SECTION 1 INTRODUCTION

1.1 SITE LOCATION

The redevelopment is located on the site of Richmond-upon-Thames College, in Twickenham, in the London Borough of Richmond-upon-Thames.

1.1.1 SITE LOCATION

The London Borough of Richmond-upon-Thames[1] is located in south-west London. The Borough forms part of outer London. The Borough is located to the south of Hounslow and Ealing, north of Kingston upon Thames, and to the west of Hammersmith & Fulham and Wandsworth. Heathrow Airport is to the west, and the flight paths to the airport pass over the borough.

The *Redevelopment Site* is located in Twickenham. Twickenham is a large suburban town 10 miles (16 km) south-west of central London. It is the administrative headquarters of the Borough and one of the locally important district centres identified in the London Plan. Twickenham has two Rugby stadia: Twickenham Stadium, the home of English Rugby & the RFU, and *Twickenham Stoop*, the home of London Harlequins RFC.

Twickenham is also the home of Richmond-upon-Thames College[2], the redevelopment site. The College is located to the north-west of Twickenham town centre and rail station, and occupies a site divided into two adjacent plots, which for the purposes of this report are labelled the *Main Site* and the *Playing Fields Site*.

The Main Site is approximately 58,750m² or 14.5 acres (5.9 hectares). It is a splayed rectangular shape, roughly 330m north-south, tapering from c.240m wide in the north to c.180m in the south. The site is divided by a private road into northern (roughly 1/3 of the area) and southern sections (roughly 2/3). The northern section is occupied by a 4 court sports hall with associated facilities, a grass sports pitch, and a car park in the north-east corner. The southern section of the Main Site is occupied by a disorganised collection of buildings housing the College's academic and workshop facilities. The Main Site is largely level.

The Playing Fields Site is approximately 26,700m² (6.6 acres / 2.7 hectares) in area, designated as *Metropolitan Open Land (MOL)*. It is broadly rectangular in shape, bent across the centre of the site, approximately 240mx160m, and is bounded to the south by a strip of Environment Agency (EA) land adjoining the River Crane, to the west by a right-of-way that crosses the River Crane, to the north by Craneford Way (a public road), and to the east by private housing. The site is open and slopes gently towards the southern end. The southern half of the playing field site lies within a designated flood zone.

To the east of the College is an existing residential neighbourhood known as the Heatham Estate. To the west of the Main Site is the *Harlequins Site*, through which the main vehicular access to the educational redevelopment is proposed via Langhorn Drive, an *unadopted road*. To the south of playing fields, across the River Crane, is an area of scrubland known as Twickenham Rough.

DIAGRAM 1.1.1
LOCATION OF THE BOROUGH WITHIN GREATER LONDON
Source: Open Street Map

DIAGRAM 1.1.2
LOCATION OF TWICKENHAM WITH THE BOROUGH
Source: Open Street Map

DIAGRAM 1.1.3
LOCATION OF THE COLLEGE WITHIN TWICKENHAM
Copyright: Google, Bluesky

1. The London Borough of Richmond-upon-Thames is abbreviated in this report as "the Borough" or as "LBRuT".

2. Richmond-upon-Thames College is abbreviated in this report as "the College" or as "RuTC".

1.2 PURPOSE

This document is intended to establish a design standard for the Masterplan and provide a robust framework for its development to ensure a high quality and contextually appropriate development.

1.2.1 PURPOSE OF THE CODE

This document sets out a series of Design Guidelines that any future Reserved Matters Applications should follow unless there is a good and justified reason to depart from them.

The *Masterplan* has been developed to establish discreet and distinct Development Zones which are defined in the Parameter Plans that constitute part of the Outline Planning Application. It is intended that each of these Development Zones should be able to be submitted separately for Reserved Matters applications and that Planning Obligations should be specific to individual Development Zones.

Within each Development Zone a single Building Zone or multiple Building Zones have been identified. These should provide the edges and definition to the Open Spaces within the redevelopment.

The Masterplan places importance on the Open Spaces or *Places* that are to be created, including streets & paths, *school grounds*, and both *communal* and *private* open spaces, rather than only the individual buildings that enclose them.

Consequently, a Reserved Matters Application for the design of buildings and open spaces within a Development Zone in the Masterplan (within the Specified Parameters) would need to demonstrate how their design approach meets the Design Guidelines set out for that specific Development or Building Zone as well as for the places surrounding it. In particular, development of any part of the Richmond Education and Enterprise Campus Site (*REEC Site*), which is formed of the College, Tech Hub and Schools Development Zones, should be designed with regards to the other parts.

The Design Code therefore provides detail and definition for each type of place within the Masterplan. The Guidelines for each place are intended to provide guidance for future design teams, to ensure the overriding design philosophy is followed, whilst allowing sufficient flexibility to encourage variety and richness within the Proposed Development. They should not inhibit creativity but instead establish a platform from which to begin a detailed design.

1.2.2 THE ILLUSTRATIVE SCHEME

In order to test and validate the Outline Planning Application, an Illustrative Scheme has been produced. This scheme provides a vehicle for examining the architectural, environmental, technological, operational and social implications

of the project. It remains schematic but it conforms to the rules as defined in the Development Specification, Parameter Plans and Design Code. It has been essential in testing these Design Parameters. The Illustrative Scheme is not a design template; it represents one possible way the principles as defined in the above listed documents could be interpreted/achieved and developed into a design.

This Illustrative Scheme has been used to generate the images and diagrams for the Design Code. Additional abstract illustrations are provided to illustrate Design Guidelines.

1.2.3 DEMONSTRATING COMPLIANCE

With each Reserved Matters application that follows the approval of the Outline Planning Application, the designers should demonstrate how their proposals are 'compliant' with the Parameter Plans and the Design Code. This should take the form of a *Design Compliance Statement*.

As the Design Code is intended to act as guidance to ensure a high minimum standard for the redevelopment, the intention is that each Reserved Matters Application should set out to meet all the relevant key points within the Design Code that are applicable to the proposals contained within that application.

It is however recognised that there may occasionally be instances where there is a good and justified reason to depart from one or more of the guidelines in this document. In particular, it is not the intention of the Design Code to limit the quality of the redevelopment or constrain alternative means of ensuring a high quality redevelopment that is compliant with relevant policies. In these instances, a clear and robust justification should be made for the reasons, suitability and benefit of deviation from the guidance enclosed in this document. This justification should be put forward for reasonable consideration and acceptance by the *Local Planning Authority*.

1.3 PRINCIPLES

The following key principles reflect an understanding of the site's context, express the vision of the proposed redevelopment, and establish a framework that should enable the successful redevelopment of the site as a series of places with a distinct and valuable character.

1.3.1 OPEN SPACE NETWORK

The redevelopment should reflect and reinforce the existing open space network around the site, and in particular the series of parks, natural areas and other open spaces along the River Crane.

Refer to diagram 1.3.1 for illustration of the open space network in the area. Detailed guidance on residential open spaces is provided in section 4.6 and 4.7.

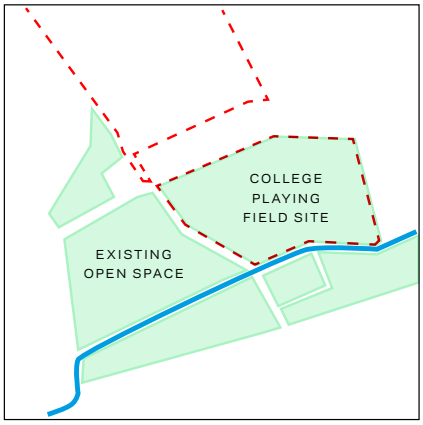

DIAGRAM 1.3.1
OPEN SPACE NETWORK

1.3.2 RESIDENTIAL CONTEXT

The *Residential Site* should be located to reflect the existing residential context, and should be planned to integrate potential future developments and existing context into a coherent whole.

Refer to diagram 1.3.2 for illustration of the existing residential context and potential for new residential areas on the site to improve the coherence of the existing context.

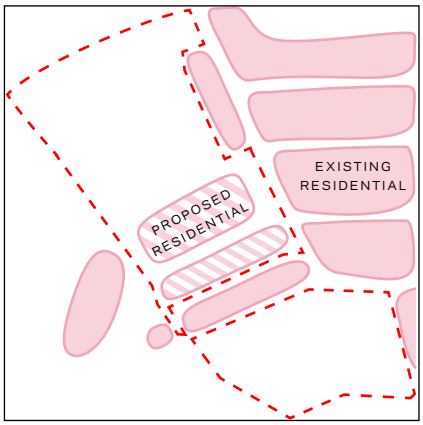

DIAGRAM 1.3.2
RESIDENTIAL CONTEXT

1.3.3 DISTINCT IDENTITIES & ACCESS

The redevelopment should provide distinct areas for the REEC Site and the Residential Site. These two parts of the redevelopment should be separated with a clear division and enable separate and easily managed access to all parts of the site in accordance with the Access Principles in sections 1.3.7-1.3.10.

Refer to diagram 1.3.3 for illustration of the overall redevelopment masterplan. A detailed illustrative masterplan is provided as part of the application as a separate document.

1.3.4 PHASED REDEVELOPMENT

The parts of the redevelopment site that can readily accommodate redevelopment should be used to provide the initial phase of construction for the College, Secondary and SEN Schools. Phasing should ensure that the College is able to continue operating successfully throughout the redevelopment.

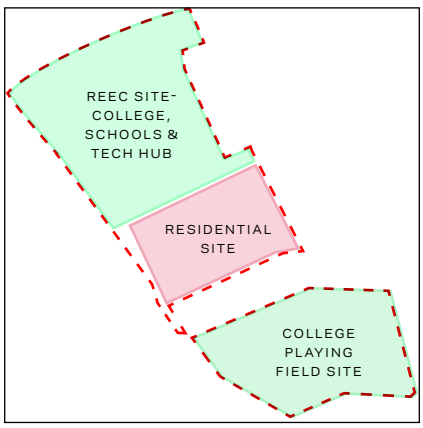

DIAGRAM 1.3.3
OVERALL SITE MASTERPLAN

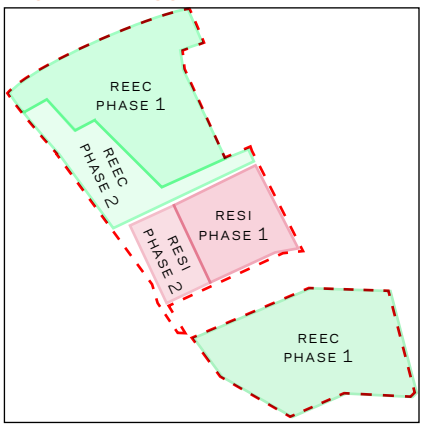

DIAGRAM 1.3.4
PHASED REDEVELOPMENT

While the educational and residential redevelopments may be phased, they should provide a coherent site when they are completed.

Refer to diagram 1.3.4 for illustration of the areas of the phases of the redevelopment. Detail on the intended project phasing, and potential variations, is provided in the Development Specification.

1.3.5 UPGRADE MARSH FARM LANE

The redevelopment should provide an important benefit to the wider community through improvements and widening of the existing pedestrian and cycle route along Marsh Farm Lane. The benefit of this upgraded route should be maximised by encouraging its use to provide pedestrian and cycle access to the site.

Where the pedestrian route crosses vehicular routes, pedestrian use should be prioritised and made explicit through the design and construction of the crossing. Where the route connects to other proposed local transportation upgrades it should be designed to accommodate these upgrades.

Refer to diagram 1.3.5 for illustration of the location of the upgraded Marsh Farm Lane. For detailed guidance on Marsh Farm Lane refer to section 3.3 of this document.

1.3.6 RESPECT THE EXISTING STREET PATTERN

New streets on the Redevelopment Site should be designed to reflect the scale and geometry of the existing street network, and their character should support and integrate the redevelopment into the existing urban grain.

Refer to diagram 1.3.6 for illustration of potential extensions to the existing street network. For detailed guidance refer to section 3.5 of this document.

1.3.7 RESIDENTIAL ACCESS

The residential site should be provided with vehicular access via the A316 to minimise the impact of the redevelopment on the Heatham Estate.

Pedestrian and cycle access to and across the Residential Site should be encouraged, and should be designed to integrate the new residential area with the existing neighbourhood, and maximise the benefit of improved connections to the town centre.

Refer to diagram 1.3.7 for illustration of access to the residential site. Detailed access proposals are provided as separate documents.

1.3.8 COLLEGE & TECH HUB ACCESS

Pedestrian and cycle access to the College via the upgraded Marsh Farm Lane should be encouraged and prioritised. Pedestrian links to the College on the redevelopment site should be provided as part of the College redevelopment.

Vehicular access to the College and Tech Hub should be off the A316 via Langhorn Drive, to minimise the impact of the redevelopment on the Heatham Estate.

Refer to diagram 1.3.8 for illustration of access to the College and Tech Hub sites. Detailed access proposals are provided as separate documents.

KEY TO ACCESS DRAWINGS

VEHICULAR ACCESS

PEDESTRIAN & CYCLE ACCESS

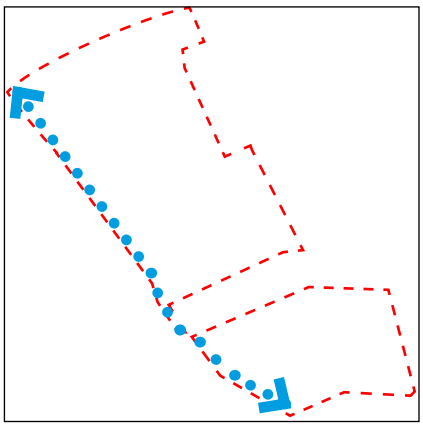

DIAGRAM 1.3.5
UPGRADE MARSH FARM LANE

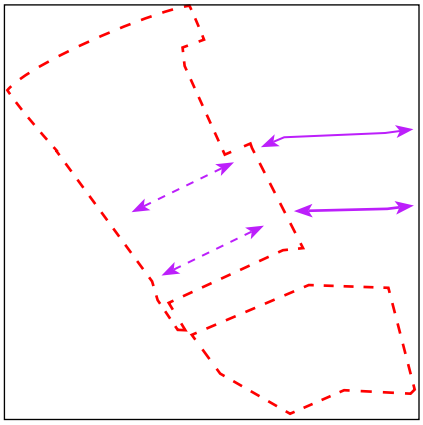

DIAGRAM 1.3.6
RESPECT THE STREET PATTERN

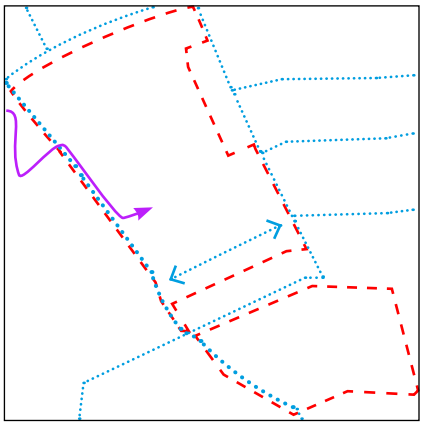

DIAGRAM 1.3.7
RESIDENTIAL ACCESS

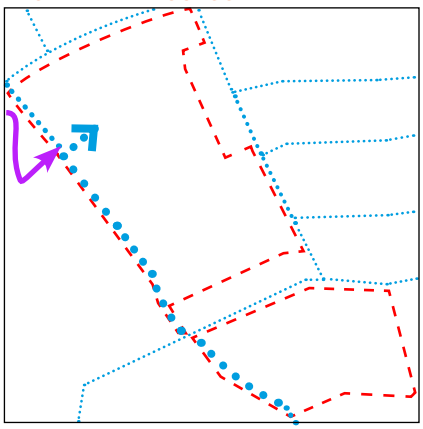

DIAGRAM 1.3.8
COLLEGE & TECH HUB ACCESS

1.3.9 SECONDARY SCHOOL ACCESS

Pedestrian and cycle access to the Secondary School should be via a distributed network of routes reflecting the local population that the school is intended to serve. Pedestrian and cycle access should be encouraged and prioritised.

Vehicular access to the Secondary School should be primarily off the A316 via the Northern Part of Egerton Road, to minimise the impact of the redevelopment on the Heatham Estate. A barrier on Egerton Road preventing shortcutting through the Heatham Estate should be retained.

Refer to diagram 1.3.9 for illustration of access to the secondary school. Detailed access proposals are provided as separate documents.

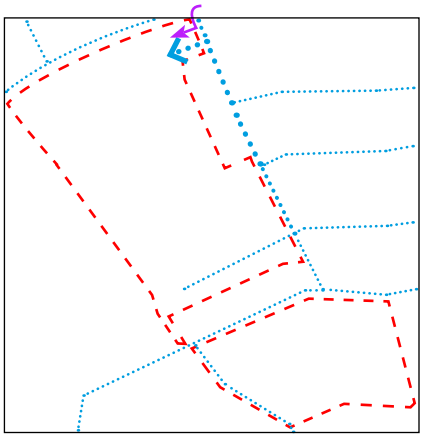

DIAGRAM 1.3.9
SECONDARY SCHOOL ACCESS

1.3.10 SEN SCHOOL ACCESS

Pedestrian and cycle access to the SEN School will - by nature of the school's population - be limited. Nevertheless, pedestrian and cycle access should be encouraged and prioritised.

Vehicular access to the SEN School should be through the Heatham Estate.

Refer to diagram 1.3.10 for illustration of access to the SEN school. Detailed access proposals are provided as separate documents.

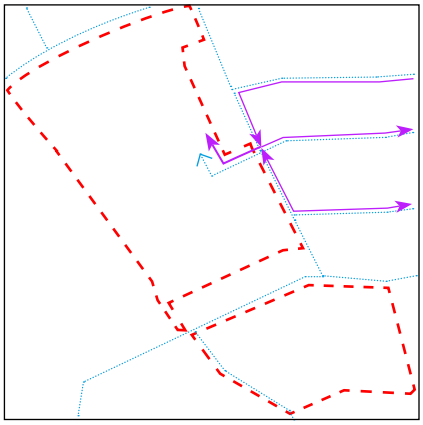

DIAGRAM 1.3.10
SEN SCHOOL ACCESS

1.3.11 RELOCATE EXISTING RIGHT-OF-WAY

The existing right-of-way that crosses the site should be re-routed to allow for a coherent campus to be designed.

Refer to diagram 1.3.11 for illustration of the relocated right-of-way. Detailed guidance on the cross-site right-of-way is provided in section 3.5 of this document.

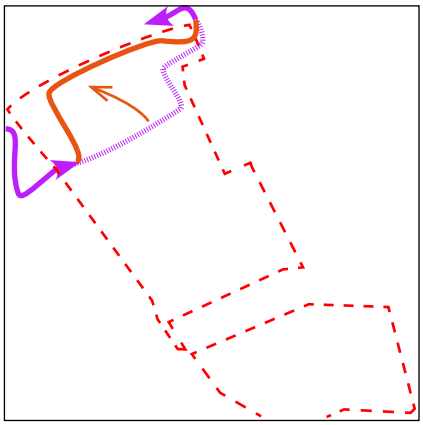

DIAGRAM 1.3.11
RELOCATE THE RIGHT-OF-WAY

1.3.12 A COHESIVE WHOLE

The design of the REEC Site should form a cohesive whole, with a coherent and unified look and feel. This should be apparent in the design of the buildings and open spaces, as well as in the elements which make them up, such as street furniture and signage. This should be reinforced by the provision of safe connections between the different parts of the REEC Site and managed sharing of facilities.

1.3.13 CENTRAL EDUCATION AREA

The College and the Schools should be organised around a central and secure open space. This area should provide the majority of their outdoor educational, recreational and social spaces and serve as an important interface between the Schools and the College. The design of the central area should be vibrant and characterful, should promote coherence between the different parts of the space, and should manifest a sense of being part of a common educational campus. It should contain areas for play as well as areas of a landscape garden character.

The central education area should accommodate adequate areas for each of the College and the Schools, in a manner that enables managed sharing of spaces, provides a safe and comfortable environment and ensures safeguarding principles are delivered. Where boundaries within the space are required for practical and safeguarding reasons, these should be designed to be attractive and discreet; they should exploit functional separations, landscaping and managed spaces to

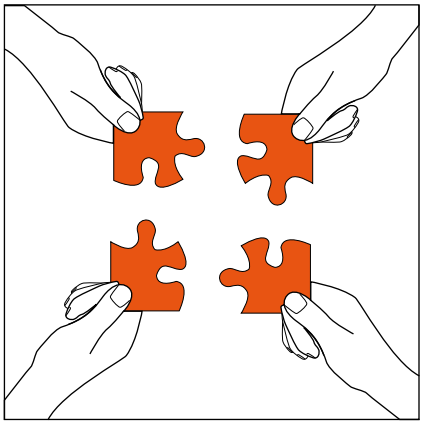

DIAGRAM 1.3.12
MAKE A COHESIVE WHOLE

create edges; and they should avoid creating a sense of division between the Colleges and Schools.

Refer to diagram 1.3.13 for illustration of the central education area. Detailed guidance on the central education area is provided in section 4 of this document.

1.3.14 CAMPUS OF BUILDINGS

The buildings of the College and Schools should enclose their shared open space, in order to provide it with definition, shelter and security. This enclosure should shelter the open spaces from external sources of noise and pollution, in particular from the A316. Similarly, this enclosure should shelter residential neighbours from the noises of the College and School sites.

Refer to diagram 1.3.14 for illustration of a campus of buildings related to each other and enclosing the shared central space. Detailed guidance on buildings is provided in section 5 of this document.

1.3.15 LANDMARK LOCATIONS

The importance of those parts of the redevelopment that will be key landmarks in their context should be reflected in their design. Buildings and parts of buildings that are prominent in views and will serve to aid in wayfinding and in the creation of meaningful places should be designed to reflect their importance. *Landmark* buildings (or parts of buildings) in suitable locations should be permitted to be taller than their general context where this would support their role as landmarks.

Refer to diagram 1.3.15 for illustration of prominent locations that would be suitable for landmark buildings. Detailed guidance on landmark buildings (or parts of buildings) is provided in section 5.11 of this document.

1.3.16 ENTRANCE AREAS

Each of the College, Secondary School and SEN School should be provided with an entrance area appropriate to their use, location and importance within their context. These spaces should welcome students and visitors, act as a bridge between the public and private spaces of the campus, and provide an expression of the College or School from the public realm. As befits the intended ties between the Tech Hub and College, these organisations should share their entrance area. Where vehicular access points cross, or are in proximity to entrance areas, pedestrian use should be prioritised and made explicit through the design and construction of the area.

Refer to diagram 1.3.16 for illustration of the location of entrance areas for the College, Tech Hub and Schools. Detailed guidance on entrance areas is provided in section 4.3 of this document.

1.3.17 CAR PARKING AREAS

Car Parking for the REEC Site should be located around the perimeter of the site. Car parking should be dispersed so as to avoid the creation of large areas of tarmac, and ensure that car parking does not dominate the Public Realm.

The amount of car parking on the REEC Site that is accessible from Egerton Road should be no more than 30 spaces to reduce the impact of the education site on the Heatham Estate. Parking on the residential site should be provided in accordance with prevailing planning guidance. It should be provided as a combination

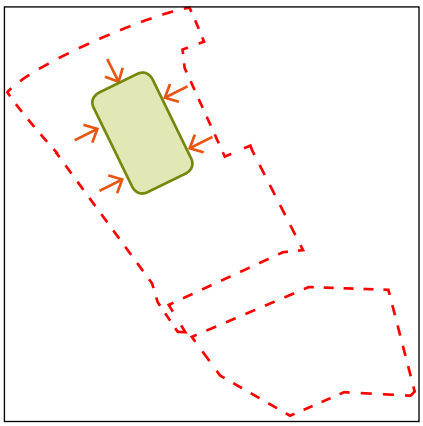

DIAGRAM 1.3.13
PROVIDE A SHARED CENTRAL AREA

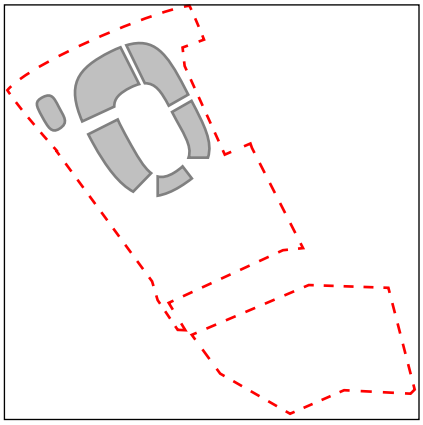

DIAGRAM 1.3.14
A CAMPUS OF RELATED BUILDINGS

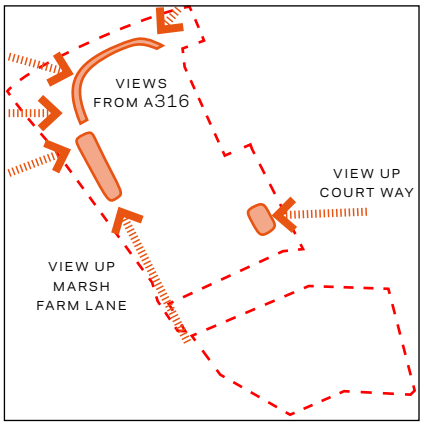

DIAGRAM 1.3.15
PROVIDE MEANINGFUL LANDMARKS

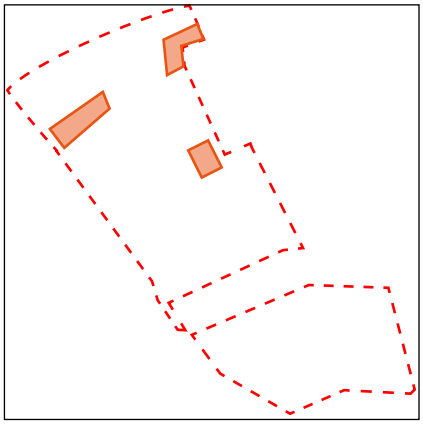

DIAGRAM 1.3.16
PROVIDE SEPARATE ENTRANCE AREAS

of on and off-street parking and may include below-ground or undercroft car parking.

Refer to diagram 1.3.17 for illustration of the location of car parking areas for the College, Tech Hub and Schools. Detailed guidance on car parking areas is provided in section 3.6 of this document.

1.3.18 SPORTS PITCHES

Sports Pitches should be provided on the Schools Site and on the College Playing Field Site, and should represent a net improvement of provision compared to the currently available facilities. The College Playing Fields should provide at least two pitches (at least one of which should be all-weather and porous), constructed to a high standard, properly-oriented and designed in sympathy with their surroundings. In order to maximise community benefit, sports pitches should be designed and located in a manner that supports managed access outside of school/college hours.

To prevent potential harmful impacts on habitat, no flood lighting should be provided to the sports pitches on the College Playing Field Site. To minimise nuisance impacts, any floodlit sports pitches on the Schools Site should be sheltered from existing residential properties.

Refer to diagram 1.3.18 for illustration of the location of sports pitches. Detailed guidance on Sports Pitches is provided in section 4.10 of this document.

1.3.19 PROTECT PROMINENT & HEALTHY TREES

Existing trees and habitat areas should be retained and protected particularly where these are healthy and form an important and valuable part of the existing environment. In particular the mature row of trees along the A316, along Egerton Road and the habitat areas along the River Crane should be protected.

Refer to diagram 1.3.19 for illustration of the location of prominent and healthy trees in the redevelopment that should be retained. Detailed guidance on trees & habitat areas is provided in section 4.9 of this document.

1.3.20 SOFT EDGES & MANAGED BOUNDARIES

The perimeters of the redevelopment should be designed to be attractive where overlooked and should accommodate activities appropriate to their location. Where practical, these areas should provide native-species rich habitat areas (such as hedgerows), and should be linked up to create habitat corridors where possible.

Where the edges of the redevelopment border onto existing private gardens, soft edges should provide a buffer to protect the security and amenity those gardens provide. Preference should be given to locating private gardens where the residential site borders onto existing private gardens.

Refer to diagram 1.3.20 for illustration of the locations of soft landscape areas to be provided to the redevelopment. Detailed guidance on Perimeter Education Site Areas is provided in section 4.4 of this document, while for Private Gardens refer to section 4.7. Detailed guidance on other Landscape Areas is provided in section 4.8.

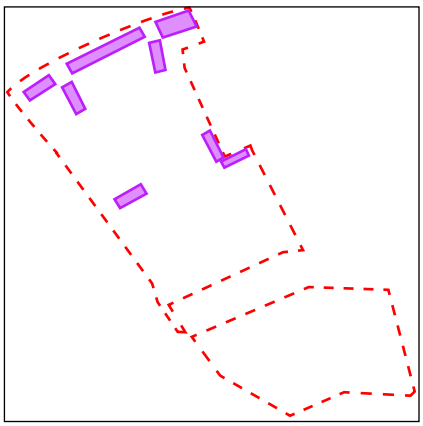

DIAGRAM 1.3.17
CAR PARKING AROUND PERIMETER

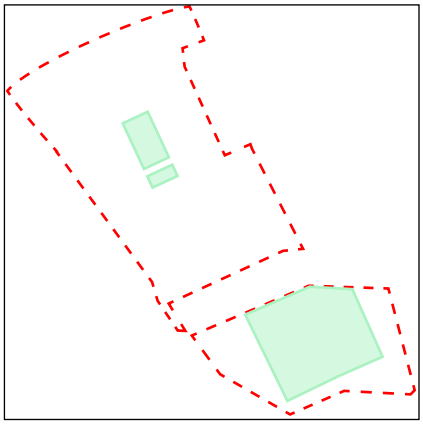

DIAGRAM 1.3.18
SPORTS PITCH LOCATIONS

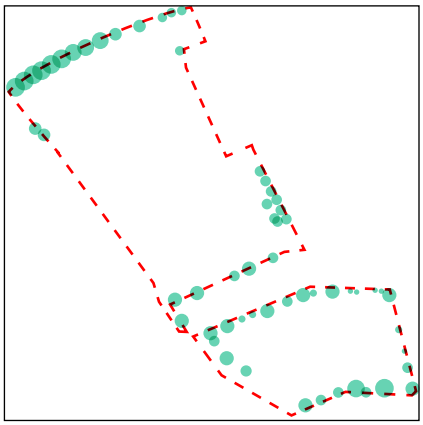

DIAGRAM 1.3.19
RETAIN PROMINENT & HEALTHY TREES

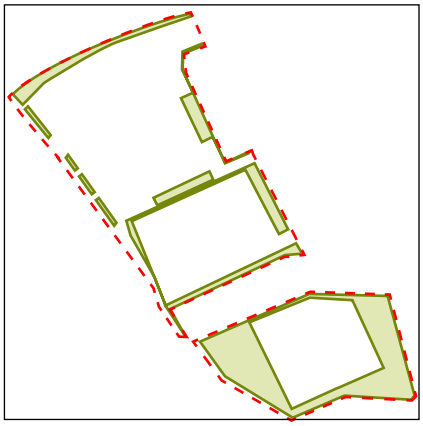

DIAGRAM 1.3.20
PROVIDE SOFT EDGES

1.3.21 SHARED AMENITY AREAS

The residential redevelopment should include Shared Amenity Areas that should form an important contribution to the existing open space network, in addition to any Private Amenity Spaces that are provided. These shared ares should provide playspaces for children and young people that exceed the GLA's minimum requirements, and should be easily accessed from all parts of the residential development. Insofar as is practical, these spaces should be accessible from the majority of dwellings (and in particular those without private gardens), without crossing roadways, and should be designed to be attractive, secure and to encourage a sense of ownership amongst residents.

Refer to diagram 1.3.21 for illustration of the shared residential area. Detailed guidance on the shared amenity area is provided in section 4.6 of this document.

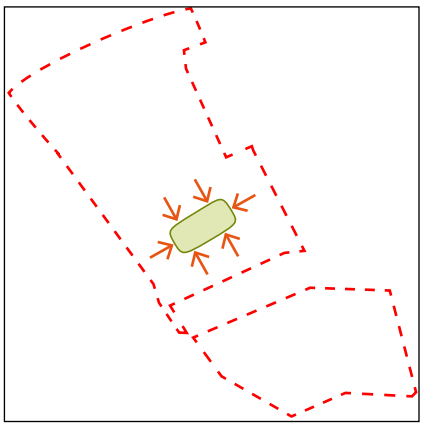

DIAGRAM 1.3.21
PROVIDE SHARED AMENITY AREAS

1.3.22 INCREASE TOTAL OPEN SPACE

The redevelopment should increase the total amount of open space on the site.

Refer to diagram 1.3.22 for illustration of the proposed increase in open space.

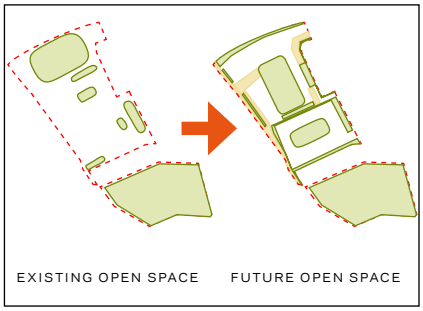

DIAGRAM 1.3.22
INCREASE TOTAL OPEN SPACE

1.3.23 MINIMISE CAR PARKING

The redevelopment should promote sustainable forms of transport and reduce car parking on the REEC Site. This should include the implementation of Green Travel Plans. Total Car Parking for educational uses should be reduced from current levels, as illustrated in diagram 1.3.23.

Parking for the residential site should be provided in accordance with the relevant LBRuT and GLA standards, balancing the goals of minimising area dedicated to cars with the need to provide adequate levels of car parking. The residential development should not increase demand for on-street parking in the Heatham Estate.

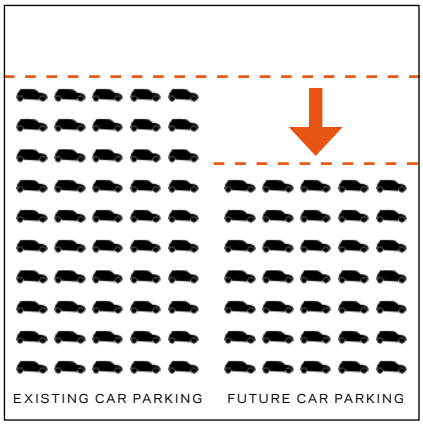

DIAGRAM 1.3.23
REDUCE CAR PARKING FOR EDUCATION

1.3.24 DESIGN PLACES

The redevelopment should prevent the design of individual buildings in isolation, as this can lead to the creation of incoherent, confusing, unattractive and unsafe places. Instead buildings should be designed to create and define coherent and meaningful places and ensure an attractive, amenable and safe public realm. Diagram 1.3.24 illustrates the difference in these two approaches.

Therefore, the designers of individual parts of the masterplan should consider the relationship of that part to the rest of the masterplan and in particular the role their building can play in supporting the character of the open spaces adjacent to their building and the ways that the landscape can respond to and enhance the use of the adjoining buildings.

To secure this goal, this Design Code is organised around the proposed external spaces and defines the requirements that the designers of these spaces, as well as buildings fronting onto these spaces will be expected to achieve. Reserved Matters Applications should show how their proposals comply with the Design Guidelines for their part of the masterplan as well as for the places surrounding it.

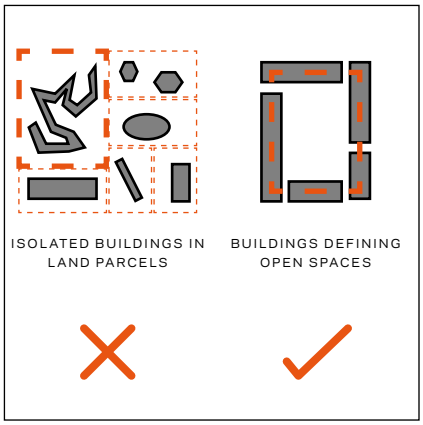

DIAGRAM 1.3.24
DESIGN SHOULD NOT BE IN ISOLATION

1.3.25 CONTEXTUAL BUILDING HEIGHTS

Buildings should be sensitive to their context, and building heights should be lower where they are near existing or approved buildings that are lower and higher

where they are near existing or approved buildings that are higher. As building heights increase from south to north and east to west in the existing context, new buildings should conform to this general pattern, as illustrated in diagram 1.3.25.

Building heights should also be appropriate to the scale of new spaces which they will adjoin to ensure that these spaces are well defined and that the buildings support the character and use of the spaces they enclose. Building heights should rise to a maximum of five storeys, in accordance with site's adopted planning brief.

1.3.26 ACTIVE FRONTAGES

The redevelopment should engage with the public realm to encourage activity and promote security. Where practical this should include public and private spill out spaces and activities, as well as views in and out of buildings and outdoor spaces where appropriate, as illustrated in diagram 1.3.26.

Guidance on suitable locations for active frontages is provided in section 2, whilst specific design guidance on active frontages is provided in section 5.2 of this document.

1.3.27 A RANGE OF HOUSING TYPES

The residential redevelopment should provide a mix of dwelling types, sizes and tenures, including:

- Homes, Flats, and *Maisonettes*;
- A mix of 1-, 2-, 3- and larger dwellings;
- Market, Intermediate, and Social Rent Housing;
- *Lifetimes Homes* & *Wheelchair-adapted housing* offering a choice of size, aspect and floor level.

Detail on housing mix and tenure is included in the Development Specification.

1.3.28 SUSTAINABLE DESIGN & CONSTRUCTION

A sustainable approach to the design, construction and production of all facilities should deliver a cost-effective and resource-efficient redevelopment that:

- Optimises passive design measures, including *Fabric First* principles;
- Minimises the use of resources;
- Minimises the demand for energy and water use;
- Minimises waste and emissions;
- Allows opportunities for recycling during the *Works Period*;
- Optimises the use of low-energy solutions and be designed and constructed to respond to specific site constraints and opportunities, and to the future impact of climate change;
- Provides effective measuring and monitoring of the performance of the buildings in operation;
- Includes operational plans that record all targets for the key aspects of environmental performance;
- Includes assessment against BREEAM criteria, or an approved alternative environmental assessment standard such as Passivhaus or LEED. If BREEAM rating are used the aim should be to achieve a rating of "very good" or better. If alternative standards are used, these should ensure a standard equivalent to or better than BREEAM "very good".
- For the residential development, achieves or exceeds the sustainability (including energy, water and materials efficiency) standards identified in the Mayor of London's Housing Strategy.

Guidance on sustainability is incorporated throughout this document.

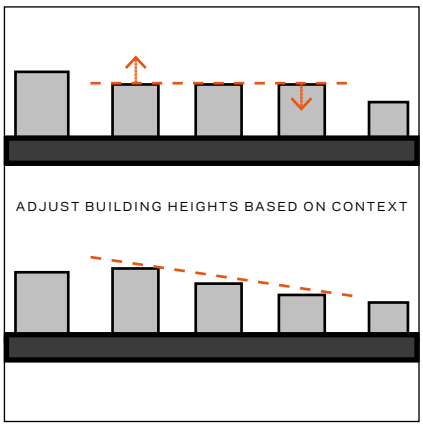

DIAGRAM 1.3.25
HEIGHTS SHOULD REFLECT CONTEXT

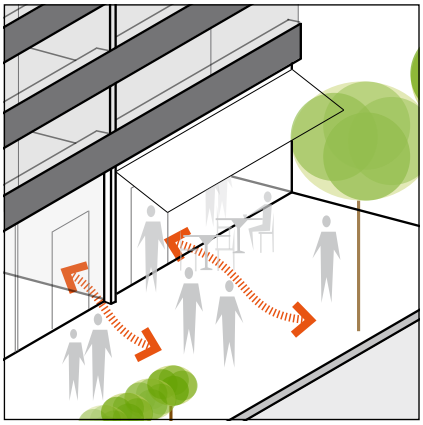

DIAGRAM 1.3.26
INCLUDE ACTIVE FRONTAGES

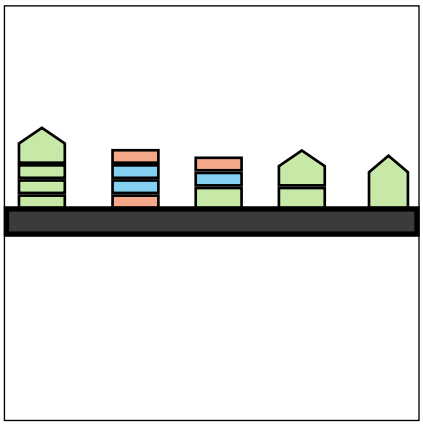

DIAGRAM 1.3.27
PROVIDE A RANGE OF HOUSING TYPES

DIAGRAM 1.3.28
DESIGN SUSTAINABLY

1.3.29 INCLUSIVE DESIGN

All areas of the redevelopment - including buildings and both public and private open areas - should be designed to maximise access through and to all parts of the redevelopment, its facilities and services for people who are residents, visitors, students and members of staff regardless of disability and as required by local, regional and national policy:

- To ensure that required standards for accessibility are met and as part of mainstream Inclusive Design wherever possible;
- To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M and Part K to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To address the anticipated, substantial increase of older people in proportion to the working-age population and their future needs;
- To meet the aims of the Equality Act (2010) where applicable;
- To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people and Inclusive Design; and
- To address the principles relating to Lifetime Homes, Wheelchair User Housing and the GLA's Accessible London SPG; including relevant future alterations. (It is aknowledged that Lifetime Homes and Wheelchair user housing will be superseded after October 2015 by Approved Document Part M1(2) and M1(3) or subseqent approved documents; nevertheless to avoid confusion these terms are used within this document for clarity.)

Guidance on accessibility is incorporated throughout this document.

DIAGRAM 1.3.29
PROMOTE INCLUSIVITY

DIAGRAM 1.3.30
PROMOTE SAFETY THROUGH DESIGN

1.3.30 SAFETY & SECURITY

The redevelopment should be safe and secure, and should 'design-out' crime. Streets and paths should be designed to ensure safety of pedestrians, cyclists and vehicle users.

Safety should be promoted through the creation of readily supervised and secure places that encourage ownership and use by those they are intended for and that are easily supervised, well managed and maintained. The use of defensive furniture and structures should be minimised.

The design of roads and paths should ensure safety for all users through the separation of users, the provision of pedestrian and cycle priority at junctions, and the use of design strategies that ensure slow speeds and good visibility.

Guidance on safety & security is incorporated throughout this document.

1.3.31 DESIGN QUALITY

The built fabric of the redevelopment should be of an appropriately high standard and building design should ensure a safe, attractive and successful Public Realm. The Public Realm, private spaces and buildings in the redevelopment should be appropriate to their context and intended use, and should provide a meaningful contribution to the location within which they are situated. The redevelopment should be vibrant and characterful and should seek to maximise benefits of the redevelopment.

To secure this goal, this Design Code provides definition of the parts of the development (section 2), as well as detailed guidance on streets & paths (section 3), open spaces (section 4) and buildings (section 5).