

3.5.7 SOUTHERN RESIDENTIAL STREET

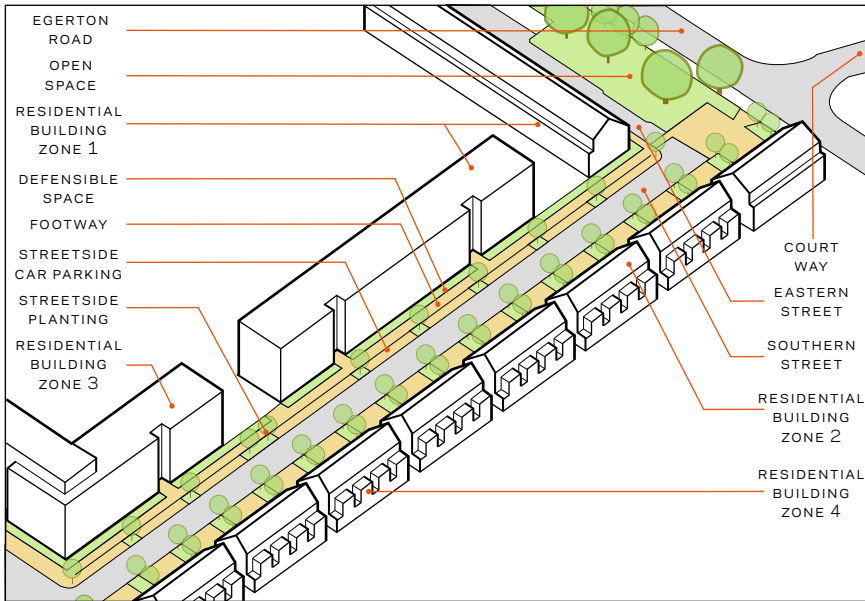


DIAGRAM 3.5.3 AERIAL VIEW OF SOUTHERN RESIDENTIAL STREET

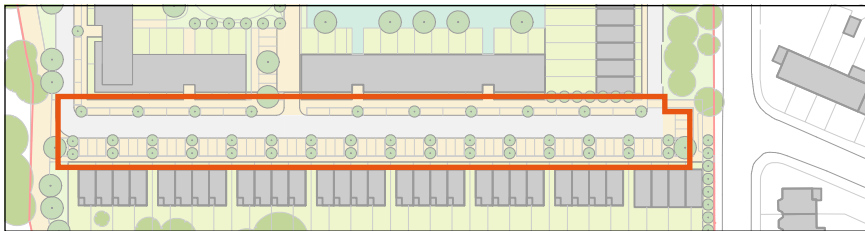


DIAGRAM 3.5.4 PLAN OF SOUTHERN RESIDENTIAL STREET

3.5.7.1 OVERVIEW

The southern residential street should act as an extension of Court Way, and should provide a pedestrian connection to Egerton Road in a similar location to the existing access point. From this point the roadway should continue on an alignment approximately perpendicular to Egerton Road. Vehicular access to the southern residential street should be via the eastern and western residential streets and Marsh Farm Lane. Additionally, there may be access to any off-street car parking areas within the residential site off of the southern residential street. Refer to diagrams 3.5.3 and 3.5.4 for illustration.

Pedestrian access to the Residential Site should also be possible along this route, and should be accommodated through dedicated footways running alongside the street, as illustrated in diagram 3.5.5. Footways should be designed encourage college students to use the upgraded pedestrian route along Marsh Farm Lane which will provide a more direct route to the Rail Station and Town Centre (as described in section 3.3) and reduce impact on the existing neighbourhood. In order to promote this goal, near the boundary the footway onto the site may be reduced in width and may be fitted with access restrictions.

3.5.7.2 PROPORTIONS AND SIZE



DIAGRAM 3.5.5 SOUTHERN ROADWAY LAYOUT

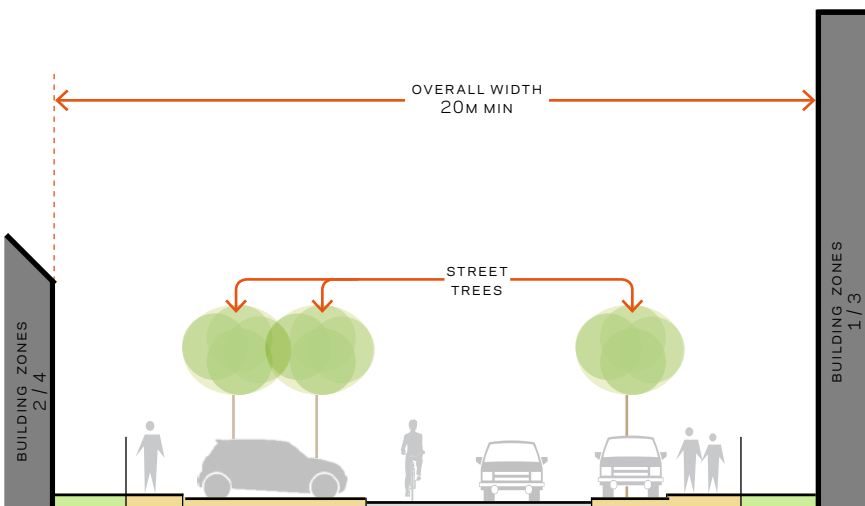


DIAGRAM 3.5.6 SOUTHERN ROADWAY SECTION

The southern street should be a well-defined street between broadly separated buildings as described in section 3.2.5. Each adjoining building should be designed to face the street, with defensible spaces between the dwellings and footways provided to either side of the roadway, as described in section 5.3. These footways should reflect adjoining uses, and should be broader when adjacent to larger buildings. A zone of streetside parking and landscaping should be provided between the footway and roadway on both sides of the street, with street trees integrated in a regular rhythm as described in section 3.2.8. Echelon or perpendicular parking should be provided to one side of the street 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.

Diagrams 3.5.5 and 3.5.6 illustrate the layout of the southern street, including minimum dimensions.

3.5.7.3 VIEWS

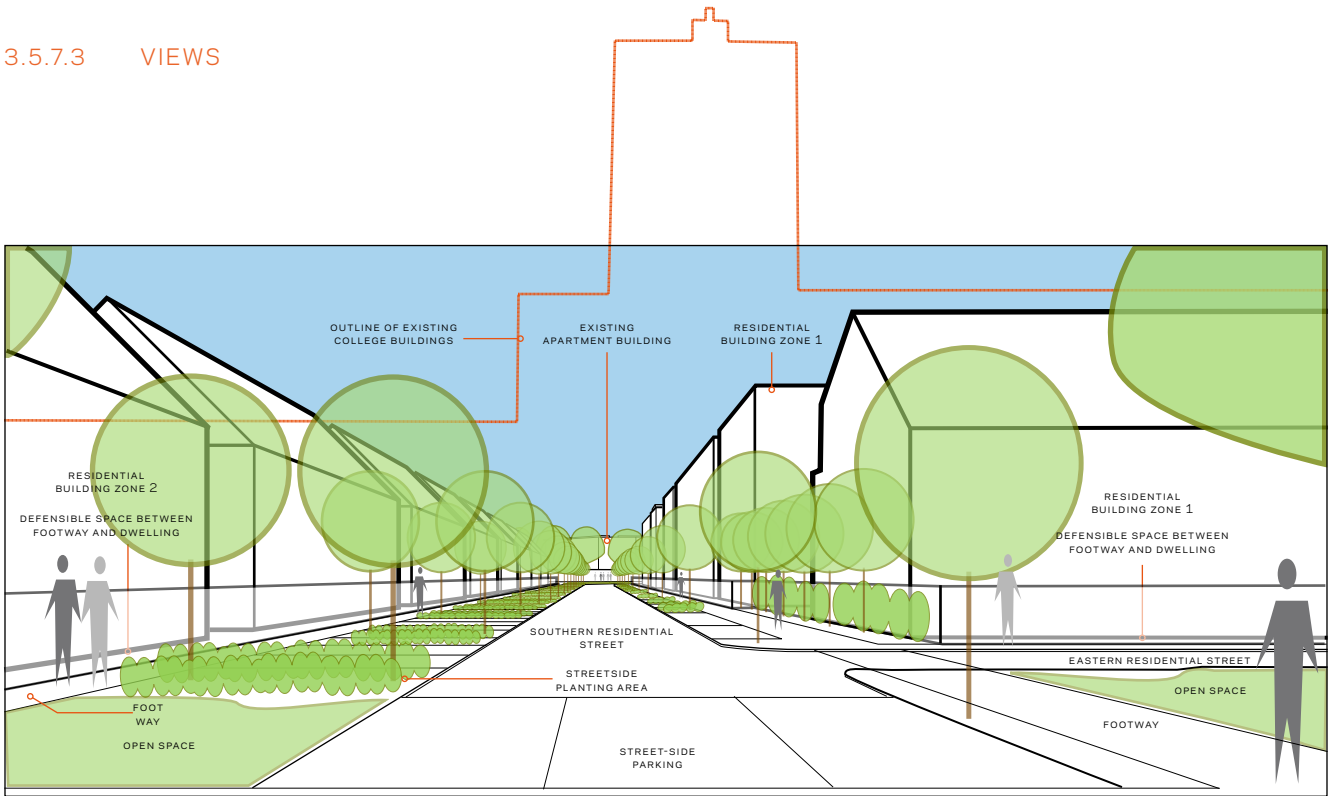
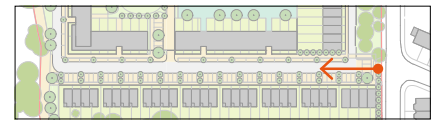


DIAGRAM 3.5.7 ILLUSTRATION OF VIEW WEST ALONG SOUTHERN RESIDENTIAL STREET

The new southern street should unlock new views across the site, and these should form a defining feature of this part of the redevelopment. Long views along the street should be dominated by streetside planting - in particular street trees - and should afford views towards Marsh Farm Lane and the landscape area and the existing apartment building on the Harlequins Site. The low height of buildings to the south of the street should ensure that this street will be of a similar scale and character as other streets in the area, and the open space at the east should provide a welcome generosity of space to the approach to the development. Buildings to the northern side of the street should ascend in height from east to west, providing a transition between the scale of the Heatham Estate and the College & Harlequins Stadium (Twickenham Stoop).



KEYPLAN



3.5.8 WESTERN RESIDENTIAL STREET

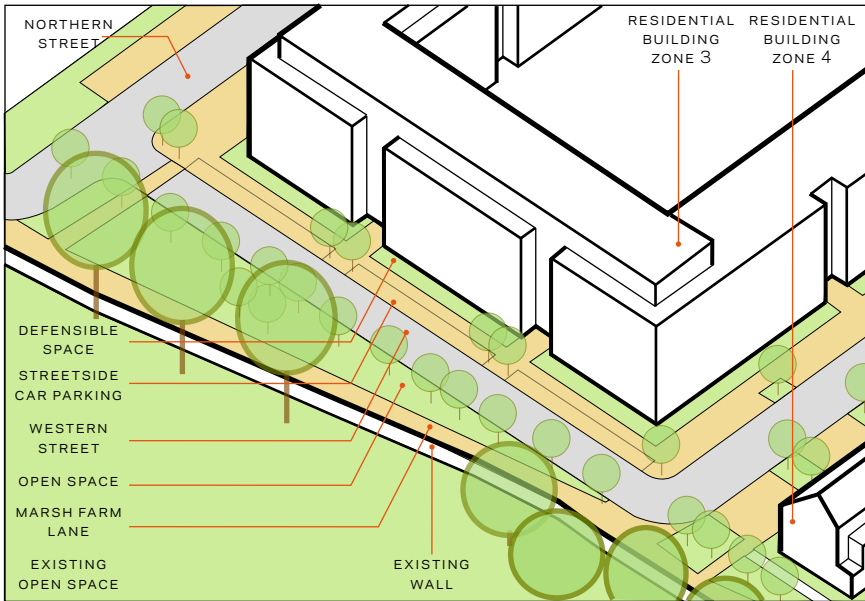


DIAGRAM 3.5.8 AERIAL VIEW OF WESTERN RESIDENTIAL STREET

3.5.8.1 OVERVIEW

The western residential street should connect the southern and northern streets in the Residential Development Zone. To the east it should be bounded by, and should provide access to, Residential Building Zone 3 while to the west it should face onto Marsh Farm Lane and the open spaces adjoining it. Refer to diagrams 3.5.8 and 3.5.9 for illustration.

Pedestrian access within the Residential Site should also be possible along this route, and should be accommodated through a dedicated footway running alongside the roadway, as illustrated in diagram 3.5.10, while passing foot traffic should be encouraged to use the broader adjoining pedestrian route on Marsh Farm Lane, as described in section 3.3. In order to promote this goal, the footway to the east of the roadway may be reduced in width. Access for the emergency services onto the western residential street should be possible from Marsh Farm Lane at the southern of the eastern residential street.

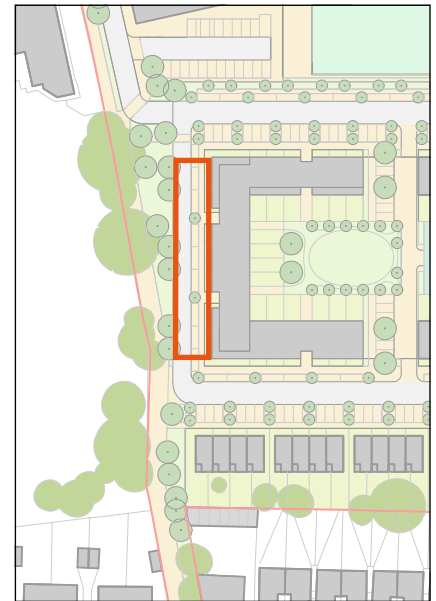


DIAGRAM 3.5.9

PLAN OF WESTERN RESIDENTIAL STREET

3.5.8.2 PROPORTIONS AND SIZE

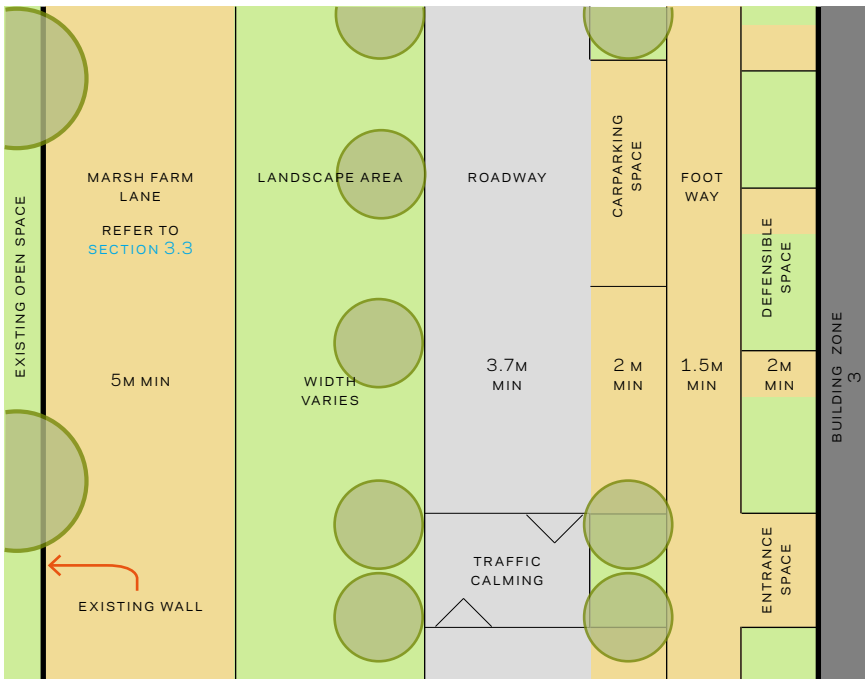


DIAGRAM 3.5.10 WESTERN ROADWAY LAYOUT

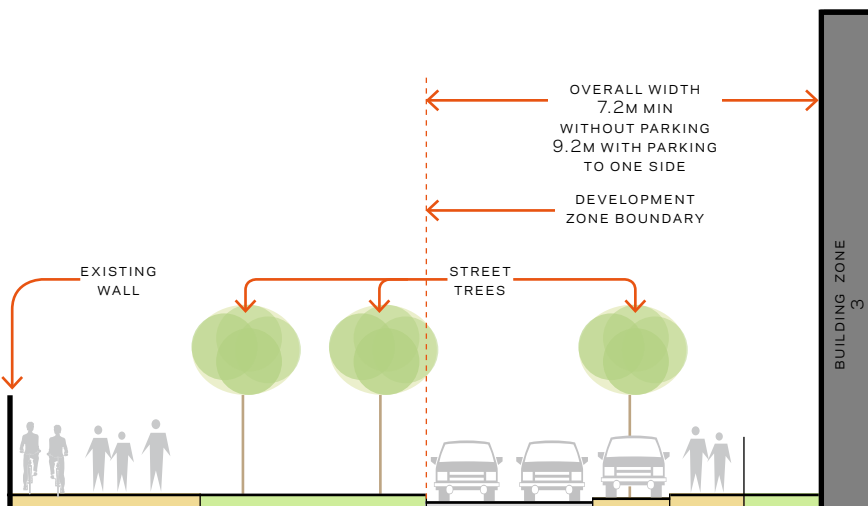


DIAGRAM 3.5.11 WESTERN ROADWAY SECTION

The western street should be a well-defined street related to and overlooked by the building(s) in Residential Building Zone 3, as described in section 3.2.5. These should be designed to face the street, with defensible spaces between the dwellings and footways, as described in section 5.3. This footway should be kept narrow as described above. A zone of on-street parking and landscaping may be provided between the footway and roadway, with street trees integrated in a regular rhythm as described in section 3.2.8. Parking to the west of the roadway should be avoided in order to maximise the size of the open space.

Diagrams 3.5.10 and 3.5.11 illustrate the layout of the western street, including minimum dimensions. Should car parking be omitted, the overall space for the roadway may be reduced as indicated above.

3.5.8.3 VIEWS

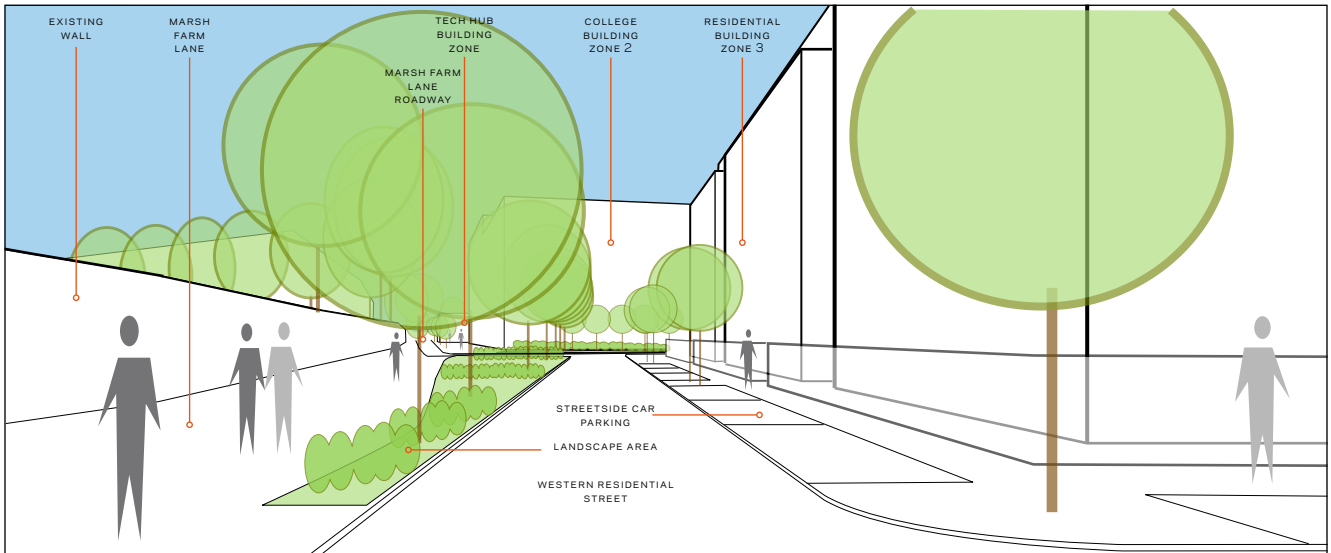
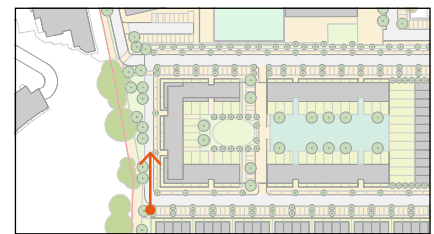


DIAGRAM 3.5.12 ILLUSTRATION OF VIEW NORTH ALONG WESTERN RESIDENTIAL STREET

The new western street should feature in views along Marsh Farm Lane, and should open up views towards College Building Zone 2. This should support the wayfinding and placemaking strategy of the redevelopment, and should assist in providing the redeveloped College with an appropriate prominence reflecting its importance within its context. The design of the building(s) in College Building Zone 2 should be reflective of their prominence and importance.

Long views along Marsh Farm Lane should be an important feature of the street experience. Buildings to the eastern side of the street should be sized to provide a transition between the scale of the Heatham Estate and the College & Harlequins Stadium.



KEYPLAN



3.5.9 NORTHERN RESIDENTIAL STREET

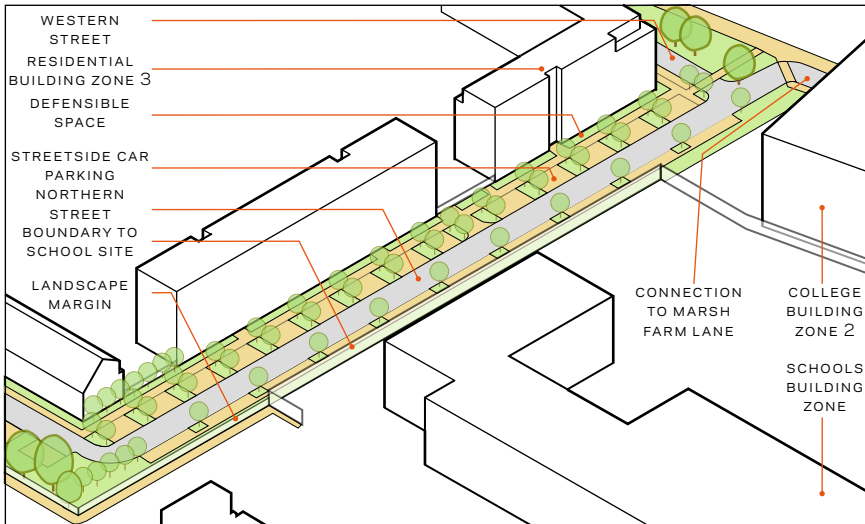


DIAGRAM 3.5.13 AERIAL VIEW OF NORTHERN RESIDENTIAL STREET

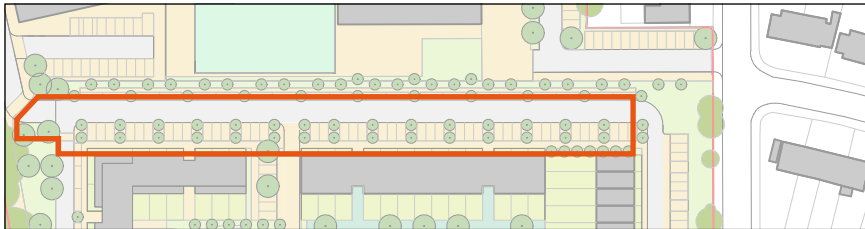


DIAGRAM 3.5.14 PLAN OF NORTHERN RESIDENTIAL STREET

3.5.9.1 OVERVIEW

The northern street should connect the roadway along the College part of Marsh Farm Lane to the eastern and western streets, thereby providing vehicular access to the Residential Site. To the south it should be bounded by, and should provide access to, residential building zones 1 & 3 (including any off-street car parking areas) while to the north it should be bounded by a landscape area providing a soft edge to the School and College sites beyond it. Refer to diagrams 3.5.13 and 3.5.14 for illustration.

A dedicated footway should be provided for access within the Residential Site running alongside the roadway, as illustrated in diagram 3.5.15.

3.5.9.2 PROPORTIONS AND SIZE



DIAGRAM 3.5.15 NORTHERN ROADWAY LAYOUT

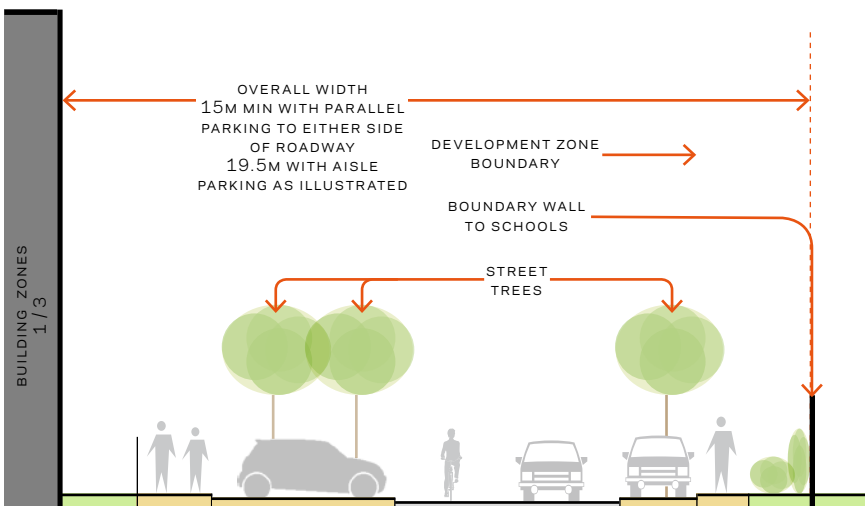


DIAGRAM 3.5.16 NORTHERN ROADWAY SECTION

The northern street should be a well-defined street related to and overlooked by the building(s) in Residential Building Zones 1 & 3, as described in section 3.2.5. These should be designed to face the street, with defensible spaces between the dwellings and footways, as described in section 5.3. A zone of on-street parking and landscaping may be provided between the footway and roadway, with street trees integrated in a regular rhythm as described in section 3.2.8. Where space allows, echelon parking should be provided to one side of the street 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.

Diagrams 3.5.15 and 3.5.16 illustrate the layout of the northern street, including minimum dimensions. Should parallel parking be provided to both sides of the street, the roadway width may be reduced as indicated in the notes in the illustration.