

3.1 PLOT 15 CONTEXT

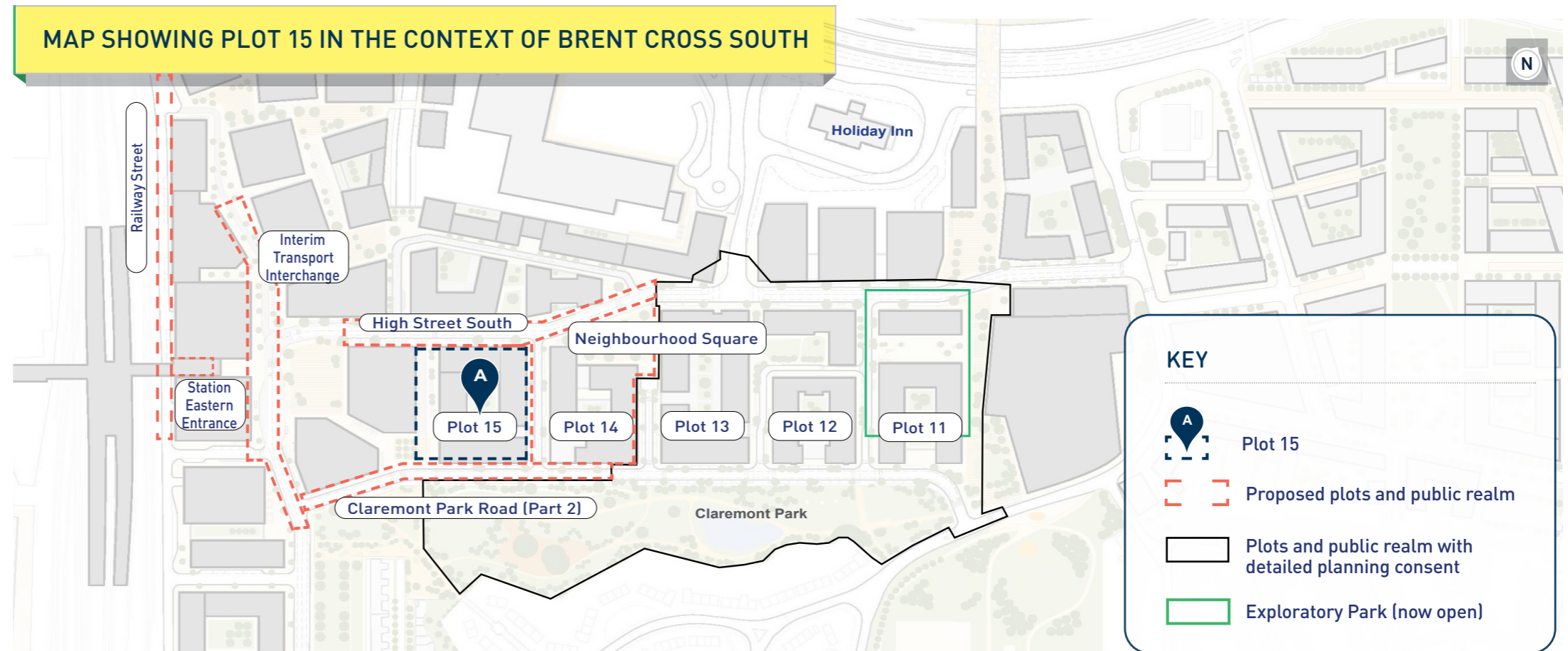
ABOUT PLOT 15

Plot 15 is the latest residential plot to come forward as part of the BXS masterplan. Plot 15 sits within Phase 2 (South) (Plots) and is located in the row of residential plots overlooking Claremont Park.

Plot 15 is being designed by dRMM, a London-based, international studio of architects and designers, renowned for creating architecture that is innovative, high quality and socially useful.

Within Plot 15, there are one, two and three bedroom apartments as well as a series of maisonettes at the ground and first floor levels. These unit types are spread evenly around the site, giving maximum choice and offer across tenures.

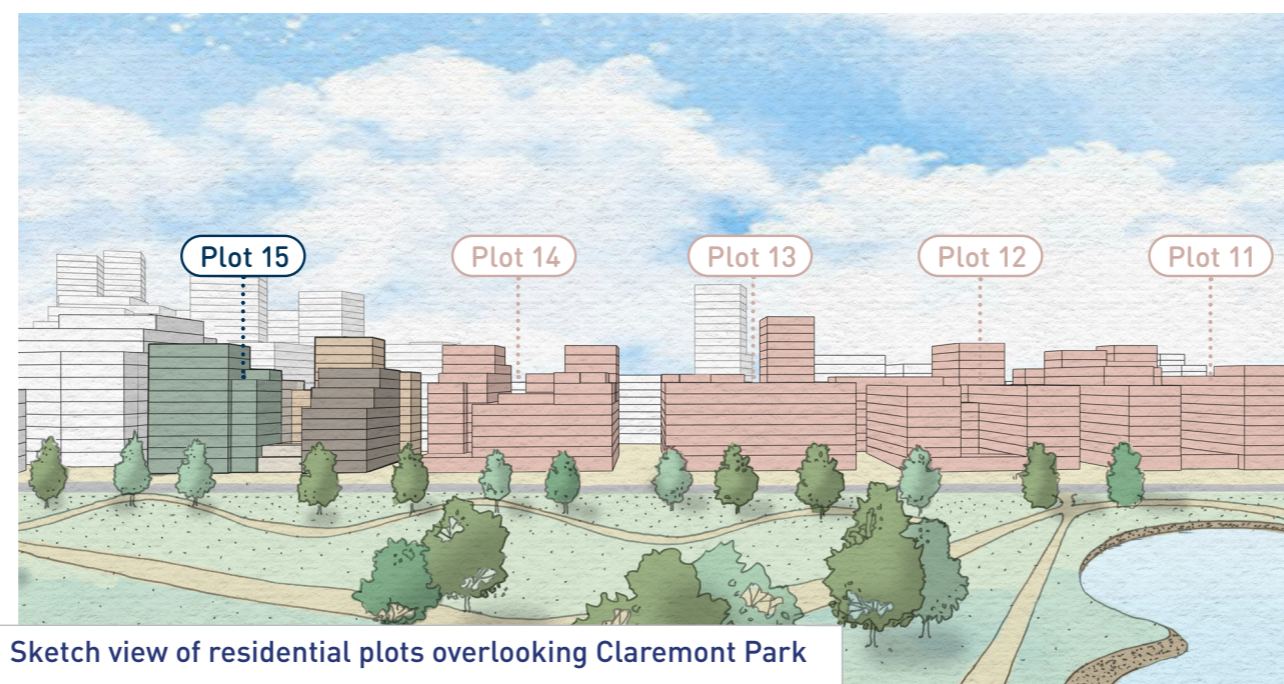
The buildings also provide access to shared communal gardens, courtyards and roof terraces, specifically made for use by residents of this Plot. Plot 15 is accommodating the social rented element of BXS Phase 2's affordable housing provision, which equates to 50 social rented units.



PLOT 15 SUMMARY

Plot 15 is proposed as four buildings to deliver approximately 280 homes, and four retail units on the ground floor. Residential amenities proposed include a gym intended for the residents of Plot 15.

- Approximately 229 homes
- 50 affordable homes
- 40 parking spaces on site
- Residential & retail uses on the ground floor



Sketch view of residential plots overlooking Claremont Park



Proposed neighbouring residential Plot 14 to the east (consulted on in February 2020)

3.2 PLOT 15 DESIGN

DESIGN CONCEPT

The design for Plot 15 proposes a vibrant and elegant series of individual residential buildings. Each building will have its own character and sense of identity. The buildings are set around a central residents' garden and courtyard.

The four residential buildings are connected by low rise pavilions that will offer shared communal facilities and maximise views from the proposed homes to Claremont Park and the central green spaces.

Wellbeing of residents is prioritised, ensuring access to natural ventilation, making for a healthy place to live. Plot 15 lies at the transition between the office and commercial area to the west, and the residential area in the centre and east of the masterplan, meaning Plot 15 is required to have a strong civic character.

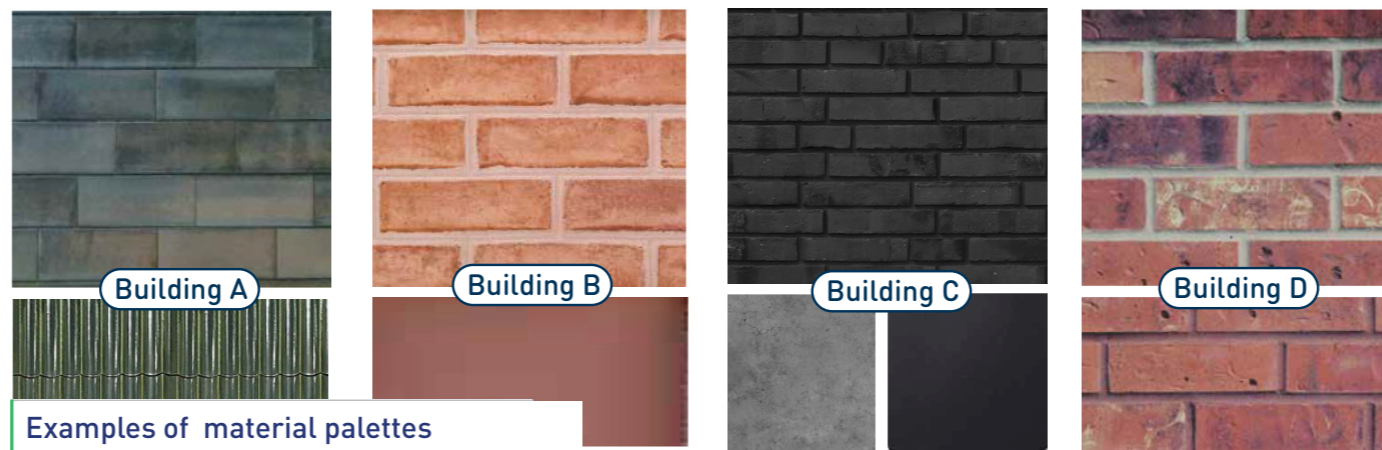
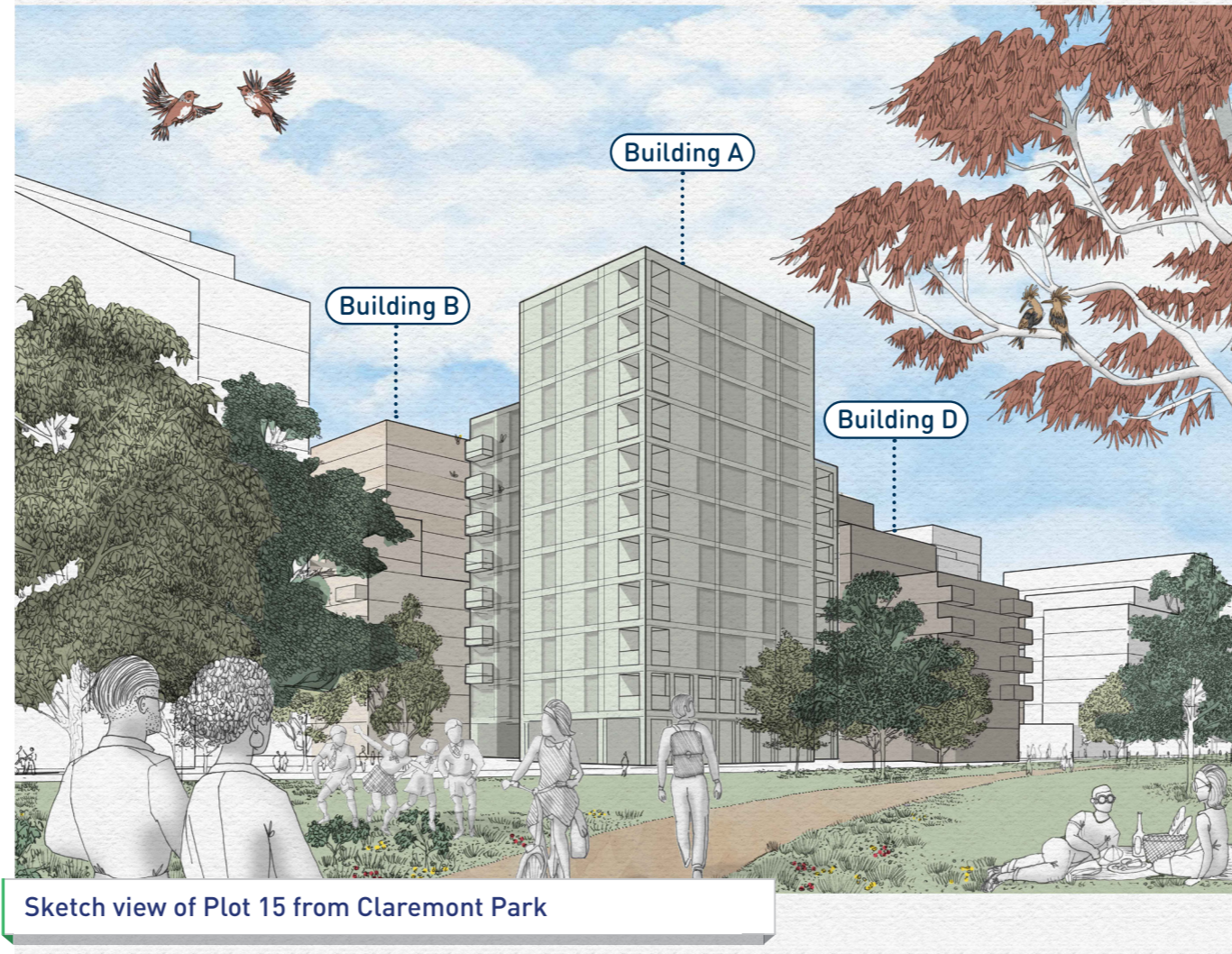
This civic character is embodied in the design of the facade and massing. This massing responds to the scale of the proposed office buildings and neighbouring residential plots.

MATERIAL PALETTE

Each building within Plot 15 is proposed to have its own primary material, which will help to define a character and sense of identity for those who live there.

Materials will be high-quality, predominantly in brick and glazed tiles to resonate with the rest of the emerging masterplan and provide a robust finish which will age well.

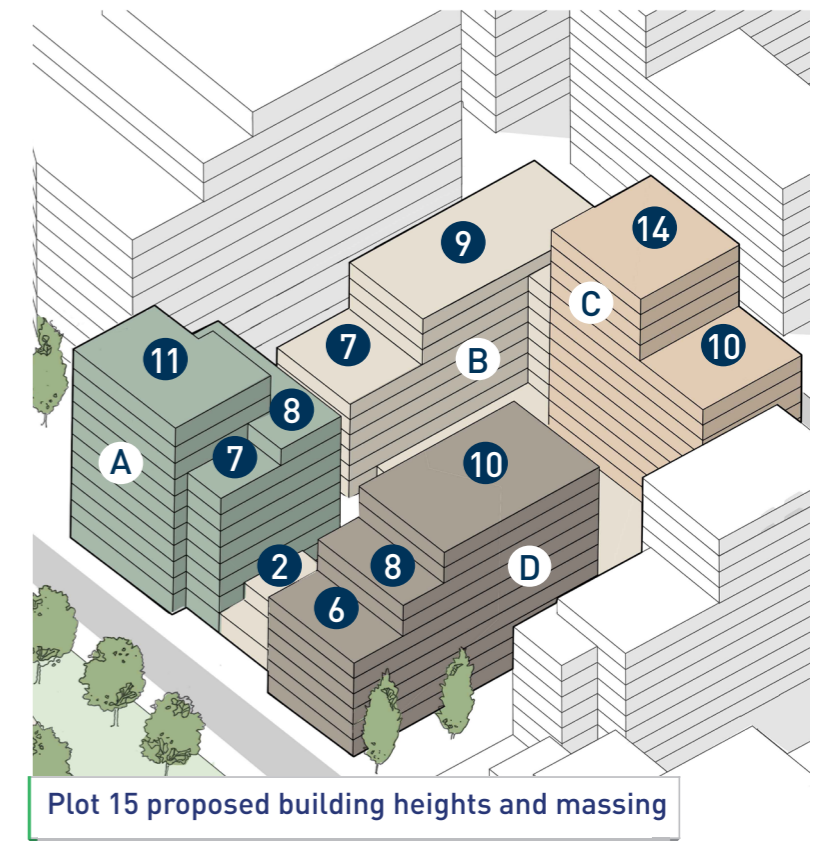
The smaller pavilion style buildings sitting between the four principle buildings will house the main entrance and cycle stores, and are proposed to be finished with glazed facades and perforate meshes, creating visual interest and contributing to the activation along the street.



HEIGHTS AND MASSING

The heights of the four buildings within Plot 15 have been carefully composed in order to create an interesting varied composition. The buildings are arranged so that they contribute positively to the surrounding public space, creating clear routes and facing onto spaces in a way which enhances them.

The varied building heights also help to break up the Plot, and present a different character for each residential block. This helps to create a sense of identity and ownership for residents, and avoiding an appearance which feels too dominant.



3.3 PLOT 15 GROUND FLOOR

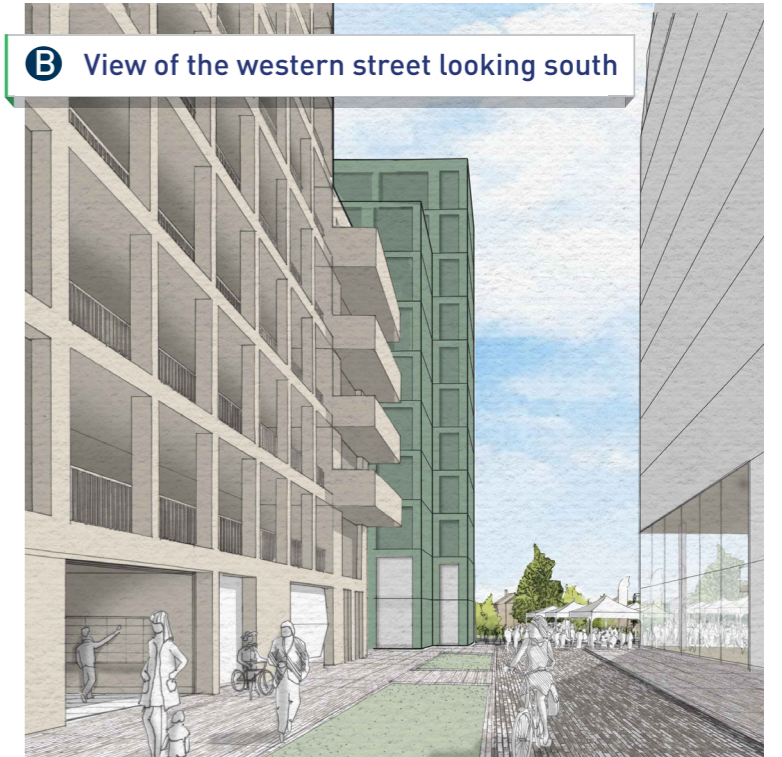
GROUND FLOOR ACTIVE USES

Plot 15 has been specifically designed to create a positive relationship with all neighbouring frontages.

The ground floor has been designed to maximise retail frontages providing high quality, flexible spaces with the opportunity to respond to demand. This active frontage will strengthen the connection between Station Square (west of Plot 20) to Neighbourhood Square (north of Plot 14).

On the northern edge it will contribute to the High Street retail offer. On the southern corner, the retail unit will anchor Building A and address Claremont Place directly with outdoor seating and orientation towards this vibrant space.

Along the street on the eastern side of Plot 15, a clustering of residential entrances, when combined with those on Plot 14, will help to give a strong residential character to this tertiary road.



3.4 ACCESS & SERVICING FEATURES

Plot 15 will have a range of transport and servicing features, ensuring that the residential plot is accessible and well connected. Plot 15 is also located in close proximity to Brent Cross West Thameslink Station.

PEDESTRIAN & CYCLE ACCESS

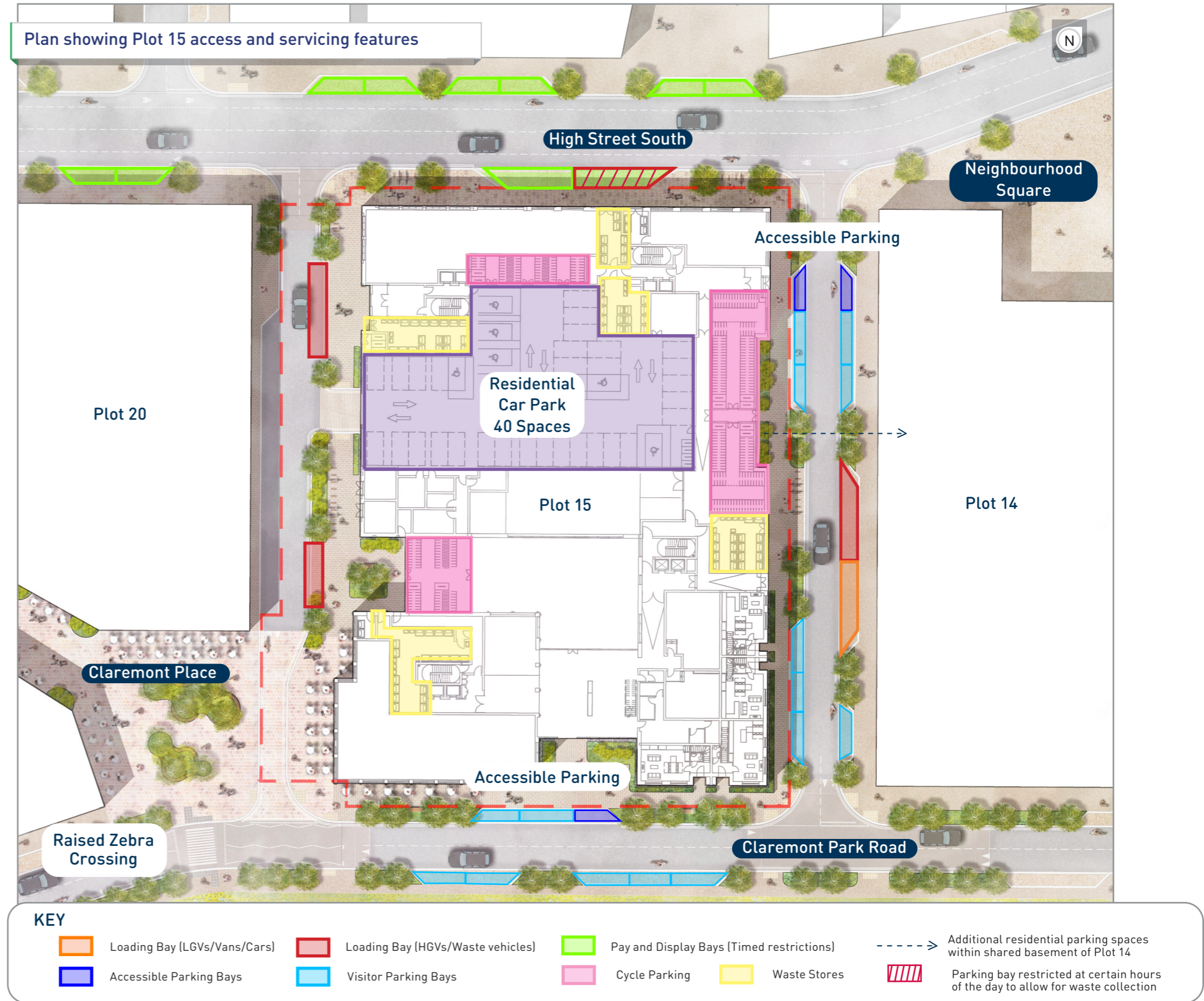
- Pedestrians will benefit from level access from Claremont Place into Plot 15 and Claremont Park, ensuring pedestrians have priority access.
- A zebra crossing is proposed across Claremont Park Road to the south of Plot 15. Raised treatments will aid crossing the minor routes connecting the pedestrian network to nearby public transport services.
- Internal cycle parking will be provided for residents and employees on site, in accordance with the latest Transport for London (TfL) & London Borough of Barnet (LBB) standards. Dedicated cycle parking provision will also be made available in the public realm for visitors.

SERVICING AND WASTE

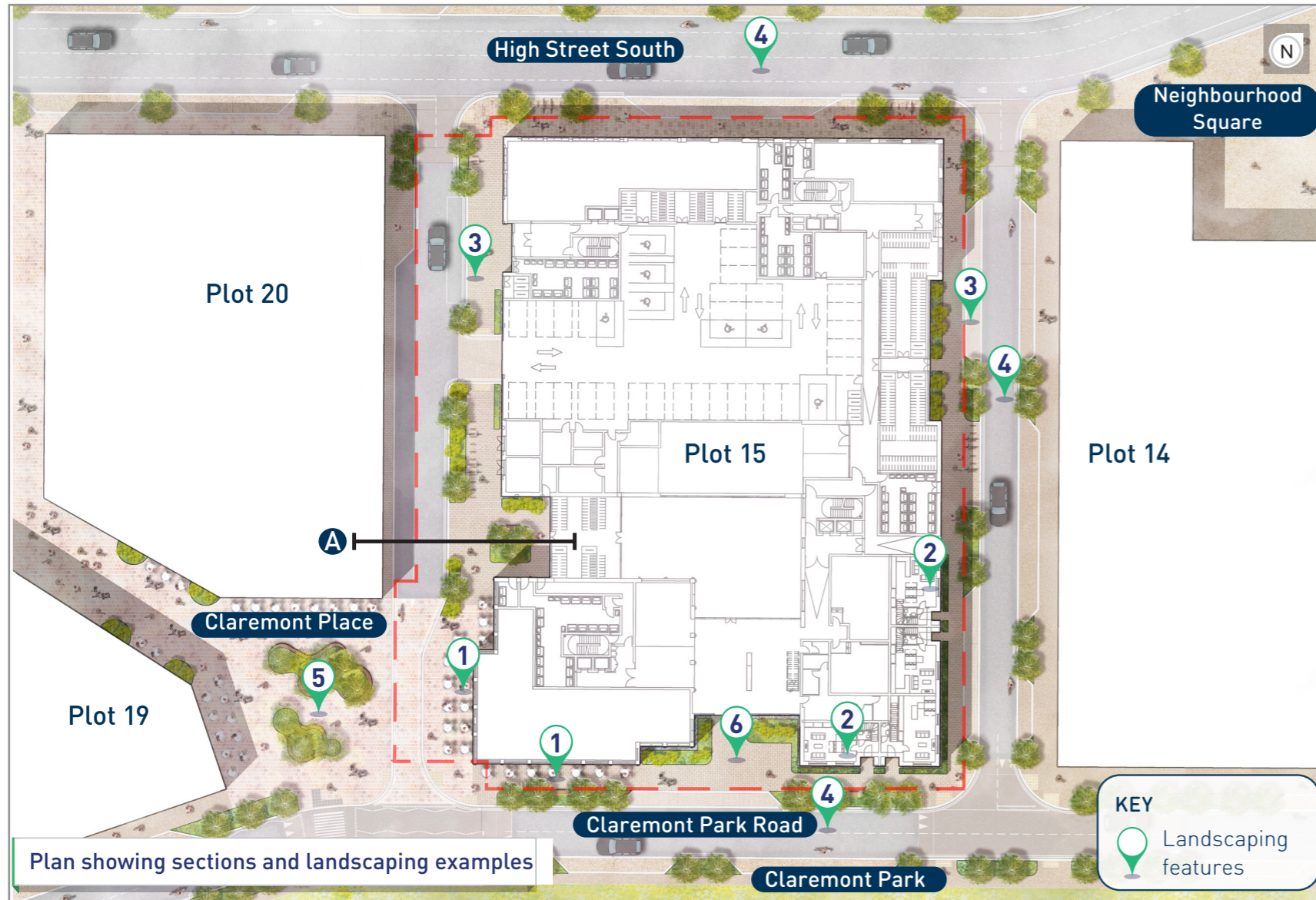
- Servicing bays are provided along three sides of Plot 15 to accommodate deliveries to and from the residential and commercial properties.
- Refuse collection will also be undertaken from the servicing locations in accordance with LBB requirements.

HIGHWAY NETWORK & CAR PARKING

- Vehicular access will be from the north via the High Street South and south via Claremont Park Road. Pay and display parking is provided along the High Street South, alongside visitor bays along the tertiary road to the east and Claremont Park Road. Accessible parking will be near to the residential cores.
- Residential car parking will be provided at 0.3 spaces per unit (this includes wheelchair accessible spaces in accordance with the London Plan standards) reflecting the site's proximity to public transport services. Parking will be provided below the podium garden with further spaces available within the shared basement to the east and access via Plot 14.



3.5 LANDSCAPING AND PUBLIC REALM DESIGN



EXAMPLES OF THE LANDSCAPING FEATURES



1 Spill out space facing onto Claremont Place

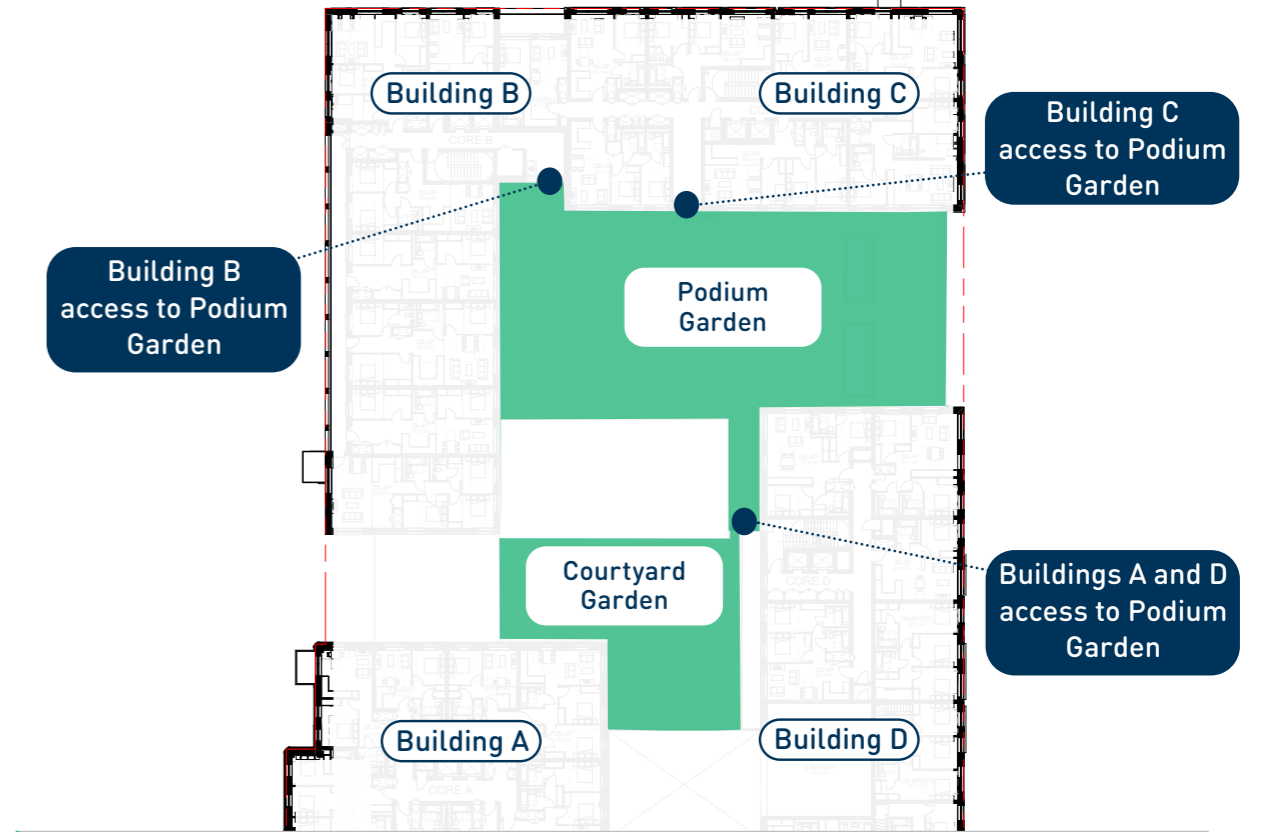
2 Privacy Planting to Maisonettes

3 Street Greening

4 Tree Lined Residential Street (consulted on in February 2020 as part of Plot 14)

5 Urban Green Plaza (to come forward in due course)

6 Planted Building Entrance



Plan showing Plot 15 internal amenity space. Additional residential access to roof gardens is also proposed on the upper levels.

A ILLUSTRATIVE SECTION A



The street between Plots 20 and 15 plays an important role in activation, especially with its close relationship to Claremont Place. This is intended to be a people-focused street encouraging interaction within a green and social setting.

4.1 INTERIM TRANSPORT INTERCHANGE FEATURES

The Interim Transport Interchange occupies the space outside the eastern entrance to the new Brent Cross West Station. The Interim Transport Interchange will provide permanent and temporary facilities (as indicated opposite) to serve Brent Cross South, existing residents and the passengers passing through the station.

PEDESTRIAN & CYCLE

Those coming to the area on foot or by bike from the east will be able to use high quality links along Claremont Park Road, High Street South and Station Approach. Secure parking for 70 bicycles will be provided within the station. In addition, there will be numerous cycle stands within the public realm in the vicinity of the station.

PUBLIC TRANSPORT

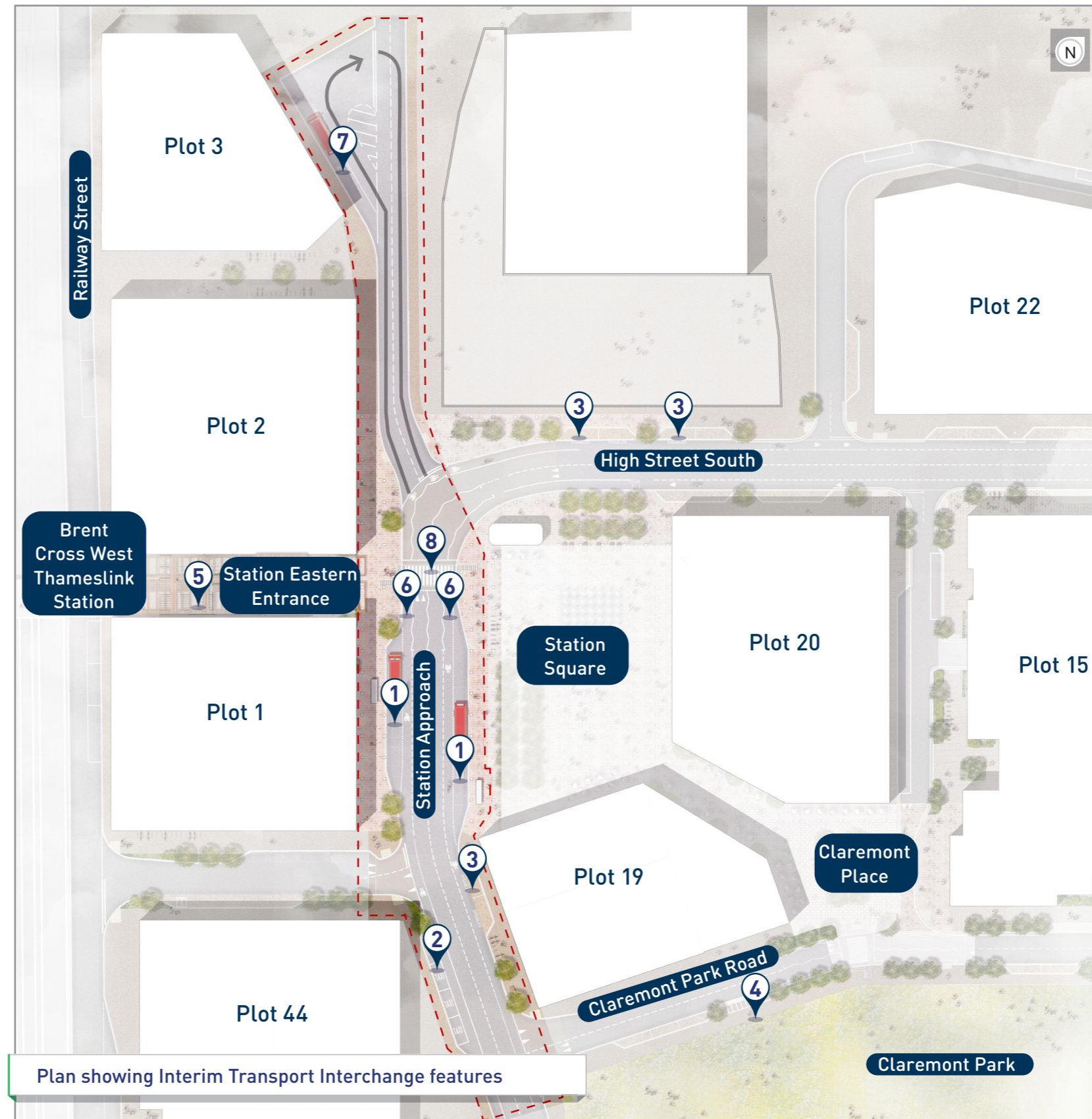
In the interim period, buses will enter the area via Claremont Park Road, serve two stops located immediately in front of the station and provide connections to a range of destinations across the network. A taxi rank will be located near the station on Station Approach.

HIGHWAYS ACCESS

Vehicular traffic will be able to enter and exit the area using Claremont Park Road, High Street South and Station Approach. Two blue badge bays will be provided on Station Approach and ten motorcycle spaces will be located nearby on Claremont Park Road.

INTERIM & FINAL INTERCHANGE

The Interim Transport Interchange is the first stage in delivering the full Transport Interchange on the eastern side of the new station. In due course, the bus stand will move to its proposed permanent location on Railway Street (and buses will loop around Plot 44, removing the need for the temporary turning head) and the taxi rank will move closer, south of Plot 1 (both to be subject to future planning applications).

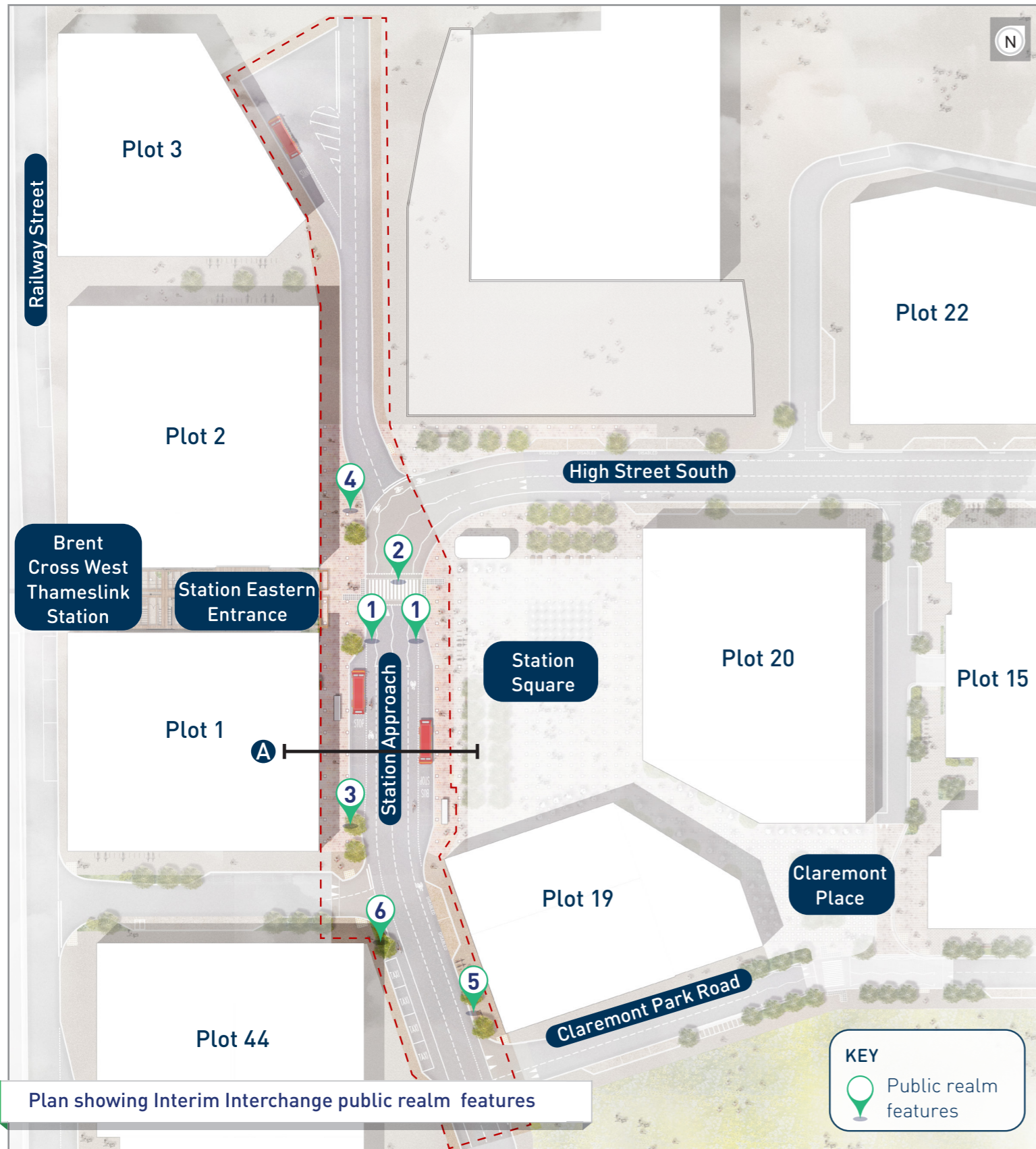


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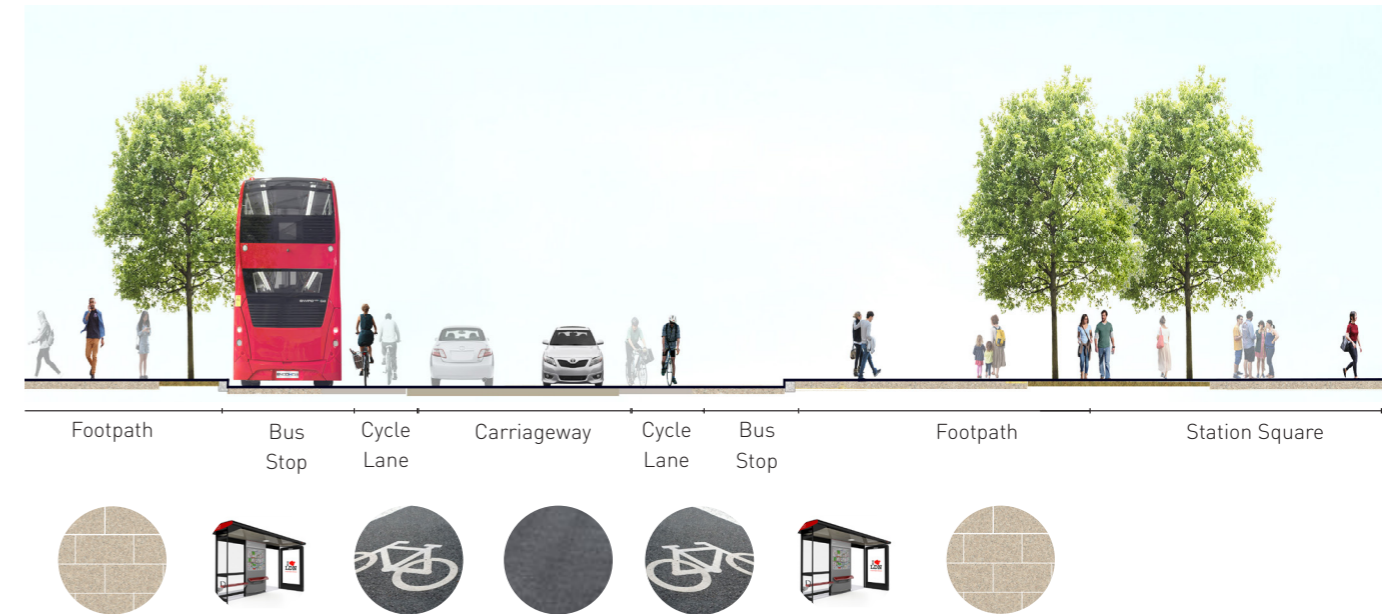
- 1 Permanent Bus Stop
- 2 Temporary Taxi Ranks
- 3 Permanent Blue Badge Parking Bays
- 4 Permanent Motorcycle Parking
- 5 Secure Cycle Stands
- 6 Permanent Cycle Lanes
- 7 Temporary Bus Stand and turning head
- 8 Permanent Raised Pedestrian Crossing
- ↪ Bus movement through temporary bus turnaround

Plan showing Interim Transport Interchange features

4.2 INTERIM INTERCHANGE PUBLIC REALM DESIGN



A ILLUSTRATIVE SECTION A



Station Approach will have an urban centre character and is designed for ease of movement and intuitive navigation. Tree planting helps to frame views of the station with the tree species selected to give a unique character to the streetscape. The materials will be carefully selected to be robust and to complement the palette of materials agreed on other areas of public realm within Brent Cross South and Station Square, when it comes forward in due course.

EXAMPLES OF THE PUBLIC REALM FEATURES

