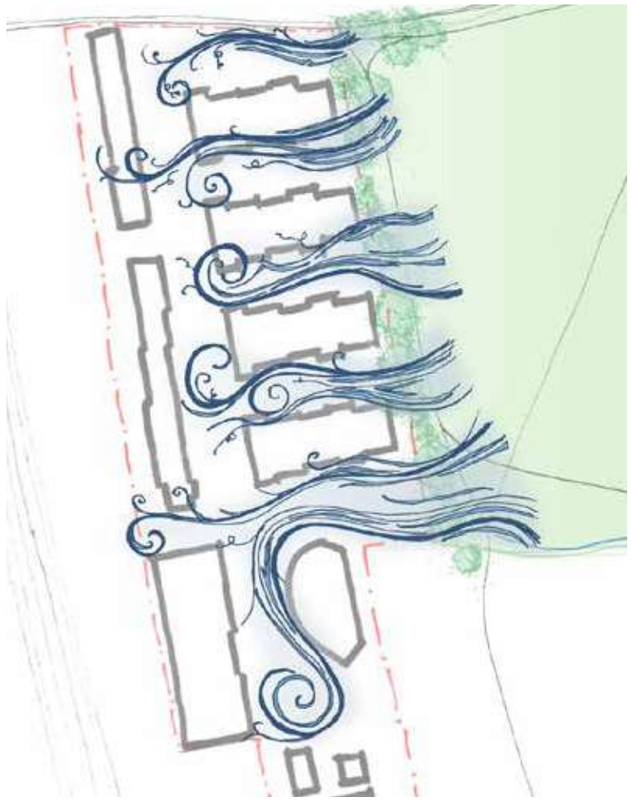
Links to park - Extension of green space

6.4 CONCEPT DEVELOPMENT

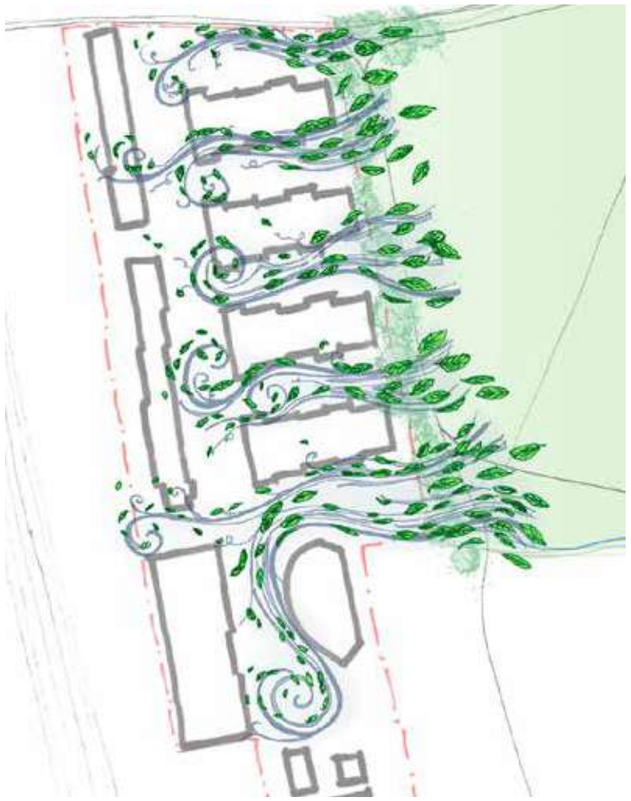
The landscape proposals for The Victoria Quarter aim to connect the development with the adjacent Victoria Recreation Ground. To the Western boundary edge the linear architecture provides a barrier to the railway line wheras to the Eastern boundary the building forms open up to incorporate open spaces adjacent to the park, allowing for views and routes to the park.

The proposals are based on the transition of green from Victoria Recreation Ground into the development creating both a visual and physical linkage. The eastern boundary to the park is bordered by a row of existing mature trees creating a green edge. The basis of the concept involves swirling gusts of wind blowing from the park westwards into the development, rolling and spiraling. The winds blow in leaves from the park scattering their pattern across the open spaces within the development.

The concept will emerge in the form of organic curving and rolling lines across the open spaces. The leaf shape will be expressed in the form of landscape elements, such a lawns and seating. This will provide a strong identity and character to the development and provide a sense of place.



Swirling gusts of wind from park



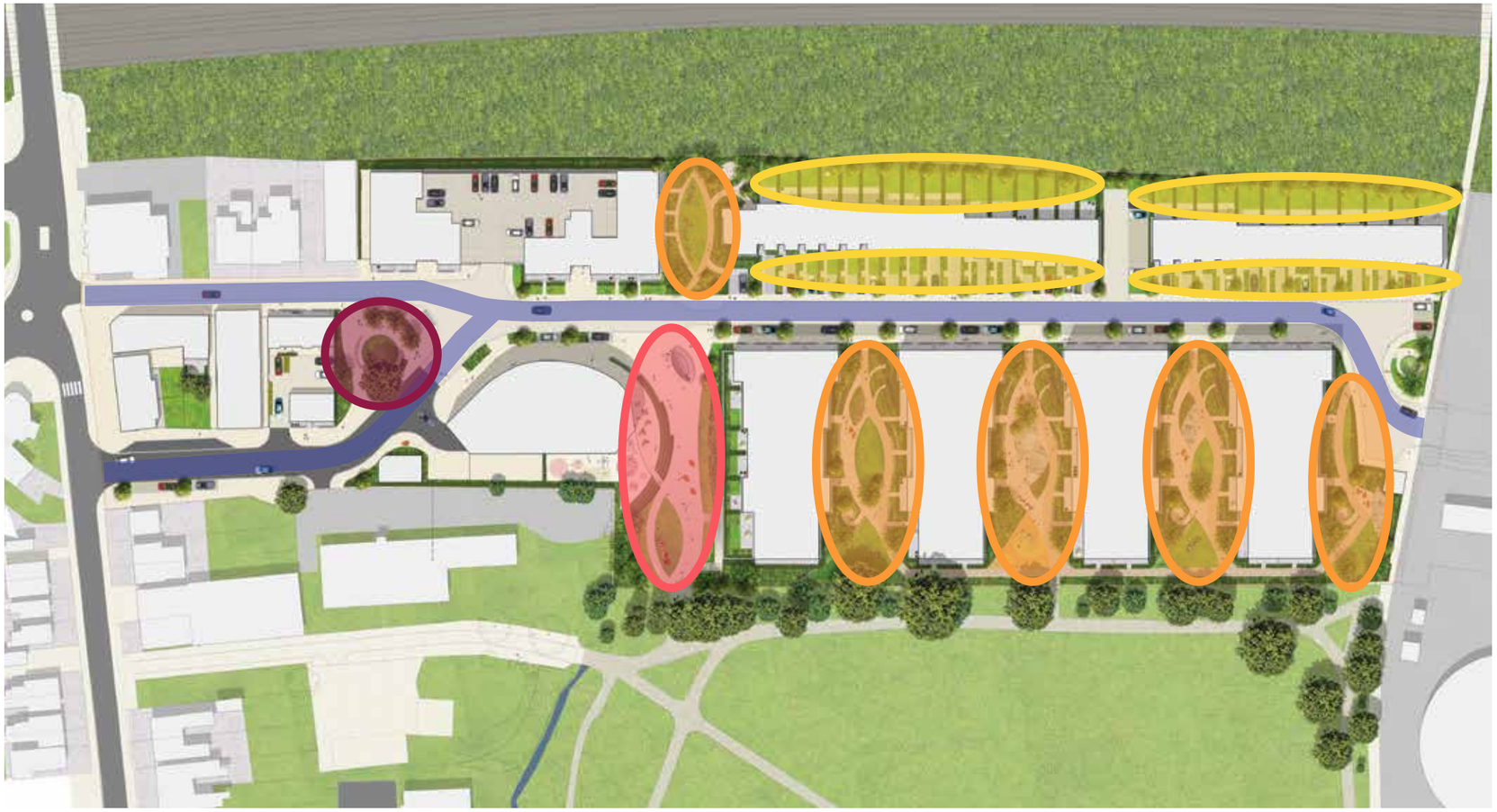
Blowing leaves from park

Illustrative Plan of Victoria Quarter, New Barnet

6.5 CHARACTER AREAS

The landscape proposals at The Victoria Quarter incorporate a number of open spaces which have diferent characters and functions. A number of character areas have been identified and the design for the key areas will be discussed on the following pages.

- Pymmes Square
- Pymmes Walk
- Residential Courtyard Gardens
- Private Residential Gardens
- Streets



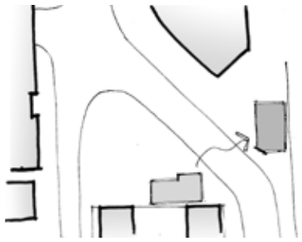
CHARACTER AREAS PLAN

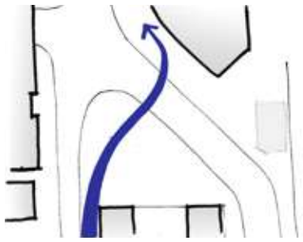
6.5.1 PYMMES SQUARE

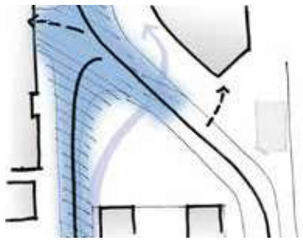
Pymmes Square is a key public space in the development, located on the main north south pedestrian route. The square is partly bordered by a shared surface, giving priority to pedestrians and guiding visitors towards Pymmes Walk. Natural surveillance is provided by the residential units to the south and retail development to the north.
The existing sub station will be relocated to the opposite side of Albert Road (East) to provide an improved frontage and connection between the housing and square.

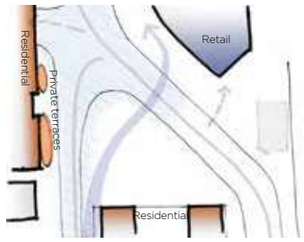
Pymmes Square will be an active space with regular footfall. The swirling form of the design is based on the conceptual design which integrates Pymmes Square with the rest of the development. The curved planting beds guide pedestrians through the square whilst providing an enclosed central space, buffered to the vehicular routes. The square provides a gathering space to pause and relax. A central mounded lawn area provides informal seating and incorporates playable space overlooked by curved benches. The square is a potential location for public art, suitable to the scale of the space, which would provide a feature to the square. An existing Lime tree has been retained and several proposed trees help to enclose the space and provide a light canopy.

1. Mounded lawn with play elements and for informal seating
2. Curved planting beds with proposed tree planting providing a buffer to the road, enclosing the square and guiding pedestrians through the space
3. Curved bench overlooking children's play for relaxation and for carers to watch children
4. Existing Lime tree providing shade incorporated in proposed planting bed
5. Curved planting bed providing a green edge to square and buffer and green outlook to adjacent housing


Relocating the existing sub station


Pedestrian route


Shared surface



Frontage to space


Blowing wind and leaves concept


Planting


Central space

3D View looking south accross pymmes square

Pocket space for play and seating within streetscape

Mounded lawn for informal seating

Curving paths and planting

Play elements

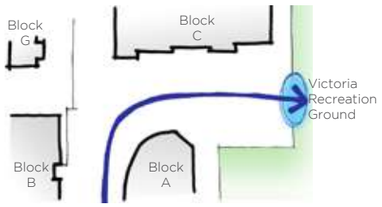
Section through Pymmes Square

6.5.2 PYMMES WALK

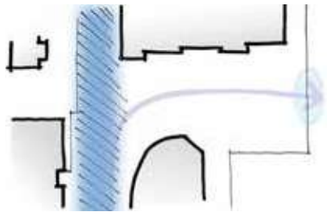
Pymmes Walk provides the main link and gateway to the Victoria Recreation Ground. It is bordered by raised residential terraces to the north and a raised public terrace and nursery space to the south. Level changes are subtley overcome through the use of sloped lawns and terraced hedging, creating a green edge. Active building uses provide good natural surveilance and regular pedestrian footfall will animate the space.

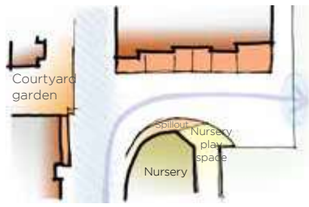
The curving building form of the nursery guides pedestrians into the space. Pockets of seating provide opportunities for rest along the route. The bold sculptural form of the benches will provide a feature to the space. A cluster of trees borders a lawn area with play elements. There is the opportunity to incorporate a pavillion structure such as a bandstand.

1. Possible pavilion or bandstand location
2. Tiered planting to overcome level change
3. Spillout space
4. Sculptural seating
5. Sloped lawn and planting to overcome level change
6. Lawn with play elements
7. Entrance to Victoria Recreation Ground
8. Proposed tree planting
9. Nursery play space

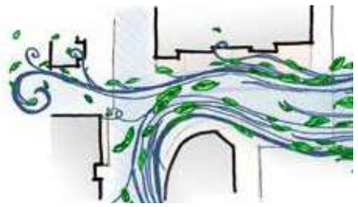


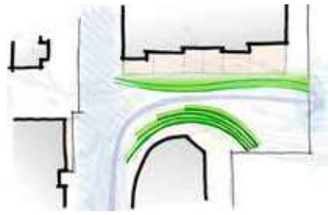
pedestrian route to park

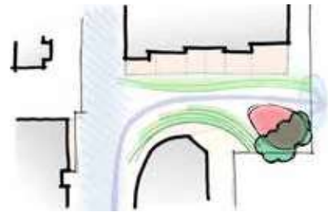

Shared surface



Frontage to space


Blowing wind and leaves concept


Overcoming level changes


Play space beneath trees

3D View from the park looking north-east along Pymmes Walk between buildings A and C

CAFE PAVILION WITH OUTDOOR SEATING

SCULPTURAL SEATING

LEVEL CHANGE WITH TIERED PLANTING

PLAY SPACE

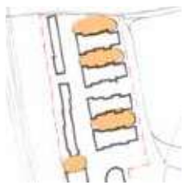
Section through Pymmes Walk

6.5.3 COURTYARDS

The residential courtyards provide central communal garden with private terraces to the southern building edge. All courtyards have a similar character and design, providing private amenity space for residents. The exception is the courtyard between blocks D and E which is a harder space and publicly accessible with a secondary entrance to Victoria Recreation Ground.

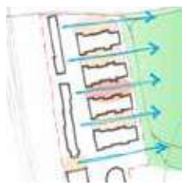
The courtyards offer opportunity to grow, relax and play. Seating pockets within planting provide quiet contemplative places whereas central lawn areas provide a more communal and active space. Pergola structures offer sheltered seating areas and provide a feature to the space. The courtyard has been designed to provide informal play and include play elements. The proposed planting areas provide a soft. green framework for the space whilst offering screening to apartments.

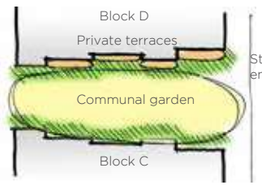
1. Entrance to courtyard on Osbourne Avenue
2. Growing space
3. Private residential terrace
4. Buffer planting to residential
5. Pergola with climbing plants
6. Lawn for informal seating and play
7. Seating pocket within planting
8. Communal entrance from residential block
9. Lawn with play elements


private residential courtyards

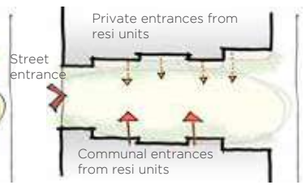

Publicly accessible courtyards

Access to park from courtyard

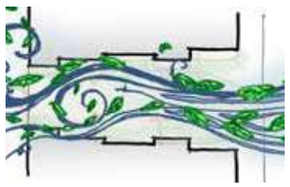

Views to park

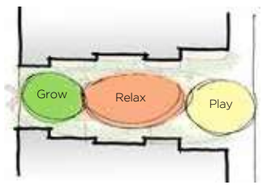


Private/ communal space with buffer planting



Access


Blowing wind and leaves concept



Spatial arrangement

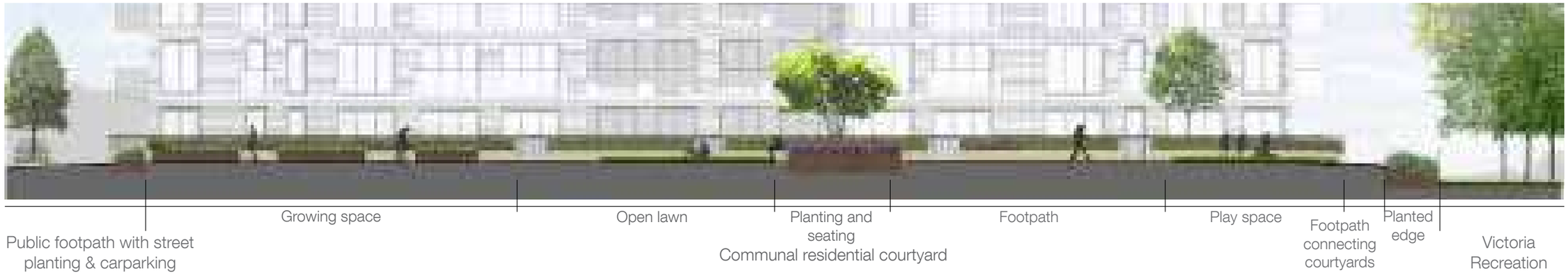
3D View looking south-west in the landscaped gardens between buildings C and D

Curved planting bed with trees

Lawns for informal play and seating

Pergola with climbing plants

Growing space



SECTION THROUGH RESIDENTIAL COURTYARD LOOKING NORTH

SECTION THROUGH RESIDENTIAL COURTYARD LOOKING SOUTH

6.6 AMENITY SPACE

The landscape design at The Victoria Quarter offers a variety of spaces for use by both the residents and the public. Pymmes Walk and Pymmes Square will be the main public spaces within the site. The residential courtyards will provide areas of shared private amenity space for the residents of the development. Private amenity space will be located adjacent to ground floor residential units.

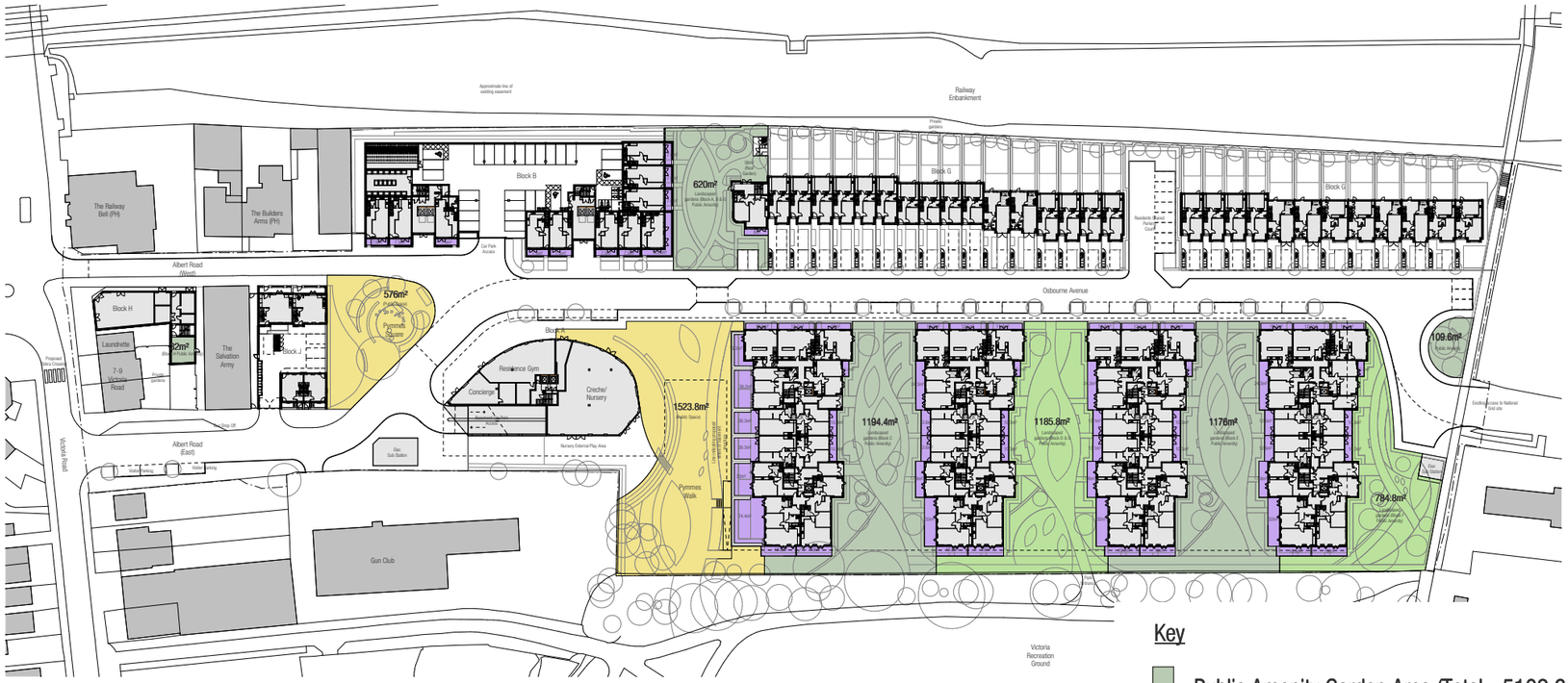
The amenity space provided in the scheme exceeds the required areas.

All flats meet the GLA minimum requirements for amenity space. Although, outdoor amenity space requirements for Barnet extend this to 5m² per habitable room. Wherever possible this additional space has been included as private balconies. However, where this was not possible, additional space has been added to the private communal gardens.

The minimum GLA requirements for amenity space for houses is 40m² for up to four habitable rooms and 55m² of space for up to five habitable rooms. In calculating outdoor amenity space areas such as shared surfaces, driveways, vehicle parking areas or hard standings, cycle storage areas, footpaths, servicing areas and refuge storage areas have not been counted as usable.

6.6.1 BLOCK G GARDENS

The garden sizes for the houses have been set by the 10.5m depth and width of the town house. When adding up the terrace space and rear garden area the majority of the houses are slightly below the New Barnet amenity space requirements. However, the over supply of private garden amenity space in the adjacent shared garden spaces between buildings C,D,E and F offsets this minor non-compliance as well as the amount of site that has been given over to the public realm. 488m² remaining required amenity for the houses can easily be accommodated within the adjacent garden space.



Key

- Public Amenity Garden Area (Total - 5102.6m²)
- Private Garden Area
- Public Space (Total - 2100m²)

Key

- Private Garden Area

AMENITY SPACE SUMMARY

GLA Amenity Space Requirements:

London Plan - 4.10.1 A minimum of 5 sq.m. of private outdoor
space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant

LBB Amenity Space Requirements:

The London Borough of Barnet Residential Design Guide
Outdoor amenity space requirements for Barnet
5 m² of space per habitable room for apartments
85 m² of space for up to seven or more habitable rooms

Based on the size and number of dwellings proposed the development will be required to provide 5545 m² of private outdoor amenity to serve the apartments and 2380 m² to serve the block G houses
Total of outdoor amenity space required for the whole development: **7925 m²**

Scheme Proposals

Public Space proposed on site serving the development and wider community: 2100 m²
Shared outdoor amenity space serving the proposed dwelling: 5102.6 m²
Private outdoor amenity space (I.e. balconies, terraces and private gardens serving the proposed dwellings: 5,468 m²
Total of outdoor amenity space provided for the whole development (public open space excluded from calculation): **10,570.6 m²**

NOTE:

Buildings J and G (Apartments) ammenity is covered in the provision of large roof terraces within the buildings.

* Note: all apartments have access to private balonies in accordance with the GLA residential design guide minimum (see below) which has been included in the private amenity space calculations

1 Bed/2 Person Apartment	= 5 m²
2 Bed/3 Person Apartment	= 6 m²
2 Bed/4 Person Apartment	= 7 m²
3 Bed/5 Person Apartment	= 8 m²
3 Bed/6 Person Apartment	= 9 m²

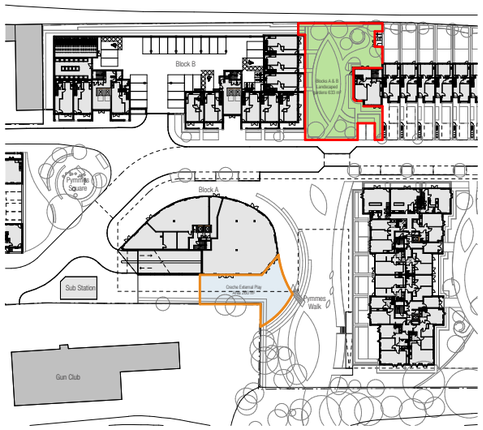
Public Amenity Garden Area/Habitable Rooms Calculation:

Building Reference	Total No. HR's	Outdoor Amenity Requirement/HR	Private Amenity/ Garden Area Required
Block A	156	5 m²	780 m²
Block B	188	5 m²	940 m²
Block C	182	5 m²	910 m²
Block D	182	5 m²	910 m²
Block E	182	5 m²	910 m²
Block F	182	5 m²	910 m²
Block G (Flats) *(46 m² Roof garden & shared use of adjacent Block B amenty provided to Block G flats)*	12	5 m²	60 m²
Block H (Flats)	15	5 m²	75 m²
Block J (Mews)			
Mews Type 1 (2 Storey) *(Roof terrace of 51 m² providing)*	4	5 m²	20 m²
Mews Type 2 (3 Storey) *(Roof terrace of 36 m² providing)*	6	5 m²	30 m²

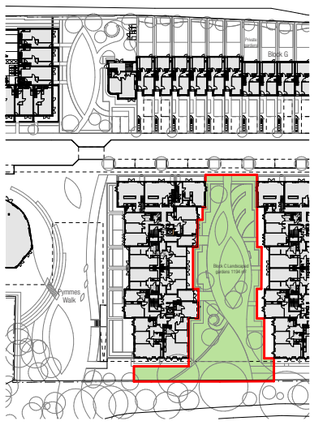
Proposed Outdoor Public Amenity Area:

Building Reference	Outdoor Amenity Space Proposed	Shared Garden Amenity Required	Private Balcony/Terrace External Amenity Proposed
Block A	320 m²	327 m²	453 m²
Block B	300 m²	301m²	639 m²
Block C	1194.4 m²	330 m²	580 m²
Block D	1185.8 m²	332 m²	578 m²
Block E	1176 m²	332 m²	578 m²
Block F	894.4 m²	332 m²	578 m²
Block G (Flats)	0 m²	0 m²	79 m²
Block H (Flats)	32 m²	44 m²	31 m²
Total	5102.6 m²	1998 m²	3516 m²

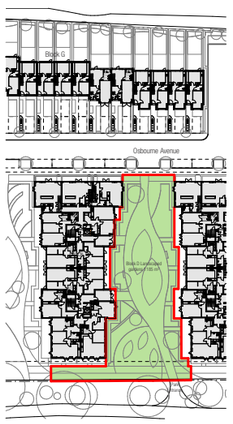
Block H
Amenity Plan



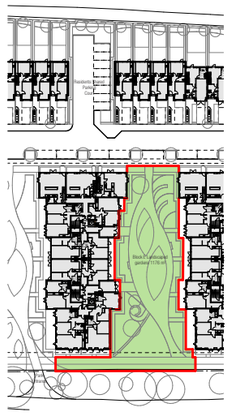
Block A & B
Amenity Plan



Block C
Amenity Plan



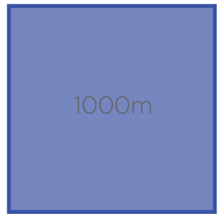
Block D
Amenity Plan



Block E
Amenity Plan

Block F
Amenity Plan

Plan of play space provision



Indicative area required for all child play

6.7 PLAY SPACE PROVISION

As much of the public realm and residential courtyard spaces as possible will be 'playable space': space where children's play and recreation is one legitimate use amongst a range of uses without compromising other residents and users needs and enjoyment. The aim is to create spaces that are child-friendly and inclusive to all, in line with the aspirations set out in the Mayor of London's London Plan: to 'ensure that all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision' (Policy 3D.13).

Playful offers will be threaded throughout the scheme, with distinctive focus points such as play equipment set within a framework of engaging landscape design, open space and facilities for informal play, and incidental features that encourage play.

The proposed benchmark standard of a minimum of 10 sq.m. of play space per child regardless of age has been followed. This reveals that play for under 11s can be accommodated on site and play for over 11s could be accomodated in the adjacent Victoria Recreation Ground. The play requirement calculations are based on 5% affordable housing but the open space in the development has capacity to accomodate the play requirements for under 11s for up to 10% affordable housing.

Guidance taken from Shaping Neighbourhoods: Play And Informal Recreation, Supplementary Planning Guidance, September 2012

Age	Number of Children	Area (m^2)	Walking Distance from residential units (m)
0-4	49	$490m^2$	100m
5-10	26	$260m^2$	400m
11-15	14	$140m^2$	800m
16-18	11	$110m^2$	800m
Total	**100**	**$1000m^2$**	

Playable space for children aged up to 5

Playable space for children aged 5 to 11

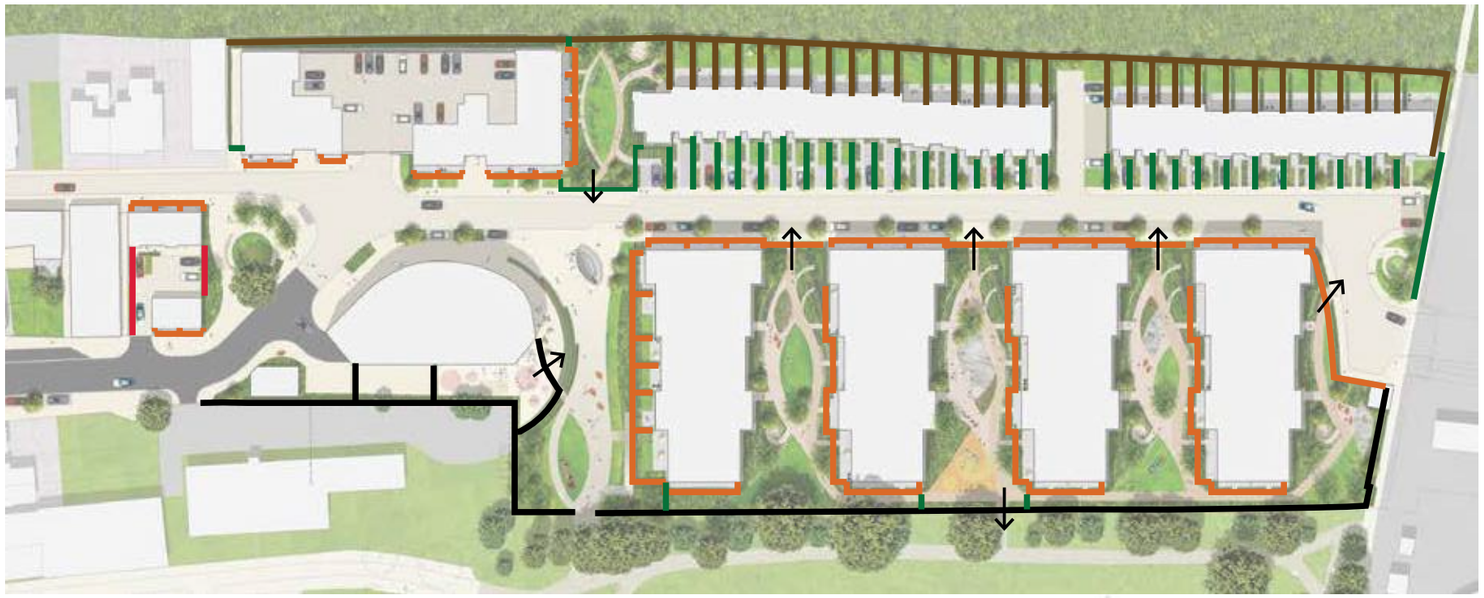
Playable space for children aged 12 to 17

Plan of public and private space

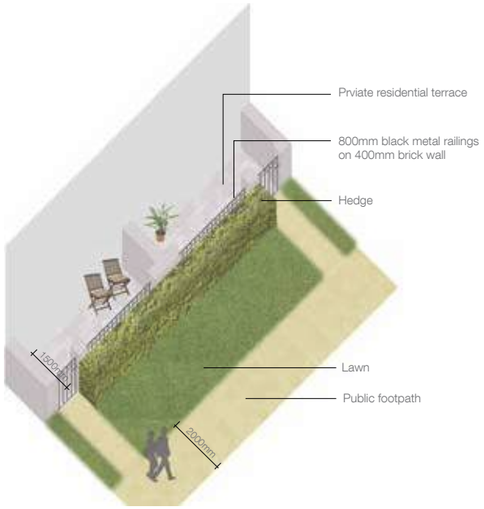
6.8 PUBLIC AND PRIVATE SPACE DEFINITION

Boundary treatments between the public and private spaces in The Victoria Quarter have been carefully considered to ensure open views and provacy are maintained where appropriate. The treatments are described in the diagram within this section.

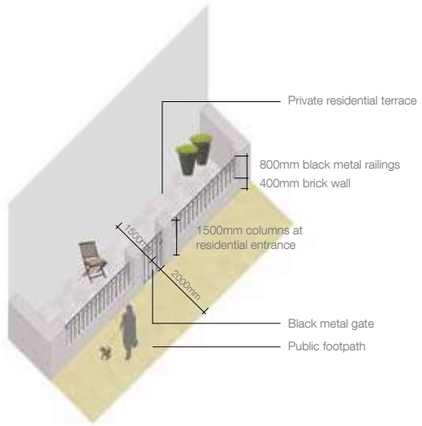
- Public Space
- Managed Publicly Accessible Garden Spaces
- Private Residential Space for Individual Dwellings
- Metal railings, 1200mm height
- Metal railings, 1500mm height
- Metal railings on brick wall, 1200mm height
- Private Residential Space for Communal Use
- Private Space for Nursery
- Private Space for Servicing / Maintenance only
- Wooden fence, 1800mm height
- Key gated access



Plan of boundary treatment



Axonometric of private residential terrace on Osbourne Avenue with defensible planting



Axonometric of private residential terrace on Osbourne Avenue with railings and wall only

Axonometric of private residential terrace in Courtyard

Axonometric of residential front gardens on Osbourne Avenue

Hard Landscaping Plan

6.9 SURFACE MATERIALS

The selection of surface materials contribute to high quality spaces. The design incorporates a simple palette of complimentary materials and coordinated details. The materials are easy to maintain and robust to withstand the frequency and type of use. The streets have been designed with a shared surfaces to reduce the dominance of vehicles, reduce speed and give priority to pedestrians.

- Yorkstone paving
- Granite setts
- Concrete block paving
- Concrete flag paving
- Concrete setts
- Resin bound gravel
- Decking
- Play surface
- Asphalt


Granite setts


Asphalt


Resin bound gravel


Concrete flag paving


Non-slip timber decking


Colour rubber playground surface


Granite edging


Yorkstone paving


Concrete block paving

6.10 STREET FURNITURE

Street furniture can contribute greatly to the character of a place. The Victoria Quarter will have a simple coordinated palette of furniture which includes bins, cycle stands, benches and signage. There will be a number of bespoke items designed to enhance the concept, for example seating incorporated into planter edges and sculptural seating resembling the leaf form.

Benches will be simple, durable and comfortable, and located at suitable points throughout the development. All disability requirements will be considered in the selection or design of benches including the need for arm and back rests.


Sculptural seating


Cycle racks


Benches incorporated in raised planter edges


Timber fence and trellis


Metal railings


Litter bins

6.11 EXTERNAL LIGHTING

A comfortable level of light will ensure that The Victoria Quarter is safe and welcoming for visitors. In addition to amenity lighting, opportunities to highlight key facades, entrances and terminations of views within space, such as benches and trees will be considered.


Street lighting


Steps


Trees


Benches

6.12 PLANTING PALETTE

6.12.1 PLANTING STRATEGY

Planting will be carefully designed to reinforce the character and identity of the Victoria Quarter. The planting strategy will be based on a number of key objectives:

- Provide a network of trees and green spaces;
- Promote sustainable planting;
- Enhance wildlife habitats;
- Improve local biodiversity;
- Help to alleviate stormwater runoff

6.12.2 SHRUB AND HERBACEOUS PLANTING

The planting will be used to create visually interesting areas throughout the year. Evergreen planting will create a year round carpet of green whilst a range of herbaceous planting will provide injections of colour throughout the seasons. Varied planting will allow a prolonged flowering season. Planting fruit and nectar rich species will provide food for birds and insects (and in turn food for bats) and the form and structure of the planting will create sheltered nesting opportunities for birds. Where necessary shade tolerant species will be chosen.


Buxus sempervirens


Sarcococca hookeriana var humilis


Prunus laurocerasus 'Otto Luyken'


Cornus sanguinea


Mahonia aquifolium


Polystichum setiferum


Ajuga reptans


Viburnum opulus


Vinca minor


Pulmonaria officinalis


Centaurea nigra


Astrantia major 'Ruby Wedding'

Tree Planting Plan

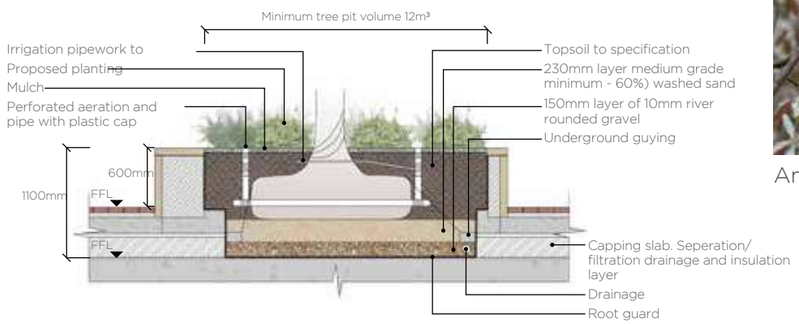
6.13 TREE PLANTING

The proposed tree planting is used to unify spaces and routes, frame views and highlight desire lines and focal points. A variety of tree species will be selected for their form, colour and texture. They will introduce seasonal variations in leaf, flower and form.

The trees provide an intermediate scale between the buildings and the pedestrians in the landscape. The scale of trees have been selected appropriate for the size of the spaces. Many of the trees are above a raised deck and will be located in raised planters to gain sufficient soil depth.

The proposals aim to retain, where possible, existing trees including the existing Lime tree in front of the existing sub station. The mature tree helps to provide a more established feel to the open space. The tree planting creates a valuable connection with the park setting and creates an extension of the existing tree planting along the eastern boundary which include Lime, Sycamore, Oak and Horse Chestnut.

- Acer campestre
- Quercus robur
- Tilia cordata
- Prunus avium
- Amelanchier lamarckii
- Malus sylvestris
- Carpinus betulus 'Fastigiata'
- Magnolia graniflora
- Existing tree to be retained



Typical Tree Pit Detail on Podium

Acer campestre

Quercus robur

Tilia cordata

Prunus avium

Amelanchier lamarckii

Malus sylvestris

Carpinus betulus 'Fastigiata'

Magnolia graniflora

6.14 CHILD YIELD CALCULATIONS

ACCOMMODATION SCHEDULE

BLOCK	FLATS/ HOUSES	ONE BED	TWO BED	THREE BED	FOUR BED
BLOCK A	FLATS	17	25	1	0
BLOCK B	FLATS	5 (1 AFFORDABLE & 4 MARKET)	30 (11 AFFORDABLE & 19 MARKET)	11 (3 AFFORDABLE & 8 MARKET)	0
BLOCK C	FLATS	10	18	16	0
BLOCK D	FLATS	10	18	16	0
BLOCK E	FLATS	10	18	16	0
BLOCK F	FLATS	10	18	16	0
BLOCK G	HOUSES & FLATS	4 (FLATS)	0	0	28 (HOUSES)
BLOCK H	FLATS	5	0	0	0
BLOCK J	MEWS HOUSES	0	4	0	0
TOTAL	FLATS	71 (7 AFFORDABLE & 70 MARKET)	131 (18 AFFORDABLE & 106 MARKET)	76 (6 AFFORDABLE & 73 MARKET	0
	HOUSES	0	4	0	28

TOTAL NUMBER OF DWELLINGS: 306
PRIVATE: 291 – 95% OF TOTAL DWELLINGS
AFFORDABLE: 15 – 5% OF TOTAL DWELLINGS

CHILD YIELD PER BLOCK

BLOCK A
MARKET FLATS (SEE FIGURE1.1 BELOW)

	16 ONE BED	22 TWO BED	5 THREE BED	TOTAL
0–4	0	1.75	0.17	2
5–10	0	0.50	0.11	1
11–15	0	0.25	0.03	1
16–18	0.17	0.25	0.02	1
				5

BLOCK C–F
MARKET FLATS (SEE FIGURE1.1 BELOW)

	10 ONE BED	18 TWO BED	16 THREE BED	TOTAL
0–4	0	1.26	2.72	4
5–10	0	0.36	1.76	2
11–15	0	0.18	0.48	1
16–18	0.1	0.18	0.32	1
				8 TOTAL FOR BLOCKS C–F: 32

BLOCK B
MARKET FLATS (SEE FIGURE1.1 BELOW)

	4 ONE BED	12 TWO BED	4 THREE BED	TOTAL
0–4	0	1.33	1.36	3
5–10	0	0.38	0.88	2
11–15	0	0.19	0.24	1
16–18	0.40	0.19	0.16	1
				7

BLOCK G
MARKET FLATS (SEE FIGURE1.1 BELOW)

	4 ONE BED	TOTAL CHILDREN
0–4	0	0
5–10	0	0
11–15	0	0
16–18	0.04	1
		1

BLOCK G
MARKET HOUSES (SEE FIGURE1.2 BELOW)

	28 FOUR BED	TOTAL CHILDREN
0–4	17.64	18
5–10	8.68	9
11–15	3.64	4
16–18	1.12	1
		32

BLOCK B
AFFORDABLE FLATS (SEE FIGURE1.3 BELOW)

	7 ONE BED	18 TWO BED	6 THREE BED	TOTAL
0–4	0.2	7.04	1.86	9
5–10	0	2.53	2.22	5
11–15	0	0.88	1.41	3
16–18	0	0.55	0.51	1
				18

BLOCK H
MARKET FLATS (SEE FIGURE1.1 BELOW)

	6 ONE BED	TOTAL CHILDREN
0–4	0	0
5–10	0	0
11–15	0	0
16–18	0.05	1
		1

BLOCK H
MARKET HOUSES (SEE FIGURE1.2 BELOW)

	28 FOUR BED	TOTAL CHILDREN
0–4	0.32	1
5–10	0.12	1
11–15	0.04	1
16–18	0.04	1
		4

TOTAL NUMBER OF CHILDREN 100

FIGURE 1.1
CHILD YIELD FOR MARKET FLATS

	ONE BED	TWO BED	THREE BED
0–4	0	0.07	0.17
5–10	0	0.02	0.11
11–15	0	0.01	0.03
16–18	0.01	0.01	0.02
TOTAL	0.01	0.10	0.33

FIGURE 1.2
CHILD YIELD FOR MARKET HOUSES

	FOUR BED
0–4	0.63
5–10	0.31
11–15	0.13
16–18	0.04
TOTAL	1.10

FIGURE 1.3
CHILD YIELD FOR AFFORDABLE FLATS

	ONE BED	TWO BED	THREE BED
0–4	0.2	0.64	0.62
5–10	0	0.23	0.74
11–15	0	0.08	0.47
16–18	0	0.05	0.17
TOTAL	0.2	1.0	2.0

7. TECHNICAL CONSIDERATIONS

7.1 ACCESS

This statement demonstrates the clear commitment to delivering a welcoming and inclusive residential development.

Section 8 confirms that careful consideration has been applied and will continue to be applied to meet best practice inclusive design standards. Extensive consultation has taken place with a wide range of interested parties ensuring all views have been considered through the development of the design.

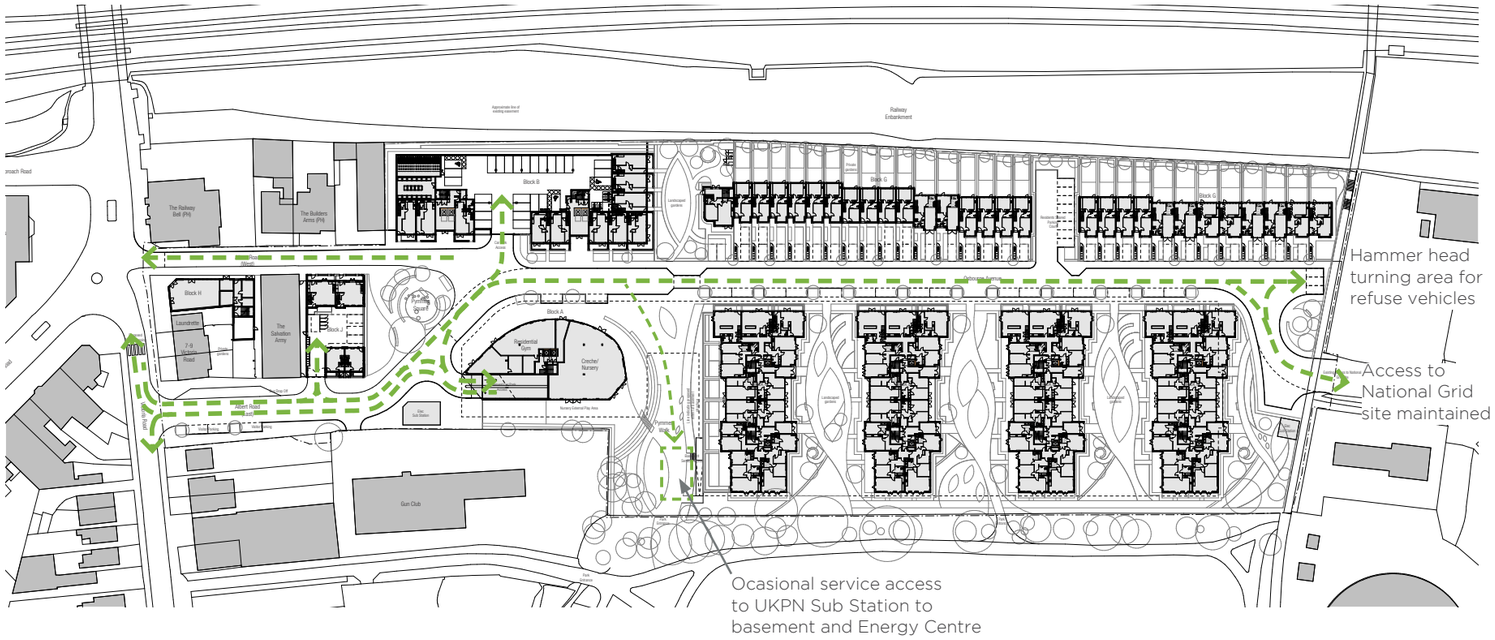
There is an existing level change of 2m across the southern part of the development from Victoria Road, along Albert Road to the existing sub station. From this point to the northern boundary of the site the levels are relatively flat. From the main access road through the site (Osbourne Avenue) to the proposed entrance to the recreation ground along Pymmes Walk the levels fall by 2.6m which is absorbed into the landscape.

Ground floor maisonettes, apartments and houses have been provided with level access throughout the development. Where it has been necessary to provide steps, an alternative level access entry point has been provided.

There will be 30 accessible parking bays in the basement car park, in total across the whole of the site there are 33 accessible parking bays for residents and a further 10 blue badge visitor spaces at street level. The spaces within the basement have been located as close as possible to the core circulation routes to minimise travel distances and distributed as evenly as possible throughout the basement cores to serve each of the buildings above effectively.

There are also blue badge visitor parking at street level to the front of each of the apartment buildings with accessible units to allow for larger vehicles.

All dwellings are designed to Lifetime Homes Standards and any exceptions are noted within section 8. There are 31 apartments that are wheelchair accessible or easily adaptable, In line with the 10% requirement in the London Planning Policy 3A.5, Housing Choice. These are spread across different locations, floors and sizes of apartment. The design demonstrates a clear commitment to delivering an inclusive environment with the needs of a wide range of users being considered throughout the design process.



Access Diagram

7.2 DESIGNING OUT CRIME

In order to incorporate the most appropriate security measures into the development proposals. The proposal follows the principles set out in 'Secured by Design; New Homes 2010' and 'Secured by Design commercial DRAFT'.

The scheme follows the seven attributes of sustainable communities that are particularly relevant to crime prevention:

1 - Access and Movement:

Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.

2 - Structure:

Places that are structured so that different uses do not cause conflict.

3 - Surveillance:

Places where all publicly accessible spaces are overlooked

4 - Ownership:

Places that promote a sense of ownership, respect, territorial responsibility and community.

5 - Physical Protection:

Places that include necessary, well-designed security features.

6 - Activity:

Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.

7 - Management and Maintenance:

Places that are designed with management and maintenance in mind, to discourage crime in present and future.

Consultation and review of the proposals will continue through the detailed design process.

Secure By Design Consultation

The need to improve safety, security and to reduce the opportunity for anti-social behaviour around the recreation ground has been a strong driver in the development of this design. We have consulted with the Designing Out Crime Officer (DOCO) Stewart Satchell for Barnet in order to establish and incorporate the most appropriate security measures into the development proposals. Based on this consultation the following measures have been taken to improve security as far as possible:
Lighting –

Recommendation that all street lighting be to adoptable standards.

Boundary treatments –

Defensible space provided to mews houses to have 1.2m high railing.

The boundary treatment around nursery and external play to have railings.

Perimeter boundary to site boundary fronting onto Victoria Recreation Ground to be 1.5m high (preferable for this to be 1.8m high however the DOCO Officer would compromise in agreement that the reduced height would help improve visual surveillance and the connection between the park and the proposed development.

The boundary between building A and adjacent gun club site to the east to be a minimum 1.8m high.

All rear gardens to have 1.8m high fence/hedges between properties and to railway embankment.

The end house to the northern site boundary to have an additional minimum 300mm of trellising above 1.8m high fence to provide privacy/security from the railway line access tunnel. Any additional tree planting within the rear garden that could be incorporated could also help screen this area.

Access –

The Mews houses parking court should have a secure (automated gate) to shared courtyard.

Apartment buildings A and B to have controlled access to under croft and basement car parks.

The DOCO Officer encouraged the designers to distinguish between public and private space by surface treatment.

There should not be any gates to the main park access, unless there is a reason for them.

An air lock system for postmen, whereby postman can only access the private gardens via key fob (strategy to be discussed with postal service) – post meeting note: access to be managed by concierge to building A.

The public route through pavilion buildings between buildings D and E is subject to discussion with the London Borough of Barnet on timings between public and private access control.

Surveillance –

The building B maisonettes (previously west facing) should be relocated to the north elevation overlooking the shared amenity space, to allow for safer access. Bins and cycle store to swap place with the maisonettes and side access along existing property to the railway embankment to be secured.

Town houses located adjacent the railway line to provide protected backs with parking, bins and cycles to the front and private back gardens to the rear, DOCO Officer agreed this was the most suitable location.

Should the proposals be granted planning approval then detailed discussions should be set up with DOCO.

Secured by Design

SBD

7.3 SERVICING STRATEGY

It is proposed that servicing of the residential units would take place immediately adjacent from Osbourne Avenue and Albert Road. The existing lay by to Albert Road (West) will act as taxi drop off point and possible future bus drop off point if required.

The service area to the south east of building A will provide the main refuse collection point for bins moved up from the basement. The service area can also be utilised by the concierge, gym and crèche within building A. The turning head to the north of the site allows for refuse vehicles to manoeuvre to come back through the site when collecting refuse containers from the kerb side.

External access to the basement energy centre and sub station can be accessed from Pymmes Walk to the south east corner of building A as the proposed levels fall to the recreation ground entrance point.

The servicing trips will be managed through the implementation of a Delivery & Service Management Plan to the site.

RESIDENTIAL

Bin stores for the residential units to buildings A, C, D, E & F are located within the basement. Each building will have their own dedicated bin store within 35m of their entrance. On collection day the refuse will be taken to the ground floor level holding location screened between the basement access and substation. It will be the responsibility of the development management company to move the bins via a site utility vehicle and trolleys located below building A to the holding areas for collection on the designated days.

Refuse management to apartment buildings B, G & H will also be the responsibility of the management company to move bins on collection days to locations identified on the plans.

The occupants of the block G town houses and block J mews houses will be responsible for moving their own bins from their individual bin stores to the kerb side on collection days.

COMMERCIAL

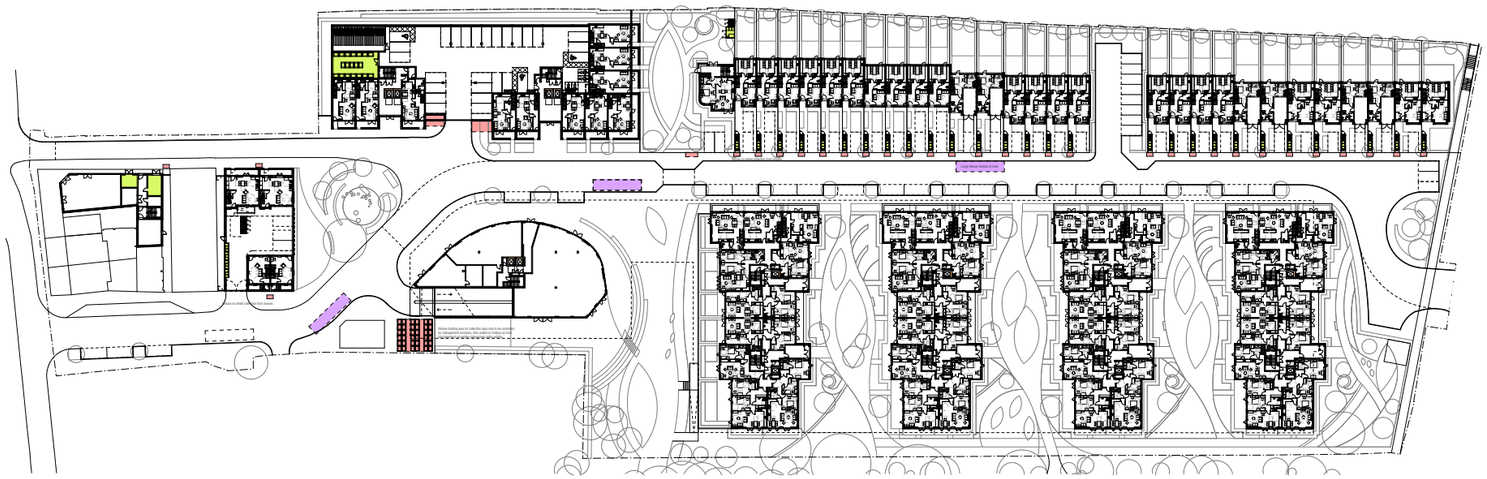
A screened area has been provided adjacent building A for the other uses to share. The small building H retail unit will handle their refuse within the confines of their demise until collection is due.

Refuse Collection Key

- Refuse Store
- Designated Refuse Holding Area for collection day (Shared Waste & Recycling Bins to be moved by site management company).
- Refuse Vehicle Collection Points (Houses to be collected from on passing, residents responsible for moving bins).

Large Refuse Vehicle (4 Axle)

Overall Length	11.347m
Overall Width	2.500m
W/W Radius	11.330m



Refuse Collection Strategy

Basement Space Allocation Key

- Common Areas
- Refuse Store
- Plant
- Cycle Parking Store
- Other Store

Basement Spacial Zoning Strategy

7.4 NOISE AND VIBRATION

Our client appointed a specialist consultant to undertake a noise assessment for the proposed development at land in Victoria Road, Barnet, London. The assessment has been undertaken to determine the impact of noise associated with rail and road traffic on the proposed residential development.

The Noise and Vibration consultant have assessed rail noise and traffic noise at the proposed residential development on land at Albert Road, Barnet.

The majority of the site is exposed to noise levels from the railway falling into Noise Exposure Category A and B. The Local Authority, for NEC B, recommends "Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise."

The measured road traffic noise levels at Block H facing Victoria Road fall into NEC C. The local Authority recommends that for a site in NEC C, "Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise."

Internal noise levels to typical dwellings across the site have been predicted with windows closed and appropriate ventilation open. It is required that a high performance acoustic secondary glazing and acoustic ventilation will be required for facades on Block H facing Victoria Road. Standard double glazing and ventilation will then be suitable for the rest of the site.

Noise levels inside the proposed properties, when windows are closed will ensure a good acoustic environment as defined in BS 8233 and will comply with the recommendations of the World Health Organisation to minimise the risk of sleep disturbance. Noise levels to proposed amenity areas have been predicted. The development has been designed such that the dwellings themselves screen the majority of the external areas from the railway. Noise levels are therefore likely to fall within the WHO criterion.

The ground vibration levels from trains on the adjacent railway line have been assessed and have been found to be significantly below the level of vibration considered in BS6472 to indicate a "low probability of adverse comment".

7.5 ENERGY AND SUSTAINABILITY

This is a summary of the Energy and Sustainability Statements for the redevelopment of the former Albert Road gas works site. The Development will deliver a mixed-use residential led scheme, which would also provide new public realm, pedestrian routes, active frontages as well as car parking and servicing within the proposed basements.

The Development is targeting a Code for Sustainable Homes 'Level 4' rating, maximising the number of credits targeted for each issue. Based on the current design, it is anticipated that the development would score 70.60 a Code for Sustainable Homes Level 4 rating with all mandatory levels met within the assessment.

The buildings and building envelopes have been designed to reduce energy demand. The thermal performance of the building envelope has been maximised with a strong focus being placed on the optimisation of the glazed façade, use of balconies as shading, and the optimising of U-values (improving the thermal performance of the building fabric elements exposed to outside), etc. In addition, energy use is efficient due to the incorporation of features in the building services systems.

To meet the challenge of providing affordable low-carbon heat energy a low carbon community heating scheme is proposed. This will be served from a single main energy centre utilising combined heat and power (CHP) plant supplemented by gas-fired boilers, with CHP operation intended to account for over 60% of the total heat energy demand.

The confliction with the provision of hot water from the CHP-led district heating scheme negates the effectiveness of a solar hot water heating solution, and also makes the use of ground source heat pumps impractical. Therefore PV would be the only technically feasible renewable technology and therefore 139.4kWp of PV panels will be provided on the roofs of the apartment blocks and houses (with 1.0kWp provided per house). The use of this technology will result in an 8.5% reduction in CO2 emissions across the development site.

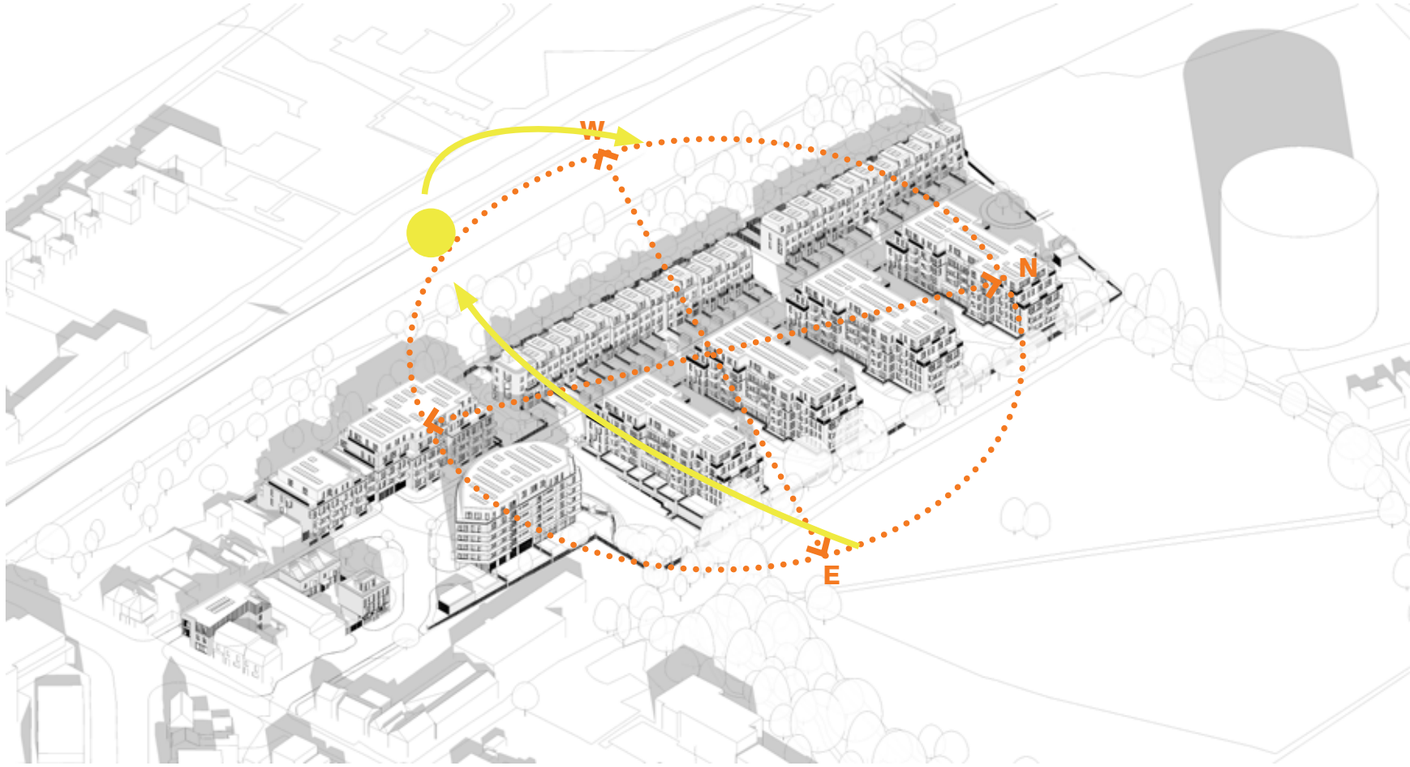
In order to provide sufficient roof space for PV's there will be no available space remaining for ecological roofs. This is due to the need for maintenance access to the PV's, roof drainage, lift over runs, stair AOV's and the requirement for a man safe system to all roof's to maintain a low parapet to the perimeter of the top floor.

The Development will achieve a ~40% improvement in CO2 emissions over Part L (2010), through a combination energy efficiency measures and low and zero carbon technologies including a Combined Heat and Power system (CHP).

THE CODE FOR SUSTAINABLE HOMES™

7.6 SUNLIGHT AND DAYLIGHT

A comprehensive Daylight and Sunlight Analysis was carried out by GL Hearn, which supports this planning application. DLA used computer modelling during the design development to ensure adequate light levels are provided as shown on the diagrams below.



Sun Path


SEPTEMBER 8.00am


SEPTEMBER 10.00am


SEPTEMBER 12.00pm


SEPTEMBER 2.00pm


SEPTEMBER 4.00pm

7.7 FLOOD RISK

The site lies in flood zone 1 and is at low risk of flooding from a tidal or fluvial source.

The site is shown on EA maps to be at risk of flooding from surface water run-off. The source of the flood risk is not clear; however it is thought that the source is most likely to be on-site run-off with potential run-off from the south. Through the provision of surface water drainage to present day standards the risk of flooding from this source would be managed to reduce flood risk.

Surface water drainage will reduce the discharge from the site to no greater than present day 100 year return period greenfield run-off rates. The drainage strategy includes three networks each of which discharges to the culverted watercourse which runs beneath the site.

The surface water drainage strategy for the site will result in a decrease in peak run-off rate and the total volume of run-off. The effective management of surface water run-off will reduce off-site flood risk.

The proposed development is therefore safe in terms of flood risk and reduces off site flood risk. The development is therefore acceptable in flood risk terms.

Surface water attenuation crates will be located in the areas identified within the FRA as part of the sustainable drainage system to the Development. Rainwater storage tanks will help to minimise any potential surface water flooding. Water efficient devices will be incorporated into the Development to reduce the Amount of water consumed by future occupants.

For further detail please refer to the Flood Risk Assessment document in support of this application.

7.8 AIR QUALITY

During the construction phase of the development under best practice guidance, the proposed site in New Barnet would constitute a medium-risk site and has potential for emissions and dust to have occasional and minor impacts on nearby receptors.

The primary impacts associated with this development are likely to be in the form of dust generated during earthworks and construction.

Use of appropriate mitigation measures throughout the construction period will ensure that impacts to sensitive receptors are minimised or removed.

Throughout the operational phase of the proposed development it is expected there will be a slight adverse impact on local air quality with no significant effects and mitigation measures will not be required.

Following the implementation of appropriate environmental management controls that are routinely and successfully applied throughout the UK, negligible impacts would be expected, at worst (during dry conditions) from construction-related dust emission.

The impacts of construction plant operating on the site would be negligible in the context of local background air pollutant concentrations or existing adjacent road traffic emissions. The residual effects of demolition and construction would not be significant.

The Proposed Development would have a slight adverse impact on local annual mean NO2 and PM10 concentrations at the existing and new proposed sensitive receptors modelled. The effect however would not be significant.

7.9 ECOLOGY

Our client has commissioned an Ecological survey to establish the existing biodiversity of the site and to check for signs of protected species such as roosting bats and nesting birds, within the on-site buildings or within the mature trees on the adjacent recreation ground. The ecological investigation is an on-going process undertaken over a series of stages. The initial site survey has been undertaken and the results have been integrated into the overall landscape proposals.

The layout includes the creation of a designated 'nature area' at the eastern corner of the site and retention of existing habitats present within this area, where practicable / appropriate. The nature area adopts a ecologically minded habitat management regime, with woodland grass mixes and defined mown edges.

Other enhancements to the overall layout include:

- Bat boxes integrated into the proposed buildings,
- Tree Mounted bat boxes
- Building-mounted bird boxes
- Tree Mounted Bird boxes
- Creation of Species rich hedgerows, species rich grassland and trees on site

The scheme intends to ensure landscape and ecological issues are addressed appropriately and actively contribute to the whole development and experience. Our approach is based on the development of a strong landscape framework that is capable of supporting the scheme in the long-term as well as responding to ecological and wider landscape issues.

Example of surface water attenuation crate system proposed as part of suds strategy