4.6
SOUTHERN CHARACTER AREA

4.6.1
QUALITY OF OPEN SPACE, PUBLIC REALM & PLAY

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

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

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

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

- FIXED open spaces - Enhanced existing green assets
- UNFIXED open spaces - New pocket parks
- S — Open space reference
- Green Spine - north-south continuous green route
- Connecting Green routes - east-west links
- Indicative locations for play
- Existing trees on fixed open spaces & the Green Spine
- Existing trees on-plot & on-street
- Rear gardens - predominantly podiums & rear courts
- Rear gardens - mix of podiums, rear courts & rear gardens
- Rear gardens - predominantly private rear gardens

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

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

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

Existing church and open space

Existing route, Grahame Park
Enhancing existing green assets

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

A. Retention of mature healthy trees as the focus for an English semi-mature woodland and the backdrop for outdoor activities and as the setting for the homes facing onto the woodland walk.

B. Provision of opportunities for play, relaxation and wildlife by enhancing what already exists along the route and integration of incidental play features.

C. Planting to increase biodiversity in response to ecology survey. Planting support the creation and sustenance of an ecological corridor by including areas for wildlife enhancement.

D. An uninterrupted pathway that will continue along the Green Spine, linking northwards to the Central and Northern Character Areas.

E. The adoption of the Site-wide Streetscape Guidance (to be developed and established during the first phase).

F. Front doors and entrance halls should face and animate the Woodland Walk with the opportunity to include front gardens and planting buffers to Prominent Frontages and gables.

G. Minimise low shrubs, as they can enhance a sense of seclusion and could obscure frontages. Wildflower planting is preferable to retain openness and prominence of mature trees.

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

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

Existing route, Grahame Park
Enhancing existing green assets

Colebrooke Row, Angel

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

S2. Wooded Park (Fixed Open Space)

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

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

Play spaces formed within existing mature trees and planting

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

S3. Pocket Park (Unfixed Open Space)

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

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

Swings/play with a sense of flight and experimental play

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

Tree forming a play space, Camden

Public Realm Details

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

Play

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

Planting

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

Lighting

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

Furniture

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

4.6.2
QUALITY OF STREETS

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

Plots may then be divided by Unfixed Residential Streets (Type A and B), which allow for safe, pedestrian-priority streets that integrate parking and play for greater permeability and accessibility.

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

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

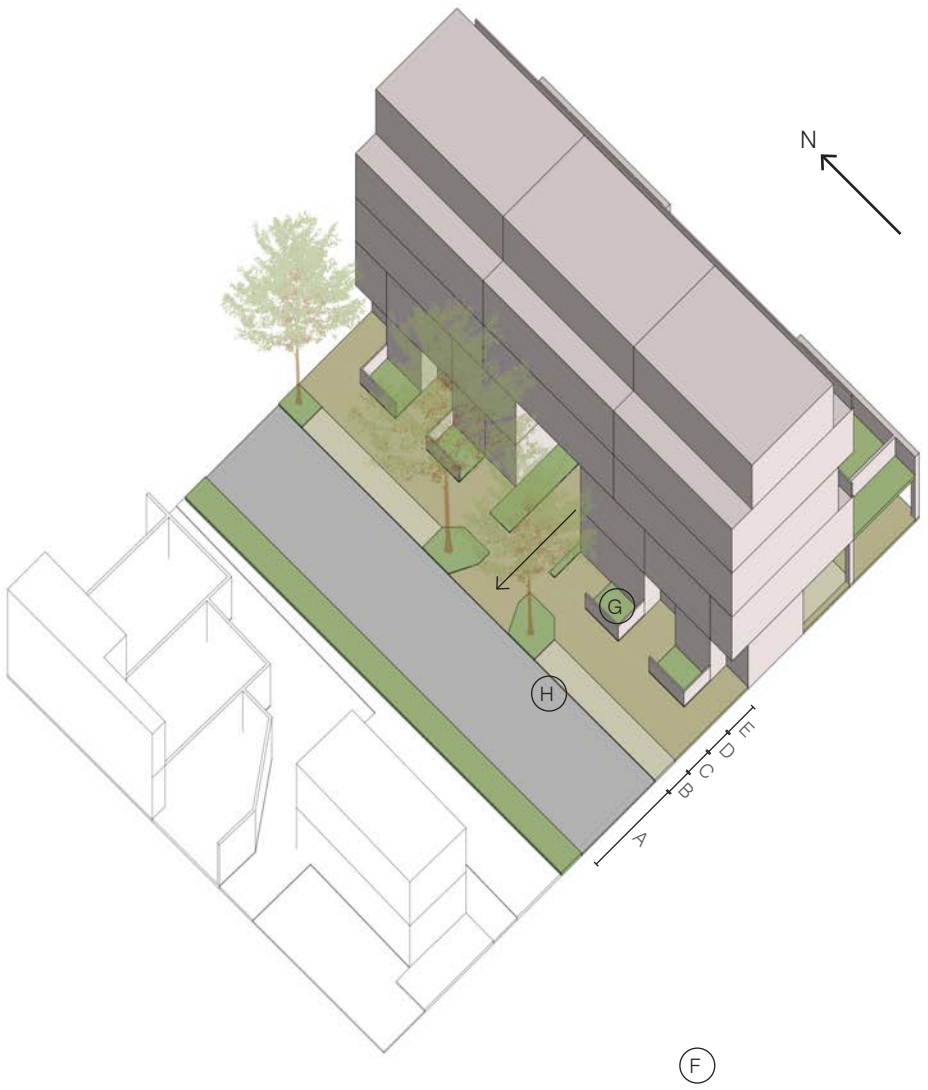
Key (Refer to Sections 3.5 & 3.6 of the Development Framework)

- FIXED Primary Routes
- FIXED Secondary Routes / Avenues
- FIXED Tertiary Routes / The Lanes
- FIXED Residential streets Type A and B
- UNFIXED Residential streets Type A and B
- Parallel and/or perpendicular parking as per UNFIXED Residential streets Type A and B
- Parallel parking
- Perpendicular bay parking along green edges
- Perpendicular bay parking along boundaries
- Parallel and/or perpendicular parking as per FIXED Residential streets Type A and B
- On-plot parking condition - predominately podiums & rear courts
- On-plot parking condition - predominately rear courts & private rear gardens
- On-plot parking condition - Minimal On-Plot parking. Predominantly private rear gardens

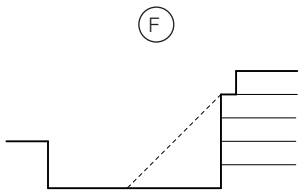
Primary Routes / Boundaries and Bus Route

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

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



Bus route with tall formal frontage
Cambridge



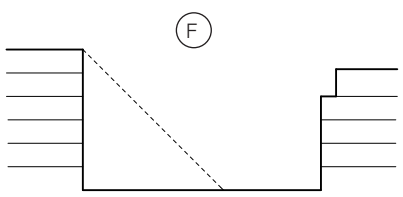
Sectional proportion

Secondary Routes / Boundaries and the Avenue

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

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

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

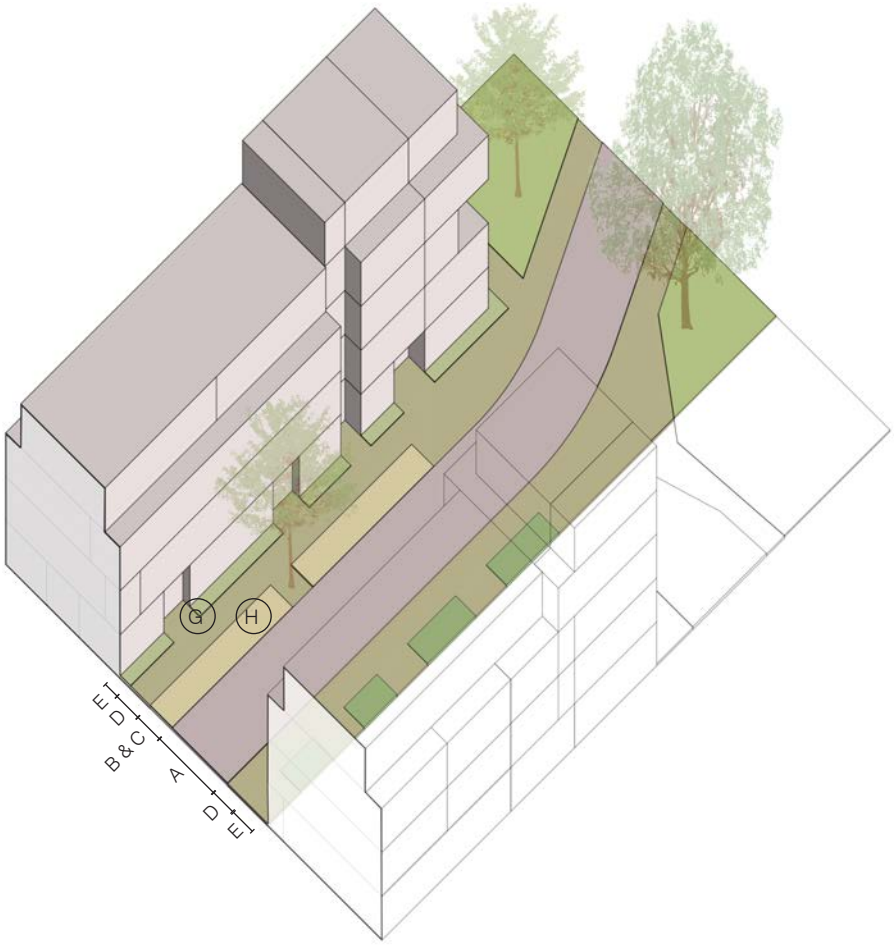


Sectional proportion

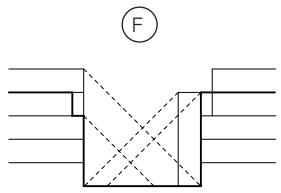
Tertiary Routes / the Lanes

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

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



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

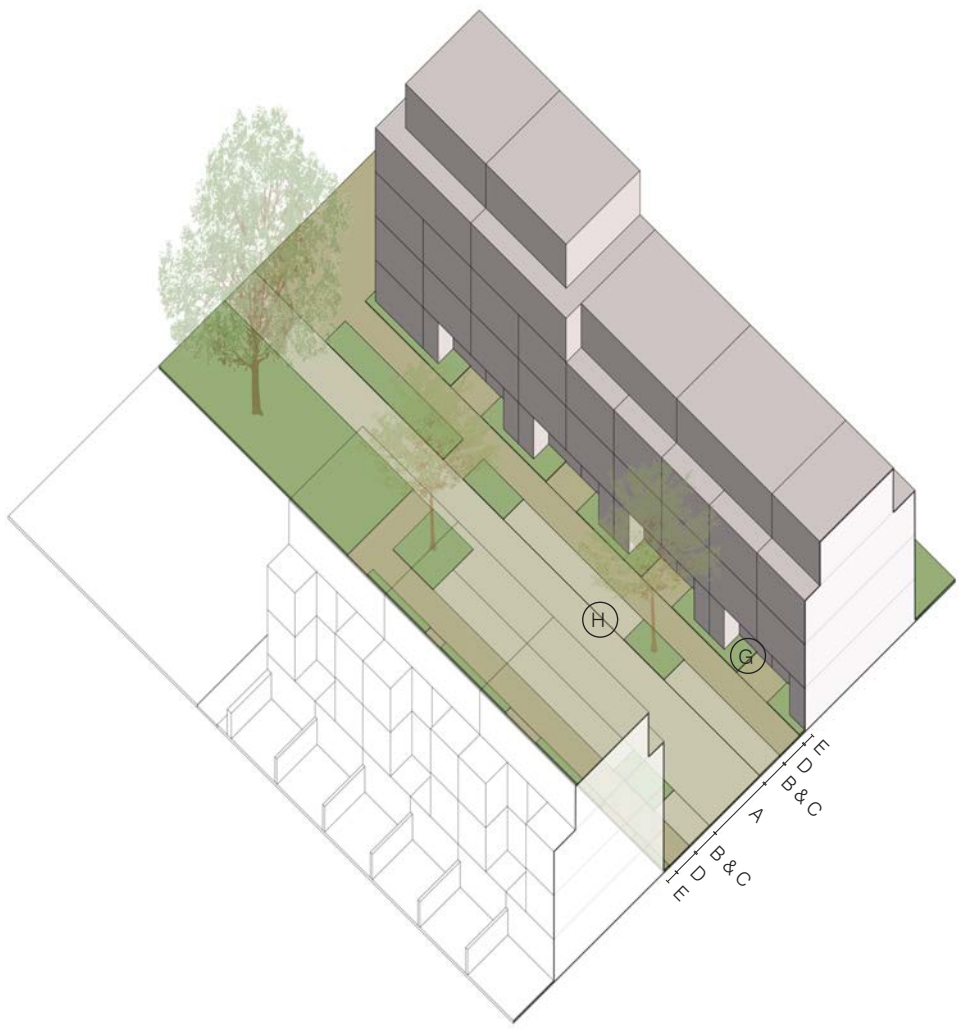


Sectional proportion

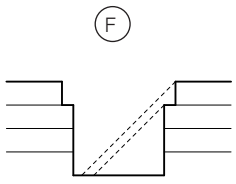
Residential Streets Type A

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

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



Informal local street, with trees and buildings close to back of pavement. Schiller Park Settlement, Berlin.

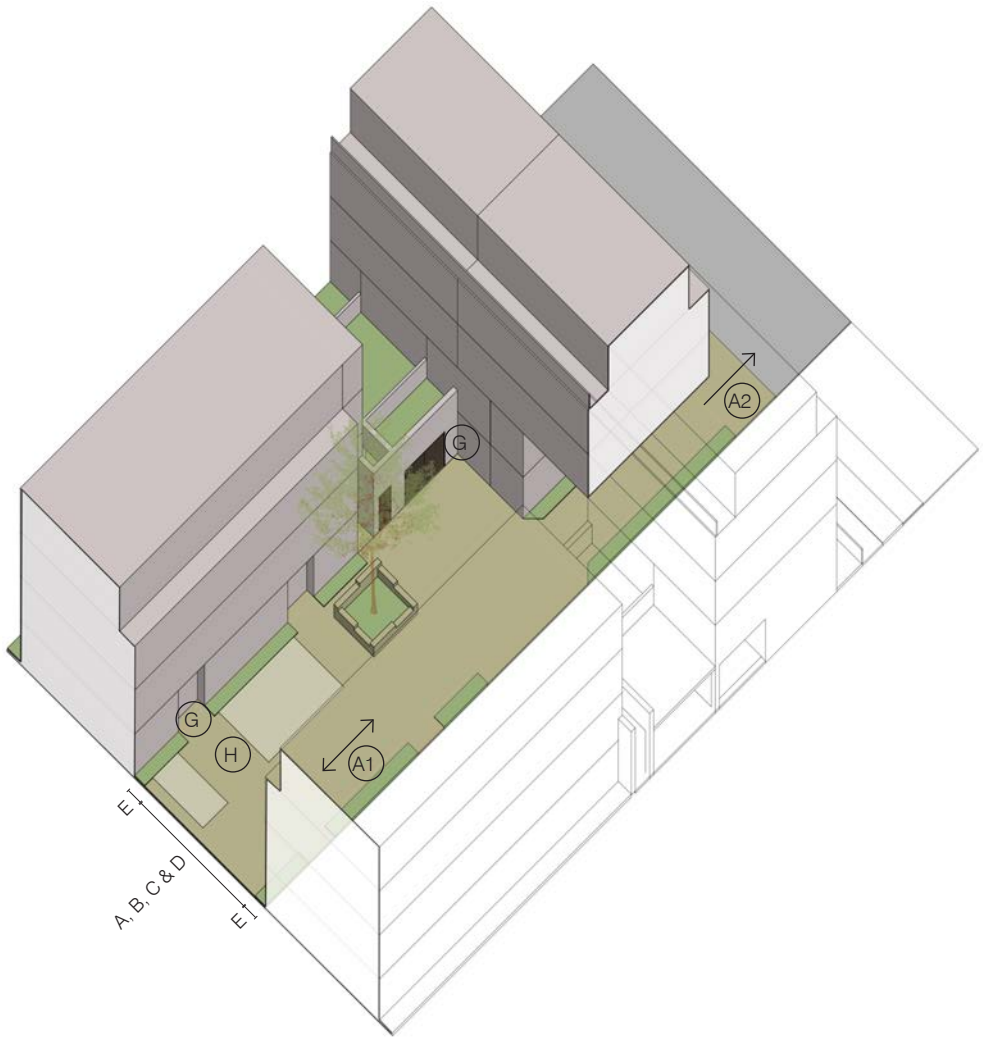


Sectional proportion

Residential Streets Type B

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

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



Sectional proportion

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

Public Realm Details

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

Ensuring permeability

Two storey, covered, level threshold from residential road to primary route, which provides a continuous building line, enables pedestrian and cycle permeability, and potential for one way vehicle. Ensures visual connections through blocks from boundary streets to green spaces within.

Multi-use public realm

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

Pinch point junctions

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

Green Edge Parking

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

Double storey pedestrian opening, Leidsche Rijn

Wide shared active surface leading to green spine, Cambridge

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

Green edge parking, Queens Park, Bristol

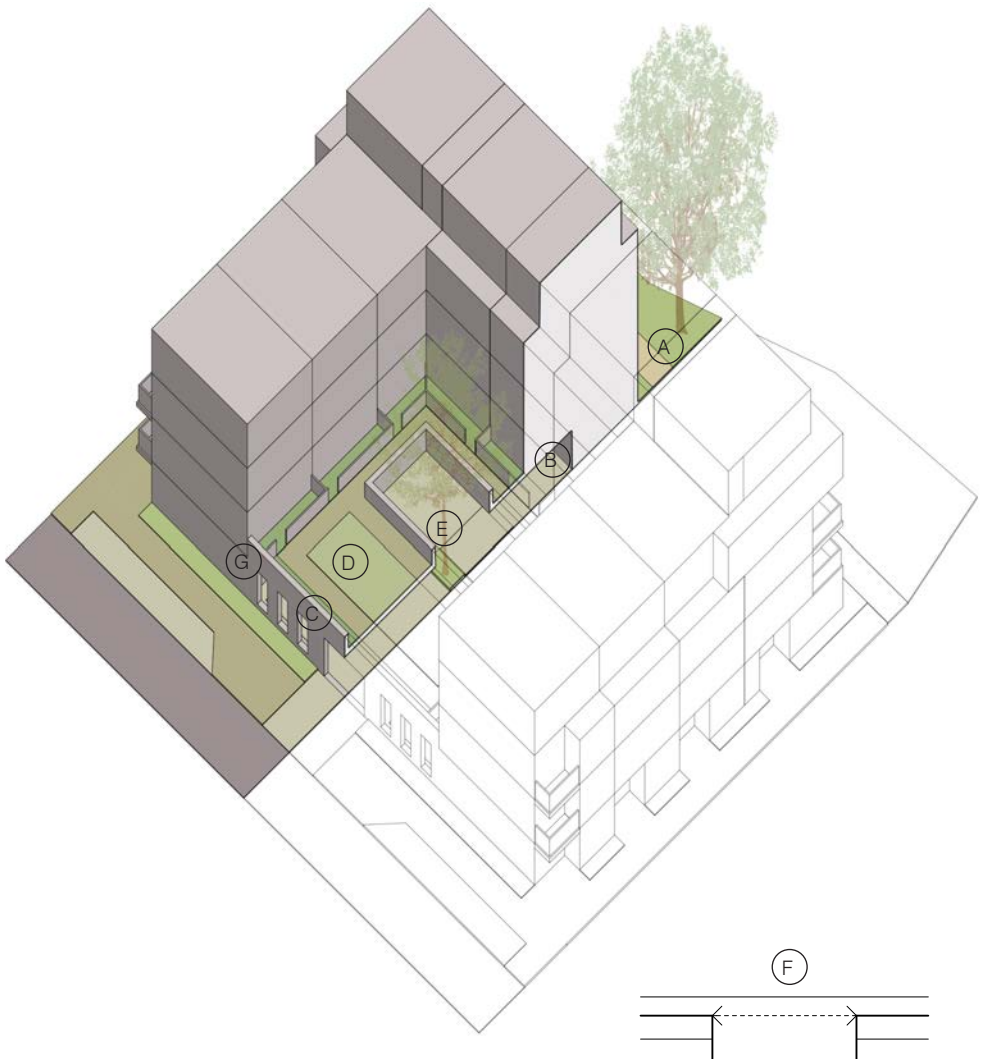
4.6.3
QUALITY OF REAR COURTS & GARDENS

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

Podium Parking and Shared Garden

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

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



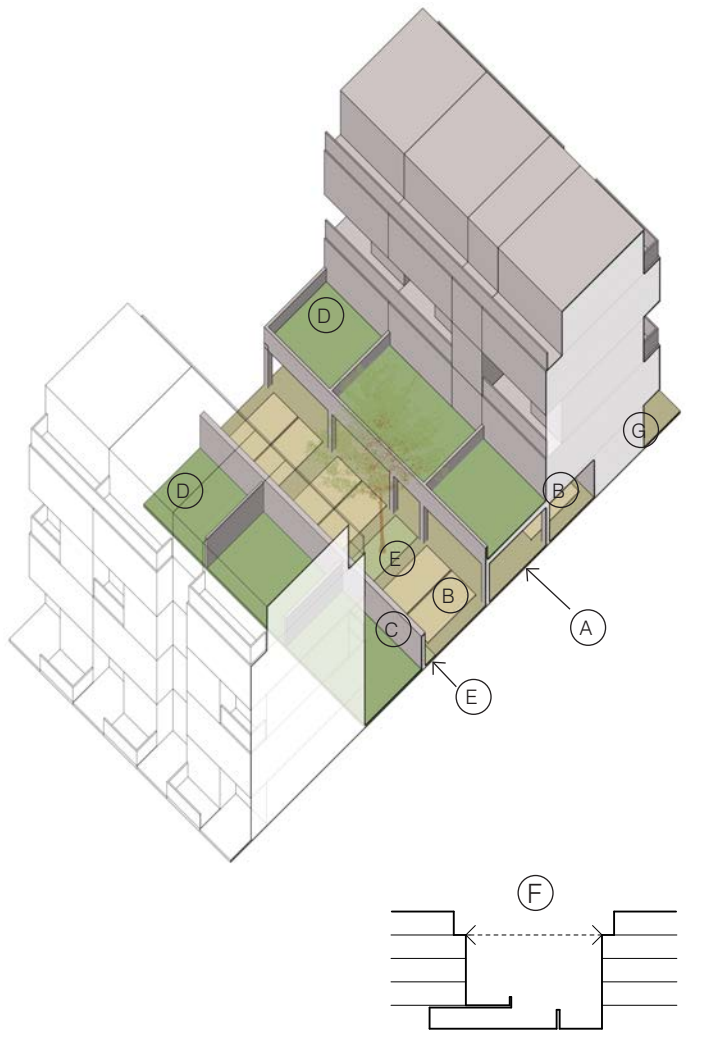
Sectional proportion

Raised gardens
Thames Barrier East Development

Rear Courts & Raised Private Gardens

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

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



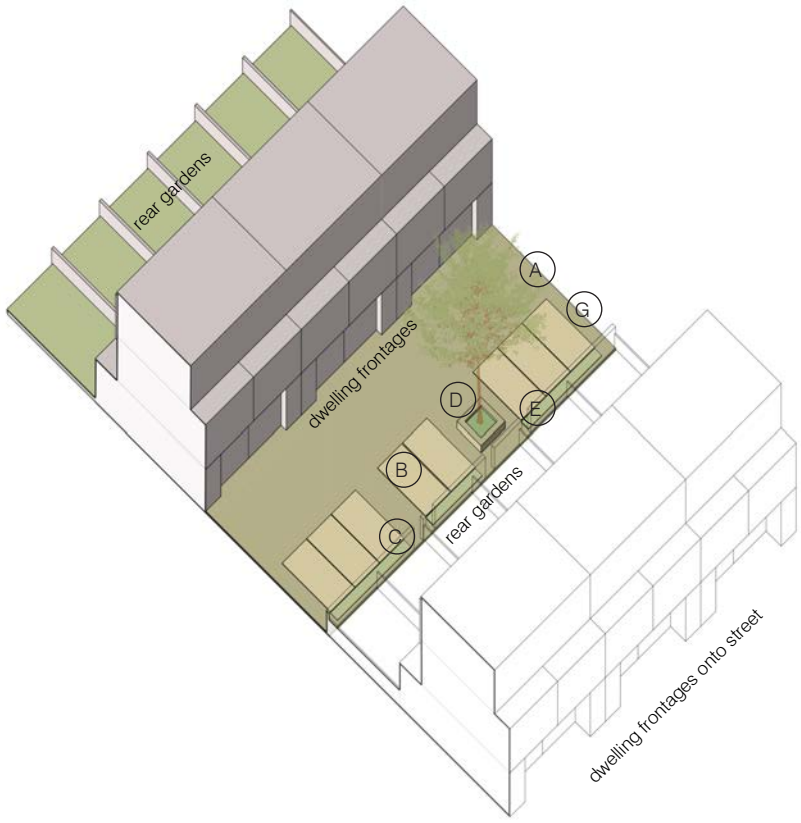
Sectional proportion

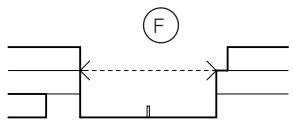
Raised garden decks above parking, with large voids and planting through, Chimney Pot Park

Front to Back Shared Courts

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

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





Sectional proportion

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

Garden Details

Boundary Wall treatments

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

Front gardens

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

Bin Storage

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

Bike Storage

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

Grove Lane, Camberwell

Defined gardens with secure boundaries Queensbridge Quarter

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

Podium parking concealed behind textured metalwork, Thames Barrier East

BARNET LONDON BOROUGH

4.6.4
QUALITY OF ARCHITECTURE

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

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

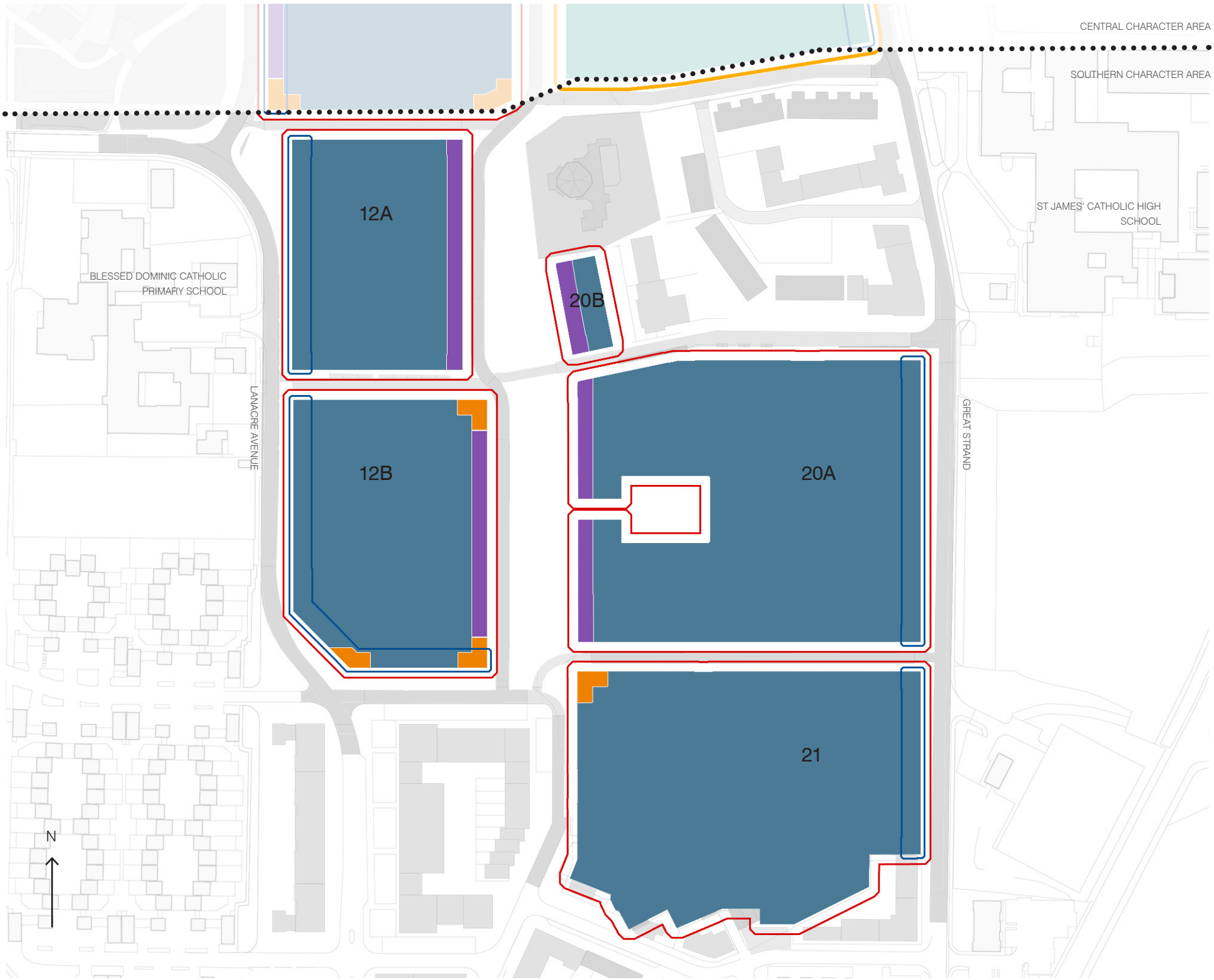


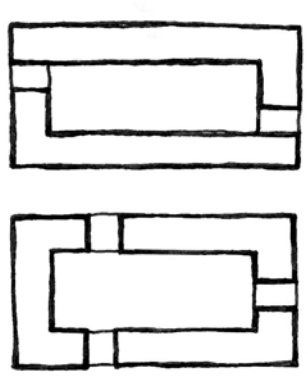
Figure 4.6.3 - Combined Parameter Plan for Character Area Heights, Density and Residential Typologies

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

- General block heights - Low (typically 3 storeys)
- General block heights - Medium (typically 4 storeys)
- General block heights - High (typically 4 to 5 storeys)
- Key frontage locations
- Prominent corner locations
- Predominantly mansion block typologies (stacked maisonettes with flats above)
- Mixed typologies (maisonettes, flats and houses)
- Predominantly traditional terraced typologies (terraced family houses)
- Locations for continuous plot frontage

Massing & Form

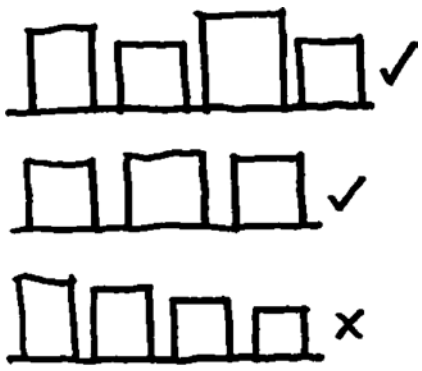
The block should have a form and mass that strongly defines it's perimeter and edges. Higher densities in south will allow for longer block runs.



Typical mansion block typologies, Maida Vale, London

Relative Heights

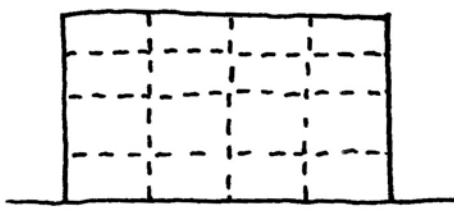
Heights of adjacent blocks should generally be consistent - not staircase form. Green frontage can be +1 storey maximum; corner frontages can be + 2 storeys maximum.



Consistency in Heights, East Village, London

Typologies

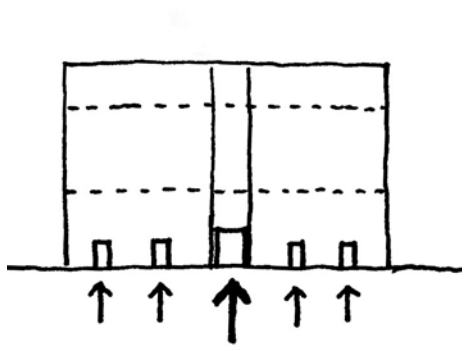
A mixture of flats and maisonettes that relate to the mansion block typology and allow for higher densities than the north and south character areas.



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

Entrances

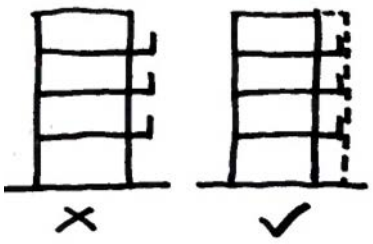
Generous and spacious entrances for communal lobbies. All ground floor dwellings to have private entrances accessed directly from the street.



Generous entrances, Hammond Court, Waltham Forest, London

Deck access

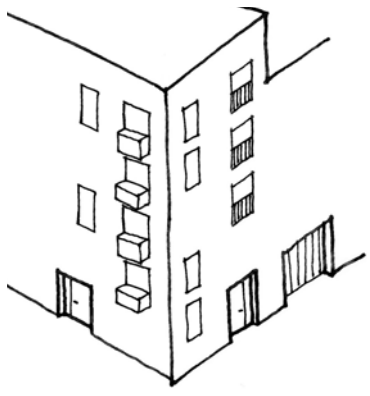
Deck access layouts if used require concealing behind a rear facade. A core should not serve more than 8 dwellings on each floor.



Concealed deck access, Hammond Court, Waltham Forest, London

Corner Treatments

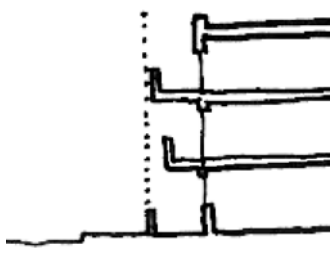
Corners need to use elements like entrances, balconies and fenestration to articulate corners and ensure overlooking and animation on both street facades.



Active corner conditions, Accordia, Cambridge

Private Amenity Space

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



Proportional protruding balconies
Kidbrooke Village Phase 1, London

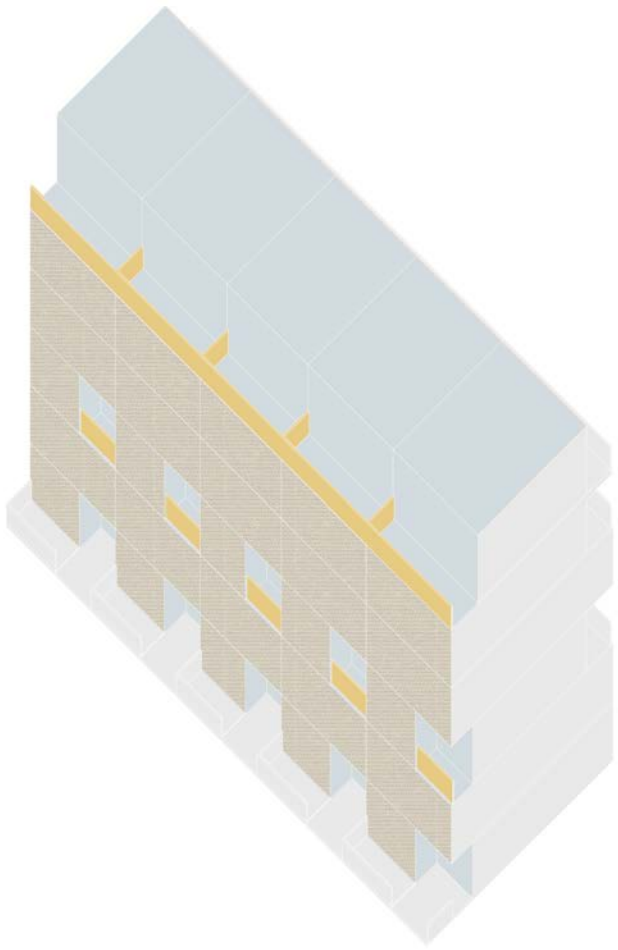
Typical Block Character

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

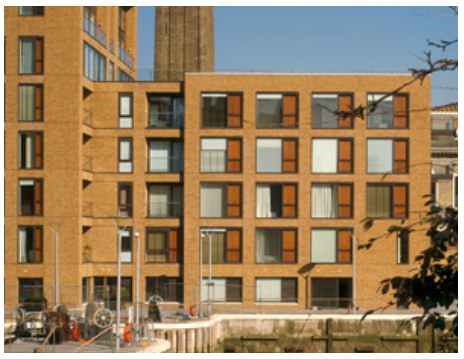
Described as ‘background’ or ‘the everyday’ buildings these form the majority of blocks, but are of no less quality or importance in creating the urban and architectural character of the neighbourhood. Blocks which lie opposite and adjacent to new and existing residential blocks to the south must respond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

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

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



Order and simplicity in facade treatments, Finsbury Park



Singular materiality and simple block form, Grosvenor Waterside

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

Key

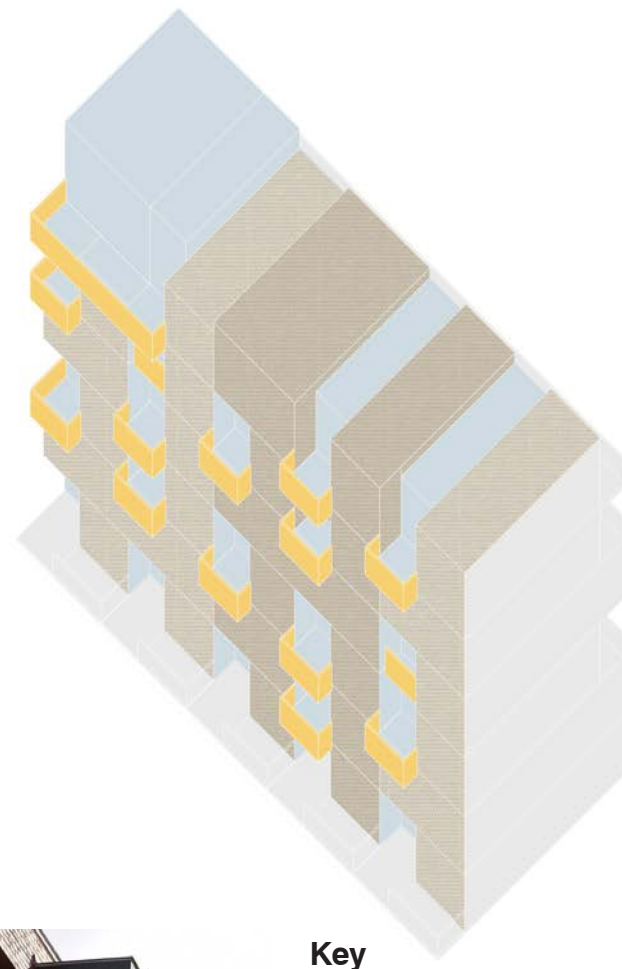
- Singular materiality
- Facade articulation (intrusions, relief, insets)
- Features (protrusions, balconies, bays)

Key Frontage Character

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

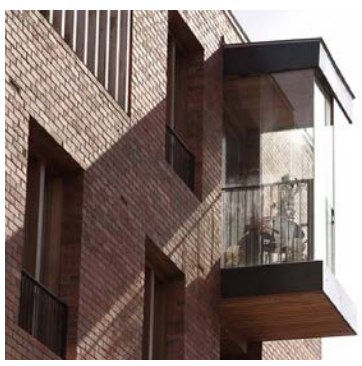
However, the architecture should also adopt the underlying principles of the typical block character as above, ie. orthogonal massing, generous proportions and high quality expressed through refined detailing.

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



Expression of balconies and articulation of rooflines, Kilburn, London

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



Articulation of the elevational line, Timberyard, Dublin

Key

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

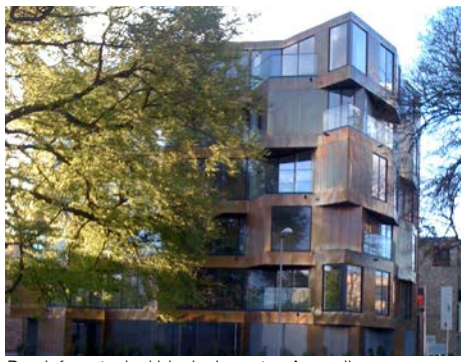
Prominent Corner Character

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

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

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

Articulation of elements on corner block, Tokyo, Japan



Break from typical block character, Accordia, Cambridge

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

Key

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

Typical Material Palette

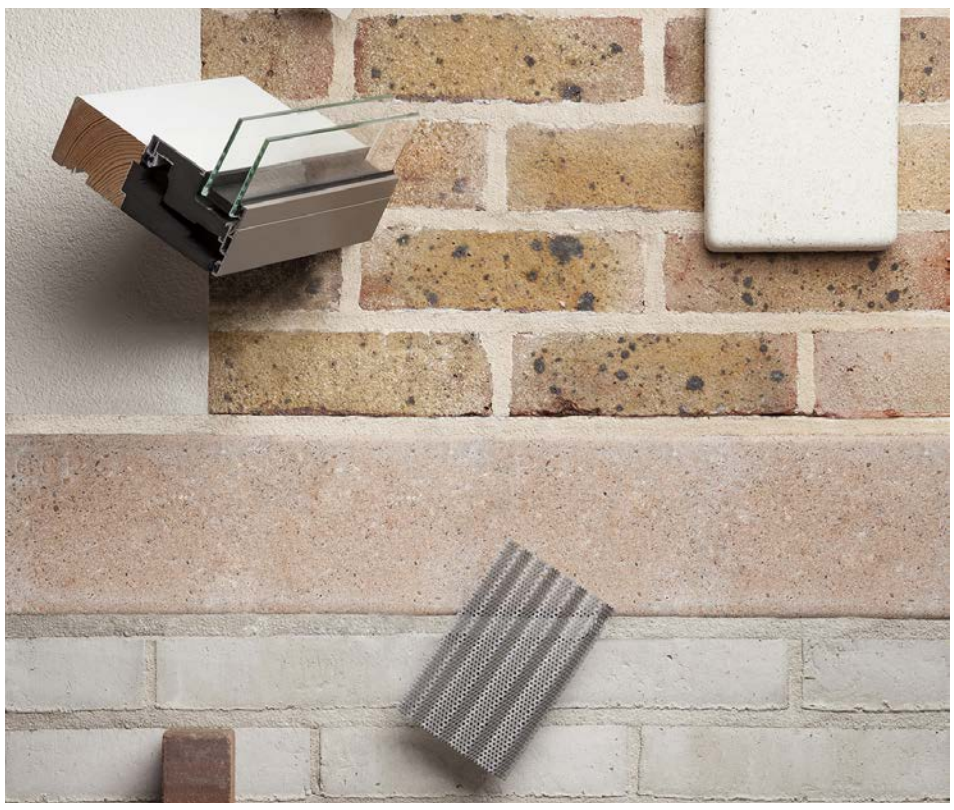
The material character describes the scope of materials which will form the common palette for buildings in the southern area. This should compliment the material finishes that are already prevalent through phase 1B development.

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

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

Existing material palette at phase 1B development

Predominantly buff colour palette, Bear Lane



4.7
NORTHERN CHARACTER AREA

4.7.1
QUALITY OF OPEN SPACE, PUBLIC REALM & PLAY

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

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

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

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

- FIXED Open spaces - Enhanced existing green assets
- UNFIXED Open spaces - New pocket parks
- S — Open space reference
- Green Spine - north-south continuous green route
- Connecting Green routes - east-west links
- Indicative locations for play
- Existing trees on fixed open spaces & the Green Spine
- Existing trees on-plot & on-street
- Rear gardens - predominantly podiums & rear courts
- Rear gardens - mix of podiums, rear courts & rear gardens
- Rear gardens - predominantly private rear gardens

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

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

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

The existing green space to the north of Grahame Park

Traditional Village Green, Toddington

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

A. Retention of mature healthy trees and upkeep of the undulated grass will be the focus of this open space.

B. Pedestrian and cycle paths through the green space should follow desire lines, from street to park, to ensure they would be well used. A main pathway should continue north/south along the Green Spine, linking the space as part of the wider green network.

C. Provision of opportunities for play, relaxation and wildlife by enhancing what already exists along the route. The undulating grass with its freestanding trees can remain intact and become a public asset, bringing together picnic spaces beneath trees and grass mounted play elements scattered along the landscape. A grassy area should be kept open to encourage small scale outdoor family games.

D. The adoption of the site-wide streetscape guidance with a subtle, domestic palette of materials (to be developed and established during the first phase).

E. Adjacent buildings will hug this space from all sides but open up to allow a clear view south into the Green Spine link towards St Augustine's Church and Heybourne Park. This connection needs to remain visible and open.

F. Lighting should aim to provide a sense of intimacy and continuity and reinforce the hierarchy of the lower density housing blocks and terraced streets. Lighting around the Village Green should be appropriate to the local community hub, whilst not interrupting the open space of the Green.

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

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

Existing green asset to be enhanced

Open green space to enable games for all ages

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

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

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

Existing green route towards northern space

Open and overlooked pedestrian and cycling routes through the site

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

N3 & N4. Pocket Parks (Unfixed Open Space)

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

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

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

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

Public Realm Details

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

Play

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

Planting

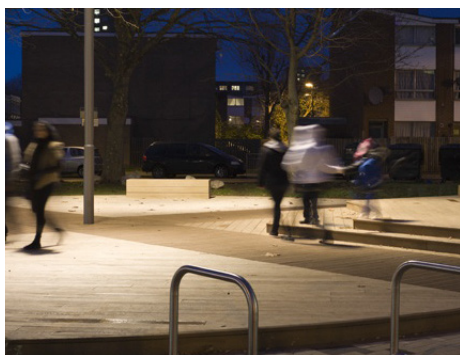
The north area planting should support the domestic character of this area with more structured English garden like planting, with elements of the woodland walk bringing with it wild planting and places for wildlife and play to overlap. The planting here should be fruit trees and berry bushes, as well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

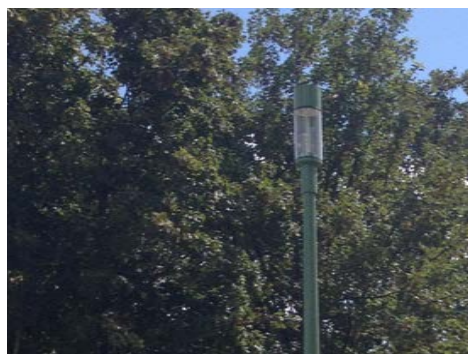
Lighting

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

Furniture

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





4.7.2
QUALITY OF STREETS

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

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

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

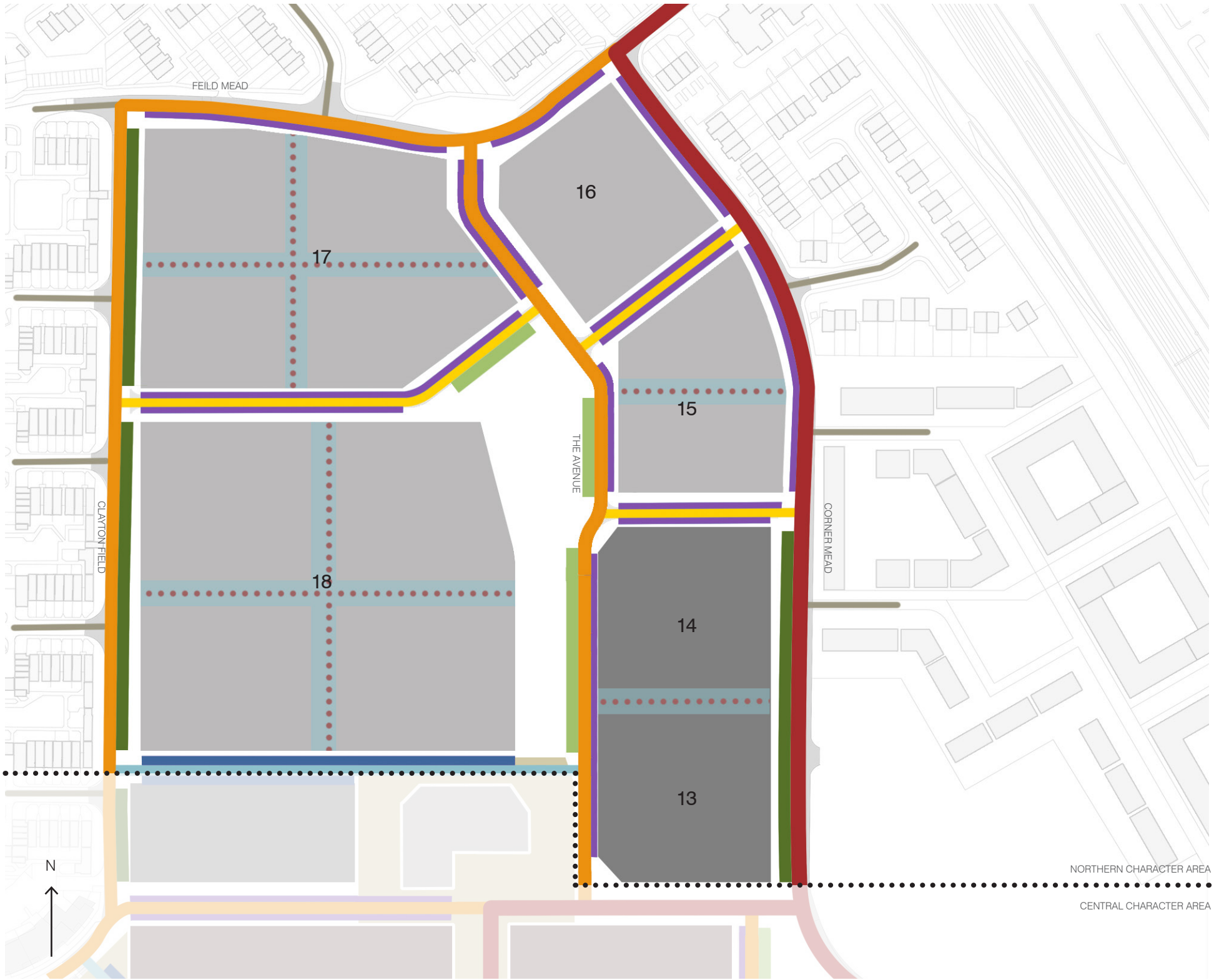


Figure 4.7.2 - Combined Parameter Plan for Character Area Street and Parking Strategy

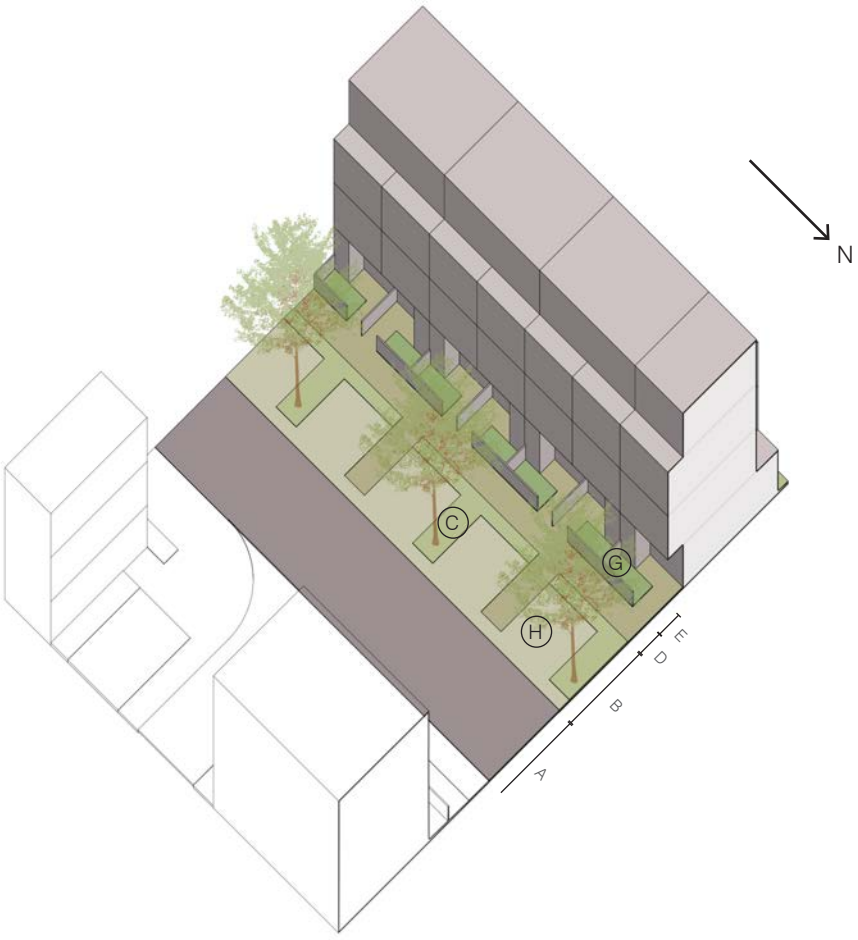
Key (Refer to Sections 3.5 & 3.6 of the Development Framework)

- FIXED Primary Routes
- FIXED Secondary Routes / Avenues
- FIXED Tertiary Routes / The Lanes
- FIXED Residential streets Type A and B
- UNFIXED Residential streets Type A and B
- Parallel and/or perpendicular parking as per UNFIXED Residential streets Type A and B
- Parallel parking
- Perpendicular bay parking along green edges
- Perpendicular bay parking along boundaries
- Parallel and/or perpendicular parking as per FIXED Residential streets Type A and B
- On-plot parking condition - predominately podiums & rear courts
- On-plot parking condition - predominately rear courts & private rear gardens
- On-plot parking condition - minimal on-plot parking Predominantly private rear gardens

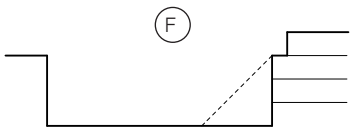
Primary Routes / Boundaries and Bus Route

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

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



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

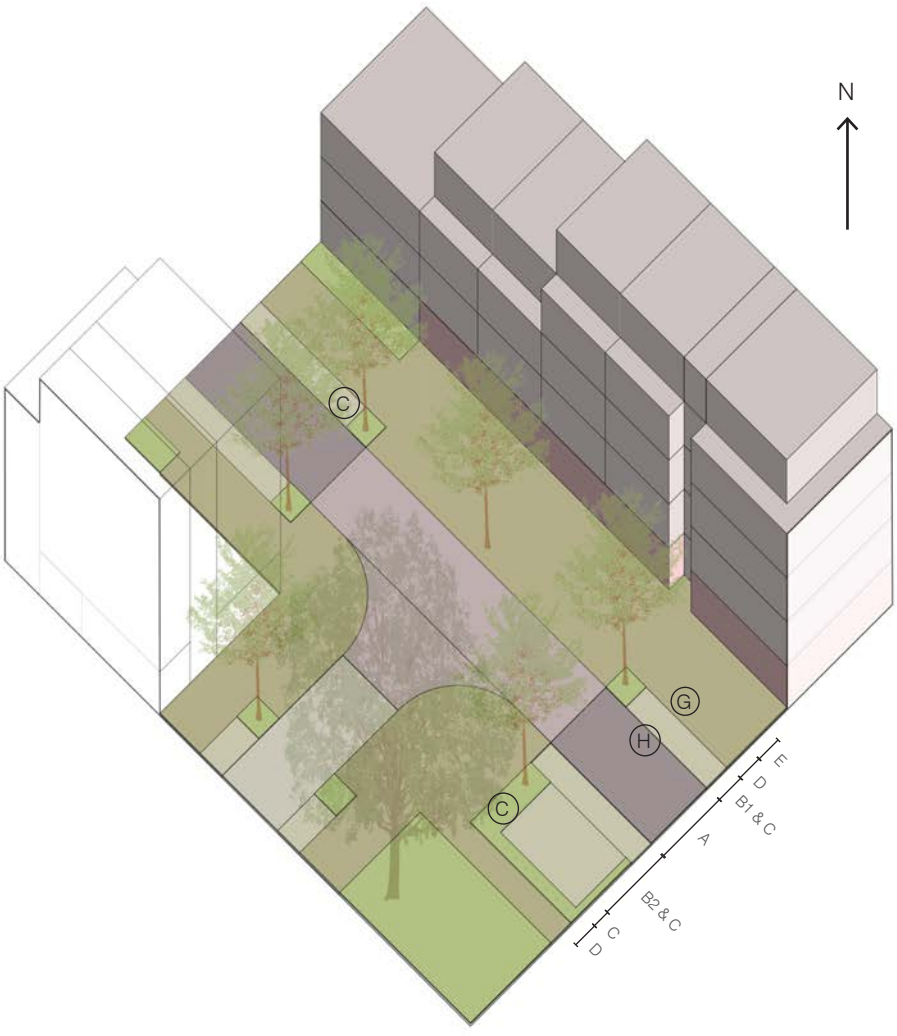


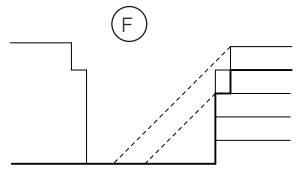
Sectional proportion

Secondary Routes / Boundaries and the Avenue

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

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





Sectional proportion

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

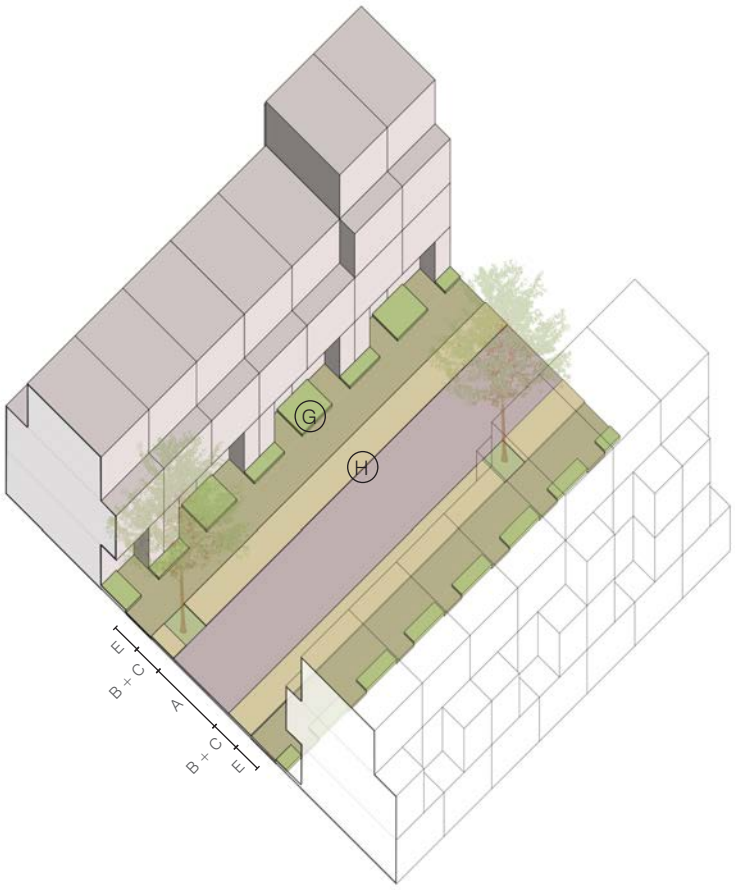
Wandsworth Common

BARNET LONDON BOROUGH

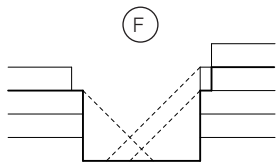
Tertiary Routes / Lanes

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

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



Local residential street integrating parking with flush services

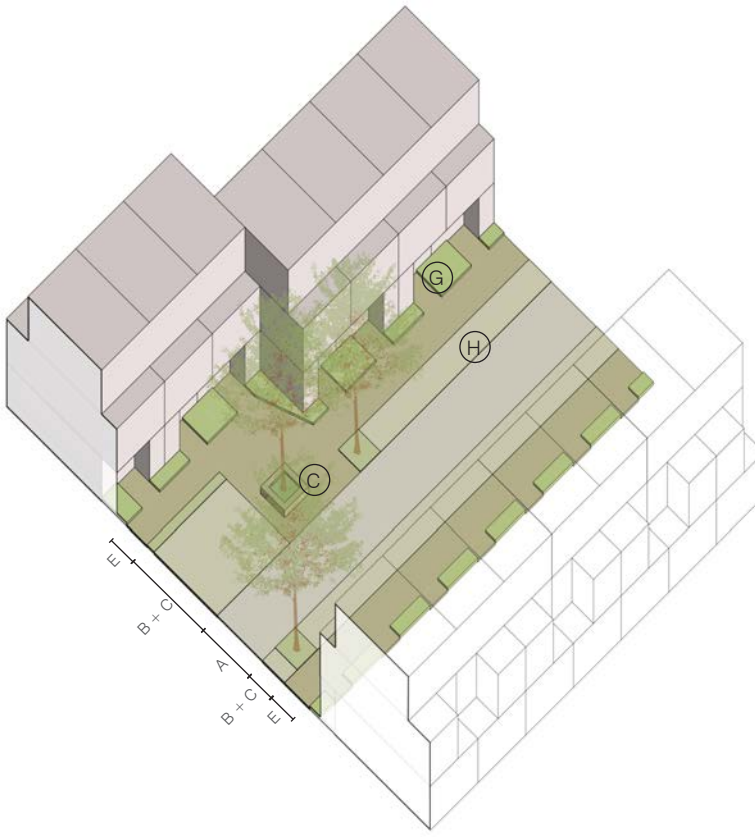


Sectional proportion

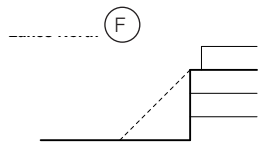
Residential Streets Type A

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

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



Accordia, Cambridge

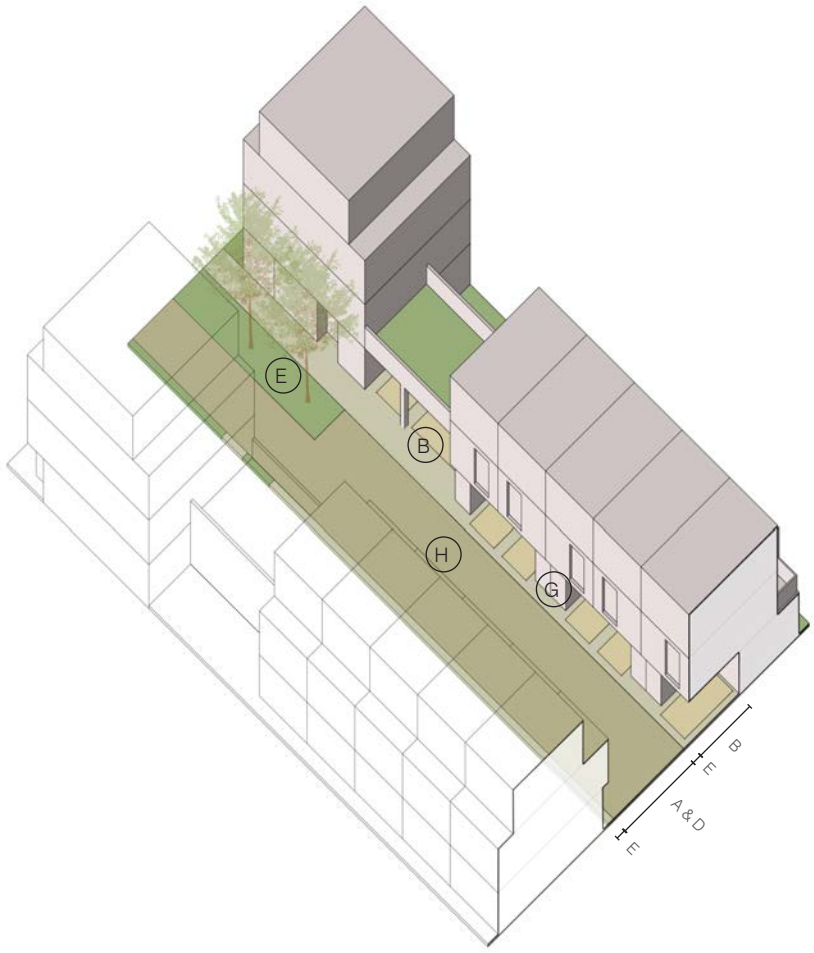


Sectional proportion

Residential Streets Type B

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

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



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

Public Realm Details

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

Streets on Green Routes

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

Green Edge Parking

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

ICON, Street

Garages

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

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

Accordia, Cambridge

Non-Residential Frontage

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

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

New Road, Brighton

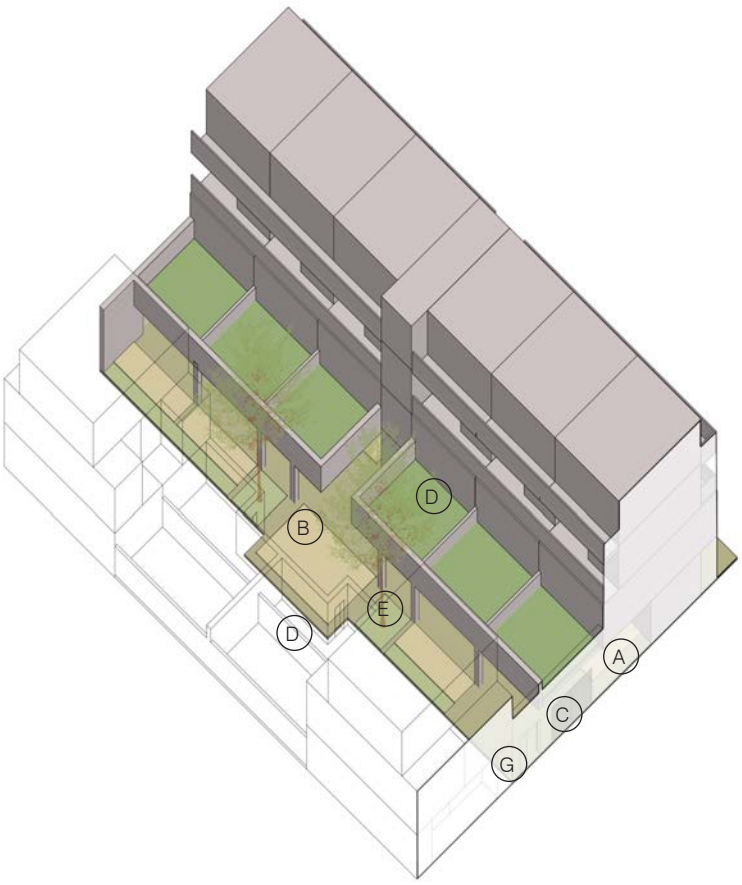
4.7.3
QUALITY OF REAR COURTS & GARDENS

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

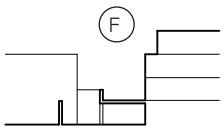
Rear Courts & Raised Private Gardens

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

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



Off street bay parking at gable ends, Molenplien, Netherlands

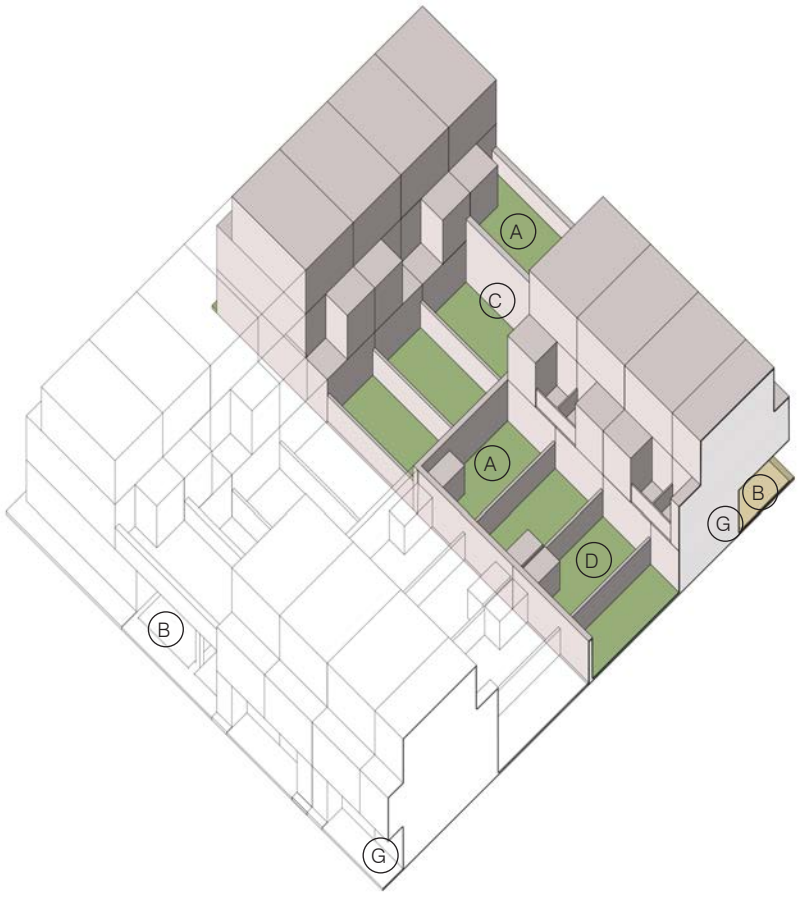


Sectional proportion

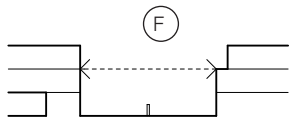
Rear Private Gardens

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

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



Private rear gardens with strong planting elements, Berlin

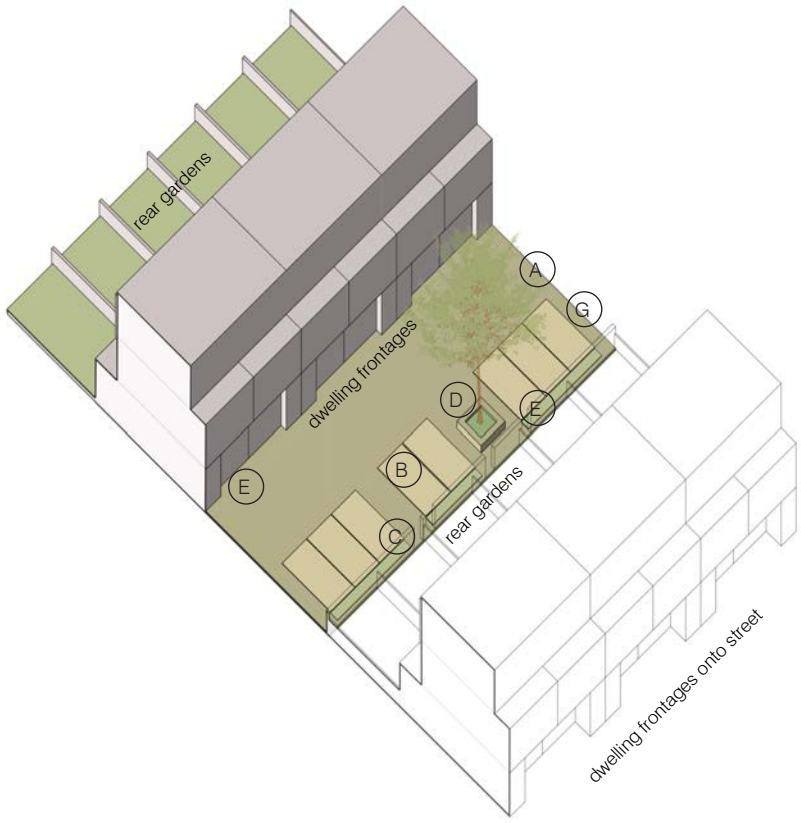


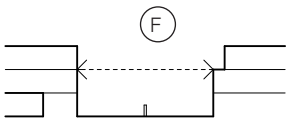
Sectional proportion

Front to Back Shared Courts

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

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





Sectional proportion

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

Garden Details

Front gardens

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

Defined gardens with hedges on boundaries, Great Knighton, Cambridge

Planting Buffers

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

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

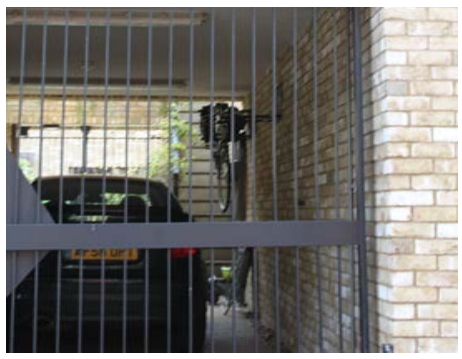
Bin Storage

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

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

Bike Storage

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



Secure bike storage in rear of dwellings, Accordia, Cambridge

4.7.4
QUALITY OF ARCHITECTURE

Massing, Height & Urban Design

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

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

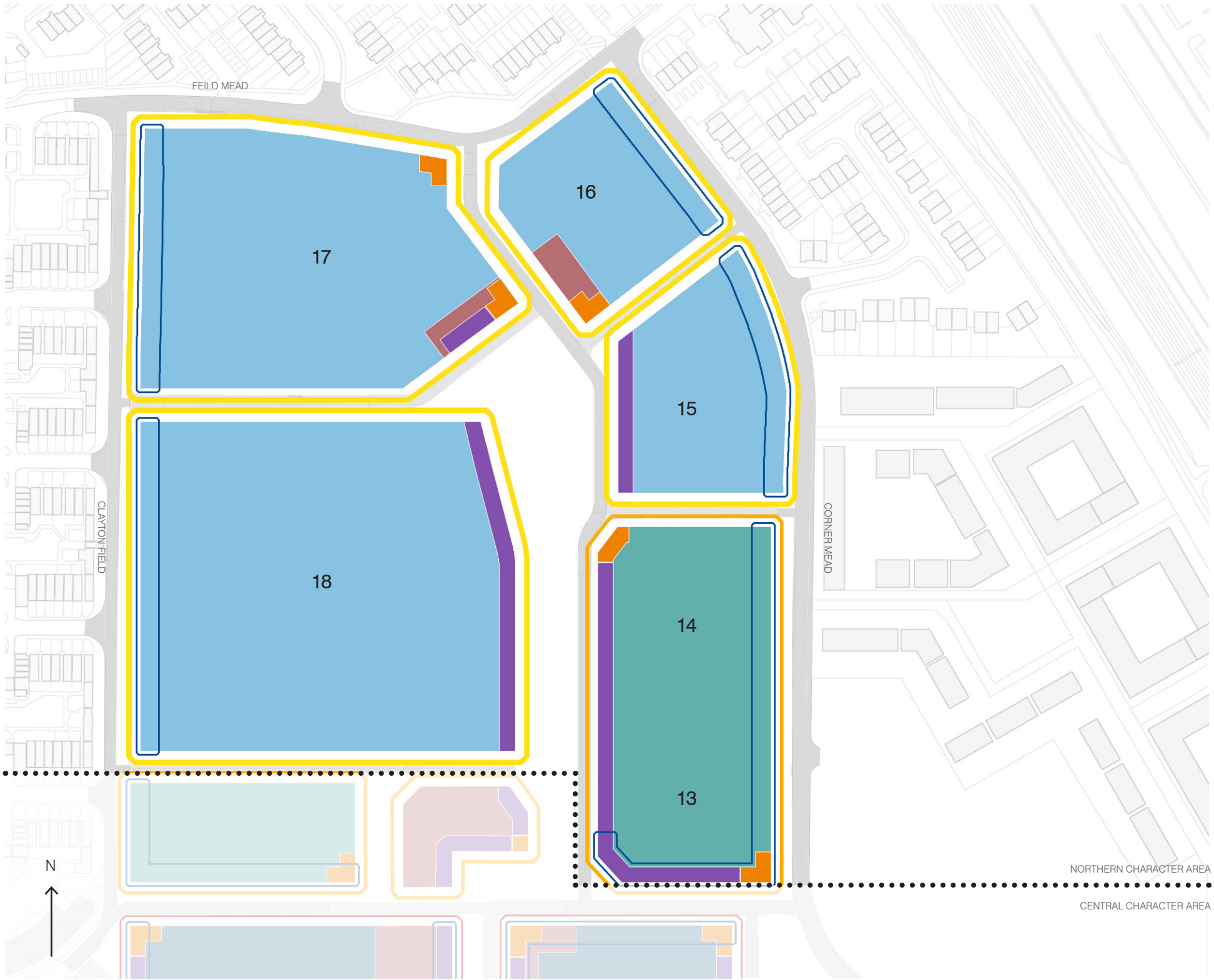


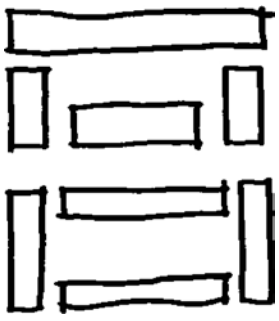
Figure 4.7.3 - Combined Parameter Plan for Character Area Heights, Density and Residential Typologies

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

- General block heights - Low (typically 3 storeys)
- General block heights - Medium (typically 4 storeys)
- General block heights - High (typically 4 to 5 storeys)
- Key frontage locations
- Prominent corner locations
- Non-residential uses (Northern hub)
- Predominantly mansion block typologies (stacked maisonettes with flats above)
- Mixed typologies (maisonettes, flats and houses)
- Predominantly traditional terraced typologies (terraced family houses)
- Locations for continuous plot frontage

Massing & Form

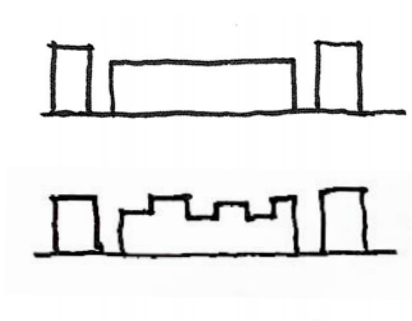
Residential blocks to allow for long straight runs of houses bookended by a run of houses or extend end blocks to provide a clear building line.



Consistent frontage of building line, Chimney Pot Park, Salford

Relative Heights

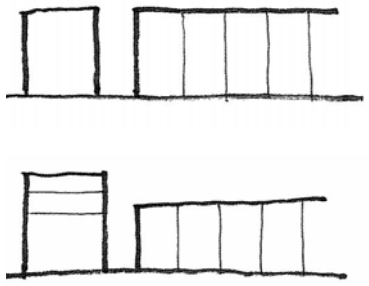
Terraced heights to be generally level but may step higher or lower within mews streets. Bookend blocks may step higher than mid runs.

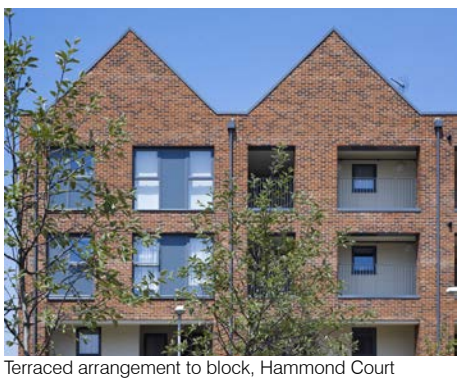


Informal building heights, Molenplien, Netherlands

Typologies

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

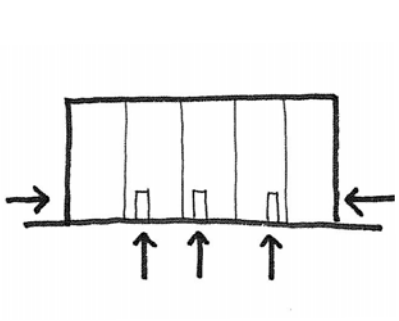




Terraced arrangement to block, Hammond Court

Entrances

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



Main entrances to the street., Molenplien, Netherlands.

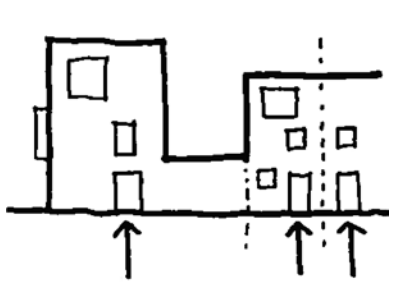
Garages

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

Traditional Mews Street, Queensbury Mews, London

Corner Treatments

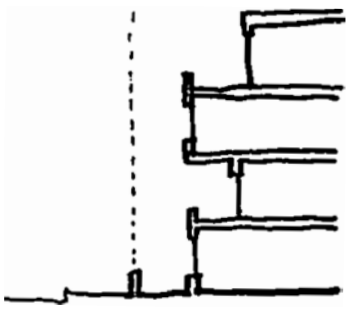
Corners need to use elements like entrances, balconies and fenestration to articulate corners and ensure overlooking and animation on both street facades.



Articulated return on the building facade, Braes Street, Islington

Private Amenity Space

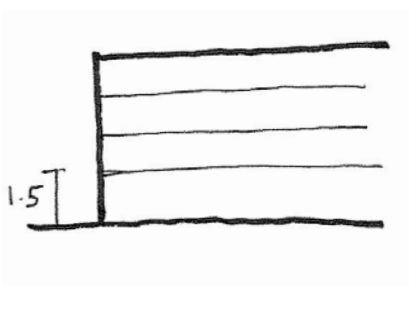
Predominantly terraced private amenity space to the rear and balconies being inset to the front facade. Balcony treatment should adhere to allocated block and facade characters.



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

Non-residential provision

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



An active ground floor level, Alex Monroe Studios, Southwark

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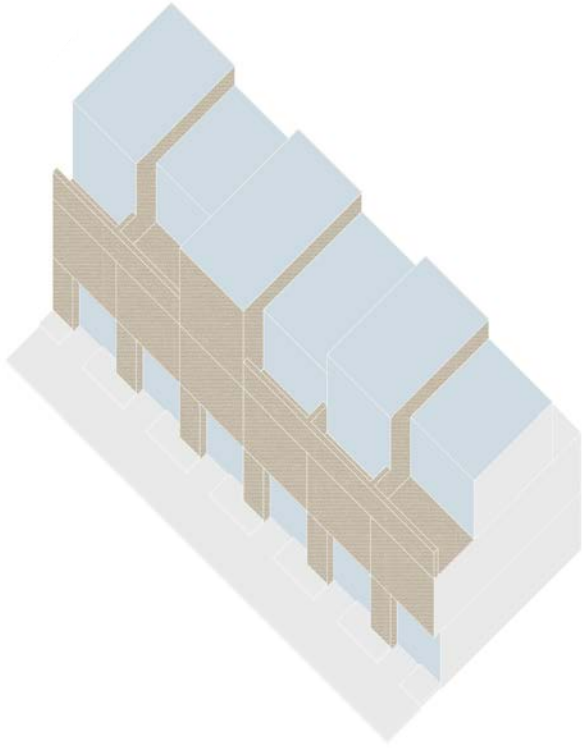
Typical Block Character

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

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



Repetitive building type with terraces, Great Knighton,

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

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

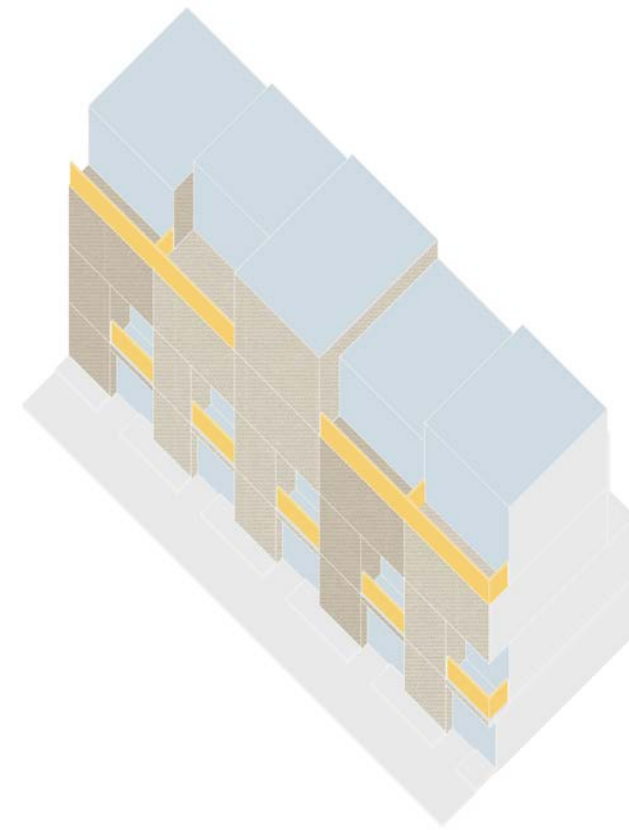
Key

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

Key Frontage Character

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

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



Informal roofline and scope for material change, Saffron Walden, Essex

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

Inset balconies to mid level apartments, Canning Town

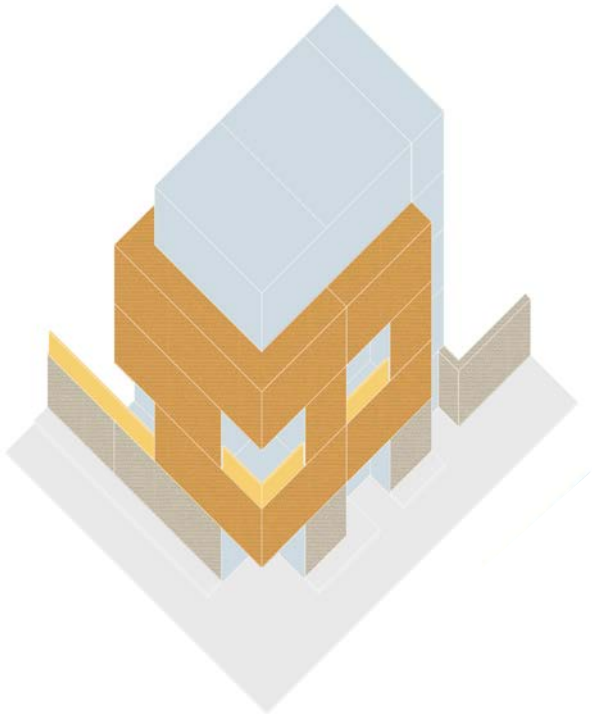
Key

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

Prominent Corner Character

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

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



Height and change in material to corner Abode, Newhall

Change of form to corner building, Great Knighton,

Scope for material change, Hereward Hall

Key

Contrasting materiality (scope within palette)

Facade articulation (intrusions, relief, insets)

Features (protrusions, balconies, bays)

Typical Material Palette

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

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

Drawing influence from the existing material palette in the surrounding area

Dark brick finishes, Queensbridge Quarter, Levitt Bernstein

Brick and other masonry finishes as a key material

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