SECTION 3 STREETS & PATHS

3.1 STREETS & PATHS SITE-WIDE

A series of streets and pedestrian routes should create a coherent and organised Public Realm network, connecting different places and offering a wide choice of routes around the redevelopment site.

3.1.1 INTRODUCTION

An upgraded pedestrian & cycle route and two distinct roadways are proposed as part of the redevelopment, alongside a series of car parking and service areas. This network is illustrated in diagram 3.1.1.

These paths and streets should make up an important part of the Public Realm of the redevelopment. Their design is therefore just as critical as the design of the buildings themselves when creating a sense of place. Design Guidelines intended to ensure that these are appropriate spaces suitable to provide sufficient space for pedestrian and vehicular movement, taking account of access to and between the Development Zones are presented in sections 3.2-3.6 of this design code. These take the form of general guidelines applicable to all streets and paths, and guidelines specific to each street or path.

3.1.2 STREET & PATH NETWORK

1) MARSH FARM LANE
2) CROSS SITE RIGHT-OF-WAY
3) RESIDENTIAL STREETS
4) OFF-STREET CAR PARKING & SERVICE AREAS

DIAGRAM 3.1.1
STREET AND PATH NETWORK

3.2 GENERAL DESIGN PRINCIPLES

The street and path network should be an integral part of the redevelopment, and should serve to connect the redevelopment to its context. In order to secure a high quality Public Realm the network should conform to the following design guidelines.

3.2.1 GENERAL DESIGN PRINCIPLES

All streets and paths should be attractive, pleasant to walk along, well lit at a level appropriate to their context and use, and have high-quality street furniture and well-considered signage integrated into their design. Paths should be accessible without needing to cross grass or other soft landscaping.

3.2.2 PEDESTRIAN PRIORITY

The street and path network and layout should be designed to give priority to pedestrians while encouraging cycling and allowing appropriate access for vehicles. Where possible, pedestrian and cycle routes should be separated from vehicles.

Pedestrian street crossings should be provided level with the adjoining footway to increase pedestrian safety, improve accessibility and minimise conflicts with surface runoff.

3.2.3 INCLUSION & ACCESSIBILITY

The street and path network should be designed for inclusion and accessibility. All main access routes including streets, paths, ramps and entrances should be fully negotiable, including by people with limited mobility. Where existing barriers to mobility exist, where practical, the redevelopment should seek to amend adjoining external areas to improve accessibility.

Tactile paving should be designed to maximise clarity. Complex tactile paving situations should be avoided, and where unavoidable should be designed to identify the special situation and prioritise the most important tactile messages.

Appropriate areas should be provided for accessible setting down points and accessible car parking places for blue-badge holders. Suitable designated parking spaces should be as close as possible to blocks of flats and in particular wheelchair accessible dwellings and where practical access to buildings from such spaces should be under cover.

3.2.4 SAFETY AND SUPERVISION

The street and path networks should be designed to be easily supervised, and where possible designed to encourage passive surveillance. They should be well-lit, with clear lines of site, and where possible should not be surrounded by high vegetation or outbuildings. Streets should be designed in accordance with Secure by Design principles.

3.2.5 FRONTAGES AND ENCLOSURE

Building frontages should be of appropriate height to offer a strong definition to streets and paths, and the relationship between the frontage and the street should be considered.

3.2.6 DAYLIGHT, SUNLIGHT & MICROCLIMATE

The design of each street and path should be cognisant of its microclimate and take measures to ensure a pleasant environment is created for people to enjoy. Built frontages should be designed to ensure streets achieve adequate levels of daylight & sunlight over the course of the day and year.

3.2.7 MATERIALITY

The Redevelopment Site's street hierarchy should have appropriate materials assigned to different places depending on their character and use. All paving materials should be high quality, durable and resilient, and where possible they should be natural. The palette of materials should be chosen to complement each other and their use should provide continuity between different places within and around the redevelopment. Surfacing should be chosen to avoid the creation of large areas of tarmac, and permeable materials should be used wherever possible to reduce run-off. Streetside car parking should be materially distinct from the roadway to improve legibility; to reduce the apparent width of the roadway, reduce speeds and improve safety; and to enhance the appearance of the public realm by minimising areas of tarmac.

3.2.8 STREET PLANTING

Streets should be bordered by a tree planting zone lining the edge of the footpath and lending a generosity to the width of the pavements. Street furniture and any ventilation grilles (etc) should be integrated into this zone with a rhythm to complement the tree planting. Tree pit grilles should be restricted to this zone and be detailed flush with the footpath so as not to impede pedestrian circulation.

Streetside car parking spaces may be integrated into this zone. Parking spaces and tree planting should be coordinated with important building entrances to ensure sufficient footpath space is offered outside the entry point.

3.2.9 STREET FURNITURE

Street furniture should be designed and sited to avoid clutter, visual intrusion and should not create risks to safety or have adverse implications for disabled people. 'Defensive' street furniture such as bollards and railings should be kept to a minimum. All street furniture should be high quality, durable and resilient, and where possible they should be made of natural materials. Where intended for seating, street furniture should be comfortable and designed for inclusivity. Street furniture should be strategically sited to encourage natural surveillance, lingering & meeting and a vibrant Public Realm. Street furniture can be provided both inside and outside of building zones.

3.2.10 LIGHTING

Lighting within streets and landscaping should reflect the use and character of each space with the primary aim of creating a secure and pleasant environment. Vehicular routes should provide sufficient illumination for vehicles and pedestrians, taking into account trees and street furniture, whilst minimising light spillage.

Light fittings should be chosen to minimise light pollution and glare, and should be sited to reinforce clear lighting and wayfinding strategies.

The hierarchy of streets should be consistently reflected in the choice of lighting equipment and types and levels of lighting deployed. For example, pedestrian routes and landscaping will benefit from more localised lighting, resulting in a subtler, more gentle and more pleasant illumination; this, in turn, is acknowledged to improve visibility through reduced glare, encourage and extend appropriate use of the public realm and increase safety through improved supervision of the public realm.

Creative use of buildings and street furniture to house or conceal light fittings serving the adjacent Public Realm (thereby minimising potentially obtrusive poles and other elements) should be encouraged.

3.2.11 CONTROLLED ACCESS

Entry and exit points to the REEC Site should enable a monitored process of entry and exit to the College and Schools, either through security or physical barriers to entry or exit with acknowledgement and authorisation processes. The main entrances to the REEC Site should allow clear visual supervision from the main building entrance in order for the College and Schools to manage the safe and secure movement of pupils and visitors onto and off the REEC Site.

Similarly, the main access points onto the residential site should be overlooked, to encourage site safety and engender a sense of ownership amongst residents. Where staffed communal entrances are provided, preference should be given to locating these entrances to enable passive supervision of site entrances. Whilst the residential site should not be a 'gated development', access should be designed to encourage College and School students to take the paths and connections provided for them as part of the designs for those development zones, and to discourage short-cutting through the residential redevelopment.

3.2.12 EMERGENCY SERVICES

The site design should take account of access needs of the emergency services and resolve potential conflicts between different movements, ensuring the safety and security of residents, pupils, staff and visitors. Where buildings are setback from public highways, access for fire appliances on suitable substrate should be provided.

All routes intended for use by the Emergency Services should be a minimum of 3.7m in width. Any entrances (or other similar localised constraints) through which fire appliances may need to pass should be a clear 3.1m in width with minimum 3.7m headroom, and where no through route is available there should be adequate space to enable appliances to turn.

3.2.13 SERVICE ACCESS & SERVICE/DELIVERY AREAS

Safe access for service and delivery vehicles should be provided. Where possible, service access points should be separated from main entrances and routes used by pedestrians and cyclists, and in particular pupils and young people. Where separate service routes are provided, they should be well-signposted, controlled and maintained to ensure they are used as intended.

Where service and delivery areas are visible from the Public Realm, they should be designed to be attractive and insofar as is practical should be designed as multi-functional extensions of the Public Realm.

Where service and delivery areas do not form an extension of the Public Realm they should be integrated into a secure area along with the adjoining building form to create coherent envelope and avoid creating difficult to supervise locations, and to protect the overall appearance of the redevelopment. Where possible, such Service Areas should not be overlooked.

Secure and discreet storage for goods and waste awaiting collection should be provided, and should be either integrated into the envelope of the building they serve or in a screened area connected to the building. Such storage enclosures should be designed and positioned to avoid creating difficult to supervise locations, visual clutter, or nuisance side effects, and should not be provided in service areas that function like practical extensions of the Public Realm.

Similarly, where essential service & utility infrastructure is required, it should be located within the building envelope or within enclosures in service areas that do not form a practical extension of the Public Realm. Where such enclosures are visible from the public realm, they should be screened to protect the overall image of the redevelopment.

The screening of such service/delivery areas should be designed in keeping with the overall design quality and language of the redevelopment.

3.2.14 ROADWAY DESIGN

Roadways should be designed with appropriate geometry, widths, turning radii and construction to ensure suitability for vehicles travelling at appropriate speeds, whilst maintaining a safe and pedestrian friendly environment.

Access and turning facilities for cars, buses and delivery vehicles should be provided as required. Roadways should be arranged to minimise reversing movements in the vicinity of pedestrians generally, and pupils and young people in particular, wherever possible.

To supplement speed limit signage, speed humps or thump strips should be installed along on-site routes to ensure that excessive speeds are discouraged. These should be thoughtfully situated and integrated into the overall design and rhythm of the streetscape.

3.2.15 DRAINAGE

The design of streets and paths should support the redevelopment's sustainable drainage strategy, prioritising drainage according to the hierarchy in the Borough's Policy DM SD 7, and where practical should incorporate SUDS.

3.3 MARSH FARM LANE

The redevelopment should be served by an improved pedestrian access via an improved pedestrian and cycle route along Marsh Farm Lane. Additionally, a vehicular connection to the Residential Site will run along part of Marsh Farm Lane.

3.3.1 OVERVIEW

Immediately west of the existing College is a public right-of-way known as Marsh Farm Lane. The lane runs from the A316 past the College's Main & Playing Field Sites, across the River Crane, and over the Waterloo-to-Reading line railway, connecting to Twickenham Town Centre and Green. Refer to diagram 3.3.1.

In accordance with the specific planning guidance for the College site, Marsh Farm Lane should be upgraded as part of the redevelopment and will be connected to Twickenham Station and Town Centre by a new path through Twickenham Rough approved as part of other unrelated planning applications.

These Design Guidelines are not intended to apply to parts of Marsh Farm Lane outside of the area covered by the development application. There are no proposed works to Marsh Farm Lane beyond the southern edge of the application site boundary associated with this project. Similarly, no works are proposed north of the application site boundary near the A316.

DIAGRAM 3.3.1
MARSH FARM LANE

3.3.2 PURPOSE

Marsh Farm Lane serves as an important local pedestrian and cycle route. This function should be significantly improved as part of the redevelopment project, and reflects an important community benefit of the redevelopment.

The upgrade to Marsh Farm Lane should enable a new and attractive approach to the western side of the redevelopment site and improved connectivity for the College to the College Playing Fields, Twickenham Town Centre, and Twickenham Rail Station. Additionally, a section of Marsh Farm Lane will be expanded to provide vehicular access to College Building Zone 2 and to the Residential Site.

3.3.3 CHARACTER

As Marsh Farm Lane will become a major approach to the redevelopment and in particular the College, its design should be reflective of its important position in the Public Realm. This should be demonstrated in the quality & character of the materials of surfaces and boundary treatments, and in the type, quality and quantity of street furniture and landscaping provided.

The parts of Marsh Farm Lane that lie within the redevelopment fall into four distinct parts, each possessing a unique character. These parts broadly correspond to the Development Zone to which they are adjacent, as illustrated in diagram 3.3.2. Each part of Marsh Farm Lane is described individually in detail starting from the south in sections 3.3.5-3.3.8.

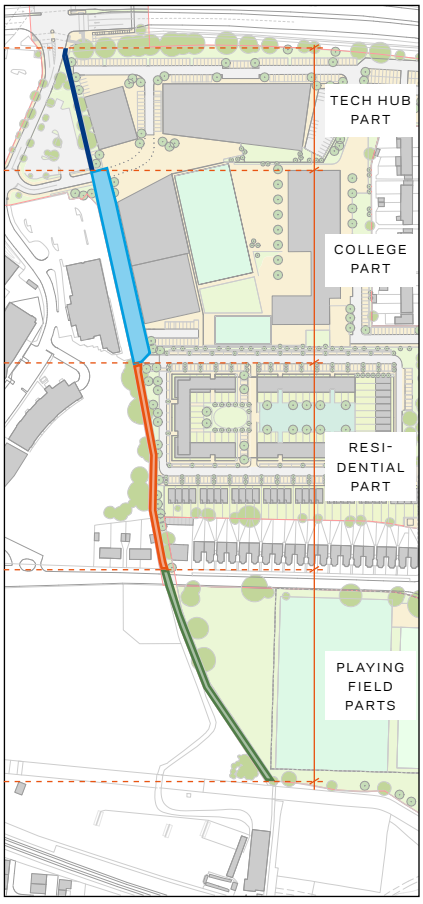


DIAGRAM 3.3.2
PARTS OF MARSH FARM LANE

3.3.4 PROPORTIONS AND SIZE

At certain times, parts of Marsh Farm Lane may be expected to handle significant numbers of pedestrians and cyclists. However, its current width is inadequate for all but the most limited use; as a result, the application proposes to widen Marsh Farm Lane throughout its length through the site. The proposed new layout of Marsh Farm Lane is illustrated in diagrams 3.3.3 & 3.3.4, and is described below.

Unless otherwise specified in sections 3.3.5-3.3.8, at all points the pedestrian parts of Marsh Farm Lane should have a minimum clear width of 3m, and where space allows it should be 5m in width. This should ensure that it will provide sufficient width for pedestrian movement in both directions.

In order to promote and encourage cycling, a segregated cycling lane allowing cycling in both directions should be provided where possible. This should be a minimum of 2m in width, and should be clearly signposted and differentiated from the adjoining pedestrian route. Where the segregated cycle lanes terminates, crosses Craneford Way, or where there are pedestrian crossings of the cycle lane these should be clearly signposted and the design of these junctions should ensure good visibility and protect the safety of cyclists and others. Because most activities are on the eastern edge of Marsh Farm Lane the pedestrian aspect of Marsh Farm Lane should be on the eastern side of the lane with the cycle route to the west.

Where Marsh Farm Lane is shared by cyclists and pedestrians, and where possible it should be a minimum width of 5m, and pedestrian priority of this space should be clearly indicated through the design of the space and signage at all points of entry.

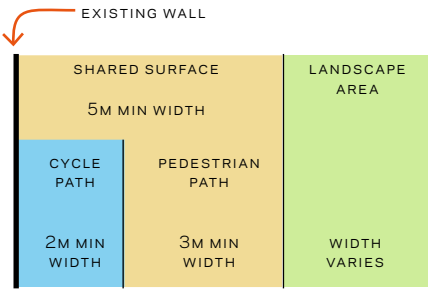


DIAGRAM 3.3.3
MARSH FARM LANE LAYOUT

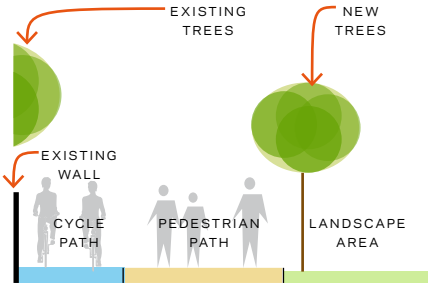


DIAGRAM 3.3.4
MARSH FARM LANE SECTION

3.3.5 PLAYING FIELD PART OF MARSH FARM LANE

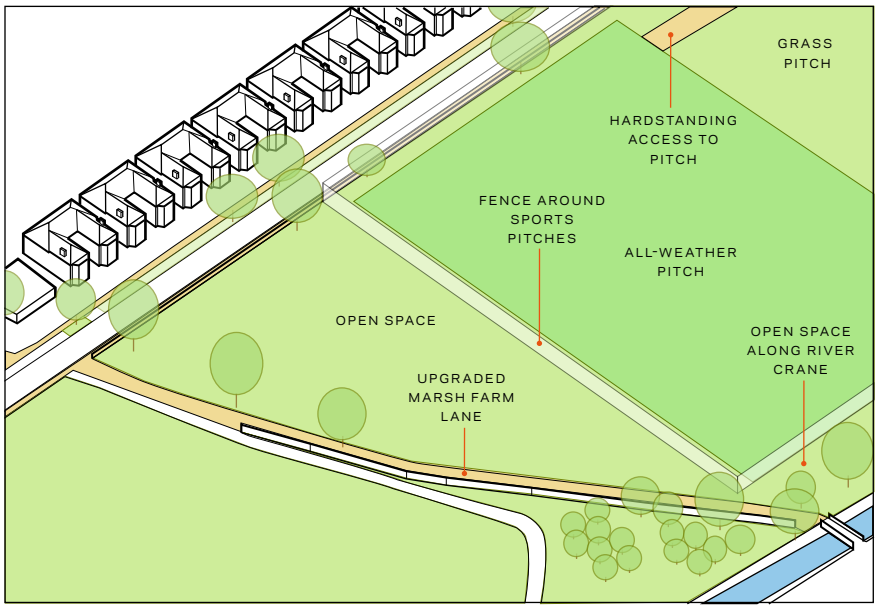


DIAGRAM 3.3.5 AERIAL OF PLAYING FIELD PART OF MARSH FARM LANE

3.3.5.1 OVERVIEW

The southernmost portion of Marsh Farm Lane is defined to the west by an existing brick wall which would appear to date back to the old Marsh Farm which occupied the site. To the west the lane is open to the playing fields. Refer to diagrams 3.3.5 and 3.3.6.

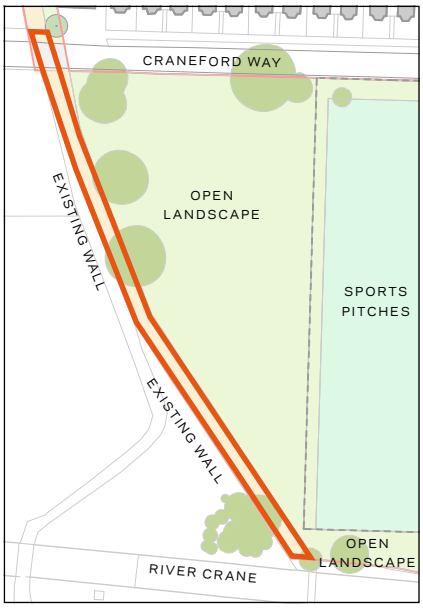


DIAGRAM 3.3.6
PLAN OF PLAYING FIELD PART OF MARSH FARM LANE

The application proposes to retain this character, and to upgrade the path to accommodate the increased numbers of pedestrians & cyclists expected as part of the redevelopment and unrelated approved improvements to the local transport network, including the new River Crane Path through Twickenham Rough and TfL's proposed cycleway along the A316. Near Craneford Way the Lane should be designed to retain safe use of the existing roadway to the west.

3.3.5.2 PROPORTIONS AND SIZE

At some times, this part of Marsh Farm Lane may be expected to handle significant numbers of pedestrians as well as cyclists; it should therefore be designed in accordance with the guidance indicated in section 3.3.4. Localised reductions in width should be provided where these would enable the retention of healthy existing trees.

3.3.5.3 LANDSCAPING

The relationship between Marsh Farm Lane and the open space adjacent to it defines its identity and character. Landscaping should not screen the lane from the open spaces, in order to retain this character, promote long-distance views and ensure safety of the path and playing fields through passive supervision. Where space is available, new landscaping between the wall and path should be permissible if it does not undermine or unduly obscure this historic feature.

Existing trees along Marsh Farm Lane should be retained where they are healthy and do not interfere with the function and security of the lane. Similarly, the existing wall should be retained.

3.3.5.4 VIEWS

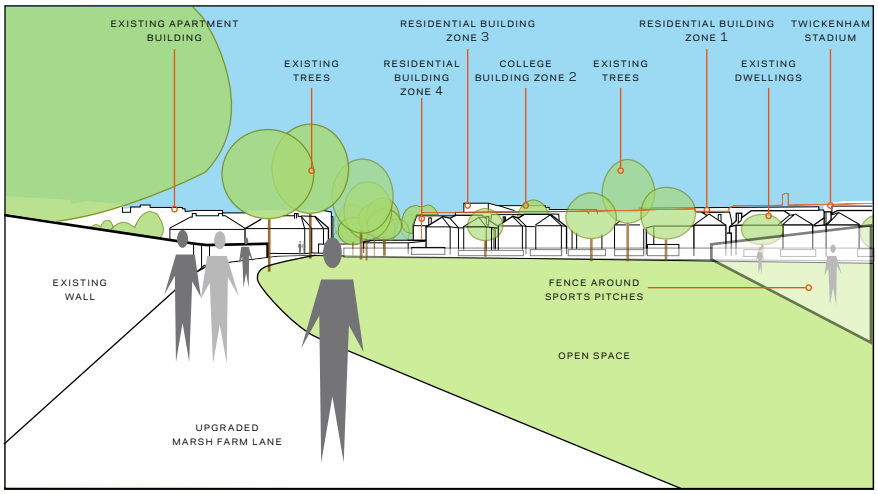


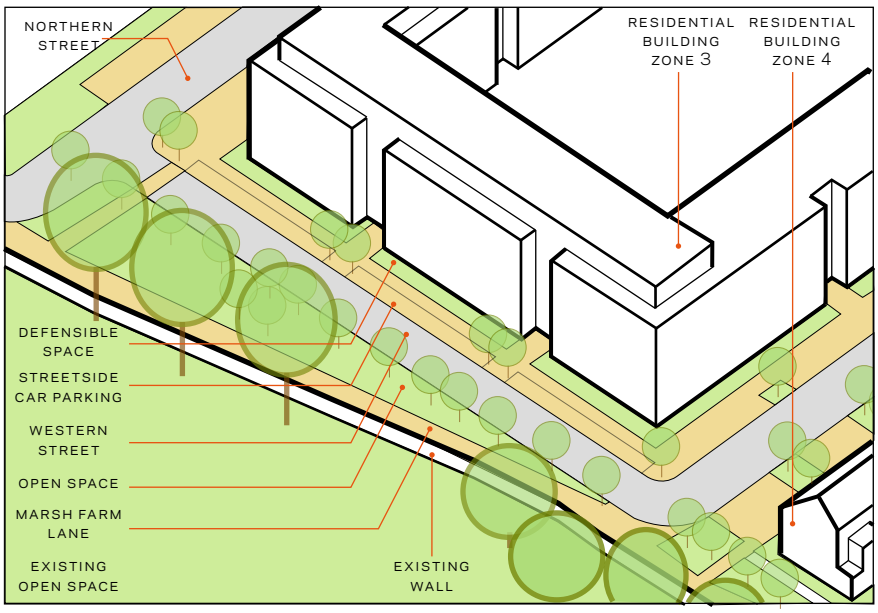
DIAGRAM 3.3.7 ILLUSTRATION OF VIEW ALONG MARSH FARM LANE

The open character of the views across the College Playing Fields should be preserved, and redevelopment of this site should be undertaken in accordance with this goal. Refer to section 4.8 and diagram 3.3.8.

3.3.5.5 LIGHTING

The existing path in this location is lit, and when upgraded the path should be provided with lighting that is designed to ensure safety and security without creating lighting spill and glare. Any lighting in this area must be designed with sensitivity to the landscape and habitat areas along the lane, in particular near the River Crane. Refer to section 3.2.10.

3.3.6 RESIDENTIAL PART OF MARSH FARM LANE



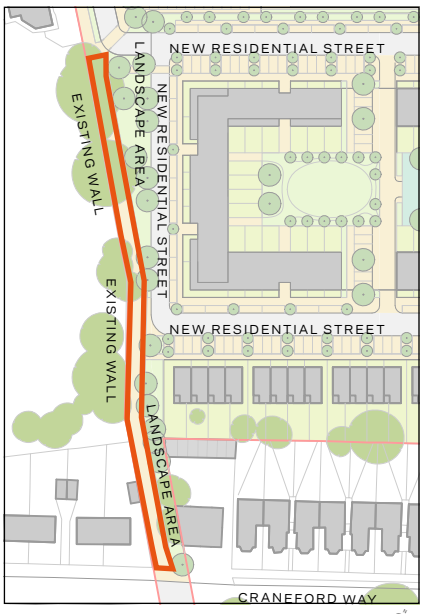


DIAGRAM 3.3.9
PLAN OF RESIDENTIAL PART OF MARSH FARM LANE

3.3.6.1 OVERVIEW

The application proposes to significantly widen and improve Marsh Farm Lane in this areas from a path of circa 1.5m between two fences to a wider path or shared surface with a series of landscape areas to the eastern side.

The portion of Marsh Farm Lane that passes alongside the residential development zone will have two distinct areas. The southern portion will be characterised as a passage between two boundary walls between existing residential properties to the west with a smaller landscape verge between the lane and existing car parking garages to the east, whilst the northern portion will be characterised by the increasing width of the lane and the adjoining open space to its eastern side. At the northernmost end the path will open up to the College Part of Marsh Farm Lane as described in section 3.3.7. The western boundary of Marsh Farm Lane will be provided by the existing brick wall bounding the path. Refer to diagrams 3.3.8 and 3.3.9.

3.3.6.2 PROPORTIONS AND SIZE

At some times, this part of Marsh Farm Lane may be expected to handle significant numbers of pedestrians as well as cyclists. Additionally, the path may be designed to allow for access to Emergency Services Vehicles. Consequently, the path should be designed in accordance with the guidance indicated in sections 3.3.4 and 3.2.12.

3.3.6.3 LANDSCAPING

The new landscaping adjoining this part of Marsh Farm Lane should be important in establishing its identity and character. Given the linear nature of the lane, landscaping along the lane should exploit this unique opportunity to provide a habitat corridor between the open spaces along the River Crane and open spaces on and to the north of the redevelopment site.

Where the lane passes between existing housing and existing car parking garages, it is at its most constrained and the least well supervised. Landscaping in this area should therefore be designed to maximise the sense of security both

for users of the lane and for adjoining residents. It should also promote long views towards the College buildings to improve wayfinding and security.

Where the lane runs alongside the new residential site, the area afforded to both the path and the landscaping can increase. This opportunity should be exploited to provide a more varied set of landscape spaces that can encourage a greater range of uses and lingering - thereby promoting passive security - and create a distinct character to this open space. The relationship of this space and the buildings overlooking it will be key to ensuring it has a successful identity. Landscaping should not screen the lane from buildings and open spaces around it, in order to promote long-distance views and passive supervision, but should discourage students and passers-by from cutting through the residential site. The building(s) in Residential Building Zone 3 should be designed to overlook the lane in order to ensure passive supervision and to provide long-distance views from the dwellings in that zone.

At the northernmost end of this part of Marsh Farm Lane, the pedestrianised hard surface area should fan out to link up with pedestrian and shared space parts of the College Portion of Marsh Farm Lane (refer to section 3.3.7)

Existing trees along this part of Marsh Farm Lane should be retained where they are healthy and do not interfere with the function and security of the lane. The existing wall should be retained, though minor modifications should be permitted where these would improve safety. Where space is available, new landscaping between the wall and path should be permissible if it does not undermine or unduly obscure this historic feature.

3.3.6.4 VIEWS

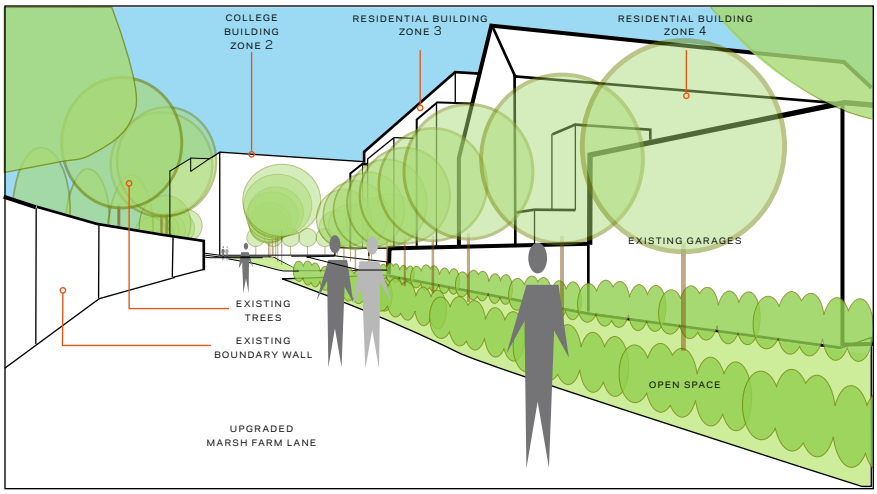


DIAGRAM 3.3.10 ILLUSTRATION OF VIEW ALONG MARSH FARM LANE

Views to the College buildings should be an important characteristic of the Public Realm of this part of Marsh Farm Lane. The view from the south along Marsh Farm Lane should play an important role on approach to the College. The design and layout of the lane should facilitate long views towards the College site, terminating on College Building Zone 2 which should form a marker to terminate this vista, and should be designed to reflect its landmark status. Refer to section 2.2, and diagram 3.3.10.

3.3.6.5 LIGHTING

Lighting should be provided along Marsh Farm Lane, and should be designed with sensitivity to the changing context along the lane. In this part of Marsh Farm Lane, particular sensitivity must be provided to preventing nuisance light spill into adjoining residential properties, ensuring safety without creating overlit spaces and glare, and promoting the use of the adjoining landscape as a habitat corridor. Refer to section 3.2.10.

3.3.7 COLLEGE PART OF MARSH FARM LANE

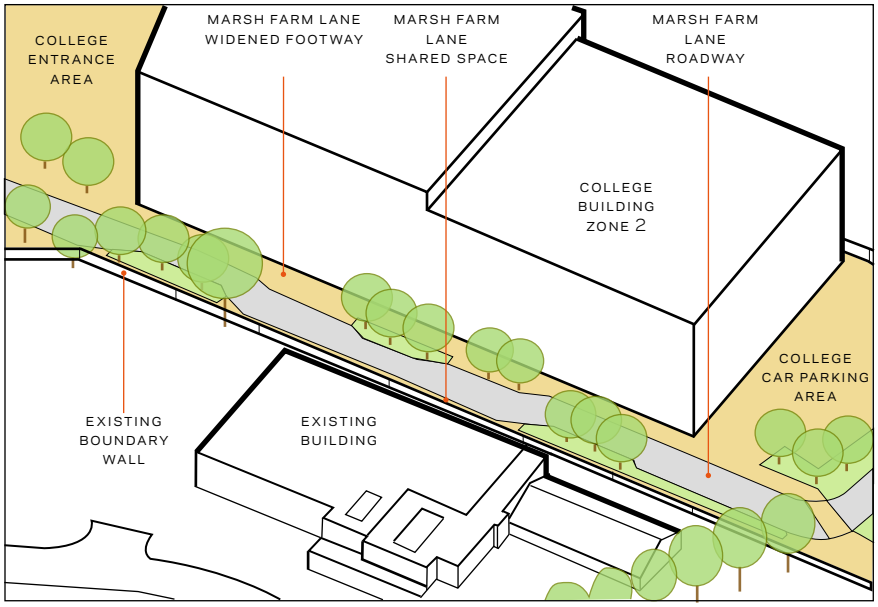


DIAGRAM 3.3.11 AERIAL OF COLLEGE PART OF MARSH FARM LANE

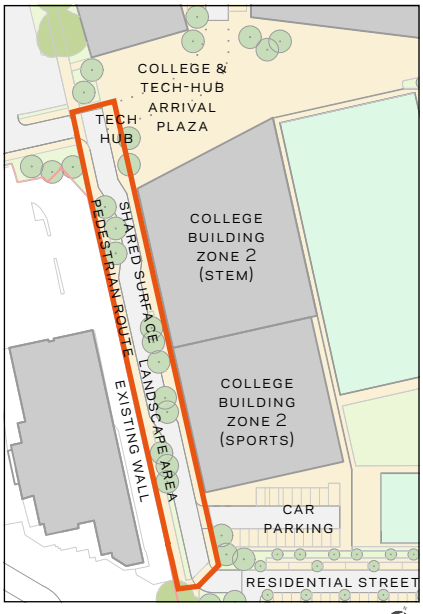


DIAGRAM 3.3.12 PLAN OF COLLEGE PART OF MARSH FARM LANE.

3.3.7.1 OVERVIEW

The part of Marsh Farm Lane that passes alongside College Building Zone 2 should be distinct from the other parts of Marsh Farm Lane. This should reflect the direct relationship of Marsh Farm Lane to the buildings overlooking it, and the intention for this part of the lane to accommodate a more varied set of uses. Refer to diagrams 3.3.11 and 3.3.12.

This part of Marsh Farm Lane will include a roadway providing access to the Residential Site as well as to a small car parking area to the South of College Building Zone 2. Measures should be installed to ensure the connection to adjoining parts of Marsh Farm Lane are limited to pedestrians, cyclists and emergency services vehicles.

The relationship of this space and the buildings overlooking it will be key to ensuring it has a successful identity and character. The building(s) in College Building Zone 2 should be designed to overlook the lane in order to ensure passive supervision and should be provided with active frontages along the majority of the ground floor facade, whilst avoiding large stretches without any activity. Refer to section 2.2.