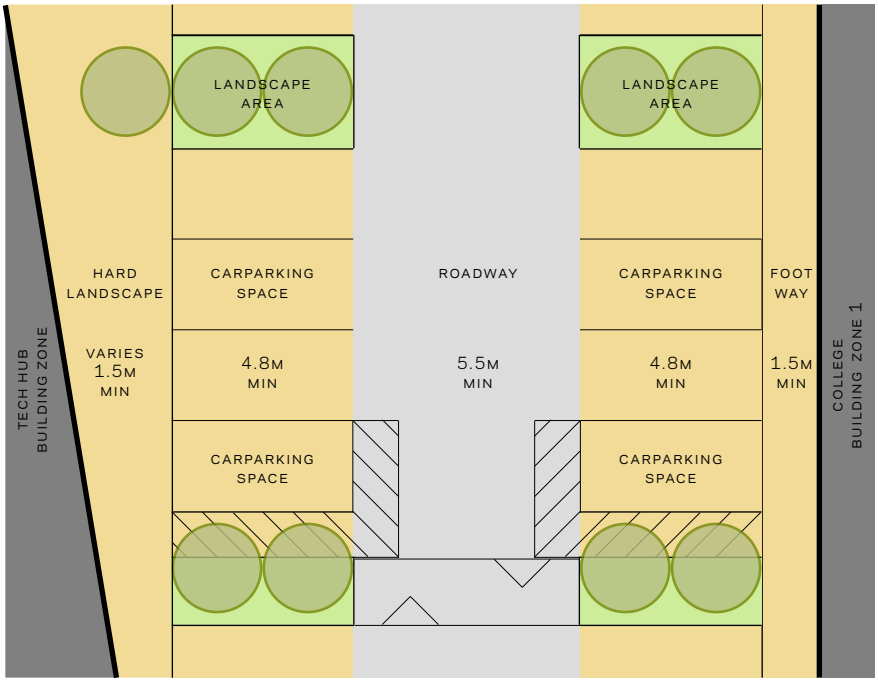


DIAGRAM 3.4.11 MIDDLE PART OF RIGHT-OF-WAY LAYOUT

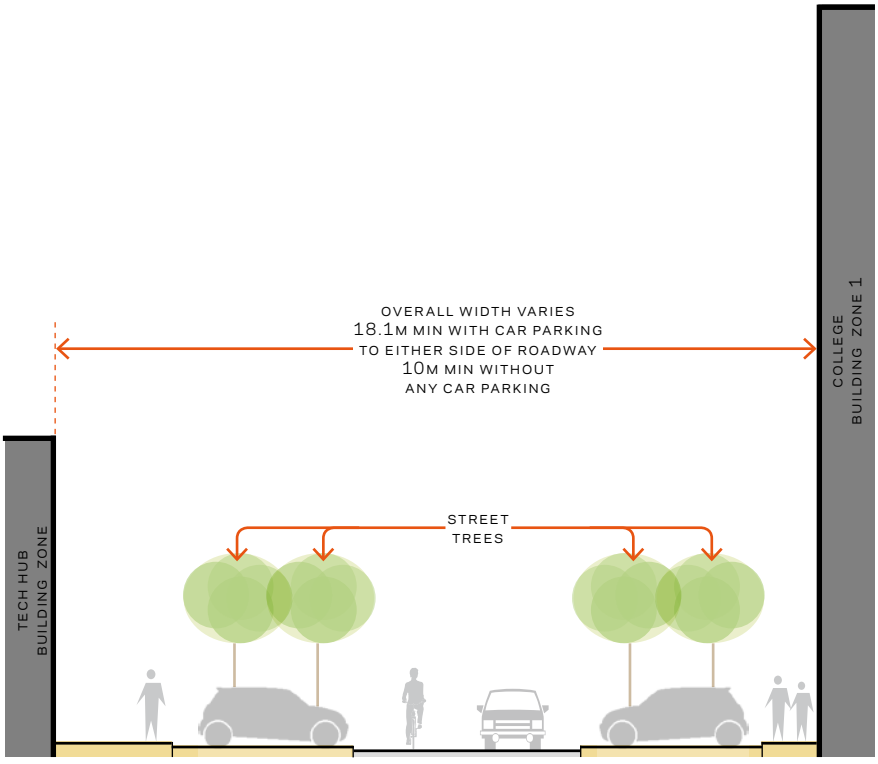


DIAGRAM 3.4.12 MIDDLE PART OF RIGHT-OF-WAY SECTION

3.4.9.4 VIEWS

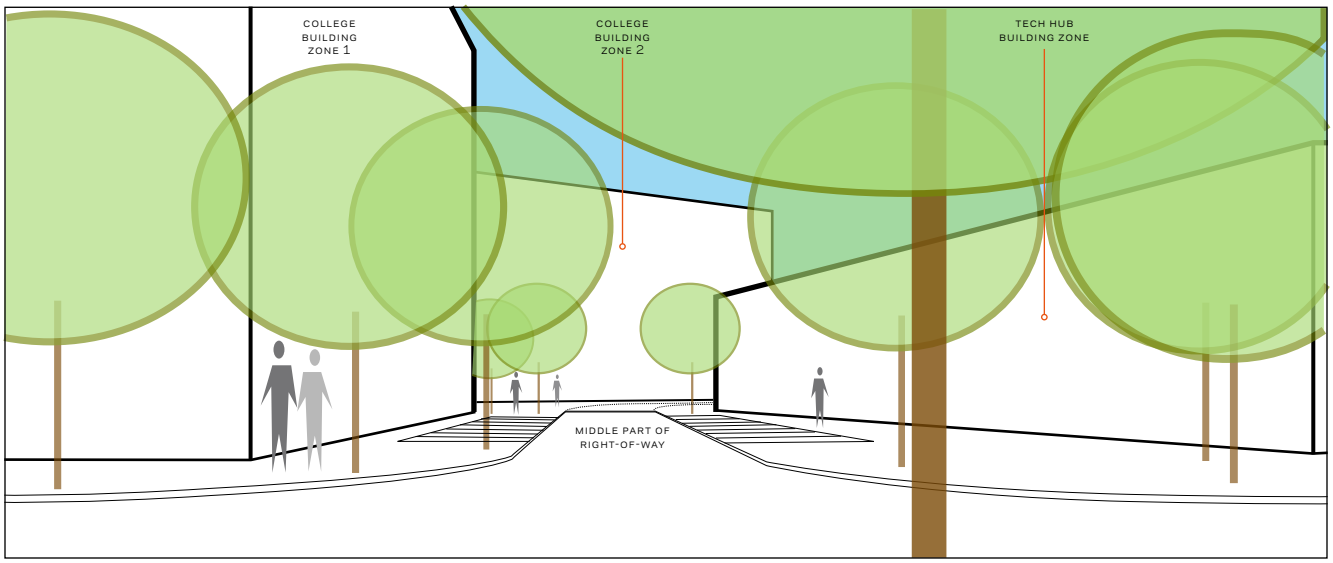
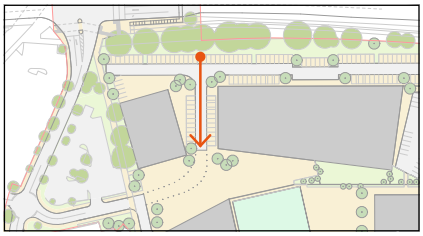


DIAGRAM 3.4.13 ILLUSTRATION OF VIEW SOUTH ALONG MIDDLE PART OF RIGHT-OF-WAY

The middle part of the cross-site right-of-way should provide views from the public realm along the A316 to the College entrance plaza and the building(s) in College Building Zone 2. The design and layout of this part of the right-of-way should facilitate this long view towards the College buildings which should form a landmark on this vista, to reflect the Colleges importance in its context and its role in wayfinding. Refer to section 2.2, and diagram 3.4.11.



KEYPLAN

Views to the north through this space should conversely be dominated by the existing trees along the A316, and the landscape verge provided to protect them, as described in sections 3.4.10,4.8 and 4.9.

3.4.10 A316 PART OF CROSS-SITE RIGHT-OF-WAY

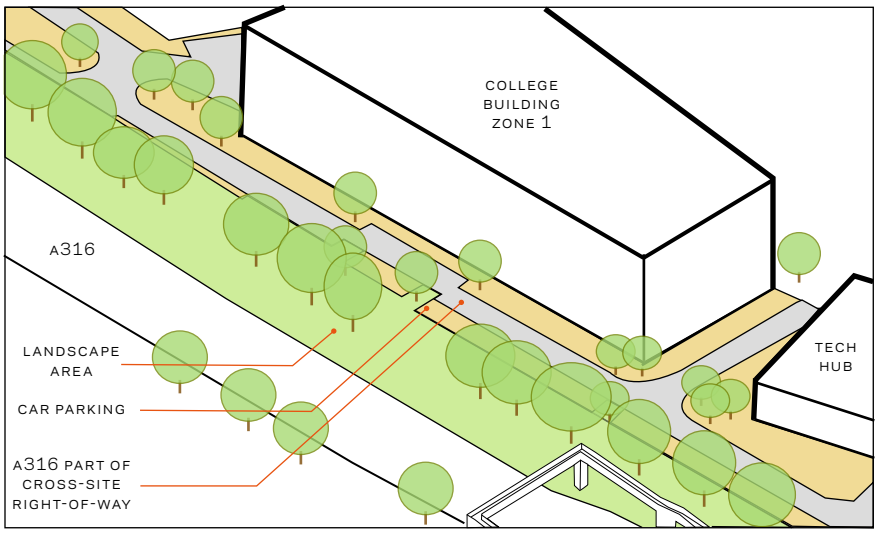


DIAGRAM 3.4.14 AERIAL OF A316 PART OF CROSS-SITE RIGHT-OF-WAY

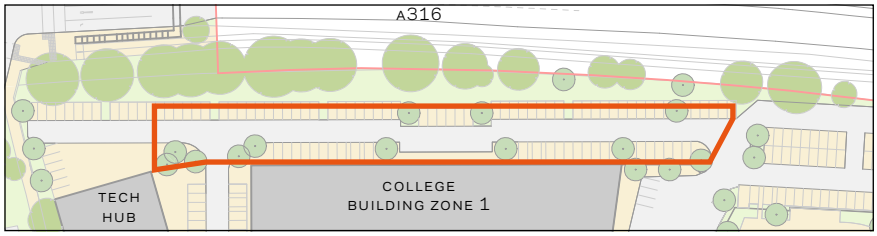


DIAGRAM 3.4.15 PLAN OF A316 PART OF RIGHT-OF-WAY

3.4.10.1 OVERVIEW

The part of the right-of-way along the A316 should be an important interface between the redevelopment and the public realm. It should provide a transition from the broad setback along the A316 to the west of the site to the urban setting of the A316 to the east, reflecting the importance of the site in the sequence of arrival into Greater London from the west.

The situation of the College Buildings along the A316 at this point should ensure prominence for the College, reflecting its importance in the local context, and the College buildings facing the A316 should be designed as landmarks reflective of their prominence and situation. The right-of-way should ensure a generous setback of the College buildings from the existing row of mature trees to ensure an appropriate setting for their retention.

This part of the right-of-way is an area for arrival by vehicle to the College, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and will provide extensive areas for car parking. Nevertheless, to ensure the space is attractive, landscaping and in particular trees should also be provided to break up the car parking as described in section 3.4.7.3.

3.4.10.2 PROPORTIONS AND SIZE

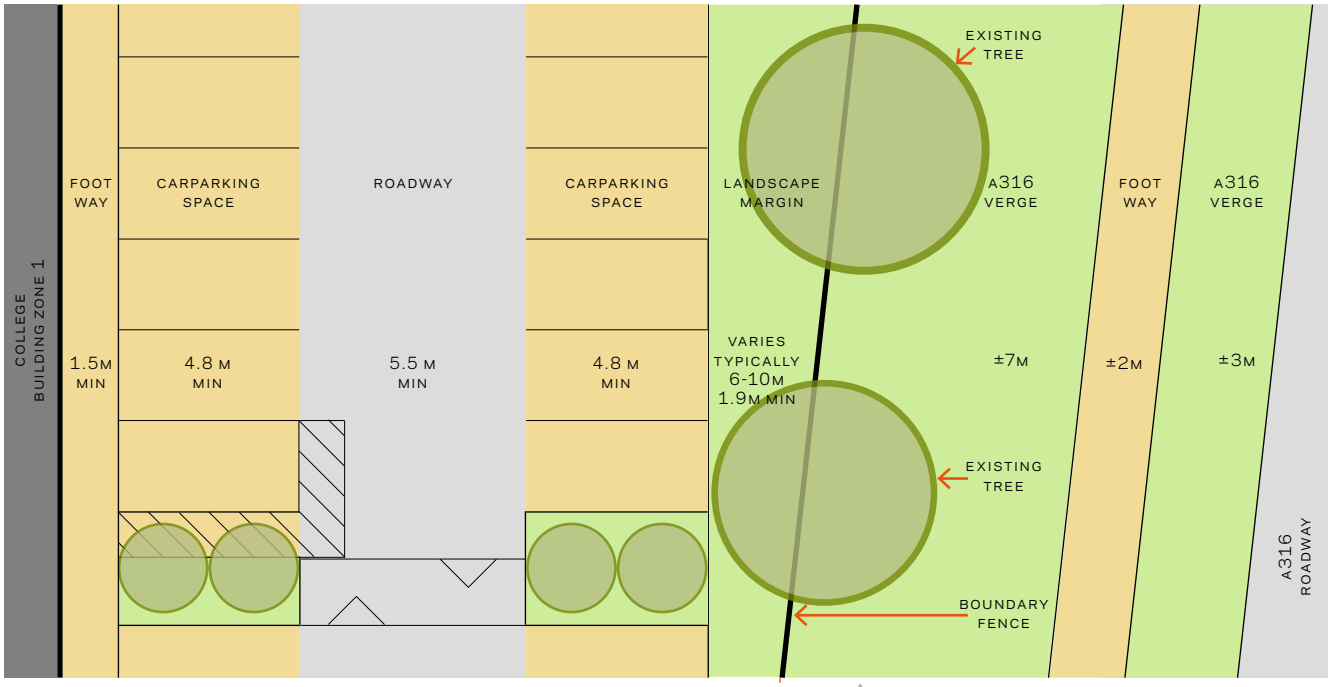


DIAGRAM 3.4.16 A316 PART OF RIGHT-OF-WAY LAYOUT

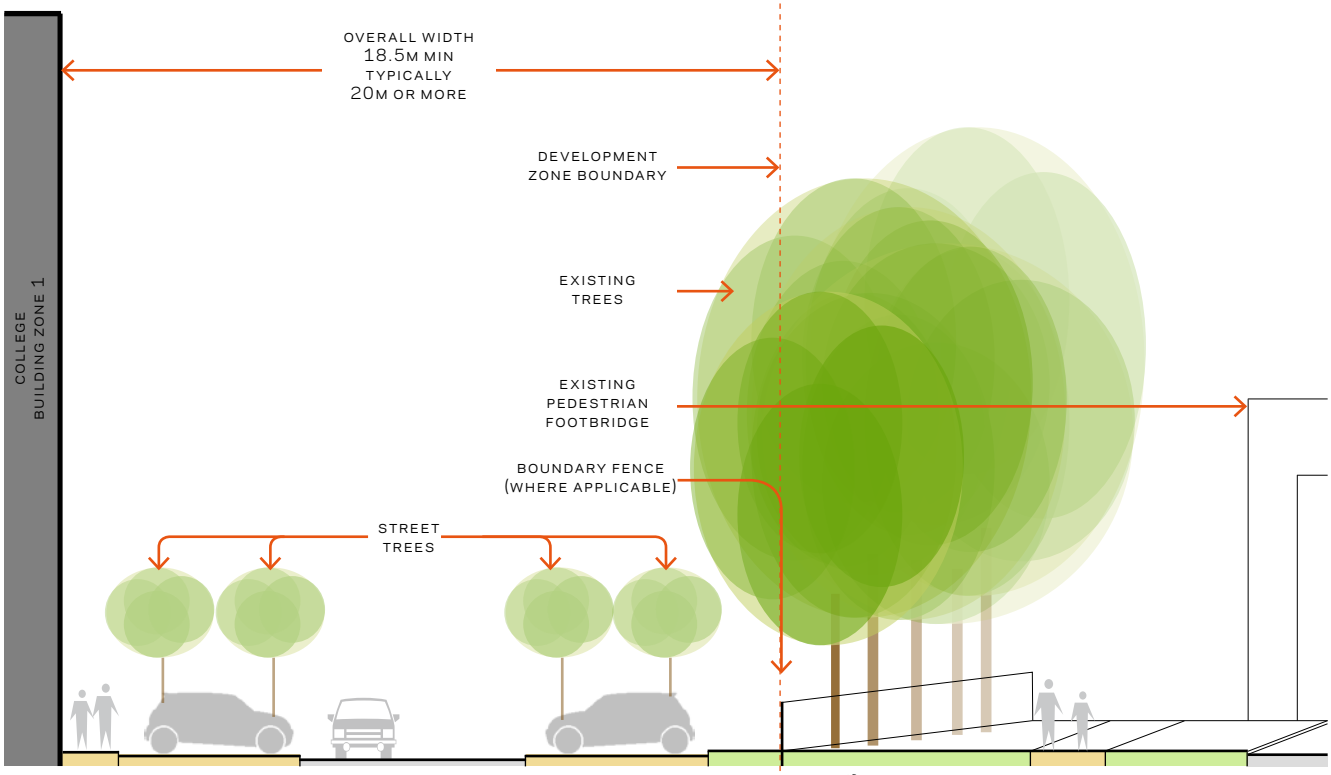


DIAGRAM 3.4.17 A316 PART OF RIGHT-OF-WAY SECTION

The roadway should be designed as described in section 3.4.4, with echelon or perpendicular parking provided to both sides of the roadway in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

A landscaped margin should be provided to the northern side of the Cross-Site Right-of-Way. This margin will have to be large enough to provide adequate root

protection area for the mature trees adjoining the A316. A footway should be provided to between the car parking and the building and should be a minimum of 1.5m in width, and where possible should be wider to accommodate spill-out activities from the College buildings, as illustrated in diagrams 3.5.5 and 3.5.6.

3.4.10.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed to ensure continuity of design language and quality around the site, in particular when viewed from the Public Realm. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance views and passive supervision.

Additional landscaping within the landscape margin to the north of the right-of-way should be provided where it would be compatible with the preservation and protection of the mature trees. Such landscaping should maintain views and ensure passive surveillance.

3.4.10.4 VIEWS

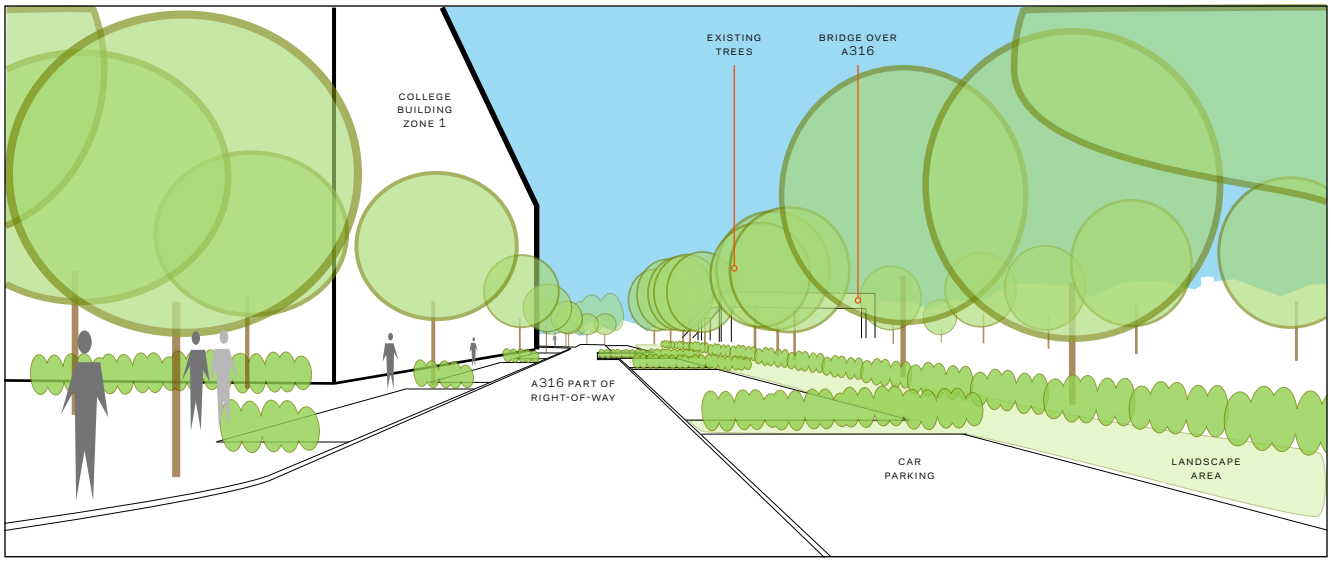
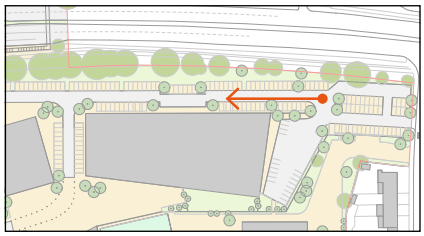


DIAGRAM 3.4.18 ILLUSTRATION OF VIEW WEST ALONG A316 PART OF RIGHT-OF-WAY

The Cross-Site Right-of-Way should afford direct views of the College from the A316, and in particular any entrances and Active Frontages alongside the Right-of-Way. This should provide effective wayfinding for visitors, and allow clear visual supervision from these buildings, whilst promoting passive surveillance and security along the right-of-way.

Views along the space should be dominated by the existing trees to the north of the right-of-way, new planting breaking up the car parking - in particular trees - and the College buildings to the south. Refer to diagram 3.4.18



KEYPLAN

3.4.11 EASTERN PART OF CROSS-SITE RIGHT-OF-WAY

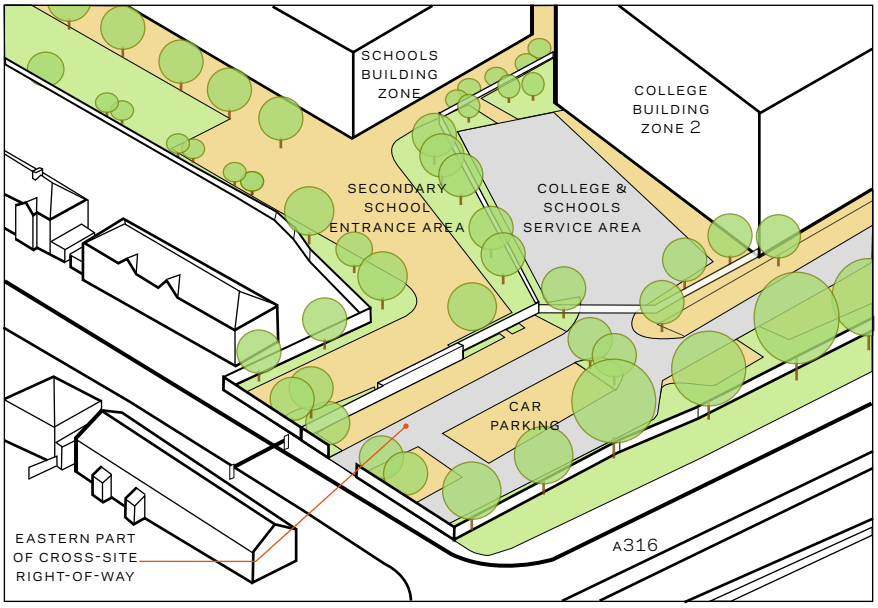


DIAGRAM 3.4.19 AERIAL OF EASTERN PART OF CROSS-SITE RIGHT-OF-WAY

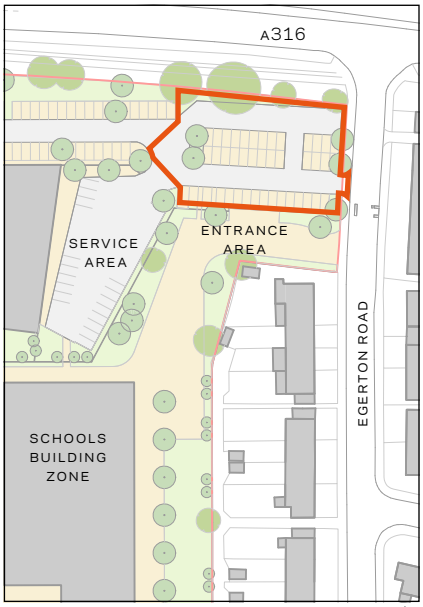


DIAGRAM 3.4.20 PLAN OF EASTERN PART OF RIGHT-OF-WAY

3.4.11.1 OVERVIEW

The eastern part of the right-of-way should be an important interface between the redevelopment and the public realm. It should provide a place for arrival to the Secondary School, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and will provide extensive areas for car parking. Nevertheless, to ensure the space is attractive, landscaping and in particular trees should also be provided to break up the car parking as described in section 3.4.7.3.

In keeping with the existing arrangement of the space, an adjoining car parking area between the right of way and the boundary may be retained or upgraded. Beyond this the existing landscape margin and trees along the A316 should be maintained and where space allows it should be widened. Boundaries around the right-of-way and car parking should be designed to discourage short-cutting, minimise the potential for conflicts between pedestrians and vehicles, and to deter mischief.

To the south of the right-of-way the an entrance area for the Secondary School should be provided. Insofar as is possible this area should provide access to the Secondary School without conflicts between pedestrian and vehicular movements. The entrance area should be designed with secure screening from the right of way and car park to ensure that it is not dominated by views of car parking. Where practical, such screening should maintain the potential for passive surveillance and should be provided through necessary structures such as sheltered cycle parking and/or planting to avoid the proliferation of defensive structures and the projection of an overly defensive image to the Public Realm. For detailed guidance on entrance areas refer to section 4.3.

3.4.11.2 PROPORTIONS AND SIZE

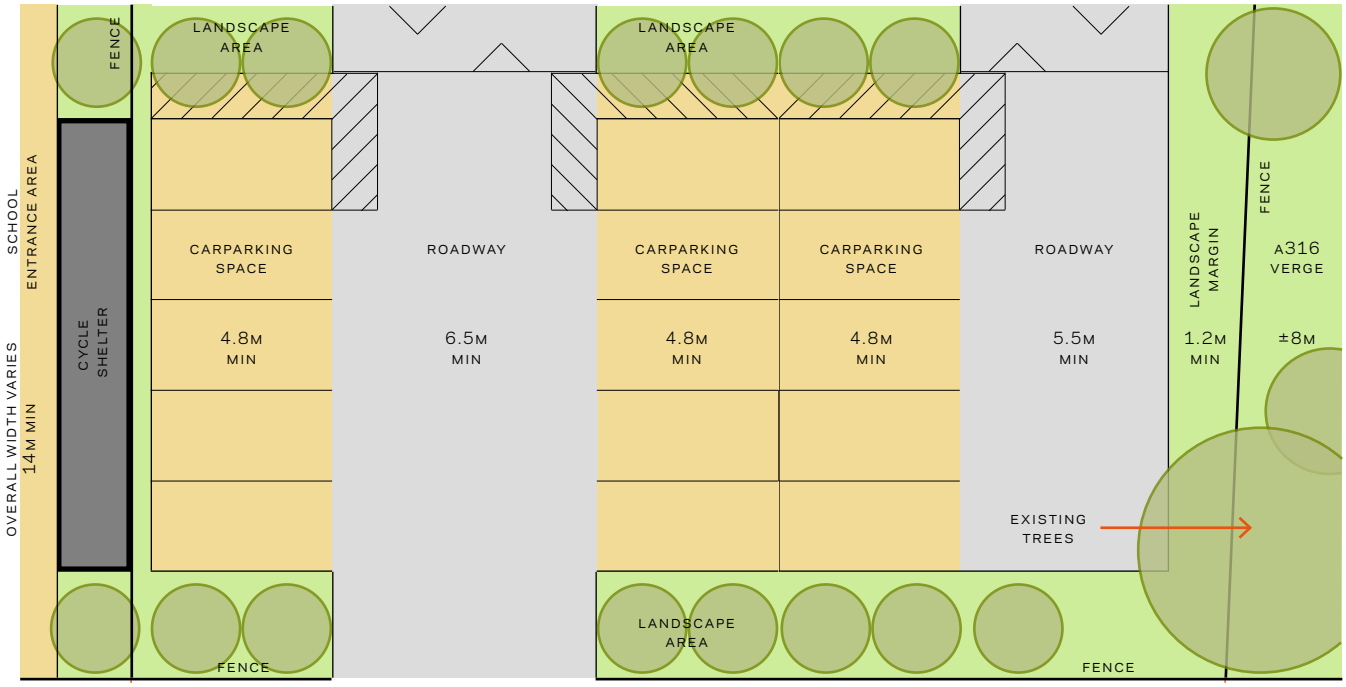


DIAGRAM 3.4.21 EASTERN PART OF RIGHT-OF-WAY LAYOUT

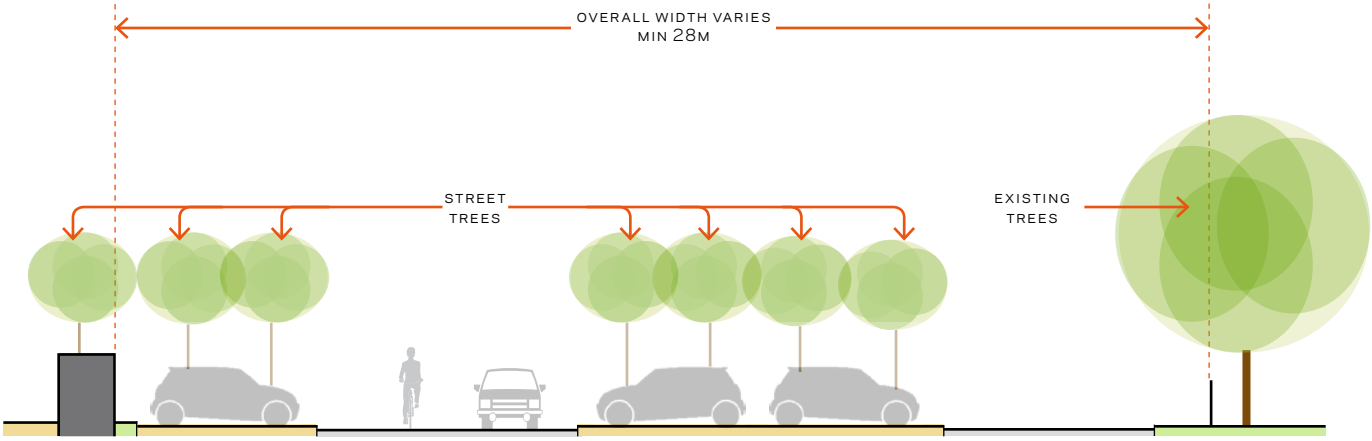


DIAGRAM 3.4.22 MIDDLE PART OF RIGHT-OF-WAY SECTION

The roadway should be designed as described in section 3.4.4, with echelon or perpendicular parking provided to both sides of the roadway in order to minimise space given over to car parking and to improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement. To discourage short-cutting through the site, no footway should be provided in this area of the right-of-way, and the design of boundaries should encourage pedestrians to use the more generous footpath in the margin along the A316.

3.4.11.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed in conformity with the adjoining parts of the right-of-way, to ensure continuity of design language and quality around the site. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance

views and passive supervision. Permeable paving should be provided in this area as part of SUDS measures.

Additional landscaping within the landscape margin to the north of the right-of-way should be widened where it would be compatible with the preservation and protection of the mature trees. Such landscaping should maintain views and ensure passive surveillance and where possible should be designed to provide acoustic shelter from the A316.

3.4.11.4 VIEWS

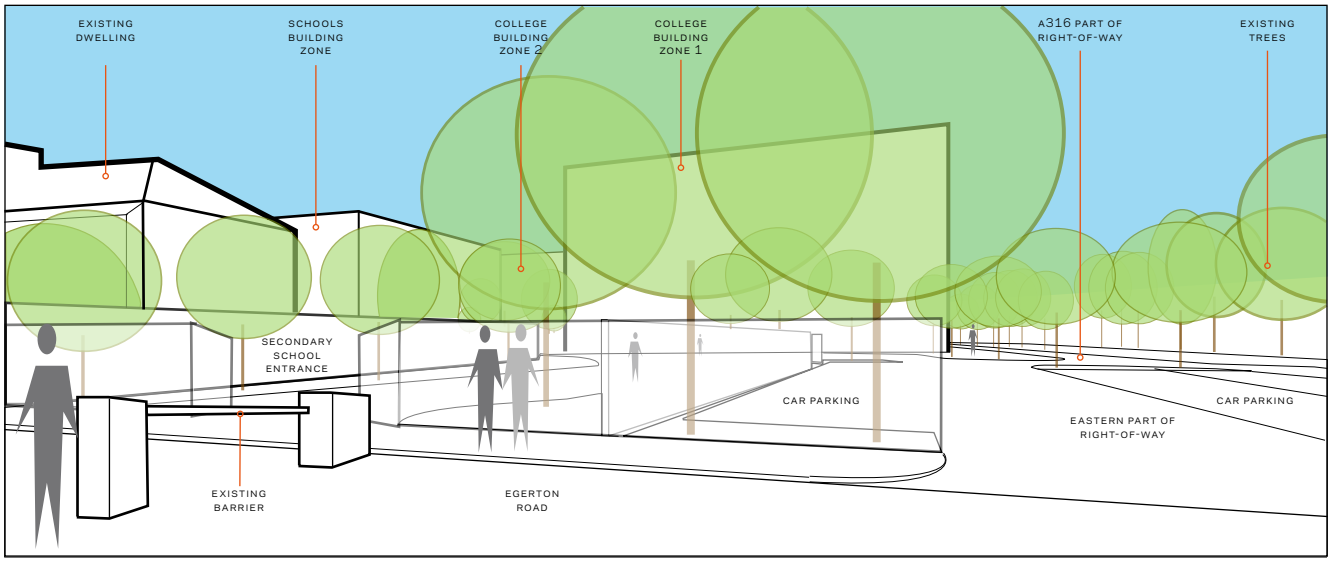
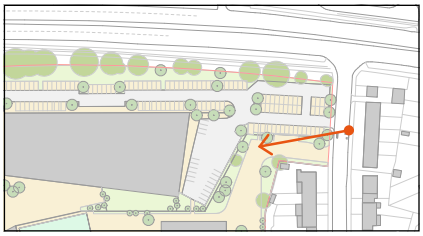


DIAGRAM 3.4.23 ILLUSTRATION OF VIEW EAST ALONG EASTERN PART OF RIGHT-OF-WAY

The Cross-Site Right-of-Way should afford direct views of the College and School from the northern part of Egerton Road, and in particular to the entrance area for the Secondary School. This should support effective wayfinding for visitors, and promote visual supervision from these buildings, assisting passive surveillance and security along the right-of-way. Refer to diagram 3.4.23.



KEYPLAN

Views along the space should be dominated by the existing trees to the north of the right-of-way, new planting breaking up the car parking - in particular trees - and the boundary treatment to the car parking. As the boundary treatment in this location will uniquely form a key part of the interface between the redevelopment and campus particular attention will need to be paid to ensure that it is of an appropriate design, scale and materiality, and to ensure views both into and out of the site to promote security and ensure passive supervision.

3.5 RESIDENTIAL STREETS

New streets providing access to the Residential Site should form an important part of the Public Realm.

3.5.1 OVERVIEW

The residential streets should provide access to all parts of the residential development, with vehicular access connecting to the A316 via Marsh Farm Lane. They should act as a public realm extension of the existing street network and provide a pedestrian connect to the existing street network in a similar location to the existing access point to the College on Egerton Road opposite Court Way. The new streets geometry should be approximately aligned with Egerton Road, and should respect the block size and spacing formed by Court Way and Heathfield South. Refer to diagram 3.5.1 for illustration.

DIAGRAM 3.5.1
PLAN OF RESIDENTIAL STREETS

3.5.2 PURPOSE

The residential streets should provide the primary vehicle and pedestrian access to the Residential Development Zone. It is not intended for the streets to become adopted. Car and cycle parking for the residential site should be provided along the residential streets, in keeping with their context.

3.5.3 CHARACTER

The residential streets should have a character similar to that of the adjoining streets in the Heatham Estate, with a narrow roadway, streetside parking, planting and footpaths enclosed by residential buildings facing onto the streets with small front gardens.

Within this general framework, there should be four distinct residential streets, as illustrated in diagram 3.5.2. These are described in detail in sections 3.5.6 to 3.5.9, starting from the south and running clockwise.

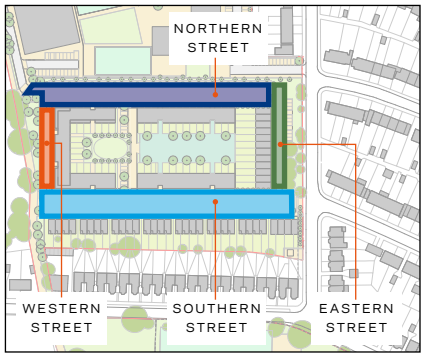


DIAGRAM 3.5.2
PLAN OF RESIDENTIAL STREETS

3.5.4 PROPORTIONS AND SIZE

The roadway should be designed with a simple and clear geometry, with width and turning radii appropriate to car parking and vehicles moving at a slow speed. It should be designed to accommodate two-way traffic with opportunities for vehicles to turn onto any streetside and/or off-street parking area(s). Traffic calming measures should be provided to ensure that excessive speeds are discouraged, as described in section 3.2.14.

Each street should be provided with adjoining footways and defensible spaces appropriate to its context. Car parking should be provided between the footpath and roadway along these street, in keeping with the local context, and should be broken up with landscaped areas integrated as part of the same zone. Front garden car parking should not be provided, as described in section 3.6. Streetside car parking should be associated with individual ground floor dwellings wherever

practical, and accessible parking spaces should be provided as described in section 3.2.3.

Cycle parking for visitors should be located near entrance spaces to common buildings, while residents cycle parking should be provided in secure shelters positioned in place of streetside car parking spaces, in defensible spaces or in internal secure areas with convenient access to the public realm. Where cycle shelters are provided as part of the streetscape, these should not obstruct views, create 'blind-spots' or safety hazards, or compromise the overall appearance of the streetscape.

Refer to sections 3.5.7 to 3.5.10 for proportions and dimensions of each of the residential streets.

3.5.5 LANDSCAPING

Where defensible spaces to dwellings are not provided, landscaped margins should be provided between the buildings and the footpath to maintain a continuous boundary and deter unauthorised access to dwellings. The design of the landscaping should not screen the footway from buildings and open spaces around it, in order to promote long-distance views and passive supervision. Additionally, landscaping should be designed to soften the appearance of any non-active facades they border, and must not compromise the security of adjoining buildings and open spaces, and in particular must not facilitate unauthorised access through climbing.

Such landscaping areas should incorporate street furniture to encourage use of and lingering along the footway, promote security, and to assist residents and visitors with limited mobility. Where landscape areas are at corners of footways, they should be designed with consideration of natural desire lines and should be designed to accommodate or withstand 'short-cutting'.

3.5.6 LIGHTING

Lighting should be provided to all of the residential streets, and should be designed with sensitivity to the changing context along the route. Particular sensitivity must be provided to preventing nuisance light spill into adjoining residential properties and open spaces, whilst ensuring safety without creating overlit spaces and glare. Refer to section 3.2.11.