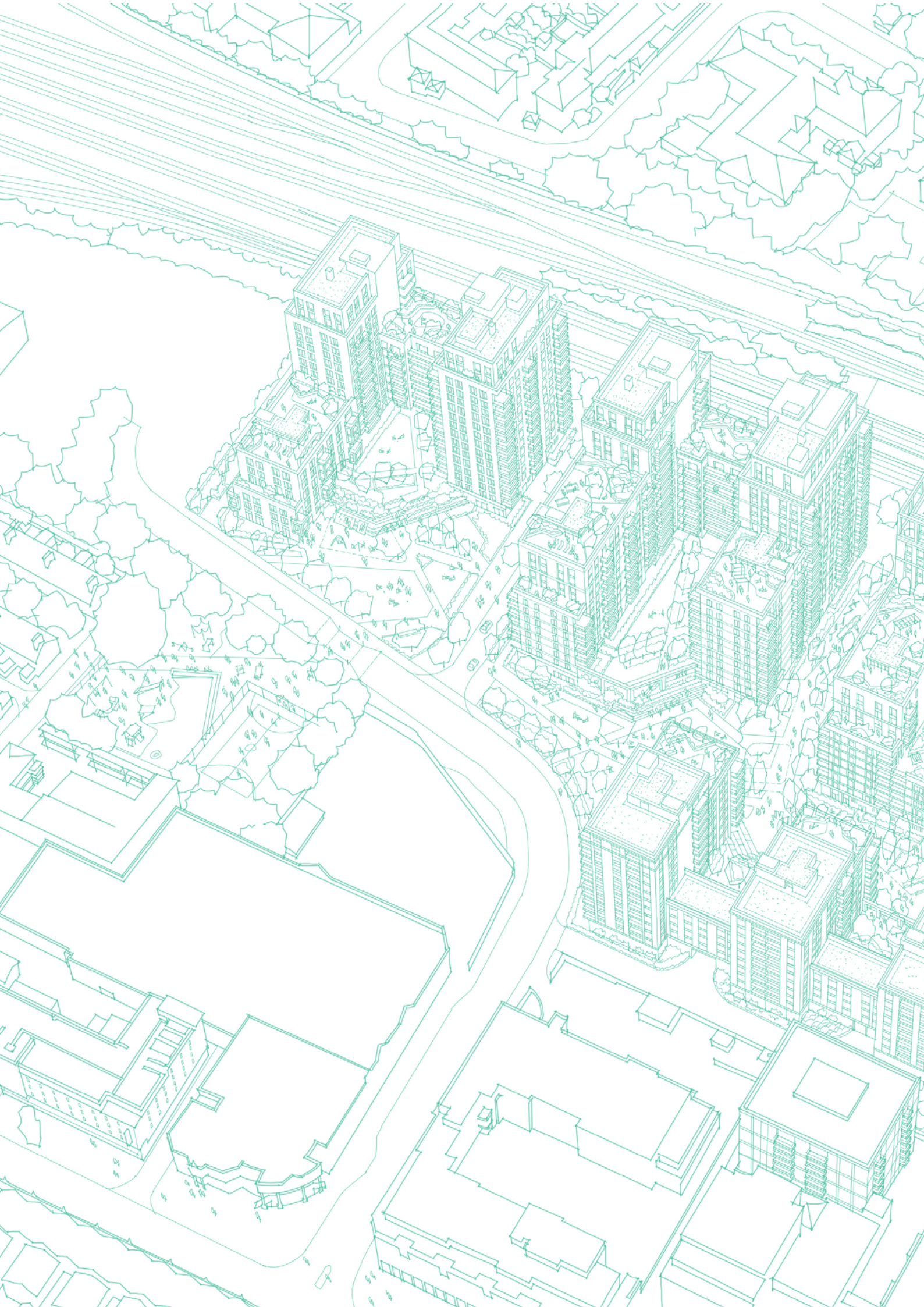
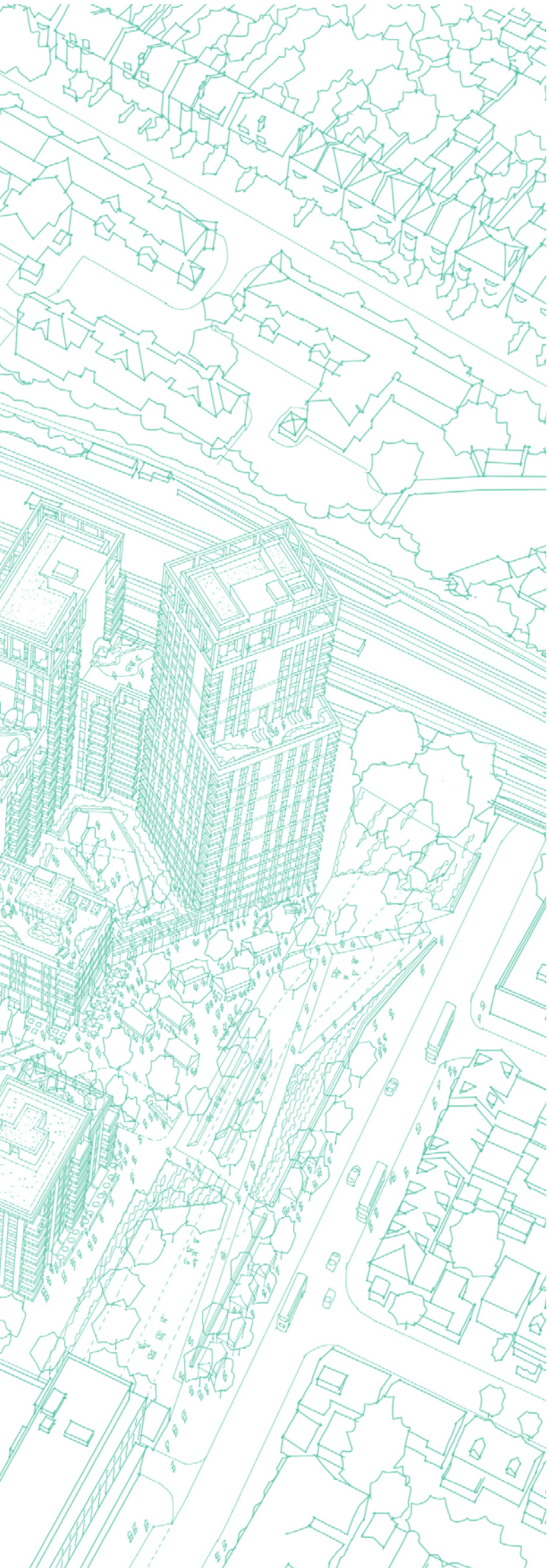


Design Guidelines B&Q Cricklewood, Cricklewood Lane

Montreaux Cricklewood Developments Ltd
July 2020







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No.	Revision	Date	Initial	Checked
05	Design team review	2020.07.27	SN	JE
06	Legal Review	2020.07.28	SN	JE
07	Final draft	2020.07.29	SN	JE
08	For Submission	2020.07.31	SN	JE



1 Introduction





1.1 About the Design Guidelines

This document has been prepared to facilitate the development of future Reserved Matters Applications (RMAs) in accordance with the high level design principles and strategic masterplan framework established in the Masterplan Design and Access Statement.

The aim of the Design Guidelines is to inform the detail design development of future RMAs so that a sense of coherence and continuity is maintained across the Site as it is likely that the Proposed Development will come forward over an extended regeneration period.

This document sets out the guiding principles and key standards which future RMAs should be brought forward in accordance with (or any subsequent update to approved policy at the time of RMA submissions) - in tandem with explaining the Parameter Plans (submitted for Approval).

The Design Guidelines should be viewed in tandem with the Parameter Plans and Masterplan Design and Access Statement.

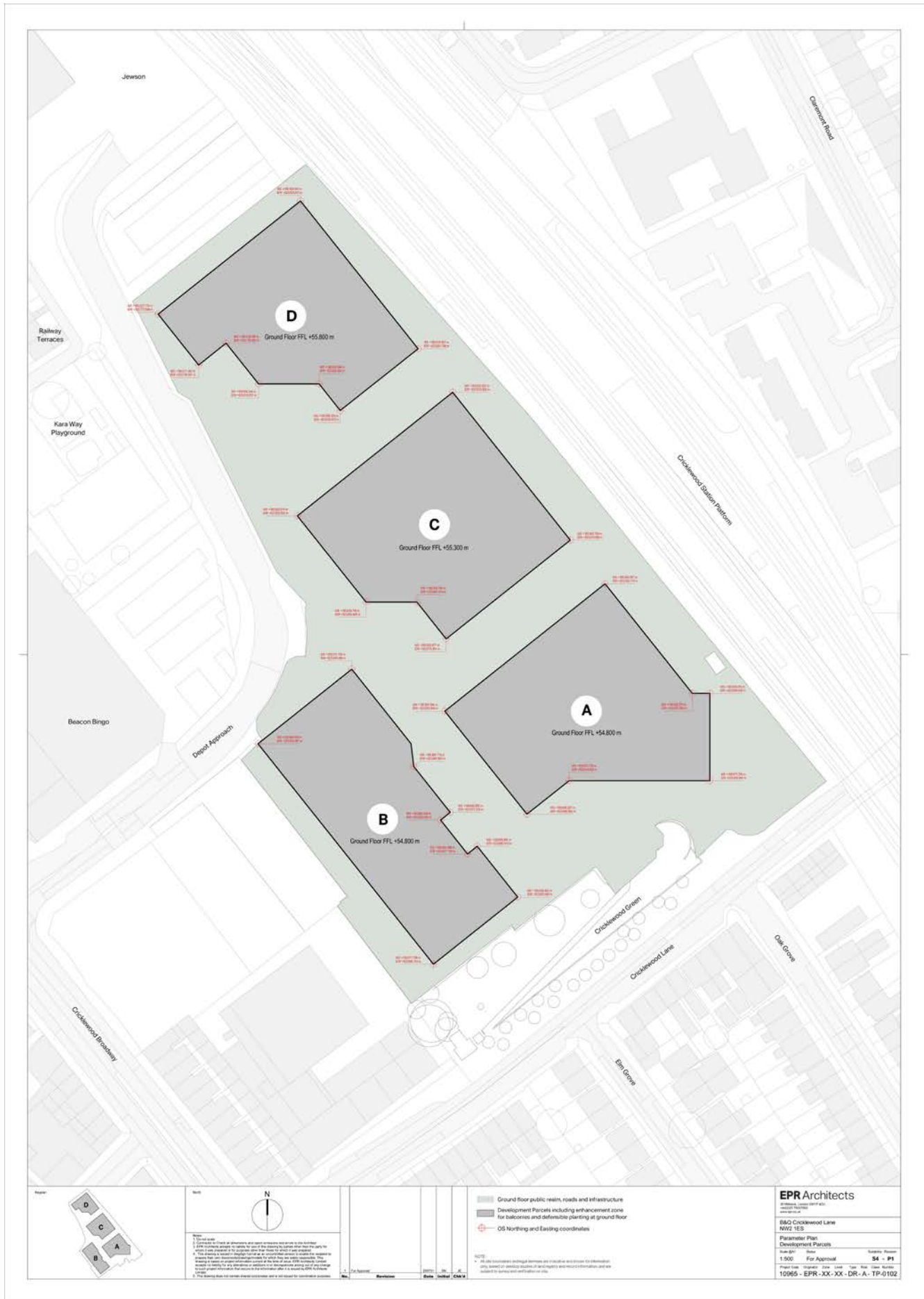


Computer Generated Image (CGI) of aspirational playspace in front of Development Parcel D, connecting with the existing Kara Way Playground.



2 Site wide layout





Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102

2.1 Development parcels

2.1.1

Development Parcel locations take into account *'the spaces between and around buildings; urban layout; enclosure; ensuring homes are laid out to form a coherent pattern of streets and blocks; public, communal and private open spaces; and the ways these relate to each other and neighbourhoods as a whole'* in line with Draft New London Plan guidance and aspirations.

2.1.2

The Site has four proposed Development Parcels (A, B, C and D). Their location is defined in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

These Development Parcels provide a framework for future Reserved Matters Applications (RMAs) of individual buildings to be developed within.

2.1.3

Development Parcels are defined by the maximum extents as illustrated on the Parameter Plans. The maximum extent of the Development Parcel makes allowance for the building footprint as well as private residential amenity (front gardens and/or projecting balconies) and defensible/buffer zones.

This is to ensure that the scale of public realm between and around Development Parcels is safeguarded, and that access and servicing strategies defined in the Masterplan Design and Access Statement (DAS) remain effective.

2.1.4

A minimum distance of 21m has been informed the siting of the Development Parcels and should be maintained in future RMAs between buildings (in line with Barnet SPD Residential Design Guidelines: *'In new residential development there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms...'*

Safeguarding minimum widths of internal streets and public realm, ensuring distances between Development Parcels are appropriate and comfortable for use and suitable to maintain appropriate levels of daylight and sunlight and mitigate overlooking.

2.1.5

The maximum extent of the Development Parcels is described by a set of OS National Grid coordinates (northings and eastings) shown on Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0102 (Development Parcels).

2.1.6

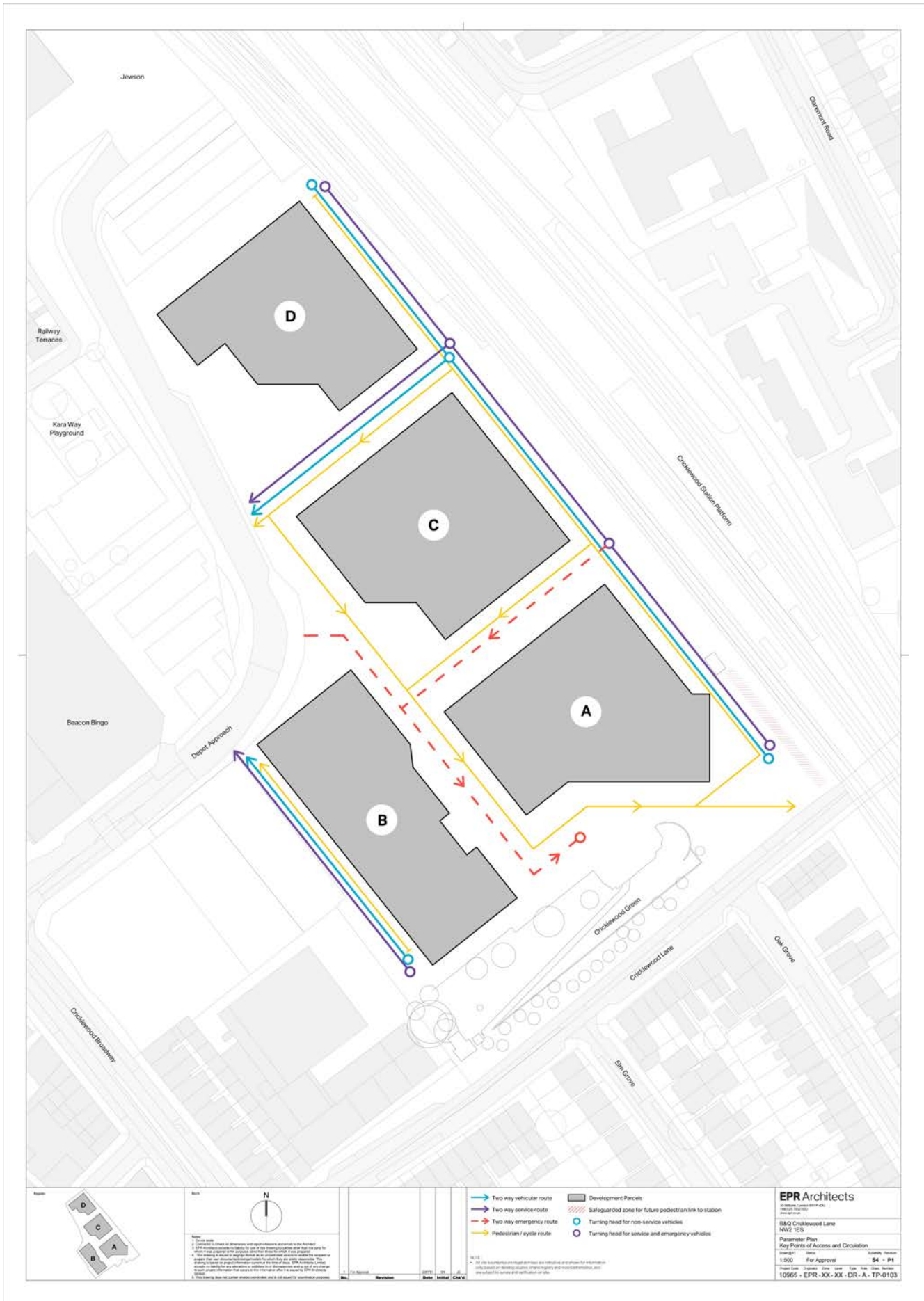
Building massing and layout should support the coherent, legible and navigable pattern of streets and blocks.

2.1.7

Public realm and space between and around buildings should achieve a sense of security by incorporating appropriate passive surveillance.

2.1.8

Orientation and design of individual buildings should provide privacy and adequate daylight for residents and be orientated to maximise views.



Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103

2.2 Key points of access and circulation

2.2.1 Access

The function and character of pedestrian, cycle and vehicular routes within the masterplan are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0103 (Key Points of Access and Circulation).

The access routes provide the framework for the Development Parcels to sit within while connecting the Site to existing off-site routes.

2.2.2

A new vehicular access off Depot Approach extends along the railside, accounted for in the Development Phasing whereby Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0105 (Phasing) should also be accounted for.

To enable servicing of Development Parcels A, C and D during construction and operation.

2.2.3

A second vehicle access route off Depot Approach extends along the western site boundary.

To enable servicing of Development Parcel B.

2.2.4 Turning areas

Turning areas suitable for service and emergency vehicles should be provided.

2.2.5 Servicing

Service vehicle movements, including Refuse Collection Vehicles (RCVs), (with the exception of emergency vehicles) should be limited to vehicle access streets only.

To ensure that the public realm remains a car-free zone.

2.2.6 Deliveries

Shared facilities management office(s) should accept deliveries of non-perishable goods while only vehicles delivering perishable goods, Royal Mail and white goods should stop nearest to the relevant building entrances.

To reduce the total amount delivery vehicle movements around and through the Site.

2.2.7 Maintenance access

Maintenance vehicle access should be limited to vehicle access streets only.

Providing required access to plant and service areas and ensuring that the public realm remains a car-free zone.

2.2.8 Emergency vehicle access

The public realm landscape design should allow for emergency service access rights when required.

To provide necessary emergency access to all areas of the Proposed Development.

2.2.9

The existing vehicular access point to/from the Site from Cricklewood Lane should be removed.

Allowing for increased public realm and new accessible pedestrian and cycle access to the Site.

2.2.10 Universal access

Future RMAs should respond to the needs of an ageing population by including the principles for inclusive design in line with relevant legislation, standards and guidance.

2.2.11

All pedestrian, cycle and vehicular routes should be clearly defined physically and visually.

To ensure the safety of the public realm for all.

2.2.12

All pedestrian access into and around the Proposed Development should be step free in line with relevant legislation, standards and guidance.

To ensure the Proposed Development is inclusive and accessible to all.

2.3 Development heights

2.3.1

Maximum AOD heights for buildings within the individual Development Parcels are set out in Parameter Plan 10965-EPR-XX-XX-DR-A-TP-0104 (Development Heights).

To ensure that future RMAs sit within the height strategy developed with the Local Borough of Barnet (LBB) and are in keeping with the tested townscape approach.

While RMAs exceeding the maximum parameter heights will be subject to further daylight/sunlight/overshadowing and wind analysis as well as LBB approval, future RMAs should submit detailed Daylight Sunlight and Overshadowing assessments for each Development Parcel as it comes forward (regardless if within maximum heights), as internal and external assessments would be expected at RMA stage.

2.3.2

Ordnance Datum levels are used to define the maximum parameter heights expressed as a height above mean sea level (AOD).

2.3.3

Maximum parameter heights have been measured from indicative ground floor levels of the specific Development Parcels as set out in:

Parameter Plan

10965-EPR-XX-XX-DR-A-TP-0102

2.3.4

Maximum parameter heights are inclusive of parapets, other architectural features, lift/stair overruns and/or plant.

RMAs for the Development Parcels should not exceed the maximum AODs.

2.4 Technical considerations

2.4.1 Daylight, sunlight and overlooking

The positioning, orientation and massing of the Proposed Development is inherently designed in order to mitigate adverse effects to neighbouring sensitive receptors. The development of the maximum height and plot parameters have been arranged to minimise the impacts on neighbouring properties as well as to allow for good levels of amenity within the proposed accommodation and open spaces. Future RMAs should submit detailed daylight, sunlight and overshadowing assessments for each Development Parcel as it comes forward.

2.4.2 Wind microclimate

Further assessment should be conducted as the detail of each building is very likely to change both the aerodynamics of the Proposed Development, and potentially the sensitivity of uses across the Site and target conditions at each specific measured locations. Wind microclimate should be quantitatively assessed by an experienced wind engineer to confirm that mitigation measures are effective, based on the final massing as future RMAs come forward.

It is expected that unfavourable wind conditions can be mitigated using a developed mitigation scheme consisting of hard and soft landscaping, as well as considered entrance and amenity locations, to be discussed and agreed with LBB at RMA stage.

With these wind mitigation measures in place, wind conditions would be expected to improve such that the locations exceeding the comfort and safety criteria would be safe and suitable for the intended pedestrian use.

2.4.3 Overheating

The Proposed Development has been orientated to limit the amount of exposed façades orientated directly to the South and West. The apartments form encourage cross ventilation through the apartment and the glazing to solid ratio in the façade has been balanced to limit solar gain but balanced without restricting heat loss. To this extent

within Reserve Matters application CIBSE TM 59 calculations should be undertaken to demonstrate that the dwellings overheating performance is better than current Building Regulations requirements.

2.4.4 Air quality

Future RMAs should adhere to good principles of design with regard to minimising emissions and the reduction of impacts on local air quality:

- Effective spatial planning – the new dwellings should be located in an area well connected to public transports, and local workplace, schools, shopping and leisure facilities, which should reduce the need to travel by car;
- Provision of cycling parking facilities to encourage sustainable transport;
- Building design and layout – open space area and commercial facilities situated between the road sources to minimising exposure to future occupants; and
- Provision of all-electric powered space heating and cooling with the Proposed Development.

2.4.5 Climate change

Materials with lower embodied carbon should be incorporated within the design, where appropriate, during future RMAs, such as locally sourced products and materials with a higher recycled content. Furthermore, the durability of materials should be considered to reduce energy consumption and maintenance requirements. External materials that can withstand changes to temperature and precipitation should be specified.

The Outline Energy Assessment details several energy saving design elements which can reduce greenhouse gas emissions from the operational phase of the Proposed Development. These elements include: improved fabric "U" values; improved air tightness; minimised cold bridging optimising of glazing; communal heating system; high

efficiency ventilation systems; low energy lighting; smart meters, and air source heat pumps.

Allowance should be made for increase in surface water flows in drainage design due to climate change and incorporation of Sustainable Drainage Strategy (SuDS), such as swales, green roofs and water attenuation tanks.

2.4.6 Ground conditions and contamination

Specification of concrete used in foundations and building structures should be selected based on the results of the chemical composition of the Site's soil and groundwater. Guidance is provided by the Building Research Establishment series 'Concrete in Aggressive Ground'.

2.4.7 Noise and vibration

Due to the close proximity of the railway lines toward the east of the Development Plots, appropriate glazing and ventilation specifications, and façade insulation design should be incorporated into the detail design of future RMAs. Through the incorporation of these measures, the impact from both transport noise sources as well as surrounding existing commercial activities affecting future occupants can be mitigated and the internal ambient noise criteria can be achieved.

Fixed Plant and Building Services: Building services plant should be designed to achieve operational limits consistent with the requirements of BS 4142 which may require mitigation to be incorporated into the fixed plant design. The specification of plant machinery with low noise emission and properly attenuated supply and extract terminations should help to mitigate noise emissions. The use of enclosures, local screening, mufflers and silencers should also be used as appropriate. Where the noise exhibits any such acoustic features then the relevant penalty/ correction should be applied in accordance with BS 4142 so that the resultant rating level falls within any applicable limit levels.

Design Guidelines, B&Q Cricklewood, Cricklewood Lane

2.4.8 Playspace

Future RMAs should provide sufficient playspace and public realm to avoid any adverse effects on the demand on social infrastructure. The new public park should be provided in order to help reduce the deficiency in the provision of public parks in the local area. See Design Guidelines: Chapter 5 for further details.

2.4.9 Secured by Design

Future RMAs should incorporate Secured by Design measures for crime prevention by adding appropriate outdoor lighting and public circulation space for natural surveillance as well as additional optional features including glazing, CCTV and secure bicycle and bin stores. Through these design and management choices adverse effects should be mitigated.

2.4.10 Townscape, Visual and Built Heritage Impact Assessment

Future RMAs should incorporate high quality and modern design of buildings that enhance the existing general townscape. This is especially important in the design Development Parcel A with regard to impact upon the settings of designated heritage assets. Visual impact could be mitigated by articulation and architectural treatment, thereby breaking down the perceived overall mass. Stepped setback of the upper levels should be considered to provide additional visual interest and soften massing.

2.4.11 Traffic and transport

Improved Accessibility: The Proposed Development should provide a new traffic-free pedestrian and cycle route between Depot Approach and Cricklewood Lane. This should provide a direct and attractive collector route for pedestrians and cyclists travelling to and from the Site. This should further reduce reliance on the private car and encourage sustainable travel behaviour.



3 Layout and residential quality





3.1 Layout and residential quality

3.1.1 Legislation, standards and guidance

Future RMAs should be designed to ensure compliance with the relevant legislation, standards and guidance, including but not limited to:

- The Equality Act 2010;
- National Regulations: The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 1: Dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document M (Access to and use of buildings) Volume 2: Building other than dwellings, HM Government, 2015 edition, incorporating 2016 amendments;
- The Building Regulations 2010, Approved Document K (Protection from falling, collision and impact), HM Government, 2013 edition;
- The Building Regulations 2010, Approved Document B (Fire safety) Volume 1: Dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments;
- Approved Document B (Fire safety) Volume 2: Buildings other than dwellinghouses, HM Government, 2006 edition incorporating 2010 and 2013 amendments.

Best Practice

- British Standard 8300:2009 (Amended 2010) Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice, British Standards Institution, 2010;
- British Standard 9999:2008 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2008.

National Planning Policy

- The National Planning Policy Framework (NPPF) (2019);
- National Planning Practice Guidance (NPPG) (2019);
- Technical housing standards – nationally described space standard. DCLG 2015;

London Planning Policy

- The London Plan (2016) (as consolidated with all alterations since 2011) - (Draft New London Plan Policy 3.5 Quality and design of housing developments);
- Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, March 2016.
- London Housing Design Guide, Interim Edition, August 2010, London Development Agency as a best practice guide should be referred to where the above documents are silent.

Local Planning Policy

The adopted Development Plan for the London Borough of Barnet sets out the planning policies for making planning decisions. The Development Plan consists of the following documents:

- LBB Core Strategy Development Plan Document (CS) (September 2012);
- LBB Development Management Policies (DMPD) (September, 2012);
- LBB Unitary Development Plan "13 saved policies" for Brent Cross and Cricklewood' (UDP) (May, 2006); and
- Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (December 2005).

These are minimum standards which RMAs are encouraged to exceed.



3.1.2 Security and privacy

All ground floor residential dwellings which front public realm should be provided with defensible space acting as a buffer zone between the private residential accommodation and the active public realm.

Residential dwellings should be arranged to allow for natural surveillance of the public realm and communal amenity spaces while also reducing overlooking or private spaces.

Boundary treatments between defensible spaces and public realm should:

- Allow for an element of transparency and avoid continuous solid boundary treatments;
- Metal railings, gates, dwarf walls and planting should be used to provide transparency while glass should not be used;
- Boundary treatments should be a maximum of 1m in height.

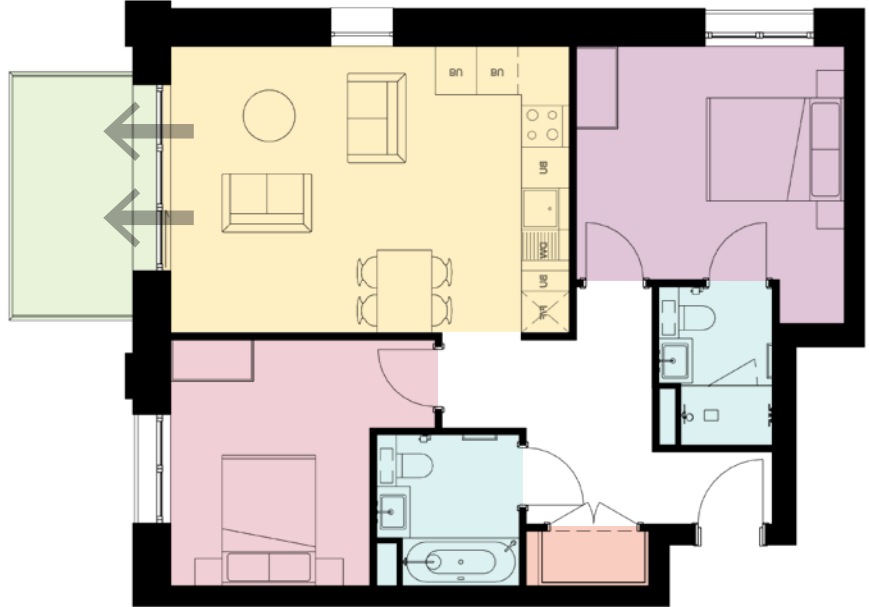
Future RMAs should be designed in accordance with the layout and design principles of Secured by Design (SBD).

The following features should be adopted to improve safety and security and help minimise crime:

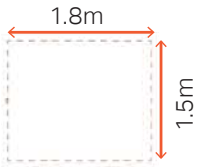
- Maximise overlooking/passive surveillance through the layout of the building and window locations, particularly those overlooking entrances;
- The buildings designed with clear sight lines in mind to optimise visibility distances;
- Clear glazing at street level to encourage passive surveillance;
- All residents' communal spaces should be accessed via encrypted fob;
- All doors and windows to ground floor dwellings as well as dwellings accessible from communal courtyards to be designed to PAS24 security rating;

- Secure PAS24 rated doors should be provided to all refuse and cycle stores, core entrance doors and front doors to dwellings on upper levels;
- Where residential entrances are recessed at ground floor, these should be made as wide as possible to increase visibility and minimize hiding places;
- All residents' cycle storage should be located in covered, secure areas with racks allowing bikes to be locked in two places;
- Defensible space should be provided to dwellings at ground floor level, although these are designed to avoid potential hiding places; and
- Footpaths, routes and public spaces should be well-lit at night to the appropriate standards.

- Living/Dining/Kitchen
- Private amenity space
- Master bedroom
- Second bedroom
- Bathroom
- HIU Cupboard



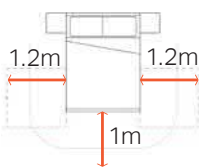
Plan of typical 2B 4P dwelling .



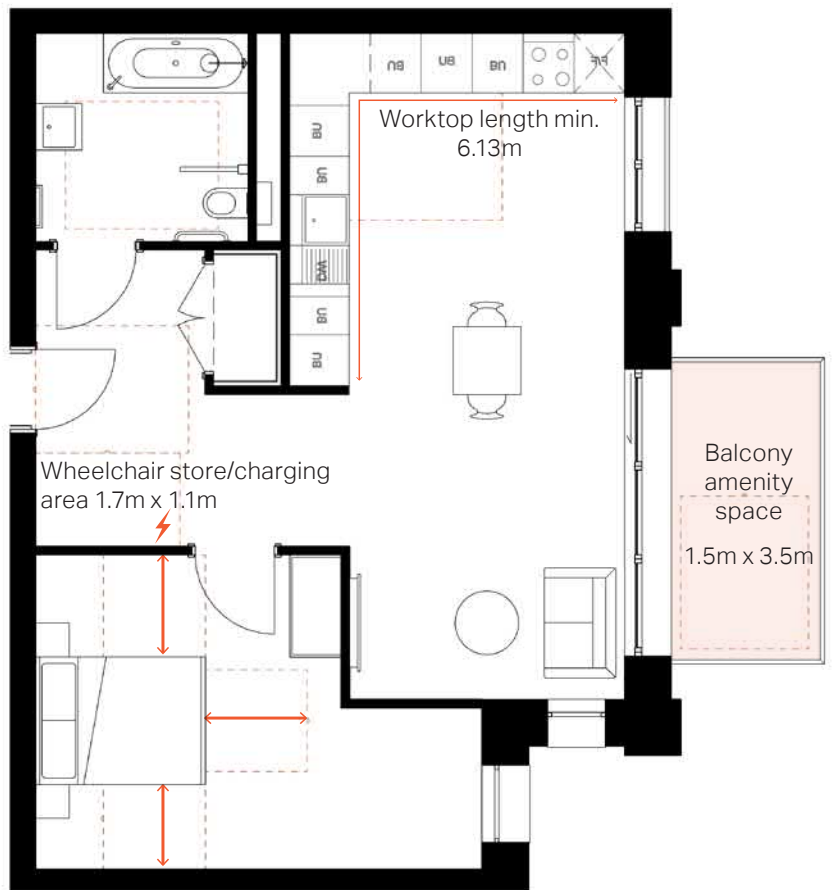
180° Turning space provision - minimum **clear turning zone** inside the entrance area, in front of the door when closed.



1.2m x 1.2m clear activity zone - minimum 1.2m x 1.2m **manoeuvring space** inside bedroom doorways, clear of the bed and the door.



Minimum 1m wide **clear access zone** to both sides and the foot of the bed and in front of all furniture and a minimum 1.2m x 1.2m **manoeuvring space** on both sides of the bed in principal double bedroom.



Plan of typical Category M4(3) Wheelchair dwelling with key manoeuvring spaces and activity zones highlighted.

3.1.3 Residential quality

Future RMAs should be of high quality design and meet the aspirations of the Draft New London Plan.

Dwellings should be designed to meet the Nationally Described Space Standard minimum space standards for dwellings of different sizes.

3.1.4 Access

Future RMAs should provide for compliant and convenient inclusive access to meet the needs of residents and visitors.

Key access design concepts should include:

- Incorporation of principles for inclusive design wherever possible;
- Clear design and sight lines for people to navigate building entrances across the public realm;
- Spacious and wheelchair friendly entrances with wide circulation routes;
- All residential dwellings should comply with the building regulation requirements for Part M4(2) accessible and adaptable dwellings while units designed as wheelchair user dwellings should comply with Part M4(3);
- All wheelchair user dwellings located above ground floor should be served by more than one lift;
- Provision of adequate disabled parking spaces;
- Inclusion of accessible cycle parking spaces within secured and covered cycle stores;
- 1500mm wide communal corridors; and
- Step-free and convenient access to all parts of the Proposed Development.

3.1.5 Private amenity space

All dwellings should be provided with private outdoor space in the form of balconies, terraces or winter gardens.

Ground floor residential dwellings accessed directly through own front doors should allow for integrated refuse storage within the private amenity space.

3.1.6 Layout

Residential cores should serve a maximum of 8 dwellings per floor.

Layouts should seek to optimise aspect and orientation while mitigating overlooking between adjacent buildings.

Sufficient levels of daylight and sunlight should be provided for all dwellings and outside amenity space.

Future RMAs should maximise the number of dual aspect dwellings.

Allowing for improved natural ventilation, easing over-heating as well as providing opportunity for increased levels of daylight and prolonged periods of sunlight.

Any single aspect dwellings that cannot be avoided should demonstrate that all habitable rooms achieve adequate passive ventilation, privacy and daylight and how overheating can be avoided.

Living/dining/kitchen areas should be organised around the dwelling's private amenity space.

To maximise access to sunlight/daylight and outlook.

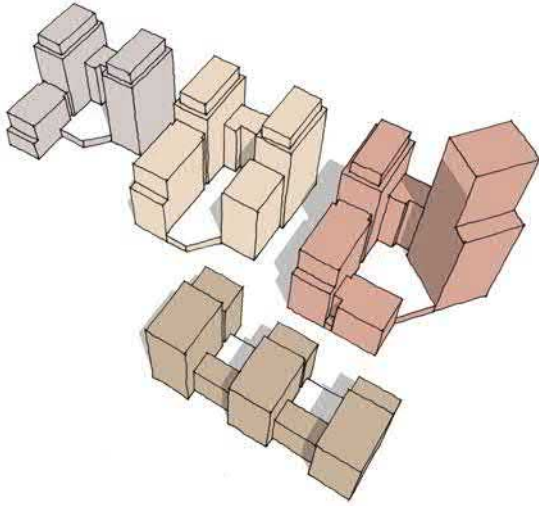
HIU, storage and bathrooms should be located closer to entrances where ever possible.

To prioritise habitable room located on the perimeter of the dwelling improving natural light and ventilation.

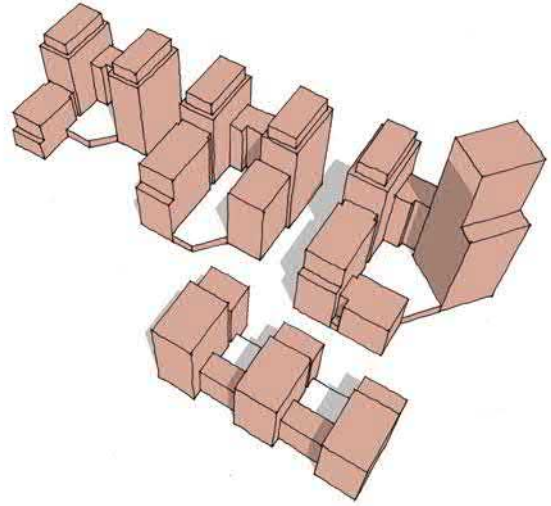


4 Building appearance

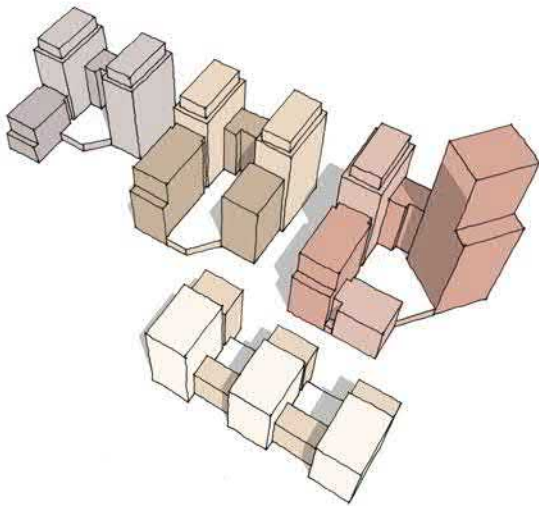




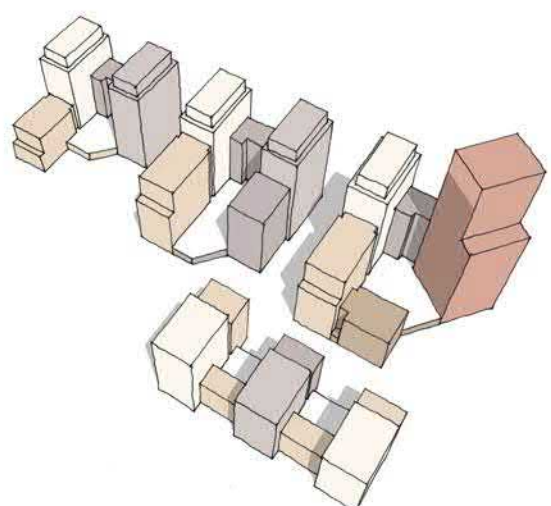
✓ Complementary variation in brick tones for individual Development Parcels



✗ Single consistent brick tone throughout



✓ Subtle variation in brick tone within individual Development Parcels



✗ Excessive variation in brick tone throughout - lacking structure

4.1 Materiality

4.1.1

RMA proposals should be of exemplary design.

4.1.2

The palette of materials should be limited.

To ensure a coherent architectural language is established throughout the neighbourhood.

4.1.3

The primary building material should be brickwork.

To provide a consistent aesthetic treatment with a robust finish, which unites the architectural language of the different buildings and the surrounding context.

4.1.4

Secondary material may be contrasting in its appearance, exploring the use of colour and texture.

To allow for flexibility and expression in design within a consistent framework for the neighbourhood.

4.1.5

All materials should be durable, robust and easy to maintain.

To ensure a high-quality finish over the life span of the development.

4.1.6

Consideration should be given to the overall approach to materiality and colour palette for the whole site.

To ensure each building coming forward is an appropriate fit within the emerging neighbourhood.

4.1.7

While the primary facade material is brick, subtle variation in brick tone should be considered.

To differentiate between buildings providing a sense of identity and adding variation to the overall development.



4.2 Entrances and frontages

4.2.1

Communal entrances to residential cores should be clearly visible from the public realm.

To facilitate way-finding and improve safety and natural surveillance.

4.2.2

Communal entrances should provide step-free access to all dwellings, car parks, refuse and cycle stores.

To allow for inclusive access to all areas of the Proposed Development.

4.2.3

Hierarchy of entrances should be clearly expressed, differentiating between communal and private entrances.

To facilitate way-finding for both residents and visitors.

4.2.4

Service entrances (refuse, cycle storage, plat, car parking entrances) should be fully integrated into the overall façade composition.

To ensure that a cohesive architectural aesthetic is applied consistently across the Proposed Development, enhancing the external ground floor experience for those moving through the public realm.

4.2.5

Large areas of inactive frontage should be avoided, and service entrances should be distributed across the building frontage.

To promote active frontages and mitigate areas that might be prone to vandalised and neglect due to lack of natural surveillance.

4.2.6

Communal residential entrances should provide access to dwellings as well as any shared residents' amenity spaces on podium or roof levels. The necessary security measures should be in place to ensure permitted access only.

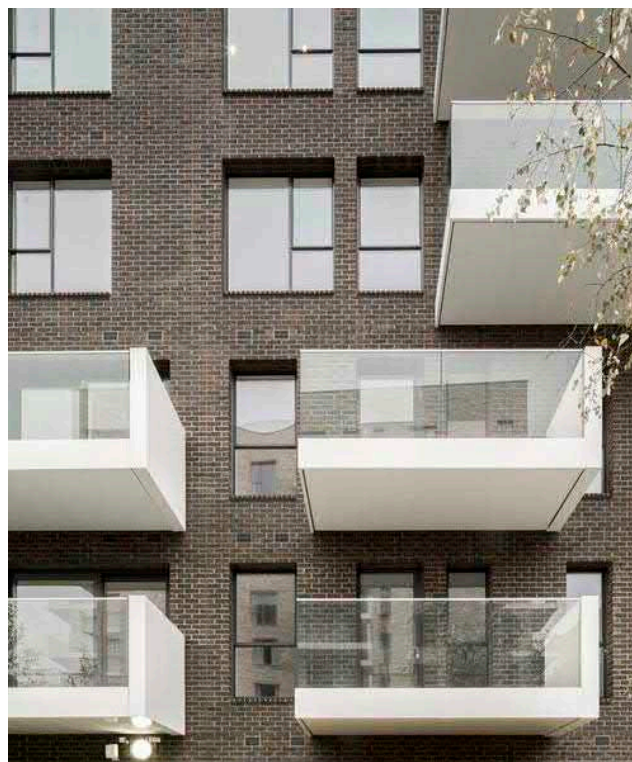
To ensure amenity spaces are accessible to all residents within the Development Parcel.

4.2.7

Ground floor dwellings should be accessed by residents' private front doors within their own defensible front garden space.



Metal balustrades preferred to complement the material palette



✗ Glazed balustrade treatments are not permitted

4.3 Architectural features

4.3.1

Early consideration should be given to the window cleaning and glass replacement strategies.

To ensure an appropriate maintenance strategy can be supported for the Proposed Development.

4.3.2

All balconies should provide for a minimum depth of 1.5m and meet the minimum areas for private outdoor space.

As set out in the Draft New London Plan Policy D4 Housing quality and standards guidance.

4.3.3

Glazed balustrades are not permitted.

To limit material palette, omit the need for cleaning of glass balustrades and align with fire safety requirements.

4.3.4

Projecting balconies overlooking public realm and residential streets are encouraged.

To maximise views and reinforce passive surveillance.

4.3.5

In order to avoid facade becoming overpowering in scale and relentless in their articulation, recessed breaks in massing at lower heights should be introduced.

This would assist in breaking up the massing and softening potential long reading façades.

4.4 Maintenance strategy

4.4.1

Future RMA facade design should be developed with a maintenance strategy in mind, ensuring that:

- The experience of arrival, via footpaths, entrances and shared circulation spaces is comfortable, accessible and fit for purpose;
- Features are designed to allow maintenance activities such as window cleaning, to be undertaken with ease;
- Sufficient levels of secure, covered and conveniently located externally accessible storage is provided for deliveries and other bulky items; and
- Recycling and waste disposal, storage and any on site management facilities are convenient in their operation and location, appropriately integrated, and designed to work effectively for residents, management and collection services.

4.4.2

Windows to floors above ground level should be designed for internal replacement via the residential lift cores.

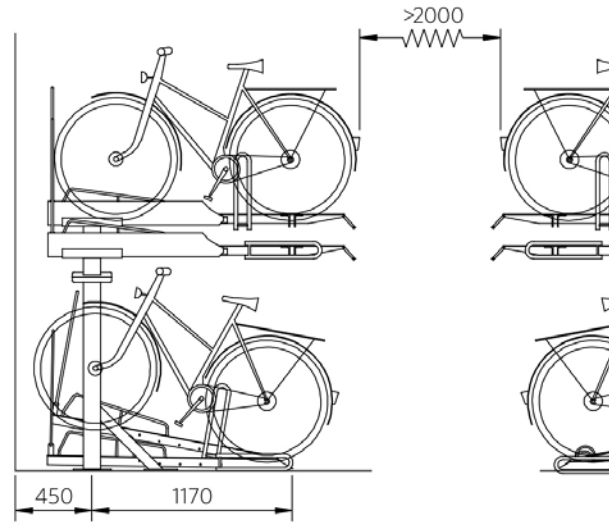
To limit the need for external glass replacement solutions.

Roof access should be provided to maintain and inspect roof finishes, rain water outlets and gullies, lightning protection tapes and plant.

To ensure ongoing maintenance can take place.



Example of multi-tiered cycle storage solutions that may be possible in future RMAs.



4.5 Car and cycle standards

4.5.1

Car parking should be designed to have minimal visual presence within the public realm. Podium car parking should be explored.

This can mitigate the need for large open parking areas within the public realm.

4.5.2

On-street parking should be well integrated within the public realm and associated landscape.

To ensure the public realm remains a pedestrian first environment, limiting the visual appearance of on-street parking.

4.5.3

Vehicle entrances to car parks should be fully integrated into the overall façade composition.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.4

Residential cycle storage should be designed in line with Draft New London Plan and integrated within the main building fabric and stand-alone structures within the public realm or amenity spaces should be avoided.

To ensure a high quality design approach is maintained throughout the Proposed Development.

4.5.5

All residential cycle storage should be provided in secure cycle stores. Visitors cycle storage should be provided within the landscaped public realm near to the building entrance.

4.5.6

Larger cycle stores should be lobbied and have two entry/exit points as a means of security and to prevent tailgating.

Large internal cycle stores should be subdivided into smaller 'cages'.

To facilitate easier management and access control.

4.5.7

Natural ventilation will likely be required to parking and plant areas at ground floor.

In order to achieve this the facade treatment will need to provide a certain degree of open area. Consideration should be given to the facade treatment providing this to ensure it appears to be integrated into the wider facade.

4.5.8

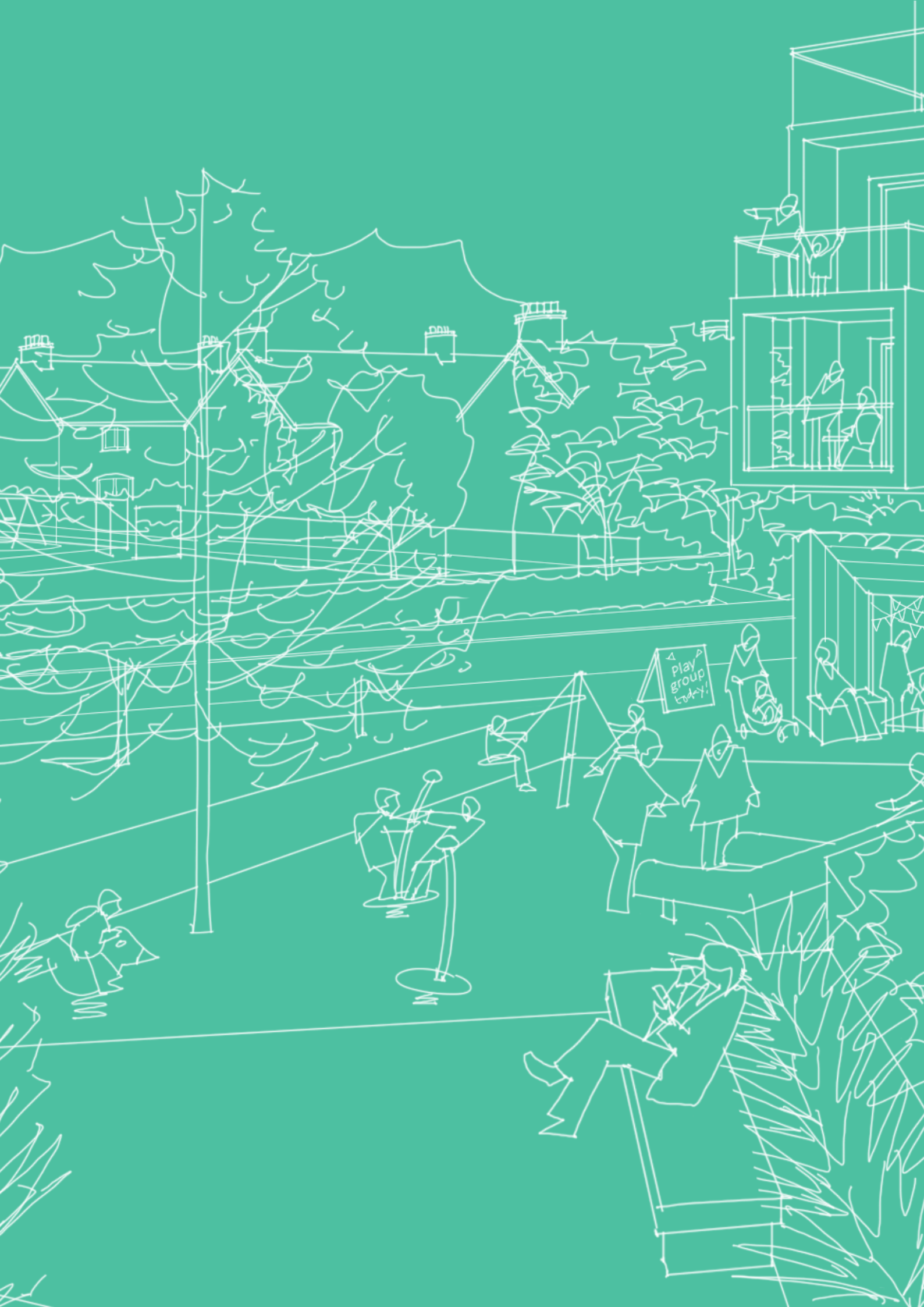
Facade allowances for natural ventilation should be raised above ground level and the landscaping designed to provide a buffer between the ventilation and any pavement or walkways.

To mitigate vandalism and improve security.

4.5.9

Multi-tiered cycle storage is encouraged.

To reduce the footprint required for residential cycle stores and reduce inactive frontages.



5 Public realm



5.1 Introduction

5.1.1

The following section, along with the Masterplan Design and Access Statement, documents the public realm design strategies and guidelines for the Proposed Development. It sets out a vision and key design objectives for the landscape which future RMAs should consider (acknowledging that landscaping is reserved for future determination).

This section identifies the characteristics and qualities of each defined Landscape Character Area, and articulates the holistic strategies which contribute to a cohesive and considered design language within the public realm. This framework of design guidelines promotes an independently defined and purposeful site character derived from the immediate environment which contributes to and supports the definition of a 'Cricklewood' sense of place.

Where appropriate, future RMAs must be agreed with LBB, the GLA, local highways authority and TfL.

The following pages of these design guidelines are divided into the below sections;

- [Landscape Objectives](#)
- [Hard Landscape](#)
- [Street Furniture](#)
- [Lighting](#)
- [Soft Landscape](#)
- [Trees](#)
- [Play Strategy](#)
- [Signage](#)
- [Accessibility and Legibility](#)

5.2 Landscape objectives

5.2.1

As documented within the Masterplan Design and Access Statement, future RMAs should provide an outdoor community asset that supports and enhances the existing Cricklewood Green, enjoyed by residents, locals and visitors alike. Future RMAs should consider the following objectives, alongside the vision layers defined within the Masterplan DAS;

5.2.2

A civic heart with a community focus;

To ensure a high-quality finish over the life span of the Proposed Development.

5.2.3

An aspirational place to settle

To ensure safe and comfortable residences and outdoor/public realm areas that cater to a variety of users.

5.2.4

Links and connections through the Site

To integrate the Site with its surroundings and provide paths that connect the existing street network with the Site layout.

5.2.5

Generous publicly accessible green space

To contribute and enhance the existing green infrastructure network.

5.2.6

A succession of spaces and experiences

To showcase a variety of new spatial typologies within Cricklewood.

5.2.7

One visible and generous civic space

To provide a public area for a variety of community gatherings and curated events.

5.2.8

A green pedestrian route

To encourage active travel and recreation.

5.2.9

Varied views and elements of surprise

To provide a diversity of site experiences.

5.2.10

Visual connection with podium gardens

To showcase how the public realm and architecture can be symbiotic and provide continued activation at varying levels.

5.3 Hard landscape

5.3.1

Hardscape components should seek to achieve a regularity, rhythm, and repetition of palette and layout. Flush metal edging should be used to retain surfaces where required.

To provide a consistency and continuation of forms within the hardscape.

5.3.2

Hard materials should be of high quality and a context-appropriate and limited palette, materiality and colour tone. Busy patterned surfaces to pedestrian surfaces should be avoided.

To create a high-quality continuation of like forms.

5.3.3

Paving specified on footways and carriageways should be laid in a stretcher bond and be perpendicular to the proposed direction of travel.

To provide an accessible and consistent public realm.

5.3.4

Materials should be robust and consider proposed trafficability.

To provide a durable public realm.

5.3.5

Where appropriate, materials should be permeable.

To encourage local material sustainability.

5.3.6

Where possible and relevant, materials should be locally sourced and reflect the local vernacular.

To encourage support for the local economy and character.

5.3.7

Hard material selection should consider different seasonal conditions and uses, particularly regarding accessibility and durability. Where vehicle overrun is anticipated the build up and modular size of the paving must be suitable.

To ensure the public realm is accessible and usable in varying weather conditions

5.3.8

Selection of hard materials should be in keeping with the proposed programme of the designed area. Contrasting paving should be used to define spaces and uses, as opposed to strong patterns.

To create a considered diversity in hard material selection.

5.3.9

Manhole covers and inspection chambers should not be located in obvious view of highly trafficked pedestrian or vehicular areas. Where this is inevitable, these should utilise recessed covers and be inlaid with paving matching the surrounds. Drainage products that are least visible in the surface, such as slot drains.

To provide a visual consistency within the public realm.

5.3.10

Manhole covers and inspection chambers should be flush with the adjoining surfaces.

To ensure freedom of pedestrian and cyclist movement.

5.3.11

Feathered steps should not be used.



✓ Stretcher-bond paving perpendicular to direction of travel on footways, carriageways



✗ Non-stretcher-bond patterns on main footways and carriageway not permitted



✓ Permeable paving materials, where appropriate



✗ Unless necessary, non-permeable paving materials should be limited



✓ Flush and recessed manhole covers aligned with proposed paving pattern



✗ Non-recessed manhole covers not aligned with paving pattern

5.4 Street furniture

5.4.1

All street furniture should be of a unifying and consistent colour, tone, texture and material. Materiality, tone and colour should co-ordinate with the existing context and Proposed Development.

To ensure the suite of street furniture has a strong and coherent identity and a high-quality aesthetic.

5.4.2

Consideration should be given to the appropriateness of the materials with regard to place making and their long-term performance.

To ensure longevity of proposed materials and public realm. To minimise maintenance and replacement costs.

5.4.3

Seating elements should be varied and provide for a range of interactions, including solitary reflection, private conversation and larger social groups.

To encourage a diversity of social interactions.

5.4.4

The design and placement of furniture should respond to how the Site is likely to be navigated and be in keeping with the landscape character areas denoted in this document.

To promote a considered placement of furniture elements.

5.4.5

Areas of seating and playful elements should be situated in the sunniest areas and sheltered from the elements and interspersed throughout the public realm. Seating elements should include arm rests and back supports at appropriate locations.

To ensure the comfort of public realm users is considered.

5.4.6

Tree grilles should be recessed and laid flush with the surrounding surface treatment.

To ensure freedom of pedestrian and cycle movement.

5.4.7

Timber should be sustainably sourced. Materials which utilise low-carbon resources, recycled and recyclable materials must be preferred.

To align with ethical obligations and best-practice.

5.4.8

All furniture should be of robust construction, durable finish and vandalism resistant.

To ensure longevity and quality to the public and private realm.

5.4.9

Glass balustrades should not be used in public realm. Railing boundary treatments should be considered over glass, timber or brick boundary treatments.

5.4.11

Seating should be 450mm - 500mm in height and integrated into the surrounding landscape and given enough room to fulfil its function.

5.4.12

Litter bins should be located adjacent to areas of public seating.

5.4.12

Cycle stands should meet the minimum Draft London Plan requirement for short stay external stands. They should be located in groups near building entrances.



✓ Timber-centric seating with a consistency in form and appearance



✗ Concrete, solid, or traditional style seating



✓ Timber-centric (or ornamented) street furniture



5.5 Lighting

5.5.1

All footpaths and vehicular access areas should be illuminated.

To encourage safe usage and good passive surveillance.

5.5.2

Light levels should meet adaptable standards, but should not exceed these standards except to highlight a particular artwork or feature.

To follow best practice.

5.5.3

Luminaries should be LED with a warm white colour.

To minimise disturbance to bats and other wildlife.

5.5.4

The needs of foraging bats and other wildlife should be given full consideration, especially alongside existing and proposed linear features such as hedgerows, tree-lines and planting beds. Bollard or low-level columns should be preferred in these areas with light streams directed away from sensitive areas, unless standards of illumination must be met according to the proposed site usage.

To encourage ecological stewardship and consideration for wildlife patterns in the lighting design.

5.5.5

The Site lighting must be designed by experienced lighting consultants. The lighting must be energy efficient, as evidenced by energy and carbon calculations.

To encourage considered and efficient energy consumption.

5.5.6

Columns and other street lighting luminaries should be aesthetically in keeping with the surrounding Cricklewood area and heights should be appropriate to adjacent buildings. Light column materials, finishes and designs should be consistent across the Proposed Development and align aesthetically with other street furniture.

To maximise consistency in the materiality and appearance of the public realm.

5.5.7

Light columns should have a design life of 50 years minimum. Columns should provide the means for fixing brackets for hanging baskets, banners and / or Christmas decorations.

To maximise longevity of the lighting strategy and provide mechanisms for social and community appropriation.

5.5.8

Safe maintenance access for repair or replacement should be from locked access hatches at ground level (or rooftop/podium level where applicable), or via an elevated working platform at ground level.

To provide a consistent access mechanism across the Proposed Development.

5.5.9

Lighting should not generally be provided within play areas unless required for safety of users if anticipated usage.

To discourage usage where passive surveillance is limited after dark.



✓ Modern, non-ornamented and elegant street lighting and luminaries

✗ Traditional and heritage lighting components



✓ Bollard, seating, and in-ground lights

✓ Lighting that supports wildlife foraging and nesting species

5.6 Soft landscape

5.6.1

The planting palette should consider the local micro-climate and associated conditions to ensure the appropriate plant is located in the correct environment.

To encourage longevity of the planting palette in relation to climactic considerations.

5.6.2

The planting palette should aim to create a distinctive well-vegetated character to the Site to form a rich and immersive environment in the proposed amenity spaces. Herbaceous, ground-cover and grasses should be specified at a sufficient size and density to ensure 'instant impact' upon initial planting.

To provide a strong vegetated structure and amenity value to the public realm.

5.6.3

Species should be chosen from an appropriate native and non-native palette to soften the appearance of the Proposed Development, promote sustainable drainage initiatives where appropriate, help create variation in character, enhance ecological diversity, and provide visual interest and colour throughout the seasons. All planting beds should include at least 30% evergreen structural planting.

To ensure year-round interest, variation, structure and colour.

5.6.4

The selection of plants should consider the form and eventual scale of the species in relation to the spacing and elevation of the buildings and public realm.

To ensure the species selection is contextually appropriate to the location.

5.6.5

The future maintenance requirements of vegetation and their impact on buildings, pedestrian access routes and access points must be taken into account when selecting species.

To minimise continued and future maintenance concerns.

5.6.6

Defensible planting around residential areas should have a structural evergreen hedge to the building side which grows to 1.1m minimum height.

To provide privacy and structure to defensible planting beds adjacent residential terraces.

5.6.7

All areas of grass to have a minimum of 300mm of topsoil. All areas of shrub and herbaceous planting to have a minimum of 500mm of topsoil.

5.6.8

Hedges should be a minimum width of 900mm and a species that should reach minimum of 1.1m in height.

5.6.9

Shrub planting should be spaced at 5/m² when using 5l pots as a minimum. Herbaceous planting should be spaced 7/m² when using 3l pots as a minimum.

5.6.10

Species rich amenity grass should be specified to contribute to biodiversity.

5.6.11

Rain gardens are to be priority over traditional shrub beds at ground floor. Species selection should be appropriately selected for the drainage condition.



General Planting

A dynamic palette with variation in textures and heights. The species range from 300mm to 1m and the colours complement the distinctive leaves of the marker trees.



Rain Gardens

A palette consisting of plants that tolerate inundation and moist environments and provide seasonal colour and a variety of textures.



Woodland Planting

A lush and species-rich planting palette to create an immersive environment with soothing colours and textures. The species are shade tolerant and evoke woodland ground flora.



Podiums Glades

A palette of glossy, light reflecting plants that tolerate shade and dappled light while providing a variety of colours.



Communal Rooftops

A durable and colourful palette of soft dense vegetation to provide a strong and robust planted edge to the communal rooftops.

5.7 Trees

5.7.1

All trees should be selected and planted to ensure long-term establishment and longevity, with particular attention paid to street trees and trees within paved areas. Specification should include irrigation or aeration pipes and specialist load bearing soils or specialist techniques, such as root cells. All trees should be secured by invisible underground guying.

To maximise the longevity of the public realm.

5.7.2

Trees should have a minimum rooting medium volume suitable for the mature size of the tree specimen and provide adequate drainage and aeration to encourage the tree to thrive. Trees should be located to reduce of wind speed at all levels.

To encourage and promote healthy and continuous growth.

5.7.3

Where features such as roads and footpaths cross or are adjacent to any retained trees, these should be designed to eliminate or minimise impacts on the canopies and rooting areas, and maximise continuity of habitat and screening effect.

To encourage the retention of existing trees and promote their continued growth.

5.7.4

Trees grilles must be utilised in all paved areas where the trees are set in hardstand. The grill must be consistent in design and material of adjacent site furniture and align with the orientation of the paved materials.

To ensure longevity of the paving and a consistency in the design of the public realm.

5.7.5

Only standard single-stem trees should be used in hardstand. Tree guards are not encouraged.

To provide clear lines of sight and access between proposed tree planting.

5.7.6

All trees should be secured by invisible underground guying.

To eliminate the use of intrusive above-ground anchors or wires.

5.7.7

Varieties of appropriate UK native species are preferred. Trees which offer wildlife habitat, food source or other ecological benefits should be favoured providing the integrity of the character area is maintained.

To encourage ecological stewardship in the design of the public realm.

5.7.8

All trees should be detailed to facilitate long term survival and thriving of the tree over a minimum period of:

- 15 years for roof gardens;
- 35 years for communal courtyards; and
- 75 years for public realm.

5.7.9

Trees should be at a girth of 400-450mm in public realm, and 250-300mm girth within gardens. Topsoil for tree pits should be min 600mm deep with 100mm free draining fill to bases.

5.7.10

All retained trees are to be protected in accordance with BS5837:2012 (or equivalent superseding standard).



✓ Tree grilles aligning with paving and utilising below-ground wires and guys



✗ Above ground wires, stakes, tree guards and other protection mechanisms



✓ Clear stem standard trees with clear lines of sight



✓ Appropriate aeration and drainage mechanisms to encourage species to thrive



✓ Native trees which provide habitat and food sources for wildlife



✗ Non-native species unless integral to site character

5.8 Play strategy

5.8.1

A minimum amount of play space provision should be conditioned and future RMA submissions should be compliant with this condition.

To ensure the Proposed Development meets the GLA standards of play yield.

5.8.2

Play provision should be in keeping with the quality and identity broadly defined in the character areas within the Masterplan Design and Access Statement and detailed landscaping strategies to be brought forward under future RMA applications.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.3

Timber should be a central play element material. Non-timber elements should be of subtle and muted colour, form, and texture in keeping with the character area. Consistency in material, colour, form, and texture is paramount in the entire public realm and selection of equipment should complement the tones and materiality of the built environment.

To ensure the intent of the character areas permeates the selection of play equipment/provision.

5.8.4

Play equipment can utilise a range of colour beyond that of general site furniture, but should incorporate elements which clearly complement other furniture, through materiality or design.

5.8.5

Play enclosure railings required for compliance with CBC standards, should normally be black or anthracite steel, but may include other materials or design features found with site furniture palettes, such as timber posts or signage.

5.8.6

Play space should:

- Comply with the guidance set out in the GLA SPG "Shaping Neighbourhoods: Play & Informal Recreation" and Play England Guidance;
- Provide the full requirement of play space within the Site;
- Be designed to avoid conflict with traffic or dogs;
- Be located in areas with passive surveillance and set away from windows to domestic dwellings;
- Not have concealed areas; and
- Be accessible to children and carers that use wheelchairs.



Natural Play

Play opportunities utilising natural materials embedded in soft landscape



Destination Play

Larger play elements for a variety of users and ages



Incidental Play

By-chance play opportunities along pedestrian paths and within planting beds

5.9 Signage

5.9.1

Designs for non-statutory signage and interpretation should be consistent with the materials and design aesthetics of the public realm and character areas.

To co-ordinate with the street furniture aesthetic.

5.9.2

Way-finding should not rely exclusively on text-based signage. Designs should incorporate consistent graphical symbols or icons to assist way-finding for people regardless of physical and sensory abilities. All signage should be visible to wheelchair users.

To ensure the public realm is accessible and useable by a variety of individuals.

5.9.3

In shared surface environments, paving should utilise a difference in materiality to exhibit walking routes. Tactile hazard warning pavings should indicate the extent of shared surfaces.

To ensure the public realm is accessible and follows best practice.

5.9.4

Informational signs should generally take the format of a vertical 'monolith' and should be internally illuminated.

To create a consistent way-finding aesthetic that is easily visible and accessible.

5.9.5

All signage and advertising within streets should be aligned with other elements of site furniture and street trees.

To create a clutter-free, clear, pedestrian environment.



- ✓ Orientation and interpretation signage should co-ordinate with other on-site elements/furniture/lighting



- ✓ Ecological learning mechanisms should be used near play areas and areas of ecologically relevant planting

5.10 Accessibility and legibility

5.10.1

All landscape spaces should be designed to be fully accessible and legible for all users.

5.10.2

The future RMAs should address both physical and psychological barriers to access, including the fear of crime and road danger, steep gradients, absence of seating, social exclusion and legibility of the Proposed Development.

5.10.3

Ramps and steps should be kept to a minimum throughout the Proposed Development.

5.10.4

Thresholds to doorways should be level and should be designed to meet Building Regulations and other relevant standards.

5.10.5

Priority must be given to pedestrians at vehicular crossovers and surface treatment should contribute to this.

5.10.6

Safety considerations, including tactile paving, should be given at all crossovers and level changes within a pedestrian footway.

5.10.7

Views to residential entrances should be identified and kept clear within the sight line.

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