

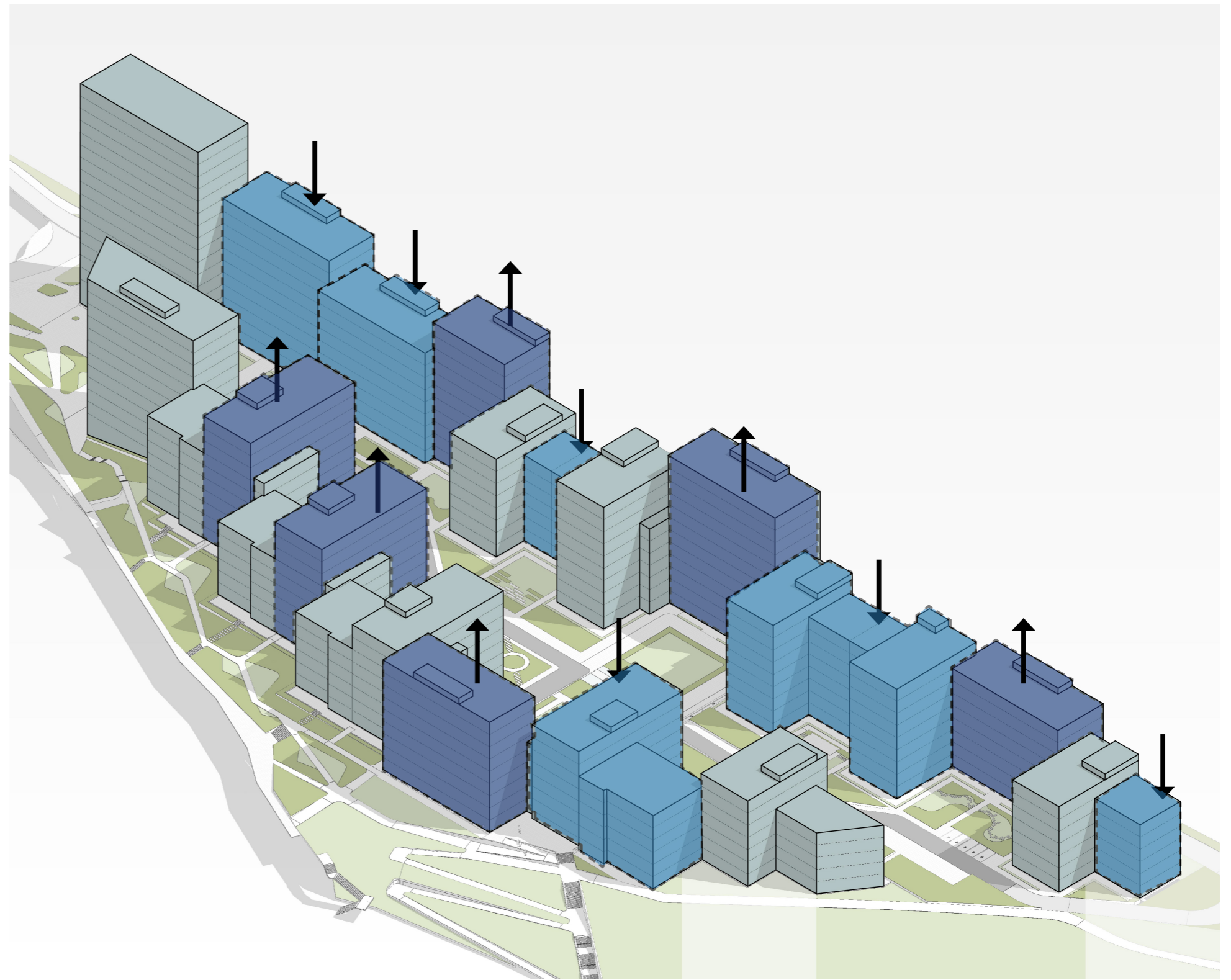
3.2 Form and massing

3.2.2 New form and massing

The design has taken on board the MDA comments on giving more articulation break away from the reading of long “mega building structure”. Taller elements were added to provide more variety and articulation of height. Similarly, the introduction of three major façade articulations provides more of a mix and variety of façade expressions by changing the courtyard buildings and other buildings in the North to exhibit a more vertical brick pier expression. This greatly helps create a much needed break in the repetitive nature necessitated by the protective ‘wall’ building structure.

Furthermore, the building facades have been simplified by the removal of the green brick areas, to give an easily leasable reading of the building massing. A similar tone of brick colour is introduced to replace the green brick, while the beige brick tones have been replaced with a slight red brick, to link the colour palette to the characteristics seen in Mill Hill’s housing typology.

The new massing creates a new family of complementary forms when read from afar, and a pleasing composition of form when approaching from Bunn’s Lane from the West and East, and from the A1.



3.0 RESPONSE TO MAYOR DESIGN COMMENTS

3.4 Form and massing - Strong precedent for developments of this nature with large blocks surrounding a long, publicly accessible central space with a road.

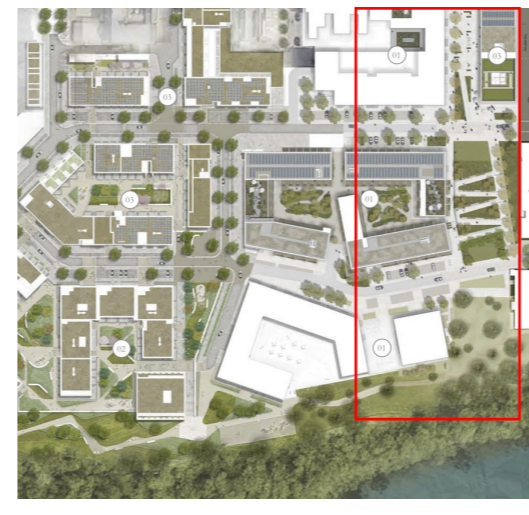
There are various successful examples of longer building blocks which protect public central amenity spaces. A good example is the new developments at Battersea Power Station, where the building arrangements is effectively designed to shield the residential units from the noise from the neighbouring railway line. The line of buildings is over 100m for Faraday House and and over 300m long for Circus West Village.

Another good example is White City, where there are over 150m long building fronts public space. Beam Park and Hendon Waterside are also good examples of a long high quality building fronting a long linear park.

As demonstrated, these are all built examples in London, and that long linear building arrangements is an accepted building and urban design response give typology and site constraints.



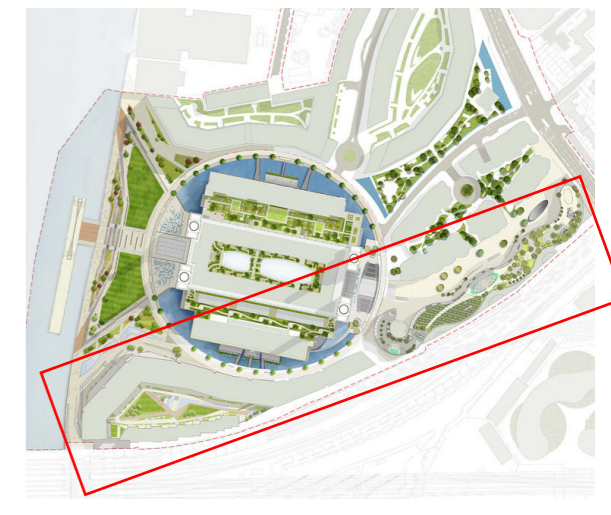
White City Masterplan



Hendon Waterside



Beam Park Masterplan



Battersea Masterplan



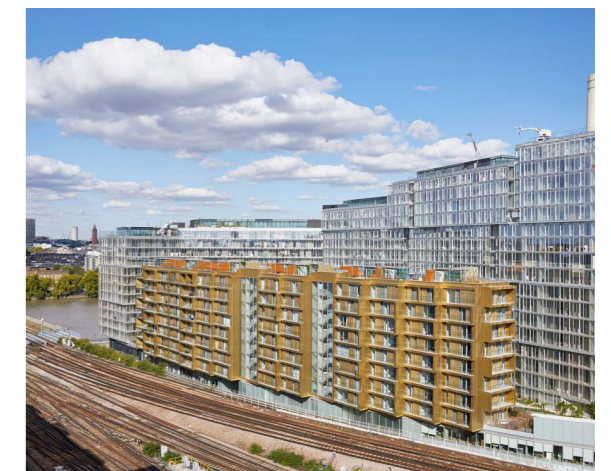
White City - Long linear Park



Hendon Waterside - Tower



Beam Park - Long linear park



Battersea - protective residential fronting the railway



White City - Long linear Park



Hendon Waterside - Linear Park



Beam Park - Long linear park



Battersea - Long linear courtyard on the inside

3.0 RESPONSE TO MAYOR DESIGN COMMENTS

3.3 Facades

3.3.1 Simplified architecture

On reflection to the MDA comments on whether the façade design can be simplified and be nuanced to create something humane and easier to read. The team looked at many design options and the resultant design incorporates a slighter darker brown brick tone in exchange for the glazed green brick and also the changing slightly the tone of the beige brick to link to the general colours of surrounding Mill Hill housing. The simplification and subtle changes in colour avoids visual confusion and creates an simple elevation showing a stronger reading of recessive and advancing building elements in the overall design.



Scheme previous MDA review. A1 facade



Scheme after MDA review, A1 Facade - Simplification



Scheme previous MDA review. M1 facade



Scheme after MDA review, M1 Facade - Simplification

3.0 RESPONSE TO MAYOR DESIGN COMMENTS

3.3 Facades

3.3.2 Design rationale for the new 'courtyard buildings'

The courtyard buildings fronting the main central courtyard have been simplified by adopting the facade typology of the main tower. This has been done to create a family of buildings which work together as visual elements breaking up the large lower building massing with legible points of reference when viewed from a far.

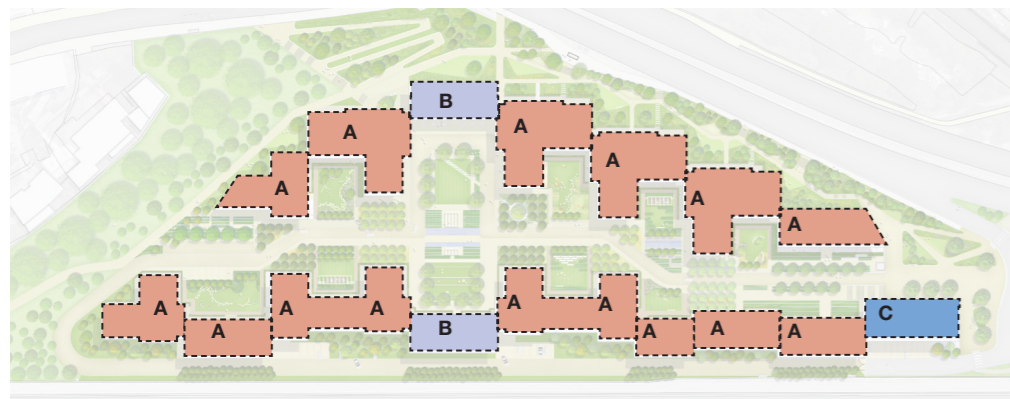
The courtyard buildings have increased in height and takes on 2 storey recess area at the top similar to the tower expression. The material articulation with a GRC frame and vertical brick piers and infills which is similar to the tower expression.



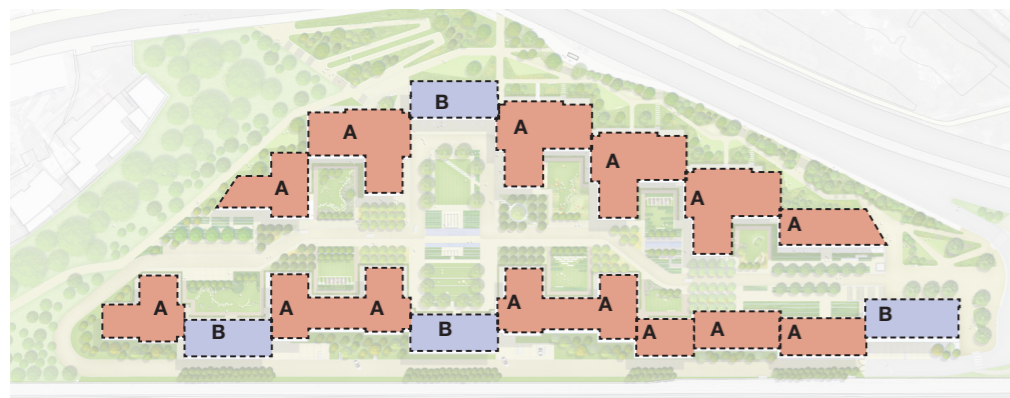
844 Units. Scheme previous MDA review



844 Units. Scheme after MDA review



844 Units. Scheme previous MDA review



844 Units. Scheme after MDA review



844 Units. Scheme previous MDA review



844 Units. Scheme after MDA review

3.0 RESPONSE TO MAYOR DESIGN COMMENTS

3.4 Accessibility and Connectivity

This chapter was prepared by Space Syntax to provide a high level impact assessment of the Pentavia Mill Hill residential development in London Borough of Barnet.

Space Syntax has pioneered a unique, space-based approach to the modelling of human activity patterns in buildings and urban systems. Their models integrate multiple influences on behaviour including:

- a) spatial layout hierarchy, from more accessible to less accessible places
- b) the distribution of object attractors and land uses
- c) the location of transport nodes.

Space Syntax models simultaneously analyse pedestrian, cycle and vehicle movement networks.

Space Syntax key findings show that the masterplan creates the accessibility conditions for it to develop into a successful place for both local residents and the wider community.

Within the heavy constraints imposed by the M1 and Watford Way, the development provides links into the surrounding areas extending its walking and cycling catchment to the residential communities surrounding the site.

The scheme creates a new linking North / South pedestrian link throughout the site connecting this inaccessible piece of land into Mill Hill in the North and connecting over to Colindale to the South. This will create a new route which will be used by residents and connects to existing movement patterns across the neighbourhood.

The pedestrian movement analysis reinforces the positive creation of the new linking street which will help better connect Mill Hill to journeys to the south over the M1 towards residential development along Grahame Park Way.

The improved connectivity is the basis from which the development can turn into a local destination providing the surrounding residential community to access to a variety of uses which do not seem present in the mono-functional residential neighbourhoods surrounding the site.

For those walking or cycling between the south of the site and Mill Hill station and the local centre at the Broadway to the north, the development offers an improved walking and cycling experience.

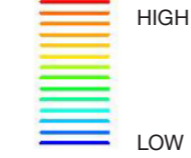
In summary, the development has transformed a heavily constrained site into a new local centre that as well as serving new residential community has the potential to turn into a local destination for the surrounding neighbourhoods.

SPATIAL ACCESSIBILITY

The approach works by transforming the street pattern of an area into a network “graph”, where the network is divided into individual “segments” of space, each segment being the street or path between two intersections.

Each segment or tile is then evaluated using a mathematical algorithm to calculate its interaccessibility within the network, ie how relatively easy or difficult it is to reach that segment from all other segments, or how likely it is that movement between different parts of the network is likely to pass along that segment.

SPATIAL ACCESSIBILITY



BASELINE

The illustrates the constraints of the site as it is sandwiched between the 1 motorway and Watford Way with no opportunities for east west permeability between Bunn's Lane and the pedestrian bridge and underpass, north and south of the site respectively.

Bunn's Lane acts as an important local link leading to Mill Hill Broadway station and the Broadway.



PROPOSED

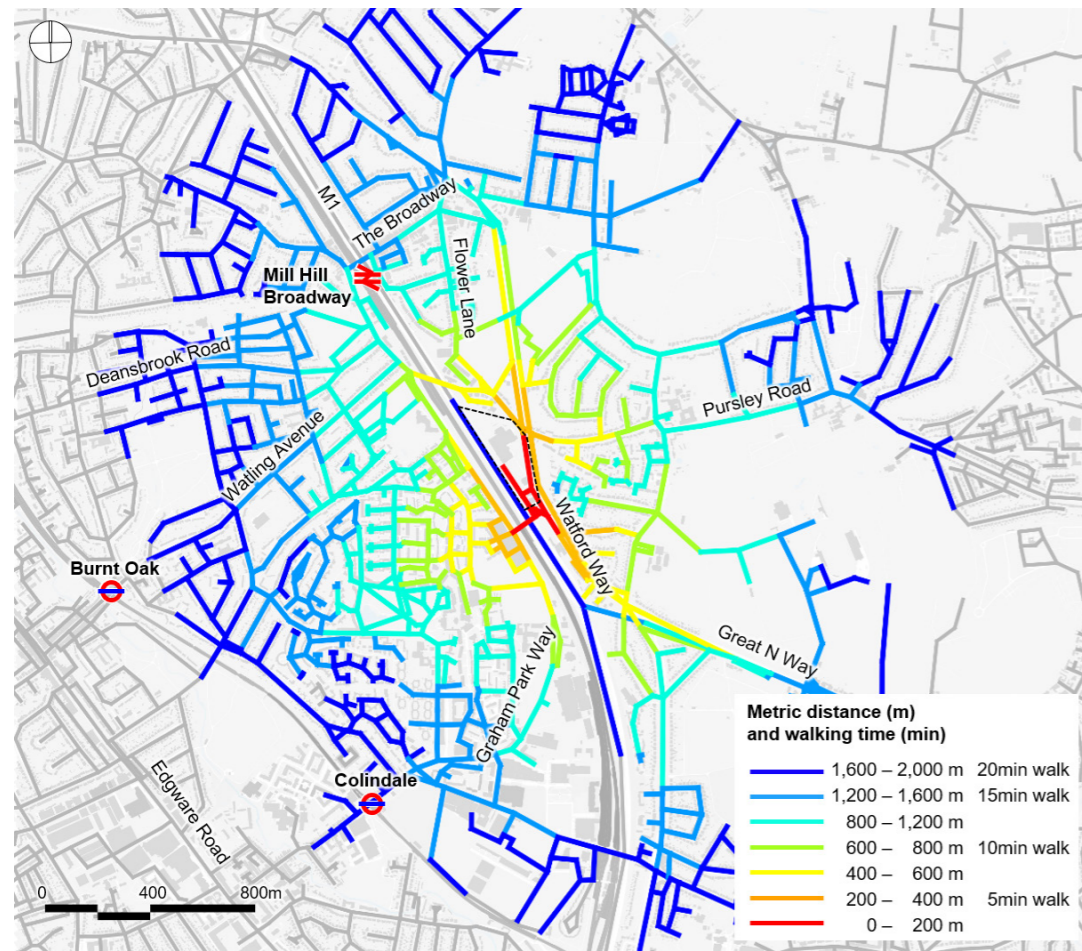
The spatial accessibility analysis shows that the development will have a positive impact on the overall accessibility patterns of the area. The proposal creates a new route with good levels of accessibility which will provide an alternative north south route for those currently using Watford Way.

3.0 RESPONSE TO MAYOR DESIGN COMMENTS

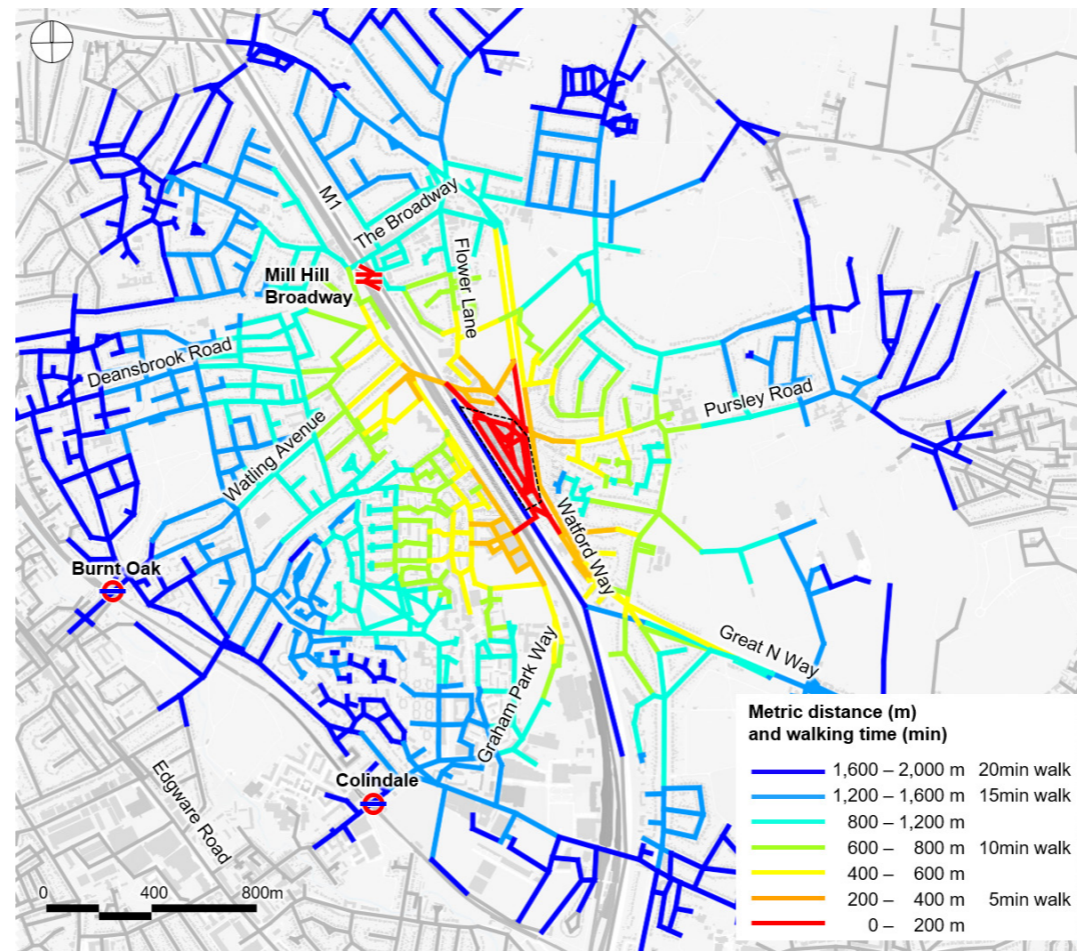
WALKING DISTANCE FROM SITE

Space Syntax also has analysed the walking distance from the site.

The street structure and linkages proposed in the masterplan improve the catchment or walking distance from the site. This means that there is an increase in people who can use the amenities provided within the masterplan.

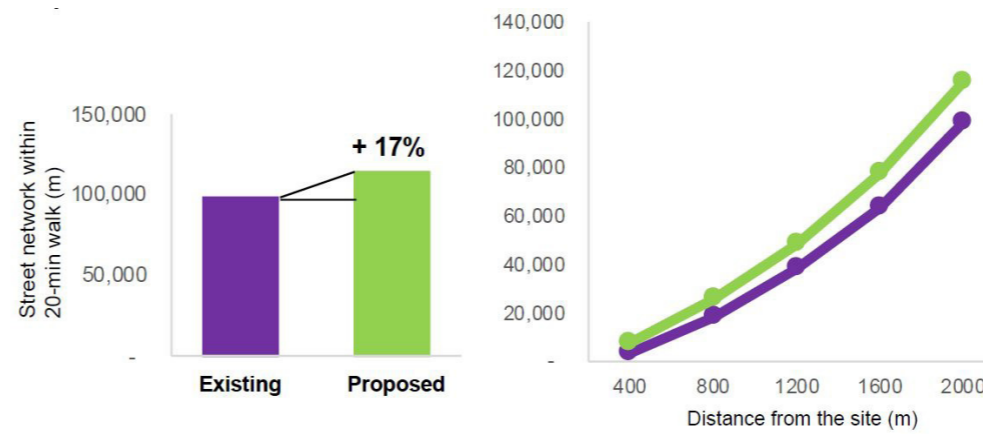


BASELINE



PROPOSED

This diagram shows how the proposed scheme will improve the access to the network street within 20min walking.



3.0 RESPONSE TO MAYOR DESIGN COMMENTS

3.5 Improved cycle connection

A combination of all the proposed accessibility improvements assists in making the site highly permeable for both pedestrians and cyclists.


New connections are made to Bunns Lane (which currently do not exist other than via a very steep & narrow connection on the north side of Bunns Lane), which facilitates the opening up of access to Mill Hill Town Centre via either Flower Lane or Bunns Lane. (1)

As with Mill Hill Town Centre, the new cycle connections facilitate access to Flower Lane & Mill Hill Park by creation of a new cycle link between the Site / A1 and Bunns Lane.(2)

The surface treatment to the shared, trafficable surfaces within the inner circus are less intrusive than the peripheral road and highlight that the space is for shared use by pedestrian and cyclists also. The route connects to both the north and the south and facilitates permeability across the site for both pedestrians and cyclists. (3)

The proposed new 3.0m wide cycle connection to Bunns Lane adjacent the M1 / Rail Bridge facilitates access to the northern end of Grahame Park Way and its associate cycle lane. This is a new and direct access towards Collindale. This connects to Grahame Park Way via the rail underpass which is subject to improvements. (4)

There is also connection at the South entrance towards Collindale Station. (5)

- External Cycle Routes
- Internal Cycle Routes
- Bus Route
- Bus Stop
-  Ref. North

