3.5.9.3 VIEWS

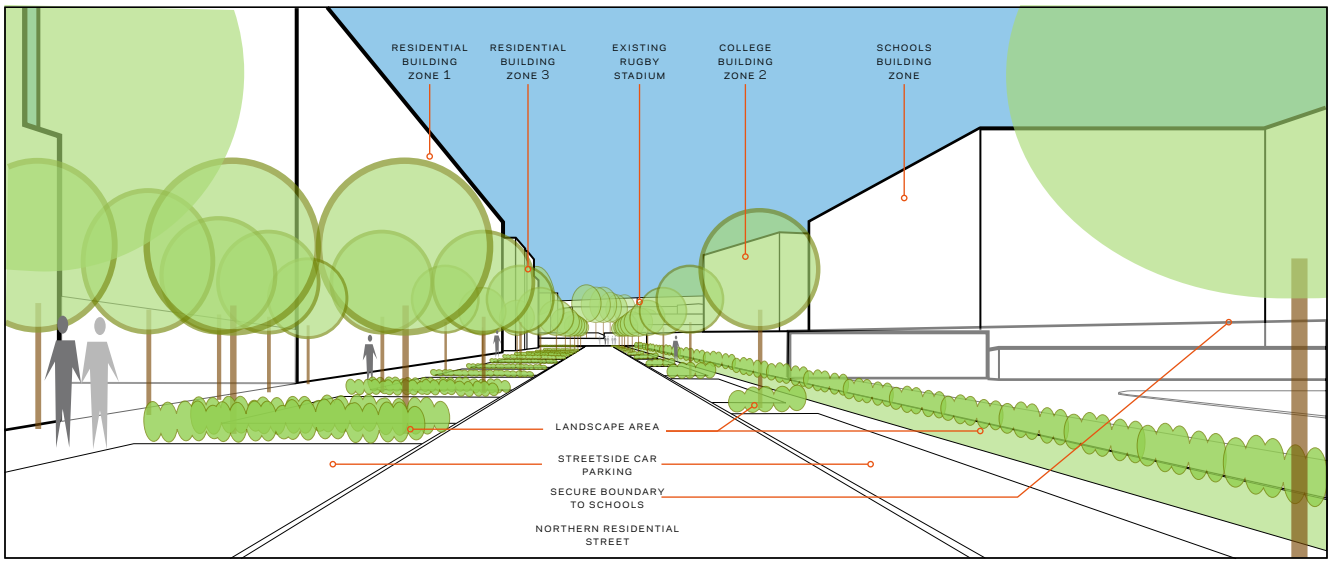
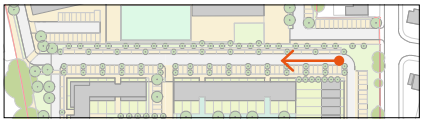


DIAGRAM 3.5.17 ILLUSTRATION OF VIEW WEST ALONG NORTHERN RESIDENTIAL STREET

The new northern residential street should unlock new views to the across the site, and these should form a defining feature of this part of the redevelopment. The design and layout of the street should therefore facilitate long views towards the College site, and in-particular of College Building Zone 2 which should form a landmark on this vista, to reflect its importance in its context and its role in wayfinding. Refer to section 2.2, and diagram 3.5.17.



KEYPLAN

Streetside planting - in particular street trees - should be provided, while views to and from the residential and school buildings should also be available both for wayfinding and to provide passive security. The height of buildings to the south 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, and providing definition to the streetscape.

To the north of the roadway, a footpath should be provided, and a continuous landscape area should be provided between the footway and the boundary to the schools site. This landscape area should be used to provide a habitat corridor to link the open spaces across the site, insofar as is practical and does not conflict with other goals, including safety and security. A continuous wall along the edge of the School Development Zone should provide a clear, secure and attractive boundary to the public realm, while the School and College Buildings behind it should stand out as highlights in the environment.

3.5.10 EASTERN RESIDENTIAL STREET

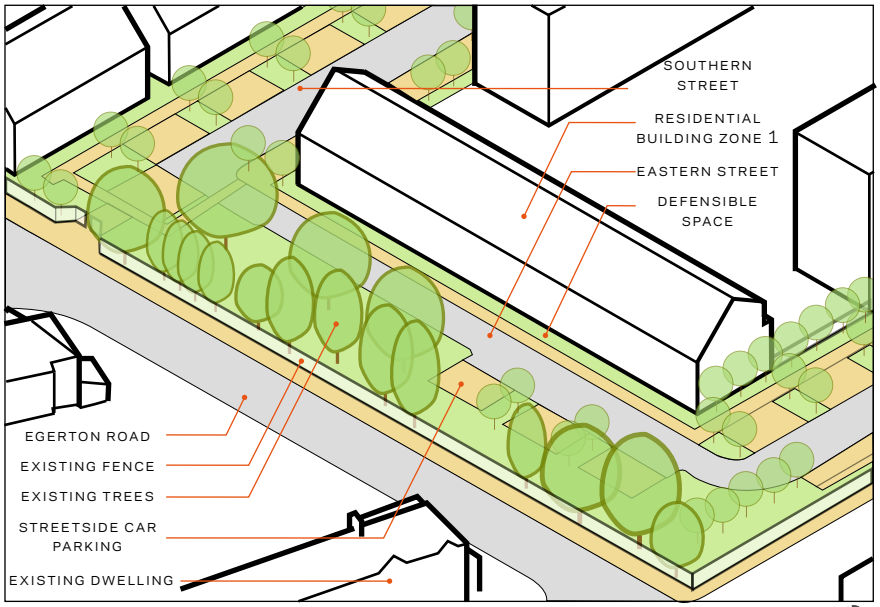


DIAGRAM 3.5.18 AERIAL VIEW OF EASTERN RESIDENTIAL STREET

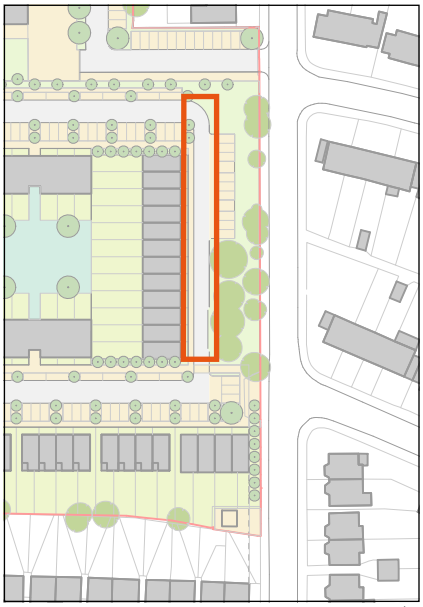


DIAGRAM 3.5.19 PLAN OF EASTERN RESIDENTIAL STREET

3.5.10.1 OVERVIEW

The eastern residential street should connect the southern and northern streets in the residential development zone. To the west it should be bounded by, and should provide access to, residential building zone 1 while to the east it should face onto the retained open space adjoining Egerton Road. The existing boundary wall along Egerton Road should be retained in order to protect the existing habitat and character of the open space and to discourage 'short-cutting' across the open space. Refer to diagrams 3.5.18 and 3.5.19 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 3.5.20, while passing foot traffic should be encouraged to use the broader footway along Egerton Road.

3.5.10.2 PROPORTIONS AND SIZE

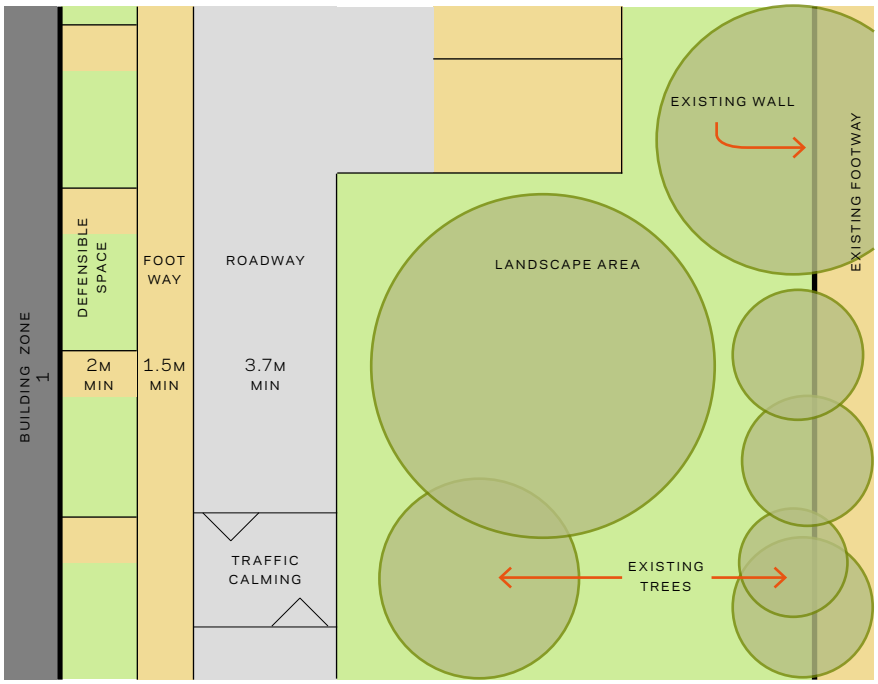


DIAGRAM 3.5.20 EASTERN ROADWAY LAYOUT

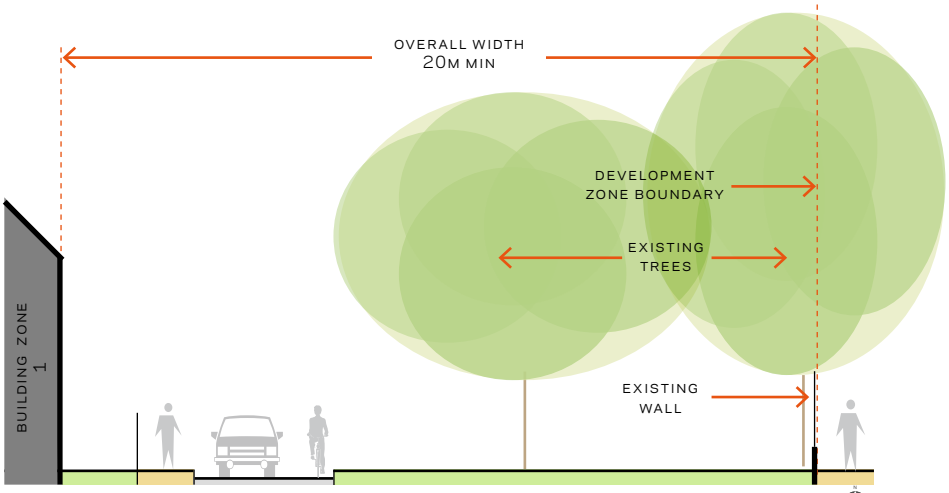


DIAGRAM 3.5.21 EASTERN ROADWAY SECTION

The eastern street should be a well-defined street clearly defined and overlooked by the building(s) in Residential Building Zone 1, 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. Parking along the street should be minimised in order to maximise the open space and protect the existing trees. Where parking is provided and where space allows, echelon or perpendicular parking should be provided to one side of the street in order to minimise space given over to car parking and improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

Diagrams 3.5.20 and 3.5.21 illustrate the layout of the eastern street, including minimum dimensions.

3.5.10.3 VIEWS

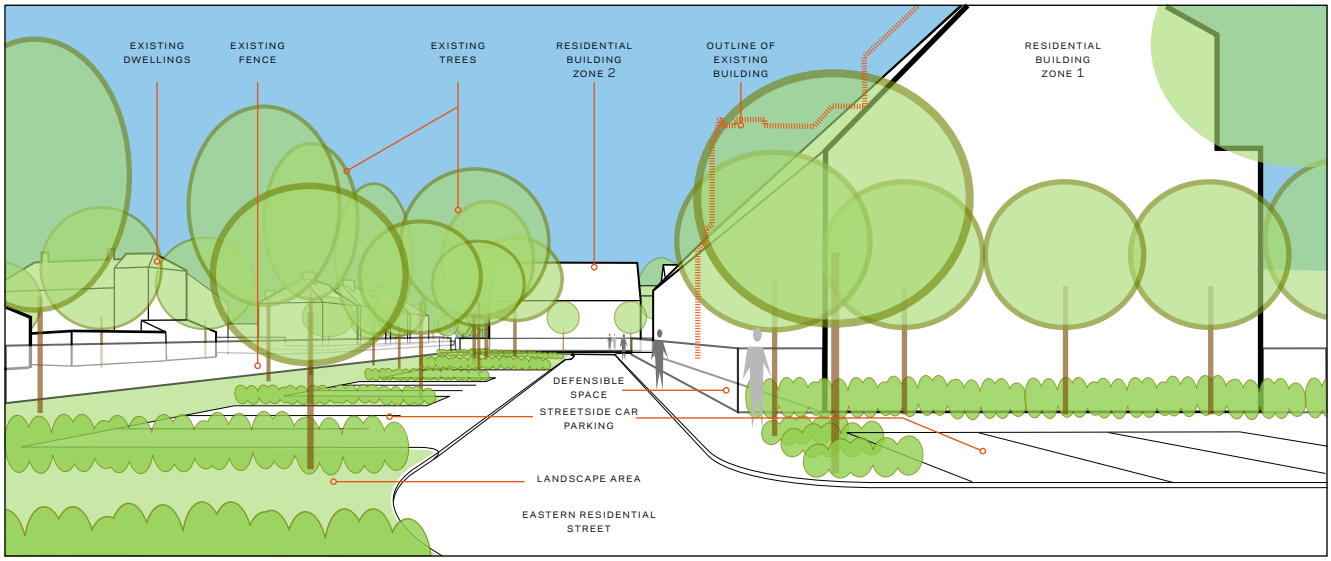
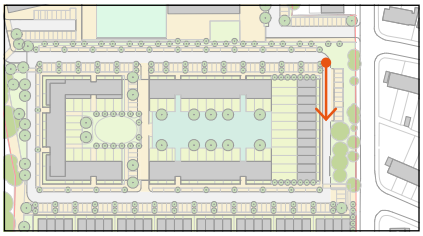


DIAGRAM 3.5.22 ILLUSTRATION OF VIEW SOUTH ALONG EASTERN RESIDENTIAL STREET

The eastern street should support and maintain a condition along Egerton Road that is similar to the existing character in this area, whilst providing access to the residential redevelopment. The open space adjoining the eastern street should provide a sense of openness to this part of the residential site, and should ensure a positive relationship of the site to its context. The design of the building(s) in Residential Building Zone 1 should feature prominently in views along this street, and should be designed accordingly. These buildings should be sized to ensure a transition between the scale of the Heatham Estate and the College & Harlequins Stadium, and should be designed with sympathy to the scale of the existing College buildings in this location.



KEYPLAN

3.6 CAR PARKING

Car parking areas will be important parts of the open spaces of the redeveloped site. They should be designed to be safe & attractive, and to avoid the creation of a car dominated Public Realm.

3.6.1 GENERAL GUIDELINES

Car parking areas should be carefully positioned so that they do not dominate the main arrival areas and entrance points around the buildings, while being open and visible, where above ground, from main entrances. Accessible car parking spaces should be provided near to entrances to promote inclusivity and should be designed in accordance with relevant local, regional and national policy and best practice.

Where possible, surface car parking should be broken up with trees or other suitable planting, and should be design/landscaped to avoid the creation of car-dominated spaces. Where the area for car parking may limit tree protection areas, suitable protection and mitigation measures as defined in the arboricultural report should be followed. 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.

3.6.2 NUMBER OF CAR PARKING PLACES

Car Parking places should be provided in accordance with the parking addendum to Policy 6.13 of the London Plan and Appendix 4 - Parking Standards of the LBRuT Development Management Plan.

The total number of car parking places applied for in each development zone as part of the application is identified in the Development Specification.

3.6.3 RESIDENTIAL STREET-SIDE PARKING AREAS

In residential areas, street-side car parking with integrated landscaping, traffic calming measures and pedestrian crossings should be encouraged. This should limit the amount of land required for roads & car parking, increase pedestrian safety through reduced traffic speed, and enable development consistent with the surrounding context. Street-side car parking spaces should be integrated into the landscape design and should be compatible with the rhythm of the tree planting.

Where street-side car parking is provided and where space allows, 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.

3.6.4 RESIDENTIAL FORECOURT PARKING AREAS

Forecourt or 'front garden' car parking should only be acceptable where other options are not possible. In no case should 'front garden' car parking be permitted where this would result in the loss of an equivalent number of street-side car parking spaces. In the limited cases where 'front garden' car parking would be acceptable in principle, it should be designed to cause minimum intrusion and harm. Any 'front garden' car parking should conform to the standards identified in the LBRuT "Front Garden and Other Off Street Parking Standards" SPG.

3.6.5 OFF-STREET SURFACE PARKING AREAS

In order to prevent the creation of extensive, car-dominated spaces, no more than 10% of the total number of car parking spaces in the Residential Site should be provided as off-street surface parking.

Off-street car parking areas should be located to minimise potential conflicts with pedestrians, to minimise the number of access points required, and to prevent the creation of unsupervised areas - particularly where these would be adjacent to private gardens. Off-street car parking areas should be designed to minimise traffic speed, and should not create opportunities for 'short-cutting' through car parking areas.

3.6.6 PODIUM, BELOW GRADE AND UNDERCROFT PARKING AREAS

Where practical, off-street car parking should be integrated into an enclosed podium, or undercroft area as illustrated in diagrams 3.6.1 and 3.6.2. This should minimise the area of site given over to car parking, whilst ensuring that adequate site area will be available for other uses, including private gardens, communal amenity areas, and other open spaces.

Access to such car parking areas should be should be located to minimise potential conflicts with pedestrians, and to minimise the number of access points required. Where practical, access to different off-street car parking areas should be combined in order to support the same goals. Where podium or undercroft car parking is provided, the identity of different access points and circulation cores should be readily distinguishable to improve wayfinding and safety, as illustrated in diagram 3.6.3. Entrances to enclosed car parking should have controlled access and should be secure.

Where podium car parking is provided, the area on-top of the deck covering the car parking should be used to provide for outdoor spaces, including private gardens and communal amenity areas. Where podium car parking areas abut private gardens, they should be designed to maintain the privacy and security of the private gardens, and where they are adjacent to dwellings with an aspect in the direction of the podium car park, they should be set back from the dwelling in order to provide a private defensible space, as described in section 5.3, and to ensure adequate natural light to the dwelling. Where the adjoining dwelling does not require an aspect in the direction of the podium, the car parking area and podium can abut or extend into the building footprint, as illustrated in diagram 3.6.1.

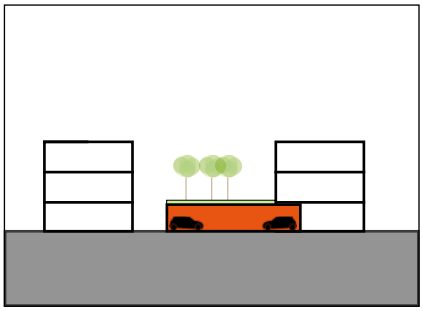


DIAGRAM 3.6.1
PODIUM CAR PARKING

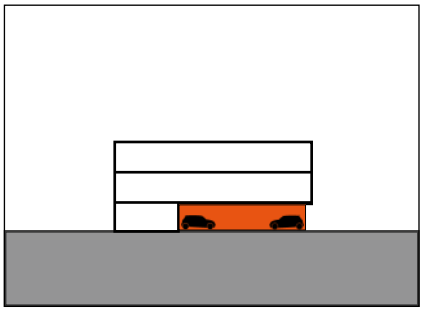


DIAGRAM 3.6.2
UNDERCROFT CAR PARKING

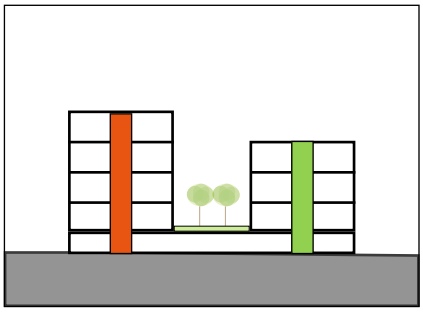


DIAGRAM 3.6.3
CIRCULATION CORES SHOULD BE DISTINCT AND READILY IDENTIFIABLE