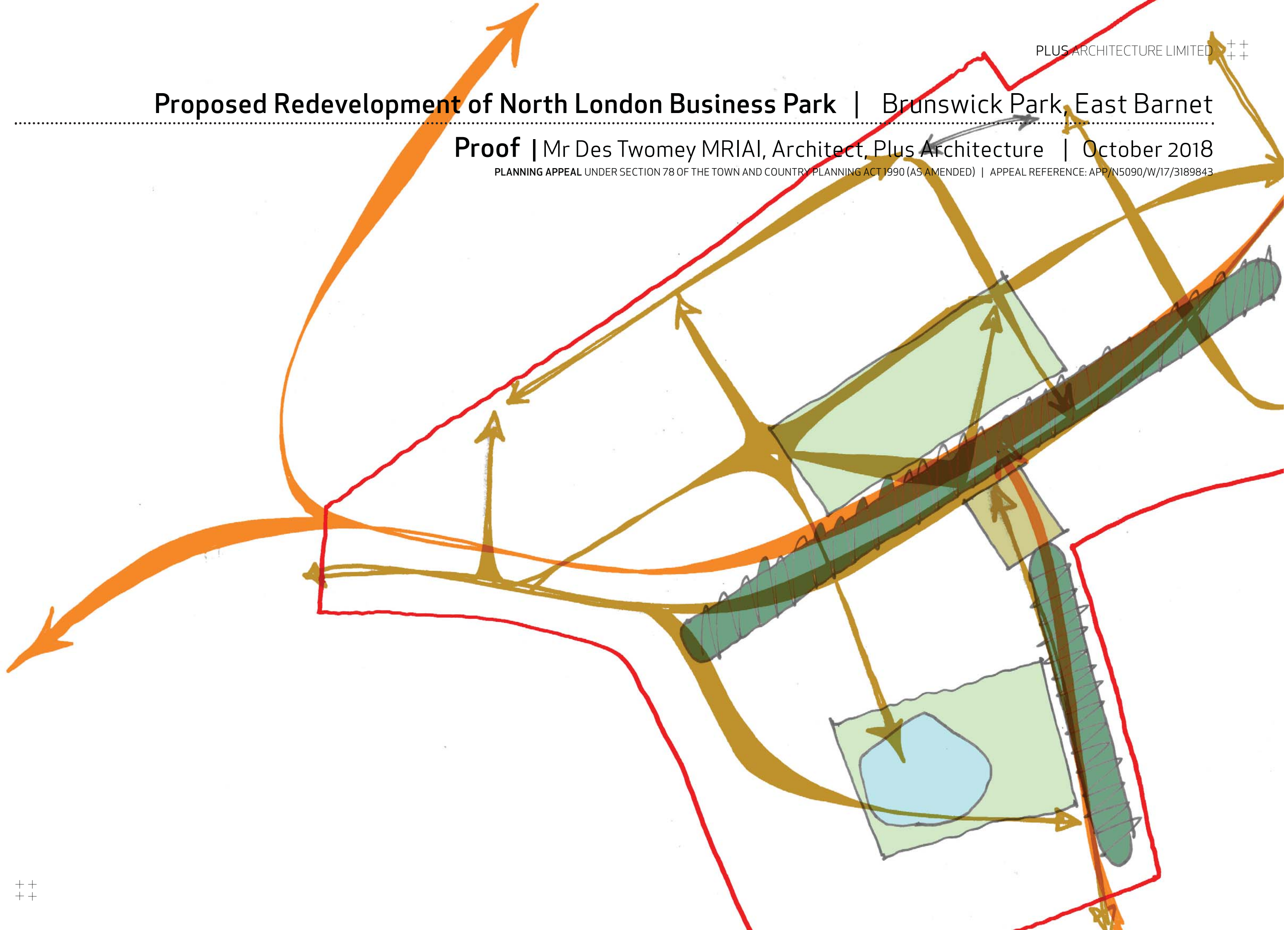


Proposed Redevelopment of North London Business Park | Brunswick Park, East Barnet

Proof | Mr Des Twomey MRIBA, Architect, Plus Architecture | October 2018

PLANNING APPEAL UNDER SECTION 78 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) | APPEAL REFERENCE: APP/N5090/W/17/3189843



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Phase 1 Detail Area shown in Blue

Masterplan Application Area shown in Red

Phase 1 360 Residential Units						
Phase	1A	1B	1C	1D	1E	1F
No. Units	School	7	114	123	58	58

Phase 2 139 Residential Units	Phase 3 259 Residential Units	Phase 4 336 Residential Units	Phase 5 256 Residential Units
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1350 Residential Units
Full Masterplan



1.0 | Introduction & Overview



New Brunswick Park

Phase 1 Detail Area shown in Blue

Masterplan Application Area shown in Red



St Andrew the Apostle School



1.1

Design Author



Fig. 01 Indicative Render Brunswick Lakeside Park

1.1.1 My name is Mr Des Twomey MRIAI BArch (Hons) BSci (Hons), representing the architectural practice Plus Architecture Limited, a company of which I am a founding member. I am a registered architect as recognised by Article 46 of Directive 2005/36/EC.

1.1.2 I qualified from University College Dublin in 2000 with First Class Honours. Upon graduation my formative years were spent working the Practice of the UCD Professor of Architectural Design John Tuomey of O'Donnell Tuomey Architects, a RIBA Gold Medal Practice recipient and multiple Sterling Prize nominated design office. I attained further design experience within the offices of the Dublin Group 91 urban design studios of Shay Cleary and Paul Keogh before establishing my own design office, Plus Architecture, in 2011.

1.1.3 Plus Architecture was established as a practice focusing on architecture, urban design and master-planning. We are based in Dublin but have current live projects within the Republic of Ireland, the United Kingdom & Germany and completed projects within the GCC and Africa. As a practice we have been recognised by our peers through multiple awards and publications.

1.1.4 I have acted as the design lead and creative author of the masterplan at 'Royal Brunswick Park' since the project design inception in 2014.

1.0 Introduction

1.2

The Client & Architect

1.2.1 Plus Architecture have worked with the Comer Group since 2012 and have added to the Comer Group's track record of successful project delivery and development of the Comer Group's distinctive design philosophy, which recognises and promotes quality.

1.2.2 The successful working partnership between my practice and The Comer Group is relevant to this appeal as it is a clear demonstration of a commitment to delivery and proof of an exemplary legacy.

1.2.3 Recent completed projects of note between Plus Architecture and the Comer Group include the full restoration, planned extension and landscape masterplan of the former Royal Masonic Boys School at Bushey, north London to a new planned residential community of residents. The 'Number One Ballsbridge' project is a mixed use urban regeneration project in Central Dublin of half-a-million square feet. It is recently completed and offers retail, office and residential space in a new setting of streets and squares.

1.2.4 I mention these projects and believe them to be analogous as both projects are characterised by generous dwelling size with significant shared garden, leisure and amenity space. Both estates are managed by Comer Property Management, with high recorded levels of resident satisfaction. It is the masterplan intention to deliver a similar successful residential environment at 'Royal Brunswick Park'.



Fig. 02 Royal Connaght Park, Bushey Image A



Fig. 03 Royal Connaght Park, Bushey Image B (montage)

1.3
Format of Proof

1.3.1 My Proof will take a format as follows:

- A description of the suite of documentation compiled by Plus Architecture to describe the planning application and navigate the content of the design
- An introduction to the subject site and its characteristics
- A description of the process of analysis undertaken to understand the approach to the site development
- A statement of the Objectives of the Masterplan identified
- A description of the design process, integration of design team inputs and external influencers
- An explanation of the developed masterplan
- A justification of why I believe the masterplan represents a wholly positive addition to the local built environment.



Fig. 04 Number One Ballsbridge, Dublin Image A (montage)



Fig. 05 Number One Ballsbridge, Dublin Image B

2.0 | The Suite of Documents

2.1 A Hybrid Application

2.1.1 In order to understand the suite of design information submitted, I will outline how the masterplan design documentation has been formulated into a planning application. The application is a hybrid application, consisting of an outline application for the overall masterplan and detail area application for Phase 1 of the Masterplan.

2.1.2 I believe this approach recognises that the undertaking of a site development of this size will take a number of years and will require flexibility in approach over the lifespan of the project. This flexibility however requires regulation to ensure delivery of key social infrastructure is delivered and the legibility of the masterplan is maintained and honoured in all phases to completion.

2.2 The Outline Application

2.2.1 The outline application masterplan is governed by a suite of Parameter Plans; drawings representing the culmination of a design process that has generated requirements of building distribution, permeability, open spaces, heights and many other urban design functions.

2.2.3 The delivery of any project Phase within the Parameter Plans is furthermore regulated by the Design Principles Document. This document is produced as an Urban Design Manual to accompany the Parameter Plans. It concerns itself with the detail of any project within the masterplan, such as use of building material, architectural form, management of security by design and landscape treatment.

2.3 The Detail Area Application

2.3.1 Submitted in parallel with the outline application for the masterplan is the Detail Area Application. This describes a detail set of proposed buildings, with full dimensional and functional detail of interior spaces. Specific development metrics have been produced from the detail design of Phase 1 to enable an empirical assessment of the design and the design compliance with relevant policy requirements. Drawings, formatted in accordance with the architectural drawing schedule and a Design and Access Statement represent the statutory submission documentation for the detail area application.

3.0 | The Site

- 01 Offices (Barnet Council)
- 02 Offices (Middlesex University)
- 03 Offices (unoccupied/ short tenancies)
- 04 School (St Andrews the Apostle Secondary)
- 05 Lake
- 06 Multi Storey Car Park
- 07 Surface Car Park (Barnet Council)
- 08 Ariana Banqueting Hall
- 09 Unused Open Land



Fig. 06 Existing Site Layout Plan

3.1
The Site Extent

To commence my proof I will provide an outline of the site and its general character.

3.1.1 The site occupies 16.37 Hectares of brownfield land in a pre-dominantly residential area, located to the west of Southgate and to the south of East Barnet. The site is currently predominantly undeveloped, with c.13 Hectares of the site occupied by grasslands, a lake and unplanned vegetative cover.

3.1.2 The principal structures on site include c. 380, 000 sqft of office buildings, an above-ground car-parking structure, and an office building currently in use as a secondary school, a Free School opened in the last number of years, Saint Andrew the Apostle Greek Orthodox School. Numerous other small structures occupy the site, including security huts, a banqueting hall and further unoccupied office buildings. In my opinion, none of the buildings on site are of exemplary character or noteworthy in their design.

3.1.3 The site has two principal entry and exit points, to the south onto Oakleigh Road South, and to the East onto Brunswick Park Road. A redundant and unused site entry and exit point is positioned on the northern boundary of the site, opening onto Ashbourne Avenue and connecting to Russell Lane.

3.1.4 The Site is bound on the western boundary by the East Coast Mainline railway, providing connection to Moorgate & Kings Cross in Central London.

3.1.5 As the masterplanner for the site, it was immediately clear to me that the site offered significant opportunity for a comprehensive redevelopment, on account of:

- its uncommonly large size as a redevelopment plot
- its proximate location to existing facilities and resource
- its ability to determine its own complimentary character without undue detriment to existing local character.

3.0 The Site

3.2 Topography

3.2.1 The masterplan process begins with an audit of the subject lands and a process of identifying existing features and character. On the team's initial site visit, I was immediately struck by the topography of the lands, which slopes steeply from the low point of the site, onto Brunswick Park Road (48.0m AOD) to the northern area of the site as it exits to Ashbourne Avenue (72.0m AOD), a level difference across the site of 24m (8 residential storeys). This topography offers opportunity to the masterplan to exploit building positioning within the masterplan. I will demonstrate later in this proof how development is settled into lower levels of the site to mitigate visual intrusion.

3.3 Visibility

3.3.1 In conjunction with the topography of the site itself, the wider consultant team and I were keen to gain an understanding of the surrounding topography. We undertook an early consideration of the visual impact of the development, as such an understanding can profoundly influence the correct placement of buildings on site. We deemed that a logical approach to the development of the site is to both 'nestle' development into less prominent lowland locations, but also correctly understand viewpoints off-site where development is most acutely visually manifest. This exercise identified an elevated northern ridge in the land running along Chase Side where views of the site were visible, albeit not necessarily sensitive.

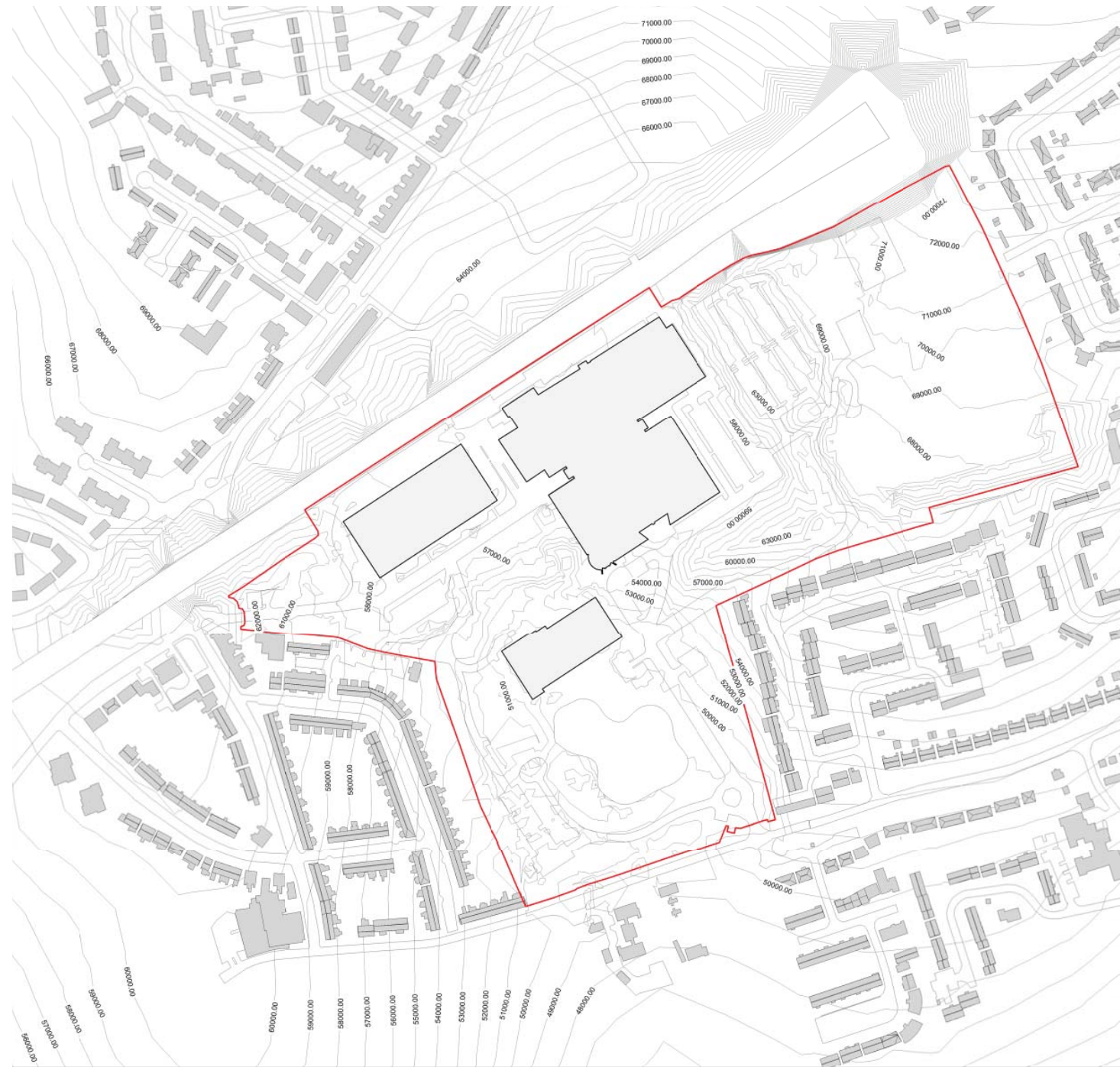


Fig. 07 Existing Site Contour Map at 1m intervals



Fig. 08 View of Site from Chase Way

3.4 History



Fig. 09 Historic Photo showing Standard Telephones & Cables Building Image A



Fig. 10 Historic Photo showing Standard Telephones & Cables Building Image B

3.4.1 At the outset of the process of gathering information, I was keen to understand any relevant former use of the lands or activity of social, historic or cultural importance. The importance of any such activity can often warrant inclusion in some manner within a masterplan. The 1879 maps of the site reveal that the site at one point housed the Cemetery Station and access route serving the Great Northern London Cemetery (now named New Southgate Cemetery). No remnants of this station or route appears to remain on site.

3.4.2 In 1922, Standard Telephones and Cables (STC) converted the lands to industrial use, with the opening of a production plant covering the entire site, known as 'The Standard'. Approximately half of the lands were developed with industrial structures, with the remaining land use providing sports facilities for the working population, including a large cricket pitch on the site area fronting Brunswick Park Road. The Site layout accommodating 'The Standard' appears to have remained until the late 1980's, after which the site was taken over by Nortel, with the industrial structures removed and replaced with the modern three-storey office block and multi-storey car park currently on site. Nortel vacated the site very soon after the development and in 2002, the site was acquired by the current land owners, the Comer Group.

3.4.3 I am of the opinion that our analysis of historic maps, photographs and inputs by local historians at community consultation events has revealed little significant historic or cultural memory associated with the lands. I am also of the opinion that in the absence of any known relevant historic significance, in this instance it is not a requirement to develop any such narrative into the masterplan.



Fig. 11 1879 Map

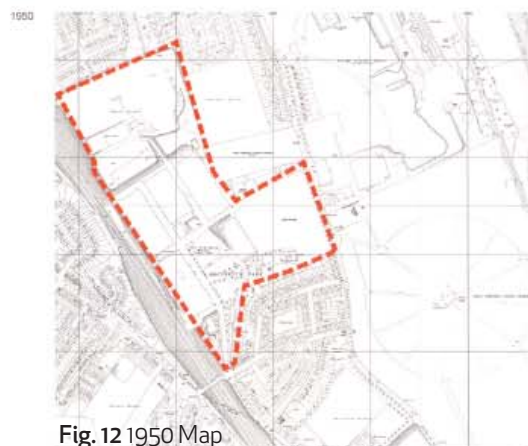


Fig. 12 1950 Map



Fig. 13 1981 Map



Fig. 15 1989 Map

3.0 The Site

3.4 Environmental and Ecological Considerations

3.4.1 Our analysis of the existing site character includes a comprehensive environmental audit, which is detailed more comprehensively in the submitted EIA and baseline surveys. I will discuss later in this proof the importance of the understanding of our development proposals as a 'landscape masterplan'. The process of our design sees us consider the shared and open spaces of the development before we consider the buildings within the lands. Consequentially, the flora and fauna and existing natural features within the land were of utmost importance to us to document and integrate into the development.

3.4.2 A substantial Lake occupies the lower section of the site and can be seen once entering the site from the Brunswick Park Road Gate. The Lake is a manmade structure and dates from the mid-1980s. It serves as an attenuating pond, with surface water run-off delivered into the pond from the lands above. The Lake was originally developed in two tiers, with a pumped waterfall, however the pump has not been used in recent times and the upper lake is now dry and overgrown with informal vegetation.

3.4.3 Since its creation, the Lake has come to be a local habitat for Wild Canadian Geese, who rest and feed at the Lake. Whilst it transpired the lake is not a naturally occurring feature within the lands, I am of the opinion that it is has become both an attractive feature of the lands and obviously enhances the biodiversity profile of the lands. Furthermore, it performs an important attenuating function. I was keen to ensure that the Masterplan retain and integrate the lake into the eventual development.

3.4.4 On my first and subsequent visits to the site over a number of changing seasons it was clear to me that the site contained a number of specimen trees and when we consulted the records, they confirmed a number of Tree Preservation Orders are in place on the site. It was also clear to me that the

site and wider context are defined by a green and leafy character. I believe this is the essential character of the site and the local area. In so far as is possible, our masterplan seeks to preserve, augment and recreate this essential character in the delivery of the new residential environment.

3.4.5 Whilst the TPO's seek to protect existing trees of note, a line of leylandii trees is present along the railway boundary on the western site edge. My attitude to the retention of these trees within the masterplan was mixed; they are a non-native species with well-documented downsides. But whilst they do little to provide comprehensive ecological diversity and block light admittance into the site, they do screen any new views created outwards from the site and their removal would be detrimental to the existing site character, as defined by its heavily planted nature. As such, in conjunction with our landscape architects Hyland Edgar Driver, we decided early in the consideration of the masterplan that they be retained within the masterplan, and augmented with adjacent planting of native species.



Fig 16. Existing Attenuating Lake on site



Fig 17. Line of Leylandii Trees to railway boundary



Fig 18 Existing Trees at High Level of site

Developer	Comer Homes Group
Masterplanner	Plus Architecture Limited
Architecture	Plus Architecture Limited
Landscape Architecture	Hyland Edgar Driver
Planning Consultancy	Daniel Watney LLP
Civil Engineering	AWP Awcock Ward Partnership
Energy Planning	Julian Brooks
Ecology Planning	FCRP Environment and Design
Educational Advisors	Russell Educational Trust



**3.5
Process of Analysis & Understanding**

3.5.1 I have raised the foregoing themes of context, character and qualitative assessment of the lands as an introduction to how we approach the process of the masterplan. Our role as master-planning architects is to identify early influencing factors and invite specialist input where a deficiency of our own knowledge arises, or if certain themes need more comprehensive examination.

3.5.2 Accordingly, I give the example of the requirement for specialist Landscape Visual Impact Assessment, which was commenced to comprehensively allow Topography and Visibility be understood following our identification of this as an important theme pertinent to this site. Similarly, ecological surveys, counts and reporting was commenced to address a deeper understanding of these aspect of the lands.

**3.6
The consultant Team**

3.6.1 Upon the completion of what might be called the 'data gathering' phase, where the land is surveyed and understood, an initial character assessment was formed in relation to the subject lands. I wish to introduce at this point in the proof the extent of the full consultant design team, which was assembled early in the process. Whilst Plus Architecture were ultimately the design author of the masterplan, the formulation of the plan itself requires a deep and diverse knowledge base to examine and verify the design. Disciplines feeding into the masterplan development were principally town planning, architectural design, townscape, landscape architecture, civils, utilities & infrastructure, roads & traffic & all associated disciplines to form a comprehensive Environmental Impact Assessment.

**3.7
Consultation**

3.7.1 In addition to the design formulation within the consulting team, the masterplan entered a phase of ongoing consultation. I was personally involved with most of these consultation engagements and gained a strong and rounded understanding of all positions of all influencers. These positions inevitably were occasionally contradictory, however I believe that our masterplan offers a balanced position in such instances. The principle stakeholder that shaped the masterplan include:

- Barnet Planning Executive & Design Officers
- Planning and Design Officers of the GLA
- the local community through the forum of public exhibition
- The Russell Educational Trust
- Elected members of Council
- Metropolitan Police Design Officers (Secure by Design)
- technical & engineering departments with the different local & mayoral authority offices.

4.0 | The Masterplan Objectives

4.0.1 I believe it to be a worthwhile undertaking prior to the formulation of a masterplan to clearly identify and state the guiding principles the masterplan design should conform too. As such, three headline Masterplan Objectives were identified:

4.1
Understanding of Context

4.1.1 The Masterplan seeks to understand the challenge of developing a large new residential settlement in an established receiving environment

4.1.2 The Masterplan understands that the local verdant character can be the key uniting feature between existing and new residential development

4.1.3 The Masterplan should utilise the distinctive site topography to 'nestle' the new built environment into the land, thereby reducing impact locally and from wider viewpoints

4.1.4 The Masterplan should explore the delivery of larger residential units, in a mix of apartments and houses, catering for the needs of individuals and families

4.2
Creation of Memorable New Places

4.2.1 The Masterplan is to prioritise the Design of the Public Realm, as the basis of a high-quality shared urban environment and the robust framework for later phases

4.2.2 The Masterplan is to provide a generosity of dimension to streets, courtyards and new parkland setting, in keeping with a sub-urban character

4.2.3 The Masterplan is to work with simple and established urban & sub-urban typologies of safe and supervised streets, squares and parks- not reinventing or subverting typologies that are known to work

4.2.4 The Masterplan is to carefully manage site parking, to avoid a proliferation of surface parking and manage hidden parking within the sloped topography

4.3
Delivering Community Infrastructure

4.3.1 The Masterplan will integrate generous new parklands spaces in to the fabric of the new places and spaces

4.3.2 The Masterplan will integrate and develop the needs of the growing educational institution of St Andrew the Apostle Secondary School

4.3.3 The Masterplan will open up and enable increased connectivity and pedestrian routes between existing residential communities surrounding the site

4.3.1 The Masterplan will provide new local retail and community services, which will be incorporated into the development

5.0 | The Masterplan

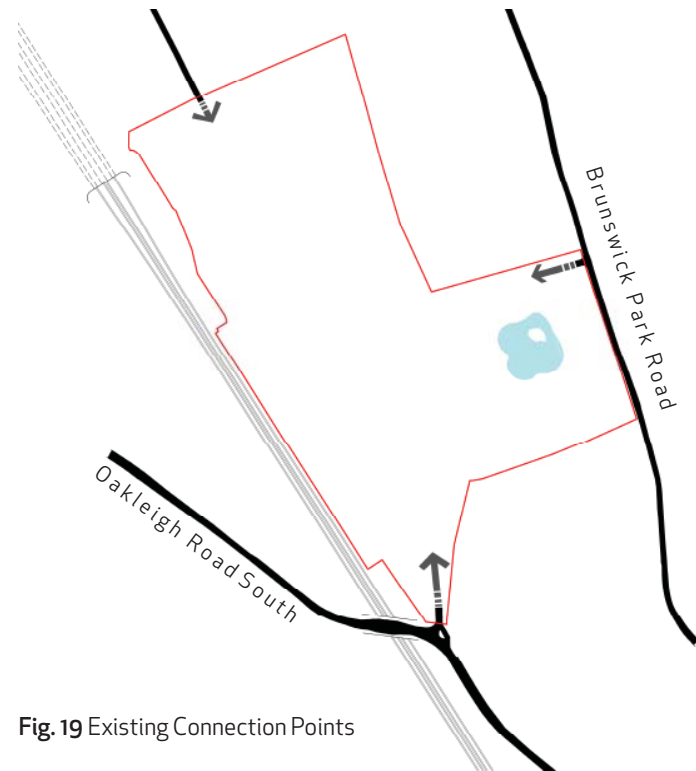


Fig. 19 Existing Connection Points



Fig. 20 Primary Route



Fig. 21 'The Parkway'



Fig. 22 Green Routes connecting to 'The Parkway'

5.1
The Evolution of the Masterplan

5.1.1 My first visit to the masterplan site was in January 2013 and as a practice we commenced a general process of analysis and understanding of the site constraints and opportunities as outlined in the foregoing proof. Many of these were borne out of the site physical and environmental characteristics, however a general local policy planning framework also existed for the site that determined the development context.

5.1.2 The policy for this development context was the 2008 Planning Brief. However, at the time we were asked to examine options to develop the site this was regarded as a policy document that had outgrown its use (by both the landowner and local and city planning officers). The Planning Brief was not particularly ambitious in the targets for residential development and sought to retain commercial activity on site (itself an inhibitor of further residential supply). As a masterplanning architect applying simple housing density metrics, it was clear to me that a such a low level of residential provision on the site (promoted by the extant Planning Brief) would constitute a wasteful use of the land resource.

5.1.3 Our brief was therefore to commence a process of masterplan design that would provide bespoke and considered answers to what the appropriate quantum of new residents could be on the lands. This masterplan would provide residents with generous private and shared amenity whilst also respecting the amenity of the surrounding residential community.

5.2
Movement & Connectivity: Connections into site

5.2.1 One starting point in the consideration of the masterplan is understanding access and movement into and through the site. The masterplan offered the opportunity to connect existing routes into the site, promote permeability and thereby deliver a settlement better connected to its wider context. This simple strategy also allows the receiving context benefit from the amenity offer the masterplan provides and is a strategy we strongly promoted early in the masterplan design.

5.2.3 Accordingly, existing routes into the site, located at the Southern boundary junction with Oakleigh Road South and at the Road frontage to Brunswick Park Road are connected in the masterplan. An extinguished connection at Ashbourne Avenue, connecting to Russell Lane, was proposed for reconnection, albeit for pedestrian, cycle and emergency traffic only, thereby avoiding any negative consequence for existing residents adjacent to the site. It is noted that this aspiration was resisted strongly by local residents and the developers attitude became sympathetic to its removal on account of such local resistance. However, for the sake of clarity, I confirm that this link does promote permeability and is a positive urban design offer that remains in the masterplan.

5.3
Movement & Connectivity: Connections through the site

5.3.1 Upon identifying connections into the site, we then looked to identify routes through the site. Primary connections through the site are organised so as to recognise the integration of routes into the site into a planned and formal 'Parkway' Space, serving to promote the first experience of a 'sense of place'. Routes connecting into the Parkway, from Oakleigh Road South and Brunswick Park Road, are conceived as heavily planted green 'Avenue' routeways.

5.0 The Masterplan

5.3 Density Strategy

5.4.1 I have outlined our masterplan approach to the provision of movement into and through the site. By implication, these primary routes carve the overall masterplan land into smaller parcels of land. This process of breaking down the scale of the overall land leads us to consider how the character of these smaller zones are best defined. One influencer of character is density- how much development is appropriate on a defined parcel of land.

5.4.2 As such, we defined early in the masterplan process certain strategies to manage the provision of development density:

- We felt it important to establish a low-density fringe, where the development lands meet sensitive conditions of abutting rear gardens of two-storey housing. These conditions are answered with identical back-to-back rear gardens of new terraced own-door dwellings facing into the masterplan
- As development moves away from boundaries and the relationship with context becomes more tenuous, we have provided a mid-density inner layer, avoiding any overlooking, overshadowing or over bearing impact of new residential development to existing residential units.
- The masterplan proposes higher densities in the core of the site, away from existing dwellings, adjacent to the railway on the south-western edge, and within the low-lands of the site, where increased building mass will have less impact.

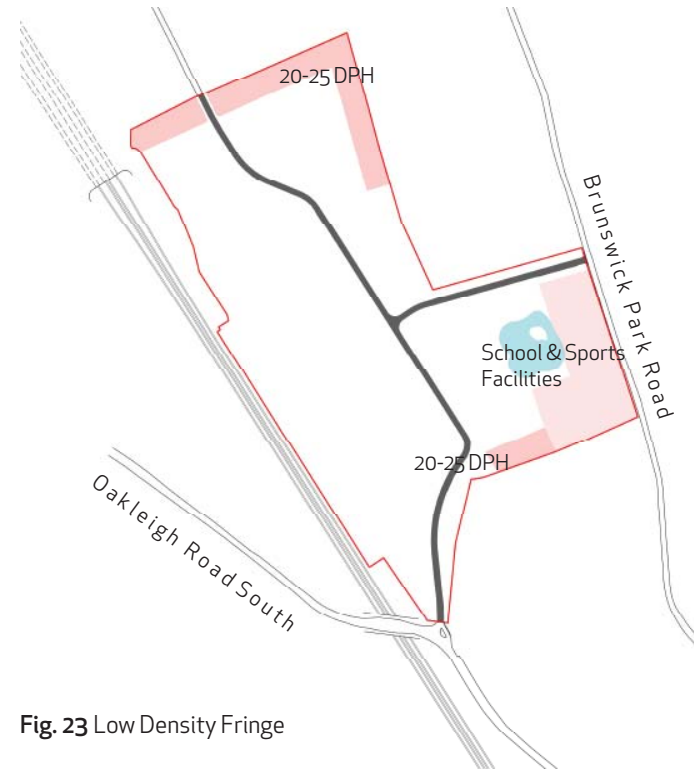


Fig. 23 Low Density Fringe

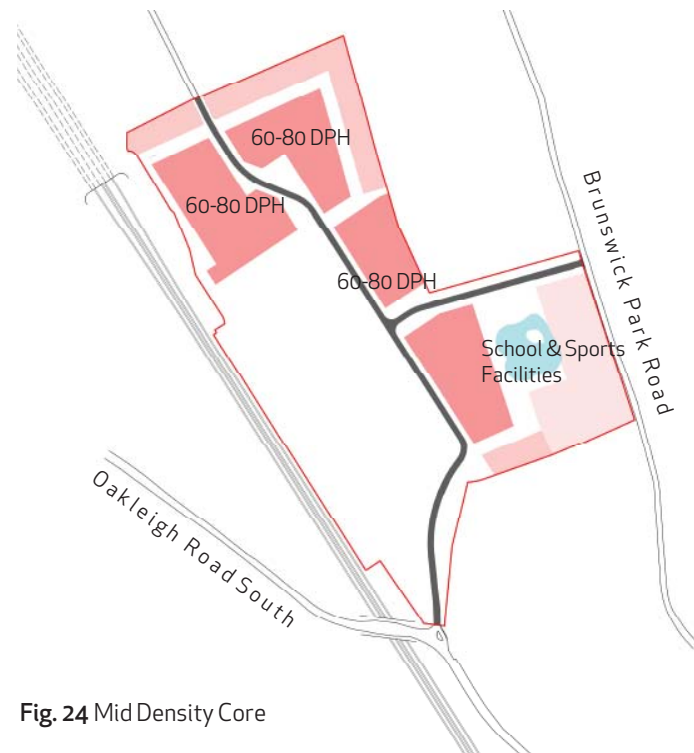


Fig. 24 Mid Density Core

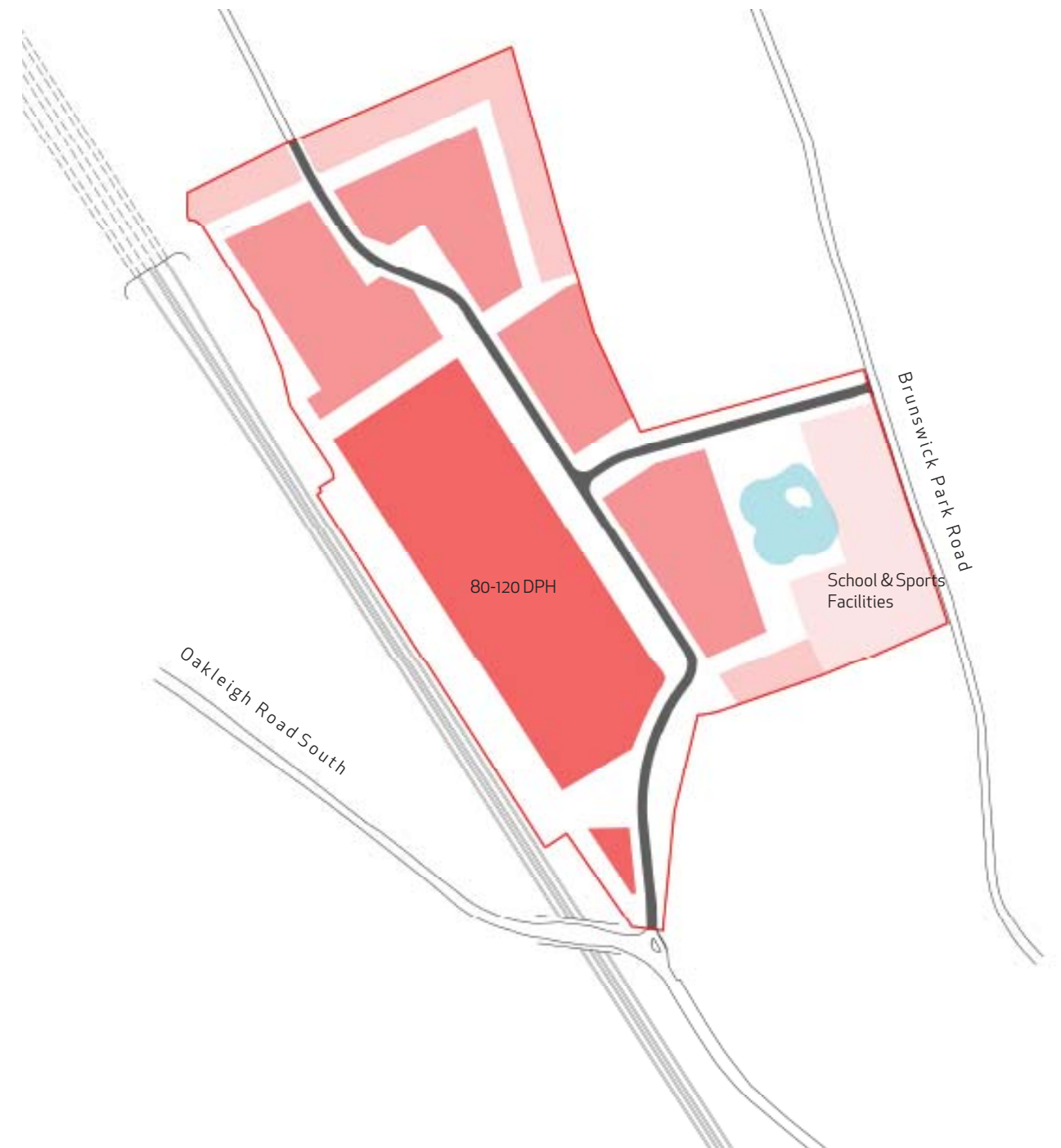


Fig. 25 Area Proposed for Higher Residential Density

5.4
Height Strategy

5.5.1 I have explained the masterplan approach to development density. A close relative of the density strategy is the height strategy. Logically, land with less building density generates less tall buildings. In the low density fringes I described in the density approach, buildings of two stories plus attic are deemed an appropriate response to the fringe connection. As the site moves away from the established character, taller buildings that avoid undue impact upon adjacent existing residential amenity are planned. As the site moves away from adjacent land boundaries, and coincidentally falls in level, the adopted strategy of positioning taller buildings in these lowlands mitigates against the typical issues tall buildings present (overshadowing, undue visual impact etc.).

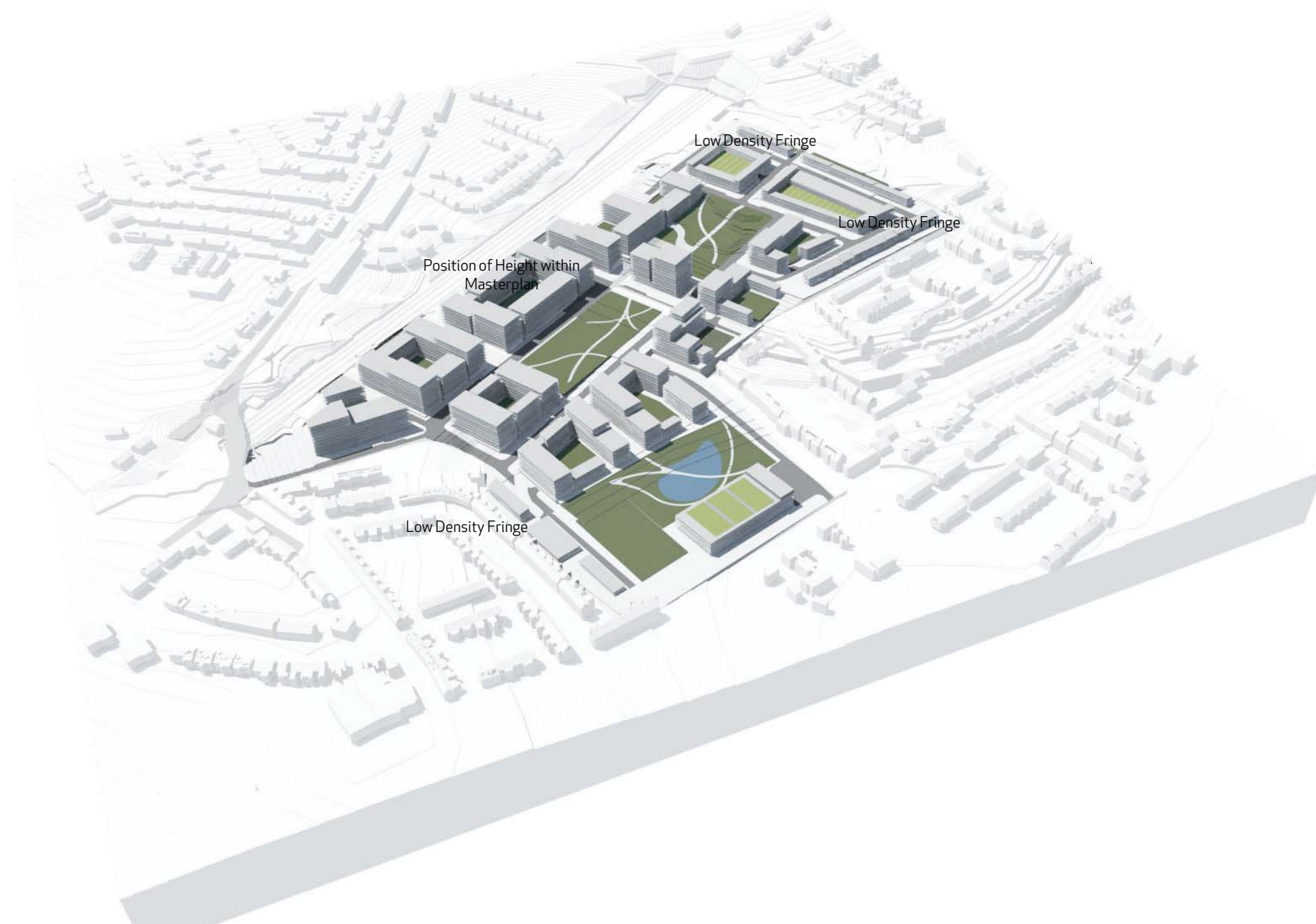


Fig. 26 Height Strategy

5.0 The Masterplan

5.5 Movement & Block Planning

5.6.1 I have described Movement, Density and Height strategies as a logical method of approaching the planning of building on the site. However, it must be remembered that as we develop the masterplan we are continually conscious that our masterplan is more than buildings. Successful residential environments are those that provide a high quality and memorable provision of public realm space. Such spaces include shared green spaces, play-spaces, tree-lined routes and parkland.

5.6.2 Whilst block distribution has been organised by first understanding the principal routes and connections, as important to the provision of the routes is ensuring they are of high quality and the open spaces they connect are memorable. We decided early to accommodate a large and generous central green park at the intersection of the principal connecting route on site, New Brunswick Avenue, from Brunswick Park Road, and the central connecting Parkway. This public space, christened "New Brunswick Park South" is a formal park and measure c. 160m x 80m. Furthermore, we have augmented the setting of the lake upon the entry route from Brunswick Park Road and have provided an open parkland to provide it setting.

5.6.3 We believe New Brunswick Park will form the focus of this new residential community. Its central position sees the masterplan emanate from the centre. These emanating masterplan blocks adopt the following characteristics:

- They are generally planned to allow safe and secure 'doughnut' configurations of blocks, with shared internal gardens, of minimum internal width 30m (with larger opposing dimension).
- We believe it appropriate to employ traditional street plans, overlooked on both sides, allowing slow movement of cars and managed visitor parking on-street.
- We strongly promoted planned schemes of tree planting to line all new streets. These streets are furthermore to be provided with parallel parking bays, cycle lanes, planted verges and adequate privacy space between footpath and domestic ground level window (min. 2.0m)



Fig. 27 New Public Parks

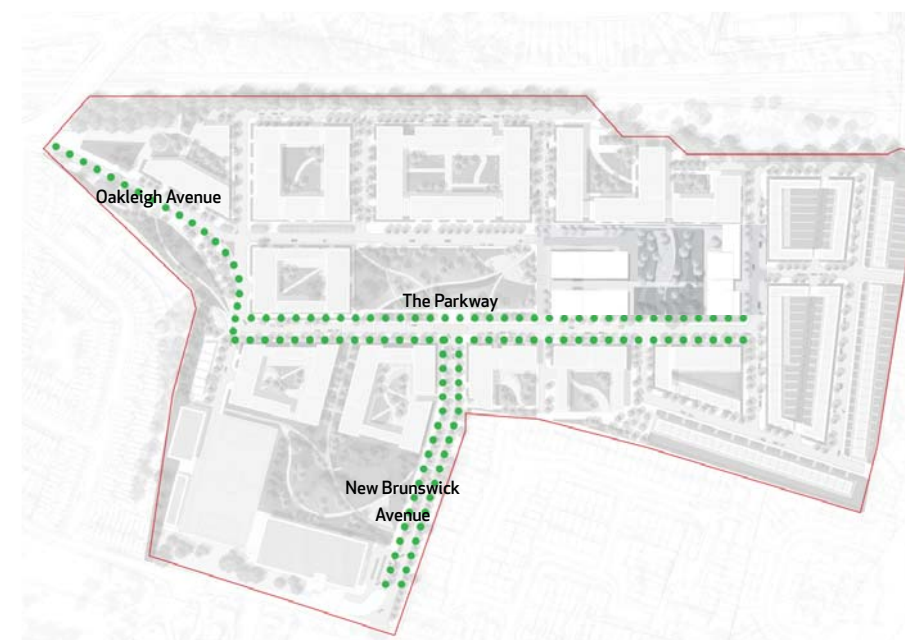


Fig. 28 Green Routes

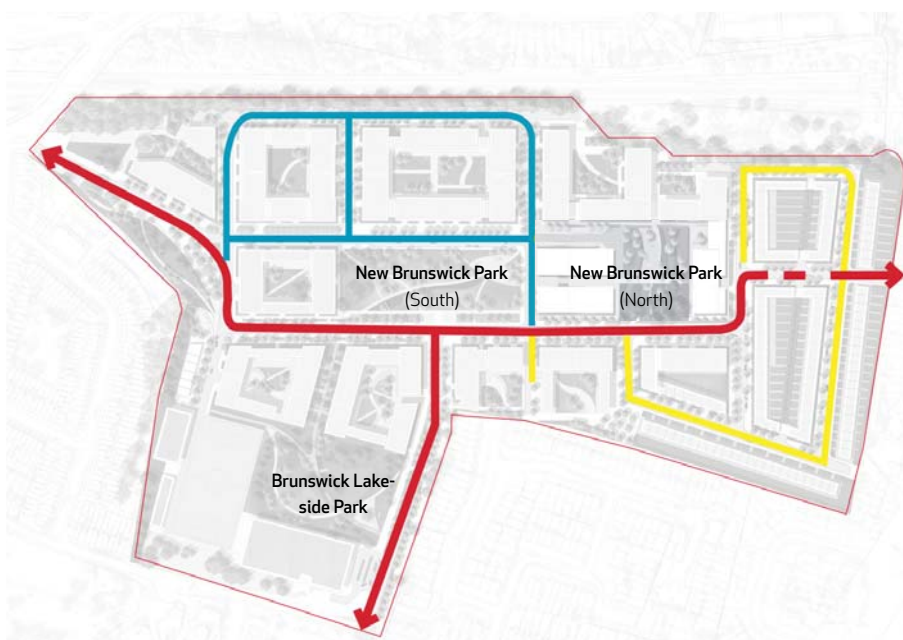


Fig. 29 Vehicular Routes



Fig. 30 Pedestrian Routes

5.6
Public Parkland

5.7.1 In addition to the identified central square, we have purposefully championed shared open space and public parkland is the key feature of the masterplan. All new residential blocks have been designed to have aspect onto green space of differing characters. The new public parkland is principally offered to provide general outdoor amenity, sport and play space. It is also an important visual and environmental amenity, acting as a 'green lung' to the new community.

5.8
Green Routes

5.8.1 Green routes are an element of the masterplan that seek to connect public parkland within the masterplan and also to ensure the main public thoroughfares are provided with high quality and generously designed margins. The Parkway is the central spine route within the masterplan that connects all principal character areas, from New Brunswick Park South to the Northern Home zones.

5.8.2 Entry Avenues from Oakleigh Road and Brunswick Park Road are wide planted entry routes, providing a defined character to visitors and residents as they enter the masterplan area.

Fig. 31 Indicative Visualisation Outline Application Area "New Brunswick Park South" December 2016



Fig. 32 Green Routes, Block Layout & Public Parkland

5.0 The Masterplan

5.8

Character Areas

5.9.1 I have outlined the importance of the character of green space, parkland and planted routes in the character of the masterplan and this remains the primary character intent of the masterplan. It is deemed a valid strategy to integrate a new built environment into this receiving context of buildings within a verdant setting. As we turned our attention to the buildings that occupy this new landscape masterplan, our objective was to ensure they provided a calm and composed backdrop to the primary landscape character. Character Areas have been identified within the masterplan area and assist in guiding the scale, mass and detail resolution of buildings within the masterplan as they come forward for detail planning.

5.9.2 These Character Areas have been identified as follows:

- New Brunswick Park (South)
- New Brunswick Park (North)
- Brunswick Lakeside Park
- Oakleigh Avenue Gardens
- Northern Home zones

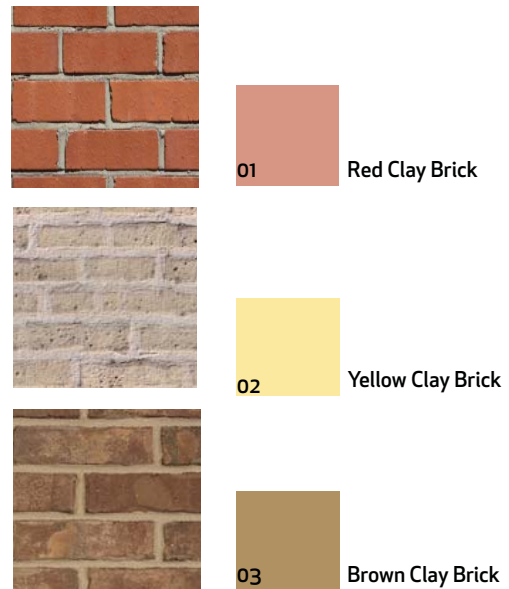
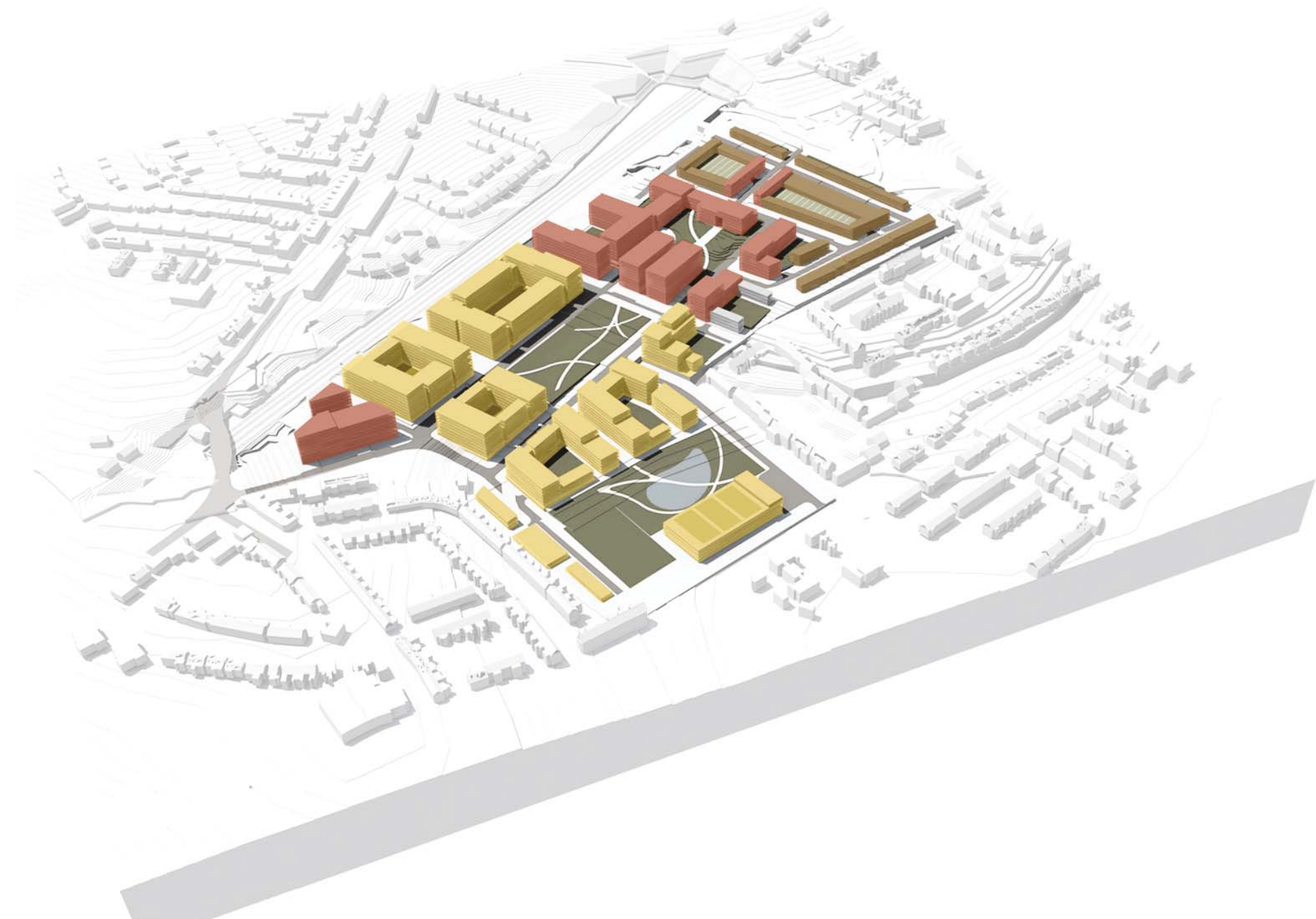
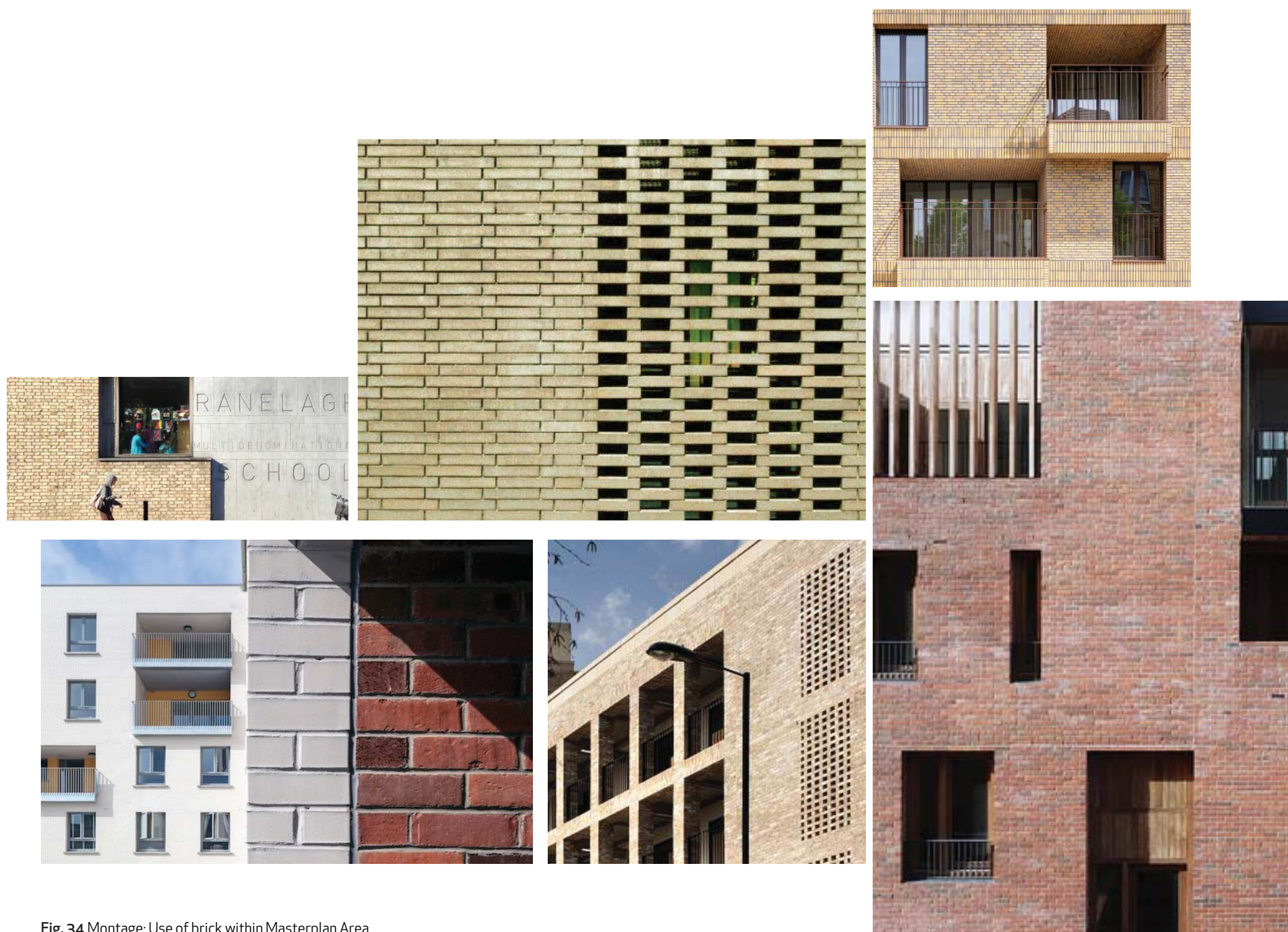


Fig. 33 Material Deployment in Character Areas



5.10

Character Area Use of Material

5.10.1 The masterplan material use strategy has been envisaged as a predominantly brick-based masterplan. Brick is a traditional and durable material that loses no quality over time. It forms a complimentary backdrop to the landscape masterplan.

5.10.2 We have specified in the application documentation that the architecture and detail of the masterplan is formal, consistent and will avoid unnecessary architectural embellishment, in order to prioritise the shared landscape as the focus and defining feature of new public space. Notwithstanding this, a high level of quality is expected of the architecture. The approach of using the architecture as a framing background to open space has led the masterplan principles document to recommend that all defined spaces should employ a consistency of brick tone to spaces within their character area.

5.10.3 We propose that these spaces are delivered in different tones of brick to avoid monotony of appearance over the full site and avoid any views into the site from the outside understanding the masterplan as an unbroken mass.

Fig. 34 Montage: Use of brick within Masterplan Area

5.0 The Masterplan

5.11 Masterplan Development

5.11.1 The principles of the masterplan I have outlined above confirms the essential elements of the approach we have taken. However these principles have gone through a process of development as various stakeholders were engaged. The primary influencers of the urban planning of the masterplan were the design officers in the Greater London Authority, who were consulted at intervals of the masterplan development.

5.11.2 On the 25th June 2016 the first review of design occurred. The GLA seized upon many of the tenets established in the foregoing masterplan description and encouraged the continuation of their logic in instances where it was deemed that logic fell short. As an example, the GLA took the position that density should occupy less ground-space and more landscaped, shared open space should be provided; even if building heights needed to raise to redistribute the proposed accommodation. Accordingly, we tailored the masterplan subsequent to this design review to provide a more open and shared landscape masterplan.

5.11.3 Design revisions were presented on the 12th August 2016, receiving a generally favourable response. The design commentary moved on from site planning and focused on more tailored elements of the masterplan, which were duly responded to subsequent to the meeting. These included ensuring links at the northern end of the site were clearly defined, architectural detail at gables, ensuring an inclusive pedestrian environment, architectural treatment of the railway-facing facades and the design of the southern entry point at Oakleigh Road.



Fig. 35 Masterplan presented to GLA 25th June 2016



Fig. 36 Masterplan revisions 12th August 2016

5.11
Masterplan Development

5.11.4 On the 24th September 2016 a final design review with the GLA occurred which presented the design revisions identified on the 12th August meeting. This was a very positive meeting where an alignment of expectations was met. The planning executive and (latterly in the process) the design officer at Barnet Council were involved in the GLA consultation and towards the end of this process both authorities endorsed the masterplan in their respective report and recommendations.



Fig. 37 Masterplan revisions 24th September 2016

6.0 | Residential Amenity



Fig. 38 Phase 1 Detail Application Housing

**6.1
High Quality Apartment Planning**

6.1.1 I wish to outline the masterplan approach to the detail planning of the residential units. A particular feature of the design, as can be witnessed in a careful examination of the detail area plans, is a commitment by the applicant to quality and sustainable management of the new residential community.

6.1.2 We have designed dwelling units to be generous in their size and innovative in their layout, a 'cookie cutter' approach to apartment setout, as favoured by some residential developers, was not pursued.

6.1.3 I note that dual aspect and triple aspect apartments are in a substantial majority, with single aspect north-facing apartments not permitted in the masterplan. The number of apartments served by any one core on any level is generally low in number, typically three; with anonymous long corridors of apartment doors avoided.

**6.2
Apartment Layout**

6.2.1 I furthermore note that internal apartment metrics are substantially higher than the minimum requirements setout in the London Plan. Focus has been given to increased room areas and minimum dimensions, increased provision of internal storage areas to apartments, large private terraces for all dwellings and generous floor-to-ceiling fenestration to provide high levels of internal daylight admittance. It is logical to me that the provision of best-in-class dwelling units, that delivers a higher quality local housing stock, is inherently sustainable.

**6.3
The Management of Successful Residential Environments**

6.3.1 In addition to the noted increased quality of dwelling unit proposed, I would also note that the applicant has a development model of both selling and retaining developments, but in the majority of instances providing a management structure for the ongoing successful maintenance of shared residential environments and their amenity. Beyond usual maintenance, upkeep and repair, the applicant's management model extends to courtesy estate shuttle buses, provision of residential common area features such as a gym space & community meeting rooms and on-site concierge assistance.

6.3.2 In my opinion, this masterplan is noteworthy in its combination of high quality, well-planned units with an applicant with a track record in successful management of residential environments.

**6.4
A Secure & Safe Environment**

6.4.1 The masterplan follows the principles of Secure by Design and has been consulted upon with the Metropolitan Police design officer, who has commented favourably on the design. The provision of external residential common space is characterised by supervised and over-looked streets, squares and communal spaces. These are complemented by secure internal courtyard gardens and roof terraces for the benefit of residents. Secure by Design recommendations permeate the detail of the masterplan, covering areas such as design of entry lobbies, privacy margins, public lighting and design of windows & doors.

**6.5
Universal Design**

6.5.1 Universal Design of each apartment, beyond the statutory requirements of Part M, are integrated into the design by adherence to the Lifetime Homes Standards.

7.0 | The School

7.1

Inclusion of the School within the Masterplan

7.1.1 The St Andrew the Apostle Free School has been an occupant on the Site for number of years and is managed by the Russell Educational Trust. The applicant and landowner, over the years, have maintained a close and supportive role in the school's development and both were proud to have been awarded an Ofsted Outstanding classification in 2015.

7.1.2 In my experience of master-planning, it is not often that an important piece of social infrastructure, such as a successfully functioning school, is pre-existing and ready for inclusion in any masterplan. Furthermore, land acquisition can be a common obstacle in the provision of new education facilities. It therefore appears obvious to me that the masterplan is in a fortunate position to avail of the school and conversely the school requires the masterplan to continue its trajectory of growth. I believe it important to ensure the emerging community of dwellings can avail of this critical educational infrastructure.



Fig. 39 Phase 1 Detail Application School Entrance

7.0 The School

7.2 General Design & Siting

7.2.1 The St Andrew the Apostle Free School has been designed to the EFA standard plan 'Superblock 1,200', albeit modified in plan to allow for the inclusion of a Roof-top Multi Use Games Area (MUGA). The external form of the school will be of bespoke design to allow for a correctly contextualised design response to the local character, as opposed to the 'off-the-shelf' EFA plan.

7.2.2 The school is planned on three levels, plus rooftop MUGA. So as to avoid any undue overbearing impact upon adjacent residential dwelling, the school has been positioned centrally on the Brunswick Park Road frontage. This also allows for a 'front door' to Brunswick Park Road for students arriving on foot, and a compact grouping of school, sports hall and external pitches, all accessed via covered walkways joining the buildings.

7.2.3 A number of options were reviewed in the development of the masterplan to determine the optimum location of the school upon the masterplan lands.



Location Option 01



Location Option 02



Location Option 03

Fig. 40 Phase 1 Detail Application School Siting Option Study

7.3
Layout of the School

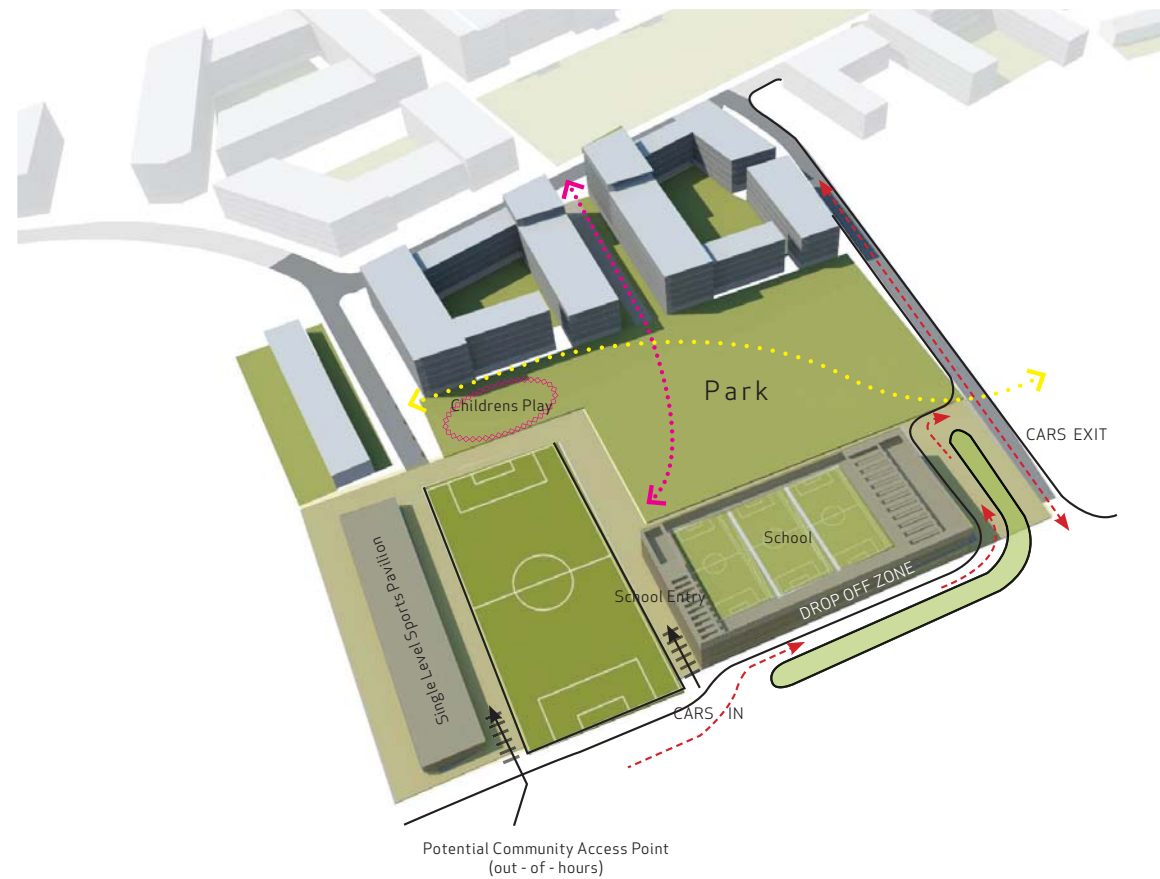


Fig. 41 Phase 1 Detail Application School Layout Option Study



Fig. 42 Phase 1 Detail Application School Facade Study

7.3.1 Further to the work undertaken to select the optimum position of the school on the masterplan lands, further study options were reviewed in the design process to determine the optimum layout and distribution of the buildings.

7.3.3 All options were scored in a design matrix, balancing factors such as phasing and buildability, safety, degree of impact upon local residents, access and parking and impact upon local environment. Input values into the design matrix was gathered from the school management, design team, landowner and through community consultation.

7.4
Design of Elevations

7.4.1 Whilst the design of a standard plan school is beneficial for standardisation of the model, challenges can arise applying this model to context. I have outlined position and distribution option that were undertaken to optimise the function of the school within the masterplan. We also undertook comprehensive design reviews of the building elevation and material use to ensure the building was suited to context. The EFA school model implies certain design requirements in elevations to correctly gain daylight, ventilation and protect privacy of school users. Adjusting elevations to suit context is facilitated in the standard design, which occurred in this instance to provide a contextual and high-quality clay brick façade. The rooftop Multi Use Games Area become a visual design feature and crowns the building. At ground level the requirement for site security of pupils is balanced with a necessary urban design requirement to manifest an open and welcoming school building.

Phase 1 Detail Area shown in Blue

Masterplan Application Area shown in Red

Phase 1 360 Residential Units						
Phase	1A	1B	1C	1D	1E	1F
No. Units	School	7	114	123	58	58

Phase 2 139 Residential Units	Phase 3 259 Residential Units	Phase 4 336 Residential Units	Phase 5 256 Residential Units
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1350 Residential Units
Full Masterplan



8.0 | Conclusion



New Brunswick Park

Phase 1 Detail Area shown in Blue

Masterplan Application Area shown in Red



St Andrew the Apostle School





Fig. 01 Indicative Render Brunswick Lakeside Park

8.1 I hope that the format of my proof has provided a clear narrative of the process of formulating a positive masterplan response at 'Royal Brunswick Park'. It is a journey of analysis, understanding, communication and creation. The intention is to leave little to chance in formulating the optimum built environment.

8.2 I note that seventeen hectares of land in a sustainably serviced north London Borough is a finite resource and places implicit responsibility on designers to make best use of such land.

8.3 I believe this proof has demonstrated that our masterplan response has delivered the best use of land and that the supporting documentation evidences rigorously tested technical solutions to the effects of development in the receiving environment.

8.4 The masterplan delivers multiple new public parks and a comprehensive new network of green infrastructure in its connecting routes and paths. This amenity is open to existing and future residents. Its character is distilled from the verdant local area and ensures continuity of this environment.

8.5 The masterplan develops and protects the existing social infrastructure of the St Andrew the Apostle Secondary School. Beyond the basic requirement to maintain a school on the lands, the school will be provided with a purpose-built facility, reflecting the requirements of a modern educational establishment.

8.6 I note that the applicant has a proven track record in the delivery of high quality residential environments. The masterplan reveals a commitment to an exceptional level of residential amenity at many scales of examination, from communal shared open space to the detail of individual dwelling layouts.

8.7 Considering all of the foregoing, I am of the sincere belief that the Masterplan at Royal Brunswick Park represents an opportunity for the Borough of Barnet to gain a valuable new asset within its built environment and should be granted consent.