

HAMPSTEAD GARDEN SUBURB DESIGN GUIDELINES AND POSITION PAPER CONCERNING THE MAINTENANCE OF THE SUBURB'S PUBLIC REALM

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PREFACE

In January 2006 the Hampstead Garden Suburb Residents Association (the RA) proposed to the London Borough of Barnet (LBB) an initiative to rid the Suburb of some of its unnecessary street clutter in time for the Suburb's Centenary beginning in May 2007. This was to be accompanied by the acceptance of new guidelines by officers, so that new inappropriate signage does not need to be replaced at public expense later.

In July 2006, Highways and Heritage officers welcomed the proposal for Design Guidelines and this was endorsed by Cllr Matthew Offord, Cabinet Member for Environment and Transport. A draft was subsequently prepared by the Residents Association and negotiated with the LBB Environment & Transport Service and Urban Design & Heritage Group. The majority of matters were agreed and are documented in these Design Guidelines.

The remaining issues, on which it is hoped that agreement can be reached in subsequent discussion, are documented in the Residents Association's Position Paper, appended.

HAMPSTEAD GARDEN SUBURB DESIGN GUIDELINES FOR THE PUBLIC REALM¹

1 Introduction

1.1 The introduction to the London Borough of Barnet's Heritage Strategy states:

"Conservation and enhancement of our heritage assets is an important function of your council. Your council has a number of legal obligations to safeguard our heritage. These range from providing an education and library service to the protection of listed buildings, conservation areas, important archaeological remains and open space.

"Your council has many other legal obligations which impact upon our heritage such as maintaining a safe road network, providing street lighting and ensuring that new buildings comply with national safety standards. Your council also has commitments that go beyond its statutory duties because they are desirable or need to be done.

"These activities are diverse in nature and are carried out by a number of different council services. The need to co-ordinate work so that the heritage perspective is taken on board when we carry out our range of different duties speaks for itself.

"In addition, national organisations such as English Heritage and local historical and conservation groups work in this field. In the main they promote our heritage, manage local assets and carry out research.

"The Heritage Strategy aims to focus and pull together everyone's efforts so that the job is well done in the most effective way and that limited resources are maximised."

1.2 PPG 15 "*Planning And The Historic Environment*" was jointly issued by the Secretary of State for the Environment and the Secretary of State for National Heritage in 1994. Paragraph 5.16 states:

"Road signs and markings can also have a significant impact on a street's appearance. These should be of an appropriate character and quality, without unnecessary duplication of signs and posts. Wherever possible, signs should be fixed to existing posts or street furniture. Traffic signs are only needed to direct drivers to their desired destinations or to particular facilities, warn them of hazards and indicate mandatory requirements.

"Signs which do none of those things may not be necessary at all, and much can be done to eliminate sign clutter simply by removing redundant signs, or by combining separate signs onto a single backing board.

"... Where the Traffic Signs Regulations and the Department of Transport's Traffic Signs Manual provide for some degree of flexibility in

¹ "Public Realm" is defined for the purposes of these Guidelines as all spaces under the control of the Highways authority including roads, pavements, footpaths and any open spaces under Highways control. It excludes privately owned land and land owned by the Hampstead Garden Suburb Trust.

size, location and colour, authorities should take advantage of this in historic areas.

“Parking restriction signs in particular can be sited on buildings where appropriate, thus eliminating the need in many cases for a pole with a single sign. Authorities’ attention is drawn to the flexibility permitted in respect of no-waiting lines; a narrower line of a different colour is permitted in environmentally sensitive areas. Consideration should be given to applying waiting restrictions to areas, where appropriate, and removing yellow lines.”

- 1.3 Hampstead Garden Suburb is a conservation area of national significance. A holistic townscape management strategy that includes highways works is essential if its outstanding qualities are to be preserved and enhanced in the face of pressures for change. These Guidelines set down preferred design standards for works within the Suburb’s public realm.
- 1.4 Within the Hampstead Garden Suburb conservation area the buildings are subject to rigorous controls which have fostered the highest standards of conservation. Control is exercised by both the London Borough of Barnet (“LBB”) under planning legislation and by the Hampstead Garden Suburb Trust under the Scheme of Management and under leases. Excellent design advice is contained in the 1994 joint publication by LBB and the Trust, “*Hampstead Garden Suburb – Design Guidance*”.
- 1.5 In the past, the same degree of attention has not been given to the wider townscape context of the conservation area. In Hampstead Garden Suburb, the planned pattern of roads and open spaces and the views they create are as valuable as the buildings themselves. A potential threat to the remarkable unity of this early 20th century estate arises from pressures for the more effective management of traffic and parking and from routine maintenance decisions. Left uncoordinated and uncontrolled, these pressures can lead to a significant diminution in the character and appearance of the conservation area. The erosion of the townscape by small-scale incremental changes may cumulatively have a major adverse impact.
- 1.6 In December 1994, English Heritage produced a report upon the townscape management of Hampstead Garden Suburb entitled “*Greening the Garden Suburb*”. The three preceding paragraphs are substantially paraphrased from that report. The broad principles of the report have been accepted by LBB but in the subsequent 14 years not all of its guidance has been considered appropriate and implemented while the small-scale incremental changes referred to in para 1.5 continue to be seen as a threat to maintaining the appearance of the Suburb.
- 1.7 By documenting agreed design standards and practices which would be eligible for locations within the borough such as Hampstead Garden Suburb, it is intended that these Guidelines will give a uniformity of

approach to matters relating to the public highway and other areas where LBB has direct management control. These Guidelines have been produced as a joint initiative between the following organisations:

- Hampstead Garden Suburb Residents Association
- English Heritage
- Hampstead Garden Suburb Trust

and subsequently discussed in detail with LBB.

- 1.8 This manual draws from past experience in Hampstead Garden Suburb and from best practice guidance contained in
- “*Greening the Garden Suburb*” (English Heritage, 1994)
 - “*Streets for All*” (English Heritage, 2000)
 - “*Manual for Streets*” (Dept for Transport, 2007)
- 1.9 The contents of these Guidelines have been accepted by the LBB Environment & Transport Service and Urban Design & Heritage Group.
- 1.10 The Guidelines provide opportunities for consultation and liaison with the Residents Association on certain defined issues. See paras 2.6 Posts; 5.2 Grass Verges; 6.1 Carriageway Surfaces; 6.3 New speed humps and platforms; 9 Street lighting; 10 Street Trees. When such consultation takes place the Residents Association may solicit the views of English Heritage and the Hampstead Garden Suburb Trust and invite those bodies to convey their views to LBB. The Residents Association may also seek an assurance that the views of the LBB Urban Design & Heritage Group have been obtained.

2 Signs and posts

- 2.1 Signs will be provided where there is a regulatory need albeit that dispensations may be sought where such signs would be in conflict with heritage aspirations and there is no effect on the public highway network.
- 2.2 New and replacement posts and the backs of signs are to be painted sage green (BS 4800 12B25 / RAL no.6003). Existing posts and backs of signs are to be painted sage green as and when funding is available or when they are repainted in the ordinary course of maintenance. In roads where existing short posts at the back of pavements are painted dark green, they will be maintained in that colour (unless comprehensively repainted in sage green).
- 2.3 There is a presumption to use traditional sign formats for street name signs within the conservation area.
- 2.4 Wherever possible, signs are to be fixed to lamp posts (where existing posts are structurally capable) or walls rather than on separate posts provided all legislative requirements are met.
- 2.5 Sign audits will be carried out in a planned manner and any signs not fully justified on highways and safety grounds may be removed. Actions in removing signs will be documented and annexed to this Guidance as a guide to future practice.

- 2.6 LBB's normal practice is to mount signs regarding parking restrictions on tall posts positioned near the kerb. It is agreed that short posts at the rear of pavements will continue to be used in the Garden Suburb in roads where the majority of existing signs are in that style. The Residents Association will be consulted about proposed signage in new streets being included as part of, say, a CPZ extension.
- 2.7 All Barnet disabled bays are designated using a Traffic Management Order and require signing together with road markings that are provided to reduce confusion leading to misleading motorists. Signs are to follow the same rules as for item 2.6.
- 2.8 In some cases, for example in cul-de-sacs, the Traffic Signs Regulations and General Directions (or dispensations there-from) permit a variant on-street where controls may be advertised by one sign at the entrance to the street with no signs or road markings within the street. Consideration will be given to seeking special sign approval from the DfT for an entry sign at locations where the road configuration is unambiguous and where a sign can be positioned that would convey that permit holders only can park beyond a certain point.
- 2.9 Where cul-de-sacs have "T-signs" on the street name signs, separate cul-de-sac signs may be avoided when there is no local ambiguity and the street nameplate is clearly visible

3 Road markings

- 3.1 Waiting restrictions will be introduced only where justified on highway and safety grounds or where there is a need to manage activity on the public highway eg. to provide resident parking and / or spaces for community use.
- 3.2 Yellow lines are to be of the thinner paler (primrose) variety throughout the conservation area.
- 3.3 Road markings at mini-roundabouts are to be the minimum necessary to satisfy the technical requirements set out in national guidance. No hatched lane markings are normally to be made. There will be a presumption for single junction signage, eg. a roundabout sign or a give way at each entry point, not both.
- 3.4 Near-side hatch markings to be removed where considered superfluous and/or unnecessary.
- 3.5 Where possible, roundabouts at junctions are to be avoided. There will be a presumption to simple junction control eg. priority give way / stop.
- 3.6 There are to be no cycle lane markings within the conservation area.

4 Pavements

- 4.1 The pavements in the Garden Suburb are mainly paved with staggered courses of rectangular (3ft x 2ft) concrete slab paving. The original slabs have a textured aggregate surface in a variety of subtle tones of grey and pink which provide an effective neutral backdrop for the buildings, usually flanked by grass verges or red clay brick pavements and granite kerbs. It is generally agreed to replace with staggered paving (metric sizes including 750x600mm.). Other materials may be used if necessary

to overcome local site conditions and supply issues provided they are of an acceptable appearance.

- 4.2 Because the older textured granolithic or aggregate slabs are hard to procure, existing slabs are to be salvaged where possible and re-used for patching pavements elsewhere in the Suburb. The patchwork effect where harsh new white concrete slabs have been used is to be avoided and rectified where possible.
- 4.3 Surviving areas of York stone paving are to be retained and carefully conserved where practical. These include: around Temple Fortune House and Arcade House and on the footpaths leading from Heathgate to the Heath Extension and from Central Square to Hill Close and Willifield Way.
- 4.4 Smaller 400mm x 400mm slabs and small module concrete pavements are generally not to be used within the conservation area. Existing ones are to be replaced when the opportunity arises, but subject to local site conditions and constraints.²
- 4.5 Where slabs have been dislodged by tree roots an attempt is to be made to solve the problem by relaying an area of paving to gently 'ramp over' the offending roots. In cases where that solution is found to be impractical, tarmac with bound light pea shingle or to match existing bituminous materials may be substituted, replacing the minimum possible area of slabs. It may be justified at certain locations to use tarmac eg. to overcome level differences, tie into existing materials. Tarmac is not to be used across the entire pavement width unless totally unavoidable.

5 Verges

- 5.1 Traditionally there were two main types of verge – grass and red brick pavement. These are an important component of the estate layout of the Garden Suburb, providing an appropriate setting for the buildings and major features of the townscape in their own right.
- 5.2 Grass verges are to be retained wherever possible, maintained and re-seeded as necessary. Replacement of grass by red pavements is to be undertaken only if deemed to be essential after consultation with the Residents Association. Vehicle over-runs may be addressed by using material similar to 'eogrid'
- 5.3 Tarmac is not to be used for verges. Existing sections of tarmac verge are to be replaced by grass or brick pavements, as appropriate, whenever the opportunity arises. This will be considered when carrying out planned works and replacement does not result in a greater 'patchwork' appearance.

² English Heritage states that such materials "have severely detracted from the character of many parts of the Borough. Their square proportion, scale and small module size creates a repetitive grid of joints that is highly obtrusive, transforming a traditional neutral footway surface into a highly assertive medium which competes with, rather than acts as a foil for, the buildings and the townscape." (Greening the Garden Suburb, para 4.3)

- 5.4 Verges laid with hand-made clay brick pavements are to be maintained and repaired with materials to match the existing. Where concrete pavements have been used for patching, they are to be replaced at the earliest opportunity but replacement will be considered on structural reasons and not purely aesthetic.
- 5.5 Crossovers are to be constructed in materials to match the adjacent verge. Crossovers should be constructed in similar materials used in adjacent / nearby crossovers. Where original crossovers have the front slopes granite sets with slab paving on the flat pedestrian surfaces this should be continued. Curved granite sets will not be used on pedestrian safety grounds. Where verges are grass, tarmac dressed with pea shingle is normally to be used except where crossovers already exist and additional ones should match those existing.
- 5.6 Where a crossover is removed, the kerb is to be returned to match the height of the adjoining kerb.

6 Carriageways

- 6.1 Carriageway surfaces: The carriageway surfaces in the conservation area are finished with a variety of different chippings; grey prevails. The previous policy of surfacing with a lighter reddish chipping has been ignored in recent works. The general principle is to use conventional materials subject to manufacturing tolerances. Consistency is important and the Council will advise the Residents Association where there is a significant colour change
- 6.2 It is essential that road patching is carried out in the same colour tarmac/chippings as the original road surface. In the past it appears to have been policy to use a different aggregate. But there will be differences in materials (as some machine laid materials cannot be used for patching) and colour due to weathering / age
- 6.3 Speed humps and platforms: The design of each device is to be discussed with the Residents Association with a view to devising solutions which employ traditional materials found in the area and minimising the adverse impact upon the street scene.³

7 Pathways

- 7.1 Footpaths (known locally as 'twittens'), currently surfaced in tarmac, should preferably be resurfaced, during the course of routine maintenance, with bound light pea shingle laid in hot bitumen.

8 Street Furniture

- 8.1 Bollards: Bollards are to be used only where justified on safety and / or highway management grounds. Concrete bollards should not be used within the conservation area. If posts are required, they shall be oak.

³ English Heritage states "There is no reason why sympathetic traffic calming need cost more. Speed cushions, for example, are smaller, less obtrusive and generally cheaper than humps. Conversely, well-designed gates, or the use of traditional materials such as granite sets, may be more costly as an initial outlay, but this should be seen as an investment in the long-term future of the area. Where resources are limited, it is better to do less to a higher standard over a longer period of time than to compromise on quality." (Greening the Garden Suburb, para 3.5)

- 8.2 Seats: Any new benches are to be of teak, in a traditional design. The few surviving cast iron benches are to be painted black when maintenance is required. This is subject to particular design being specified and prices known with alternative sources of any additional costs being identified
- 8.3 Litter bins: New and replacement litter bins are to be in black (plastic) or painted sage green if metal. Existing dark green bins can be retained but the difficulty of obtaining matching colour replacements of plastic street furniture dictates that black is a more suitable colour.
- 8.4 Grit bins: Colour as for litter bins.
- 8.5 Dog litter bins: New and replacement bins to be sage green (metal) or black (plastic). The repainting of existing bins to be included into future maintenance programmes.

The following principles (paras 8.6 – 8.8) are supported by LBB but are not under the Council's direct control:

- 8.6 Telephone boxes: The existing K6 boxes are all listed. Any new facilities in the conservation area are to be housed in reused K6 boxes in accordance with the wider strategy for London agreed between English Heritage and British Telecom.
- 8.7 Post boxes: All traditional red post boxes are to be retained. Postal pouch boxes, whether freestanding or fixed to boxes are not to be used.
- 8.8 Cable TV, BT and mobile phone equipment boxes: Existing boxes are to be painted sage green to match the lamp columns, preferably in a material that facilitates the removal of graffiti. Any new boxes are to be carefully sited in unobtrusive locations in discussion with the Trust and sited at the back of the pavement. This is a matter for the individual provider.

9 Street Lighting

Where it is proposed to use 8 metres or higher columns in wider streets, prior consultation with the Residents Association and residents will take place unless the existing columns are already 8m or higher. Information will be provided at the time of consultation to indicate that either a 6 metre scheme is unable to comply with British Standard requirements or that an unacceptably large number of columns would be required in order to comply with the BS requirements.

10 Street Trees

Replacement street trees should conform to the original planting plan where each street had trees of one variety only. Pruning or removal of large street trees is to be subject to consultation with the Residents Association. The Council will continue the current practice to consult with the Residents Association with regard to replacement street tree planting.

HAMPSTEAD GARDEN SUBURB POSITION PAPER REGARDING THE PUBLIC REALM

In the course of discussion of the Design Guidelines a number of differences emerged between the positions of the RA and the LBB which have still to be resolved.

The position of the RA on the principal issues is as follows.

References in parentheses are to the relevant paragraph number of the Design Guidelines

1. Dispensations/ general policy on signs (2.1)

In deciding on the need for signs the RA believes that network management objectives and heritage objectives should be given due weight. Where there signs are prescribed by regulations but heritage considerations are considered to outweigh network management benefits, a dispensation from the relevant regulation should be sought.

2. Barnet logos and corporate colours (2.3)

It is the RA's understanding that there is clear agreement that neither the current Barnet logo nor the current Barnet turquoise motif will be used on signs, identification plates or stickers within the conservation area.

3. Short and tall posts (2.6)

Because short posts at the back of pavements have been seen to be less detrimental to the appearance of the conservation area than tall posts on the kerb line, LBB, supported by the RA, English Heritage and the HGS Trust, has widely installed short posts in the Suburb – notably in all roads in all three CPZ areas within the Garden Suburb, at Golders Green, East Finchley and Temple Fortune. It is the RA's understanding that this practice had been agreed with the LBB.

The LBB has agreed that short posts will continue to be used in the Garden Suburb in roads where the majority of existing signs are in that style but has indicated that in any 'new' streets it is intended to erect tall posts at the front of pavements. The Residents Association believes that the original agreement should stand.

4. Cul-de-sac signs (2.9)

The RA believes that separate cul-de-sac signs should always be avoided where "T-signs" on the street name signs are clearly visible and there is no local ambiguity. Cul-de-sacs should not have increased signage and oversigned cul-de-sacs should be considered for a reduction. There should be a maximum of only one free standing sign.

5. No-loading restrictions (3.1)

No-loading restrictions, marked by yellow flashes on the kerbs, are unattractive and undesirable in a conservation area and should be avoided except in cases of proven need on significant grounds of safety or obstruction.

ANNEXE

By way of illustration of the principles set out in paragraphs 2.1 and 2.5 of these Guidelines, the following is the schedule of signs to be removed as a result of the 2008 Signs Audit:

PROVISIONAL

Location	Action
Willifield Green	Concrete bollards – replace with oak posts (8 posts)
Meadway Court	Concrete bollards – replace with oak posts (2 posts)
Ossulton Way/Brim Hill	Concrete bollard – replace with oak post
Sutcliffe Close	Concrete bollard – replace with oak post
Greenhalgh Walk / Lyttelton Road	Litter Act sign – remove or update sign
Hill Top/ Brookland Hill	Litter Act sign – remove sign & post
Howard Walk E/ Brim Hill	Litter Act sign – remove sign & post
Howard Walk W/ Brim Hill	Litter Act sign – remove sign & post
Norrice Lea/ Nr Lyttelton Rd	Litter Act sign – remove sign & post
Kenwood Close	No parking at any time. Remove redundant sign and post
Winnington Road, O/S No 98	No parking signs on high post – remove post
Winnington Road, O/S No 90	No parking signs on high post – remove post
Winnington Road	No parking signs on high post – remove post
Edmunds Walk	Remove faded blue “park on one side only” sign at entry to road
Edmunds Walk	Remove rusty old “residents only” sign above the street name sign
Edmunds Walk	Remove the Humps warning sign and post
Edmunds Walk	Remove the two tall posts on the green and place one yellow restricted-hours plate on the lamp-post
Deansway (opp Brim Hill)	Move the Humps warning signs to adjoining lamp post No.15
Howard Walk – E and W	Remove the Humps warning signs and posts
Grey Close	Transfer cul de sac sign situated on the existing high post located outside No.66 Meadway onto nearby lamp column.

Erskine Hill	Two disabled parking signs with the Barnet logo , one on lamp-post 12, the other on a stand-alone post outside No.91 (opposite Homesfield). Remove logos
Oakwood Road	O/S No.51: relocate "School Ahead" sign to nearby lamp post & remove grey post
Kingslay Way/Emmett Close	Remove No Horse Riding sign and post
Hampstead Way/Mountview Close	Move "Bend Ahead" sign to adjoining lamp-post and remove separate post
Corringham Road, O/S No 61 Hampstead Way	Move Residents Parking sign back towards the hedge (Safety issue)
Willifield Green	Remove Beware Old People sign; move Beware Children sign to that location on taller post and remove separate post
Linnell Close	Double yellow lines with white hatchings – remove hatchings
Oakwood Road	Move warning sign when approaching the park to the lamp post 11 and remove post
Hill Rise	Paint the post stump sage green – If needs to be retained (feeder pillar)