

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.

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 3 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 3.3.1
MARSH FARM LANE

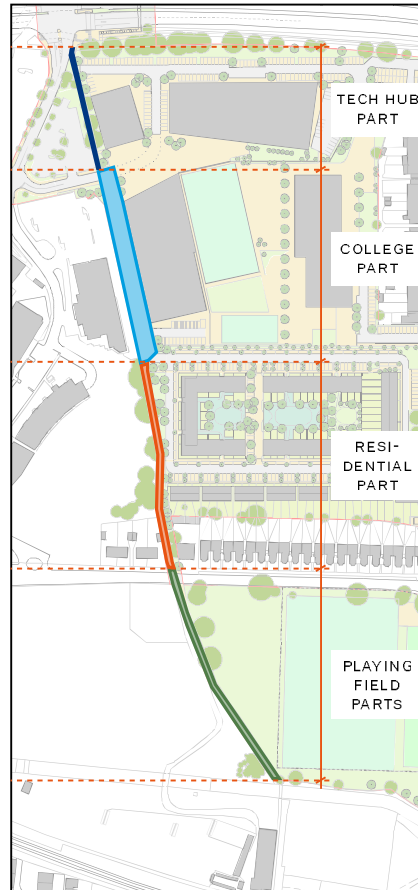


DIAGRAM 3.3.2
PARTS OF MARSH FARM LANE

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.

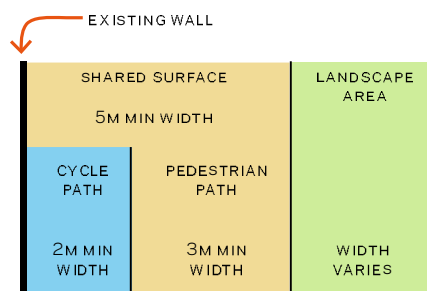


DIAGRAM 3.3.3
MARSH FARM LANE LAYOUT

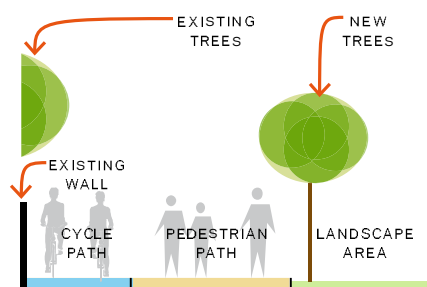


DIAGRAM 3.3.4
MARSH FARM LANE SECTION

3.3.5 PLAYING FIELD PART OF MARSH FARM LANE

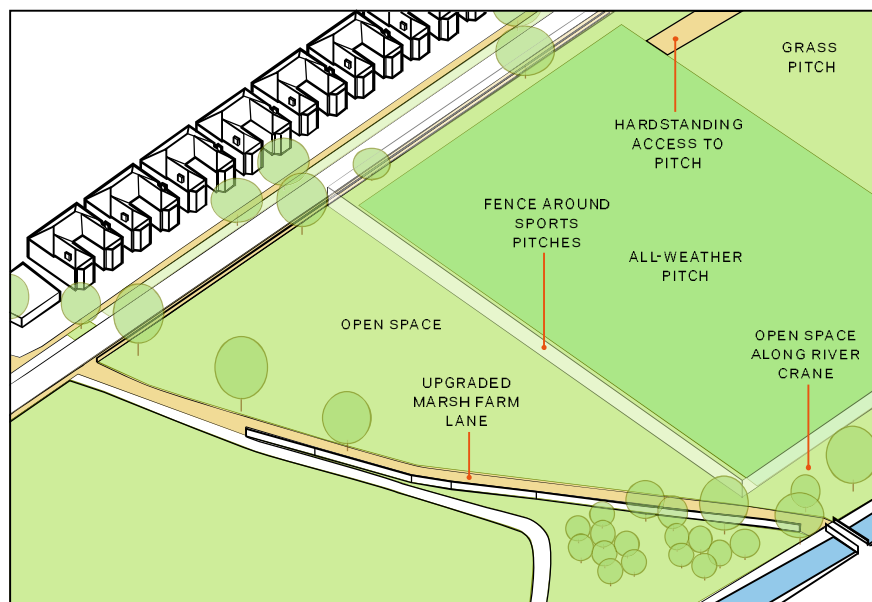


DIAGRAM 3.3.5 AERIAL OF PLAYING FIELD PART OF MARSH FARM LANE

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.

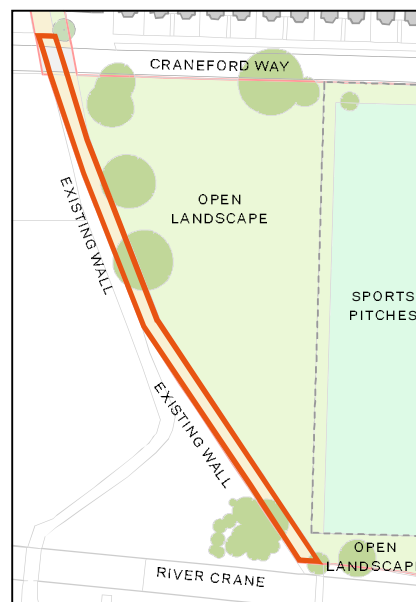


DIAGRAM 3.3.6
PLAN OF PLAYING FIELD PART OF
MARSH FARM LANE

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

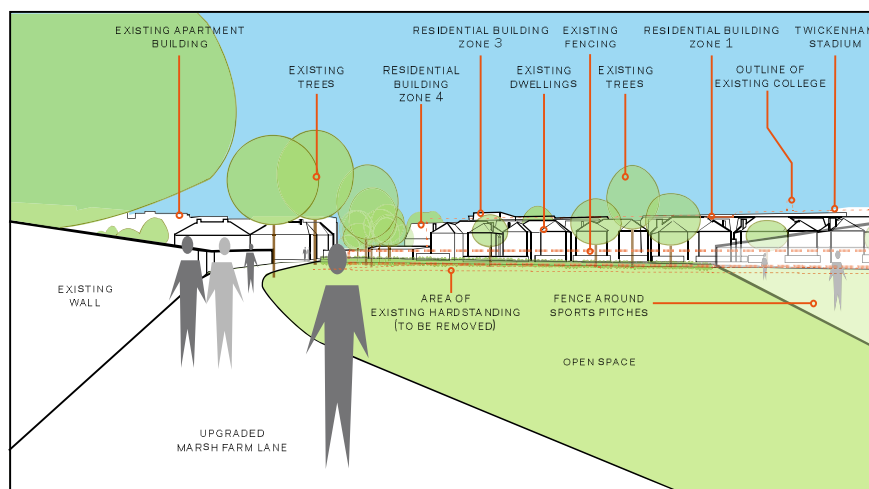


DIAGRAM 3.3.7 ILLUSTRATION OF VIEW ALONG MARSH FARM LANE

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

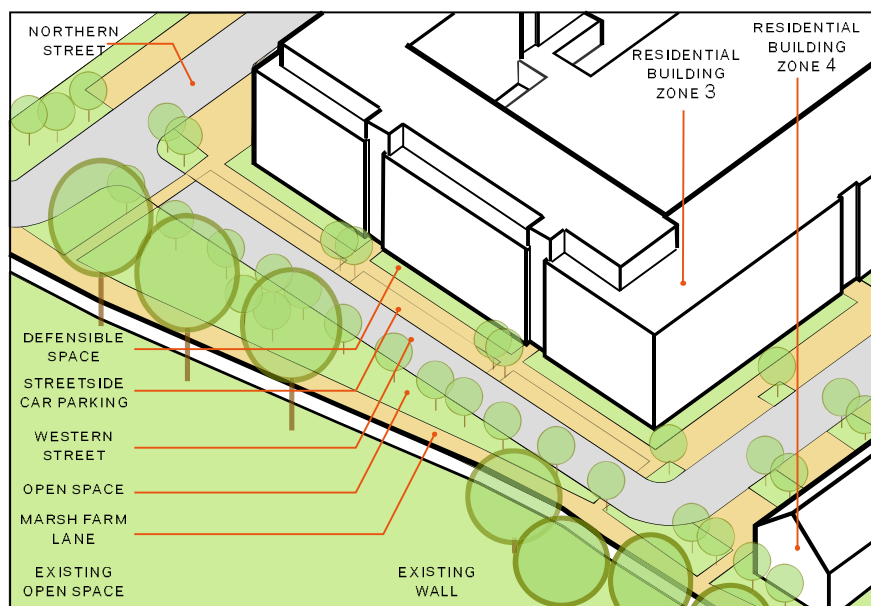


DIAGRAM 3.3.8 AERIAL OF RESIDENTIAL PART OF MARSH FARM LANE

3.3.6.1 OVERVIEW

The application proposes to significantly widen and improve Marsh Farm Lane in this area 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

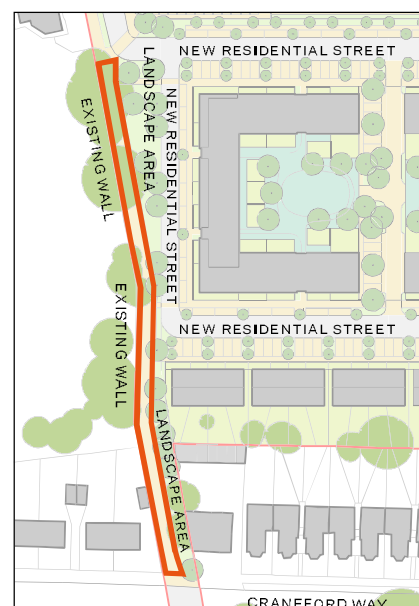


DIAGRAM 3.3.9

PLAN OF RESIDENTIAL PART OF MARSH FARM LANE

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

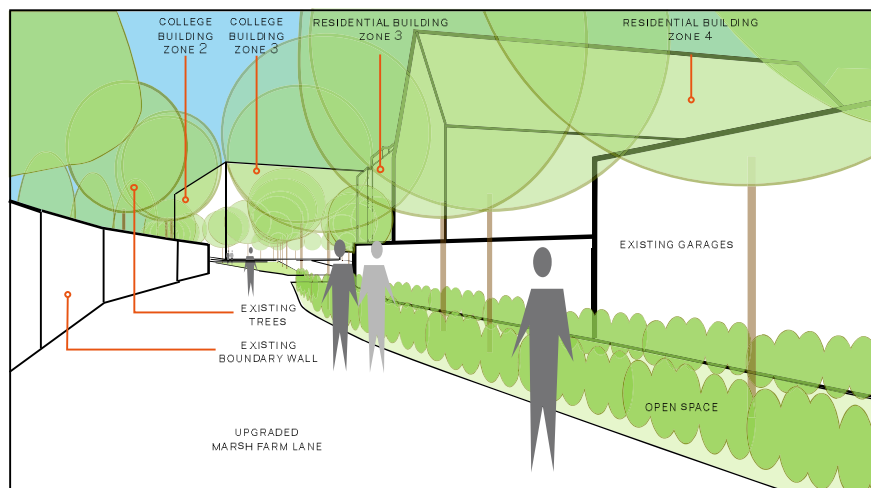


DIAGRAM 3.3.10 ILLUSTRATION OF VIEW ALONG MARSH FARM LANE

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 3 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

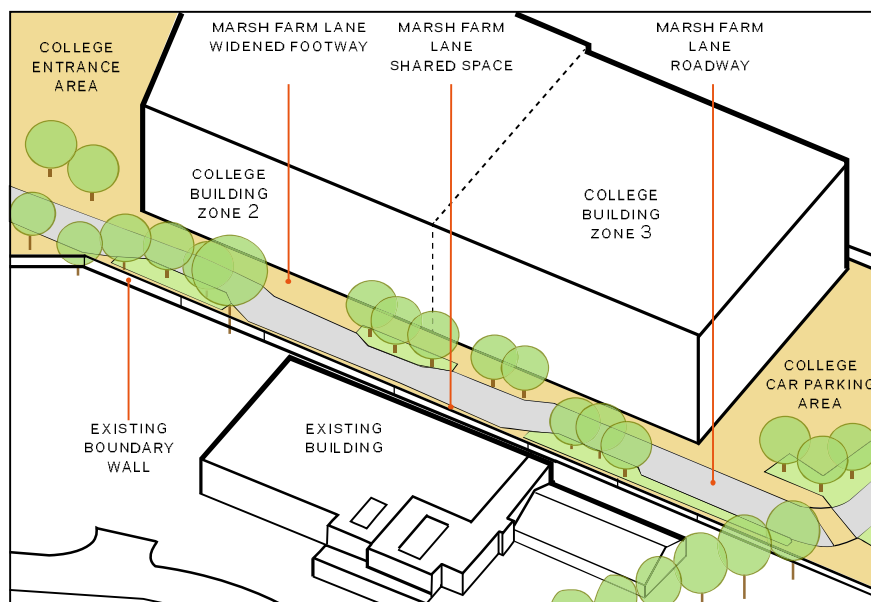


DIAGRAM 3.3.11 AERIAL OF COLLEGE PART OF MARSH FARM LANE

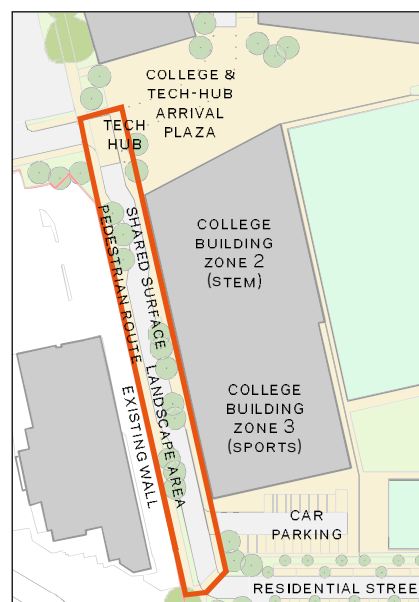


DIAGRAM 3.3.12 PLAN OF COLLEGE PART OF MARSH FARM LANE.

3.3.7.1 OVERVIEW

The part of Marsh Farm Lane that passes alongside College Building Zones 2&3 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 3. 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&3 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.

3.3.7.2 PROPORTIONS AND SIZE

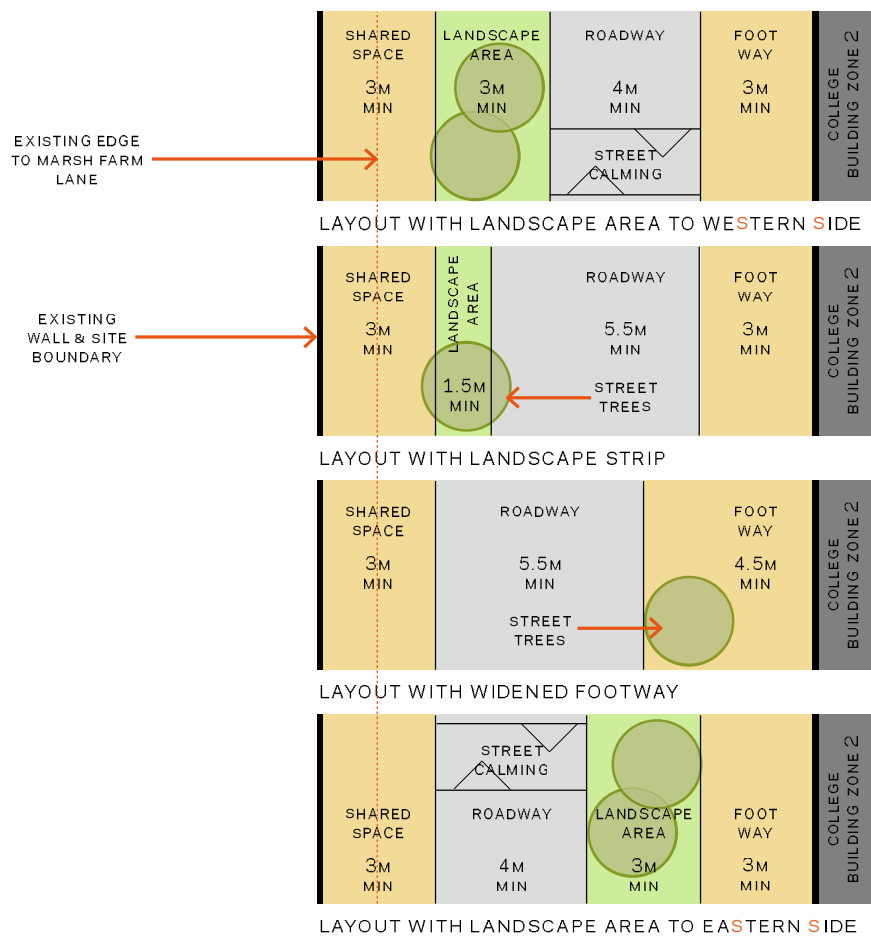
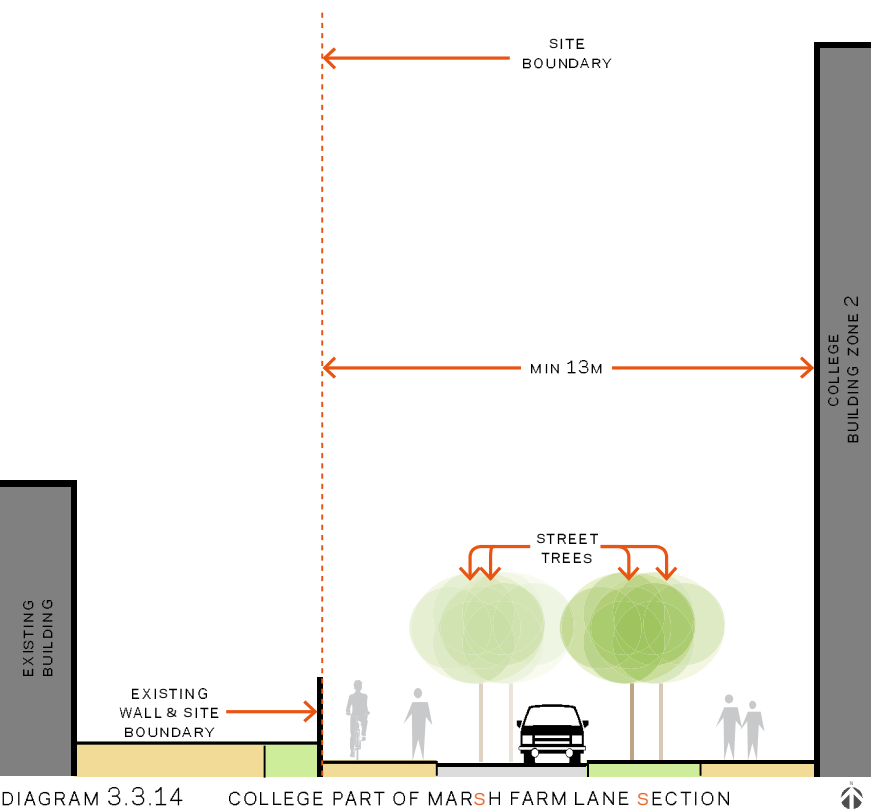


DIAGRAM 3.3.13 COLLEGE PART OF MARSH FARM LANE LAYOUT



For the reasons outlined above, this is anticipated to be the busiest part of Marsh Farm Lane, and its layout should vary from that described in section 3.3.4. The layout for this part of Marsh Farm Lane is illustrated in diagrams 3.3.13 and 3.3.14.

As a consequence of the need to accommodate vehicular traffic, this stretch of Marsh Farm Lane is to be designed to provide a continuous pedestrian and cyclist shared route to its eastern side, with a roadway alongside it and a wide pedestrian walkway adjoining College Building Zones 2&3. This should ensure adequate capacity of the route past the College following a natural desire line, whilst providing a pedestrian only area in order to allow for access to the College and safe egress from building(s) built in College Building Zones 2&3.

Landscape areas should be incorporated along this part of Marsh Farm Lane, and where it would be beneficial these should be widened to form chicanes to calm traffic and support more robust and varied trees and landscaping features. Diagram 3.3.13 illustrates four conditions anticipated along Marsh Farm Lane including landscape chicanes to either side of the roadway, and where these do not occur the additional width may be used to provide a widened pedestrian area alongside College Building Zone 2&3 and/or a landscape strip alongside the shared surface adjoining Marsh Farm Lane.

3.3.7.3 LANDSCAPING

The landscaping areas included along this part of Marsh Farm Lane should reinforce the linear nature of the lane, and support the 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.

Landscaping in this area should be designed to reinforce a sense of openness and security, in order to promote long-distance views and passive supervision. Well-considered connections between the shared space to the east and the footway to the west should be provided, and where landscaped areas are provided these should be designed to discourage short-cutting through the planting.

At the northernmost end of this part of Marsh Farm Lane, the pedestrianised hard surface area should fan out to link up with the College & Tech Hub Entrance Plaza (refer to section 4.3).

The existing trees along this part of Marsh Farm Lane should be replaced with healthy new trees located to support the redesigned space. The existing wall should be retained, though minor modifications should be permitted where these would improve safety.

3.3.7.4 VIEWS

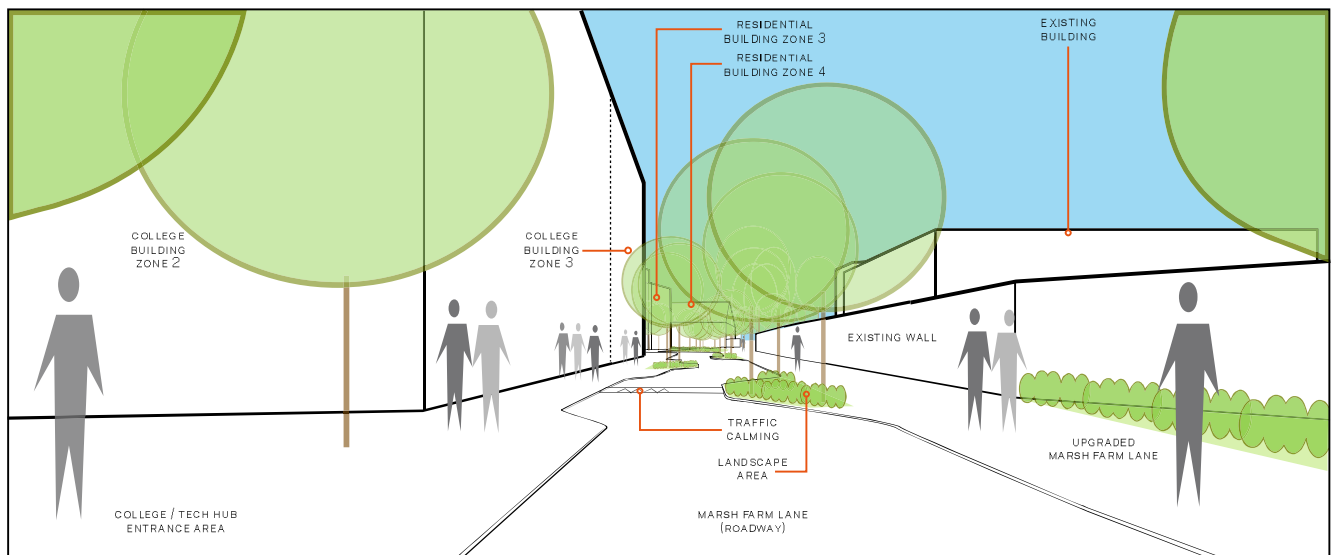


DIAGRAM 3.3.15 ILLUSTRATION OF VIEW SOUTH ALONG COLLEGE PART OF MARSH FARM LANE

The buildings in College Building Zones 2&3 will feature prominently in views in this stretch of Marsh Farm Lane, and at ground floor level should be designed to look onto this part of the Lane. Views along this part of the lane should provide good visibility for pedestrians, cyclists and drivers in order to facilitate safe use and promote passive supervision. Pedestrian crossings and traffic calming measures should be readily apparent and should be designed to prioritise pedestrian users and to lower traffic speeds.

The view north should afford views to the College and Tech Hub Entrance Plaza while the view south should provide glimpses to the Residential Site in order to reinforce wayfinding. Refer to section 2.2 and diagram 3.3.10.

3.3.7.5 LIGHTING

Lighting should be provided along this part of Marsh Farm Lane, and should be designed with sensitivity to the various different user groups that should be expected to share the space. Lighting in this part of the lane should provide sufficient illumination for vehicles and pedestrians, taking into account trees and street furniture, whilst minimising light spillage. The lighting strategy for this part of the lane should not prioritise vehicles over other users, and where practical the creative use of buildings and street furniture to conceal light fittings should be encouraged. Refer to section 3.2.10.

3.3.8 TECH HUB PART OF MARSH FARM LANE

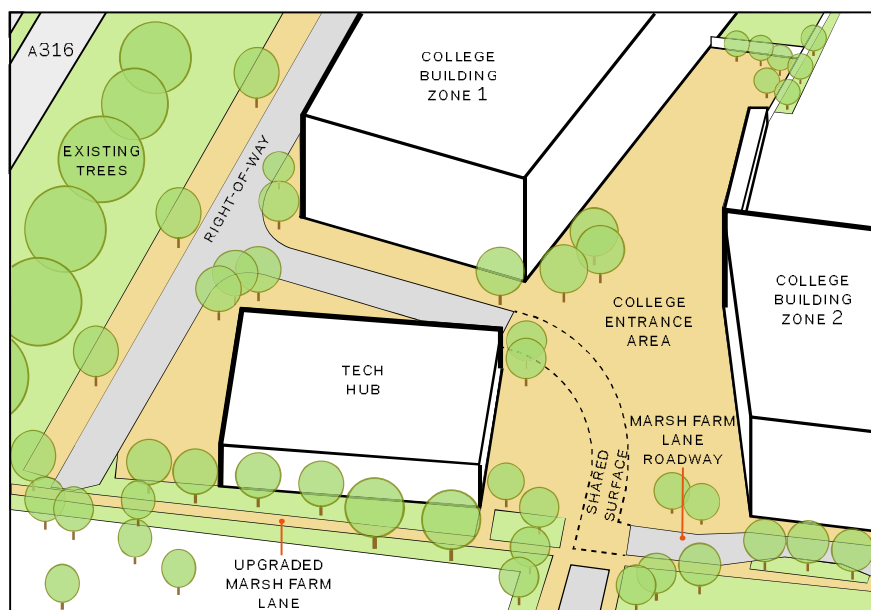


DIAGRAM 3.3.16 AERIAL OF TECH HUB PART OF MARSH FARM LANE

3.3.8.1 OVERVIEW

The part of Marsh Farm Lane that passes alongside the Tech Hub Building Zone should be characterised by views along the lane towards the Tech Hub, College Building Zone 2 and by long views towards the residential site. To the west of this part of the lane are parking areas and open spaces on the Harlequins Site. Refer to diagrams 3.3.14 and 3.3.15.

This part of Marsh Farm Lane should be limited to use by pedestrians and cyclists. Level changes between the A316 and the redevelopment site should be accommodated through the use of shallow gradients in order to ensure that the path is accessible and inclusive.

3.3.8.2 PROPORTIONS AND SIZE

Because the majority of movements to and from the College are to Twickenham Town Centre, this stretch of Marsh Farm Lane is expected to handle fewer pedestrians than other parts of the lane. Consequently, whilst the path may be designed in accordance with the guidance indicated in sections 3.3.4, a minimum width of 3m for a shared surface route for pedestrians and cyclists should be considered acceptable along this stretch.

3.3.8.3 LANDSCAPING

Landscaping in this area should be designed to reinforce a sense of openness and security, in order to promote long-distance views and passive supervision. The landscaping zone included along this part of Marsh Farm Lane should provide a protective buffer between the lane and the Tech Hub and should complete the habitat corridor between the open spaces along the River Crane and open spaces on and to the north of the redevelopment site.

The relationship of this space and the Tech Hub adjoining it will be key to ensuring it has a successful identity and character. The Tech Hub should be designed to overlook the lane, where possible, in order to ensure passive supervision and

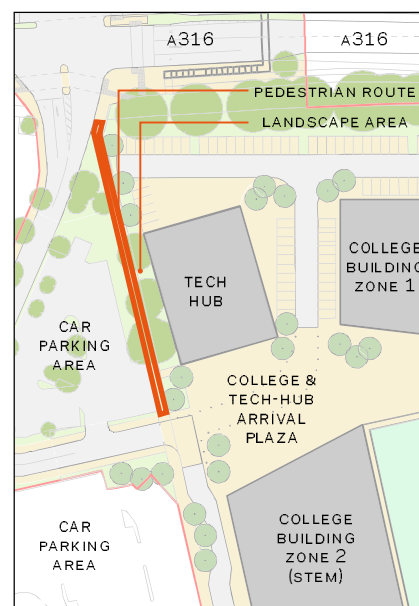


DIAGRAM 3.3.17

PLAN OF TECH HUB PART OF MARSH FARM LANE

should avoiding large stretches of facade adjoining the lane without any activity. Refer to section 2.4.

At the southernmost end of this part of Marsh Farm Lane, the pedestrianised hard surface area should fan out to link up with the College & Tech Hub Entrance Plaza. Refer to section 4.3.

Existing trees along Marsh Farm Lane should be retained where they are healthy and do not interfere with the function, security and accessibility of the lane. In particular, the mature stand of trees adjoining the A316 should be protected and retained.

3.3.8.4 VIEWS

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 will play an important role on approach to the College. The design and layout of the lane should facilitate long views towards the College site, 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. The design of the Tech Hub should aim to preserve views to College Building Zone 2, in order to reinforce its role in wayfinding. Refer to section 2.2.

3.3.7.5 LIGHTING

Lighting should be provided along Marsh Farm Lane, and should be designed with sensitivity to the changing context along the lane. Refer to section 3.2.10.

3.4 CROSS-SITE RIGHT-OF-WAY

The redevelopment should be served by an improved vehicular access off of the A316 via an improved right-of-way parallel to the A316.

3.4.1 OVERVIEW

The existing right-of-way that crosses the site should be re-routed nearer to the A316 to allow for a coherent campus to be designed. The new alignment for the Cross-Site Right-of-Way should run from the existing connection to Langhorn Drive, around the Tech Hub, parallel to the A316 and should connect to the northern part of Egerton Road at, or near to, the location of the existing access point.

3.4.2 PURPOSE

The Cross-Site Right-of-Way provides a second means of egress from the Harlequins Site, vehicular access & car parking for the Tech Hub, College and Secondary School, and access to service & delivery areas for the Tech Hub, College & Schools. Most vehicles will arrive off of the A316 via the Langhorn Drive Approach, though cars for the Schools should arrive via the northern portion of Egerton Road. Vehicles using the shared use part of Marsh Farm Lane will access this from the Cross-Site Right-of-Way.

Entrances to specific Tech Hub, College and Secondary School facilities should be provided along this Right-of-Way, including community entrances.

3.4.3 CHARACTER

As the Cross-Site Right-of-Way should become a major approach to the College, Tech Hub and School, 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.

There will be five distinct parts of the re-routed Right-of-Way; these parts are described from west to east, as illustrated in diagram 3.4.2, as follows:

- Western Part
- Entrance Plaza Part
- Middle Part
- A316 Part
- Eastern Part

Each of these parts is described individually in detail starting from the west in sections 3.4.7-3.4.11. By virtue of the primary purposes of the route, much of this route will be of a vehicle-oriented nature; nevertheless, adjoining landscaping, trees, buildings and open spaces should impart a distinct character to each of the parts of the right-of-way.



DIAGRAM 3.4.1
PLAN OF CROSS-SITE RIGHT-OF-WAY

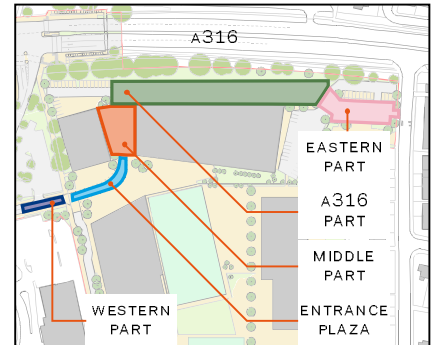


DIAGRAM 3.4.2
PARTS OF CROSS-SITE RIGHT-OF-WAY

3.4.4 PROPORTIONS AND SIZE

While each part of the right-of-way should have a distinct design and situation, there should be a commonality to the roadway design. 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 for smaller vehicles and one way traffic from west to east for larger service & delivery vehicles and coaches. Traffic calming measures should be provided to discourage excessive speeds, as described in section 3.2.14.

The proportions of other aspects of the right-of-way will vary depending on the location, context and adjoining uses, and are described in sections 3.4.7-3.4.11.

Each roadway should be provided with adjoining footways and landscape margins as appropriate to its context and described within the section dedicated to that part of the right-of-way. Where car parking is provided, it should be between the footpath and roadway along these roads and should be broken up with landscaped areas integrated as part of the same zone.

3.4.5 LANDSCAPING

Where described in each section of the right-of-way, landscaped margins may be provided to either or both sides of the right-of-way. The design of such 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 where appropriate 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'.

3.4.6 LIGHTING

Lighting should be provided along all parts of the right-of-way, should be designed with sensitivity to the changing context along the route. Particular sensitivity must be provided to preventing conflict with the lighting of the A316 to avoid creating a confusing and unsafe roadway; lighting in this area should also avoid lighting the trees and landscaping to minimise impact on the use of this area as a habitat corridor whilst ensuring adequate levels required for safety. Refer to section 3.2.10.

3.4.7 WESTERN PART OF CROSS-SITE RIGHT-OF-WAY

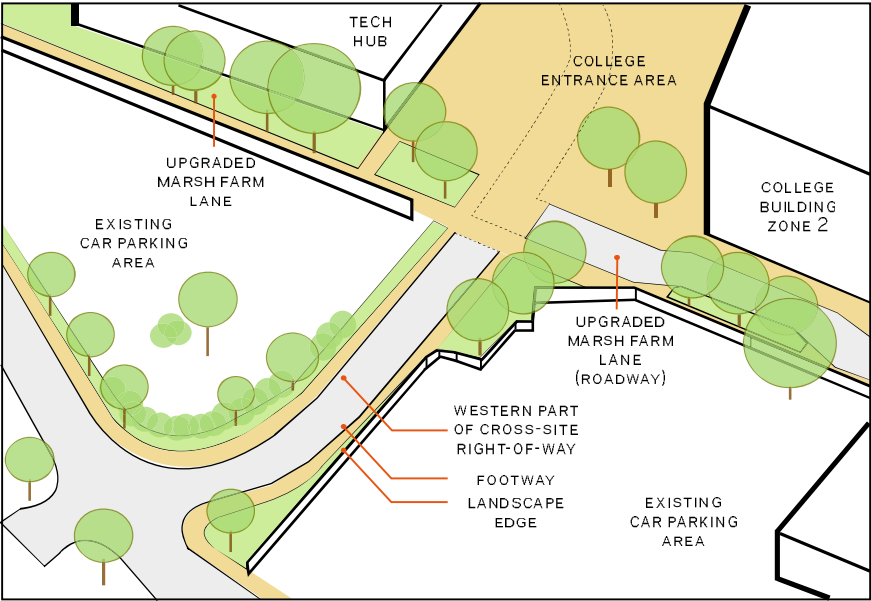


DIAGRAM 3.4.3 AERIAL OF WESTERN PART OF CROSS-SITE RIGHT-OF-WAY

3.4.7.1 OVERVIEW

The western part of the right-of-way connects to Langhorn Drive at the same location as the existing access point. From there the roadway should continue on a straightened alignment to Marsh Farm Lane, which marks the end of the western part of the right-of-way. Refer to diagrams 3.4.3 and 3.4.4.

By virtue of its position and the pedestrian and cycle access afforded by Marsh Farm Lane, this part of the right-of-way will be primarily used by vehicles. Nevertheless as some pedestrians may approach the redevelopment along this route footways should be provided along either side of the roadway. To ensure an attractive approach, landscaped margins to either side should also be provided.

3.4.7.2 PROPORTIONS AND SIZE

The roadway should be designed as described in section 3.4.5, with footways to either side of a minimum of 2m, and a minimum landscape edge of 1m outside of this area, as illustrated in diagrams 3.4.5 and 3.4.6.

3.4.7.3 LANDSCAPING

Landscaped margins should be provided to either side of the footways adjoining the right-of-way. The design of the landscaping should not screen the approach from buildings and open spaces around it, in order to promote long-distance views and passive supervision. However, the landscaping should ensure that the approach is distinct from the car parking on the Harlequins Site, and prevents the car parking from dominating the Public Realm. Whilst access from the car parking may be provided onto the footways, landscaping along this edges should be designed to discourage casual ‘short-cutting’ across the car parks in order to maximise safety and minimise potential for mischief.

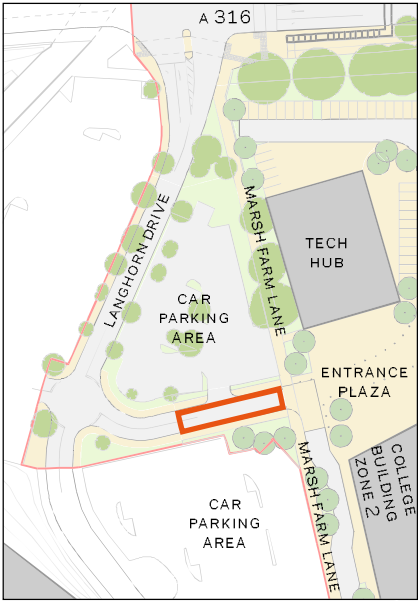


DIAGRAM 3.4.4 PLAN OF WESTERN PART OF RIGHT-OF-WAY

3.4.7.1 OVERVIEW

LANDSCAPE	FOOT WAY	ROAD WAY	FOOT WAY	LANDSCAPE
1M MIN	2M MIN	5.5M MIN	2M MIN	1M MIN

DIAGRAM 3.4.5 RIGHT-OF-WAY LAYOUT

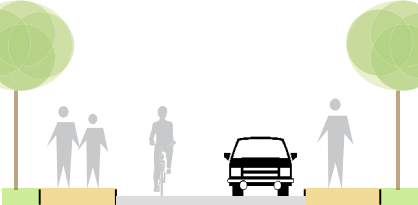


DIAGRAM 3.4.6 RIGHT-OF-WAY SECTION

3.4.7.4 VIEWS

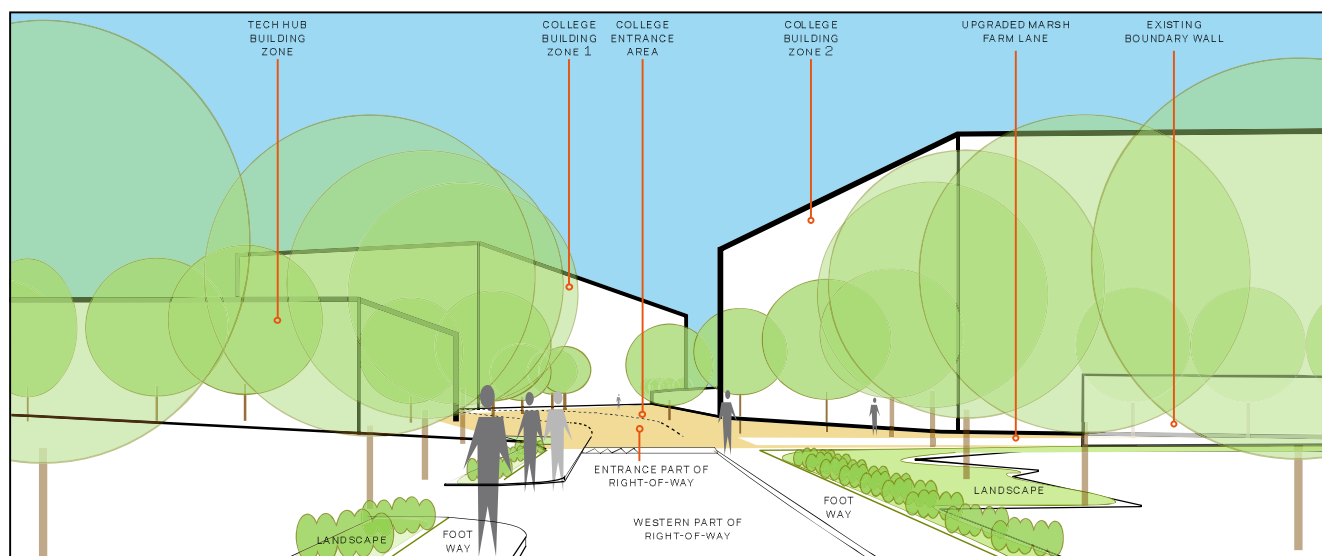
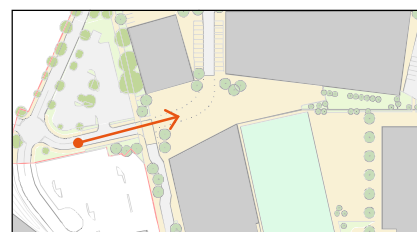


DIAGRAM 3.4.7 ILLUSTRATION OF VIEW EAST ALONG WESTERN PART OF RIGHT-OF-WAY

Views to the College buildings should be an important characteristic of the Public Realm of this part of the right-of-way. This view should play a particularly important role on approach to the College, and the design and layout of the right-of-way should facilitate long views 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. The design of the Tech Hub should not obscure or compete with College Building Zone 1, in order to reinforce its role in wayfinding. Refer to section 2.2, and diagram 3.4.7.



KEYPLAN

3.4.8 ENTRANCE PLAZA PART OF CROSS-SITE RIGHT-OF-WAY

3.4.8.1 OVERVIEW

Where Marsh Farm Lane crosses the Right-of-Way, it should be designed such to marks a boundary in the route and visually signify the priority of pedestrians and cyclists at the crossing. After the crossing, a new junction will exist in the roadway connecting the part of Marsh Farm Lane that has vehicular access to the Right-of-Way.

To the east of this junction, the Right-of-Way crosses the entrance plaza of the College and Tech Hub. The role of this space as a continuous pedestrian-priority space should take precedence over its use as part of the Right-of-Way, and this should be emphasised in its design. Consequently, the key characteristic of this area is its sense as an important place and its use as a route to accommodate vehicle movements should be secondary.

Detail on the design guidelines for this space are provided in section 4.3, and designers of this part of the right-of-way should refer to that section for guidance. All areas of this plaza accessible for vehicular movements should be designed as shared space with pedestrian priority, whilst according with the guidance for roadway design in section 3.2.

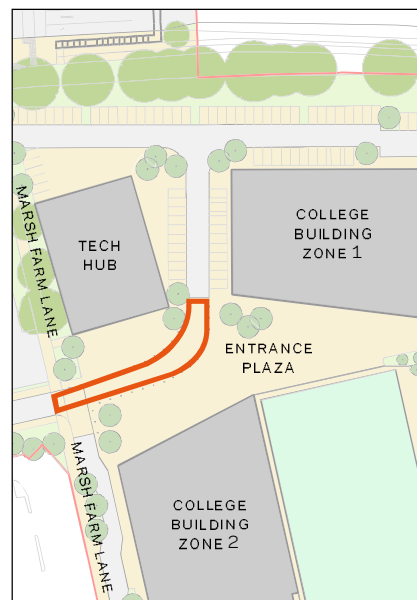


DIAGRAM 3.4.8 ENTRANCE PLAZA PART OF RIGHT-OF-WAY

3.4.9 MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

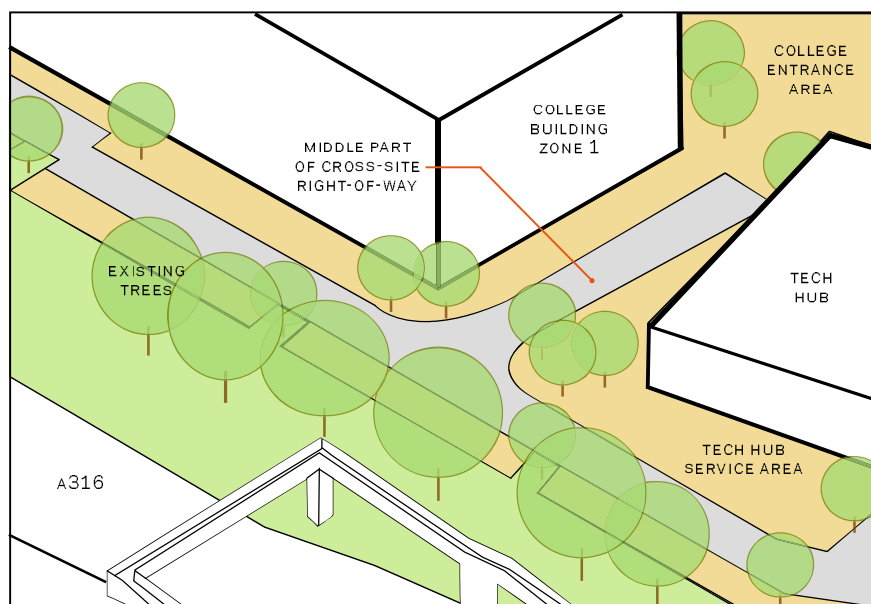


DIAGRAM 3.4.9 AERIAL OF MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

3.4.9.1 OVERVIEW

The middle part of the right-of-way reflects a distinct space on the campus between the College and the Tech Hub. This place is an area for arrival by vehicle to both the College and Tech Hub, 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 should provide an area for car parking. Nevertheless, to ensure safe access for pedestrians footways should be provided along either side of the car parking adjoining the roadway. To ensure the space is attractive, landscaping and in particular trees should also be provided. Refer to diagrams 3.4.9 and 3.4.10.

3.4.9.2 PROPORTIONS AND SIZE

The roadway should be designed as described in section 3.2.4, 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.

Footways to either side of the parking should be a minimum of 1.5m in width, and where possible should be wider to accommodate spill-out activities from the College and Tech Hub buildings, as illustrated in diagrams 3.4.11 and 3.4.12.

3.4.9.3 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 entrance plaza, 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. Where possible, the landscaping should ensure that the area is distinct from adjoining areas in order to emphasise its sense as a place in its own right.

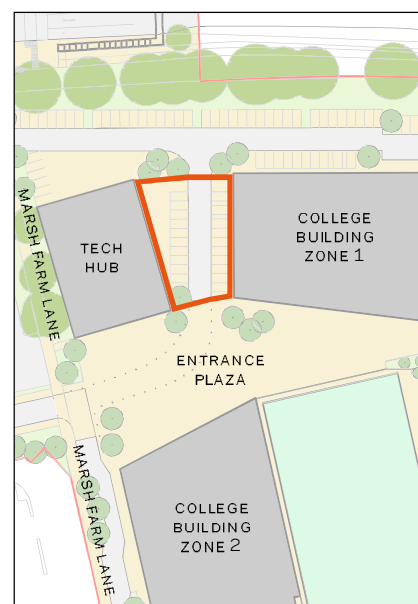


DIAGRAM 3.4.10

PLAN OF MIDDLE PART OF RIGHT-OF-WAY

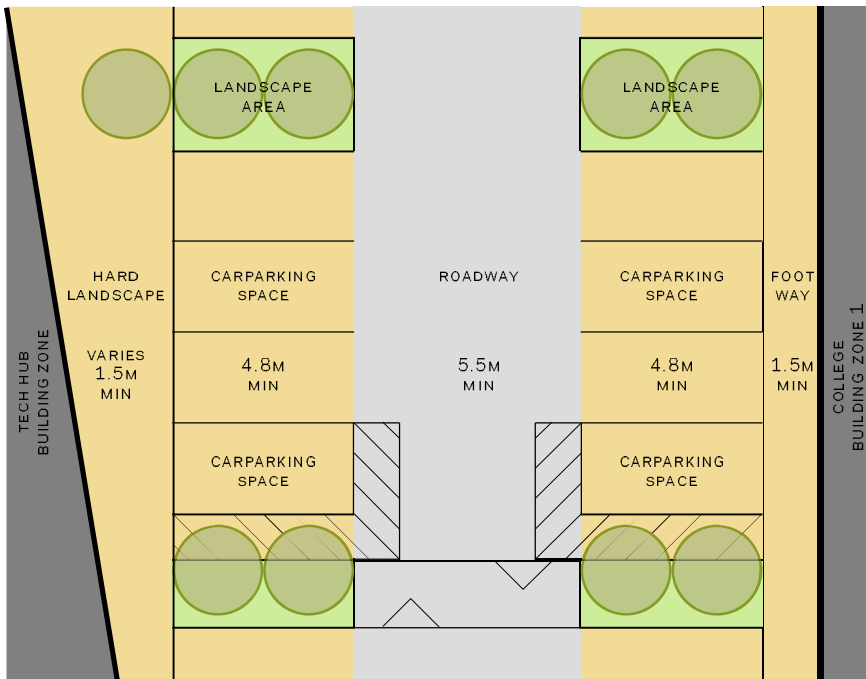


DIAGRAM 3.4.11 MIDDLE PART OF RIGHT-OF-WAY LAYOUT

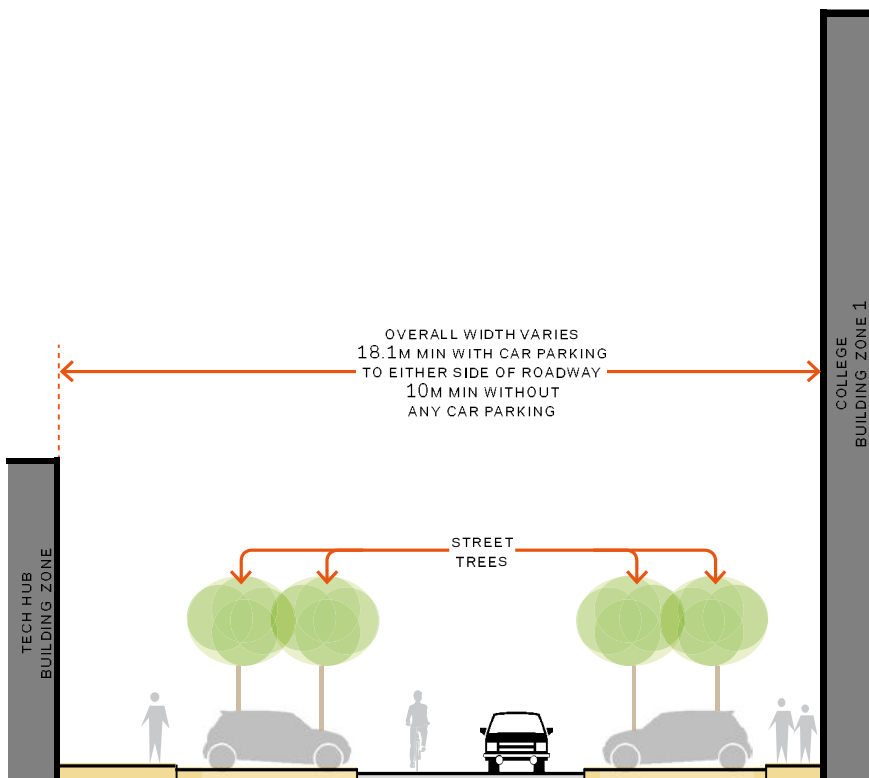


DIAGRAM 3.4.12 MIDDLE PART OF RIGHT-OF-WAY SECTION



3.4.9.4 VIEWS

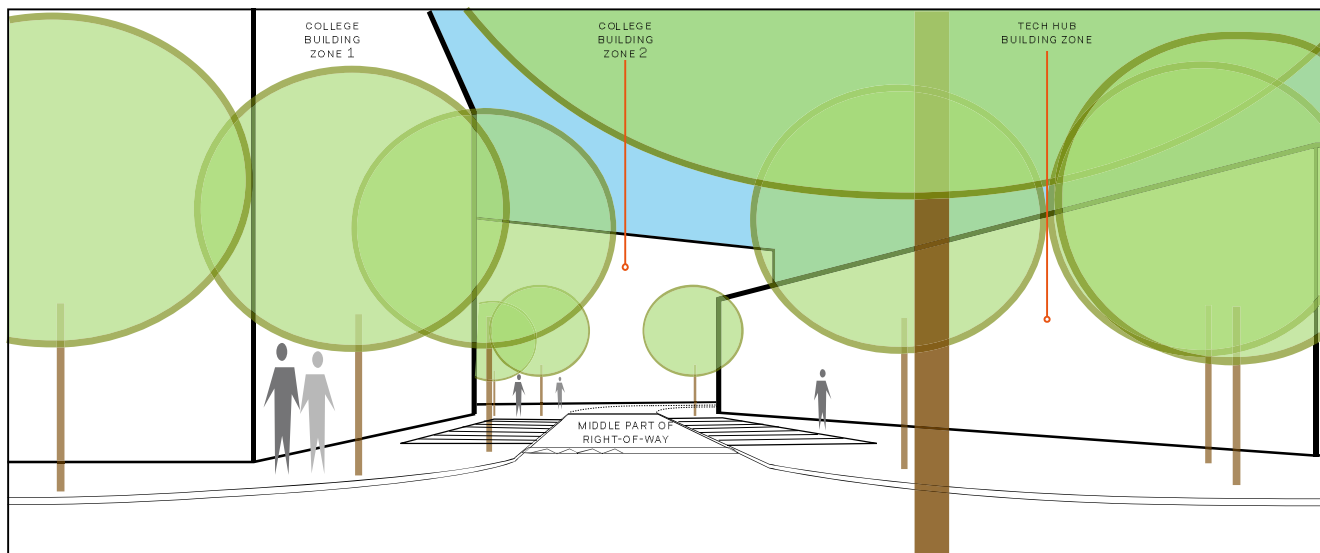
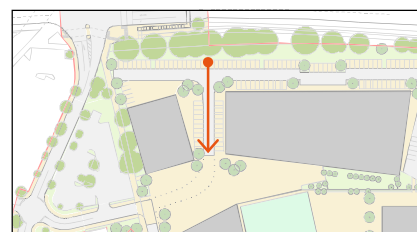


DIAGRAM 3.4.13 ILLUSTRATION OF VIEW SOUTH ALONG MIDDLE PART OF RIGHT-OF-WAY

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 3.4.13.

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.



KEYPLAN



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

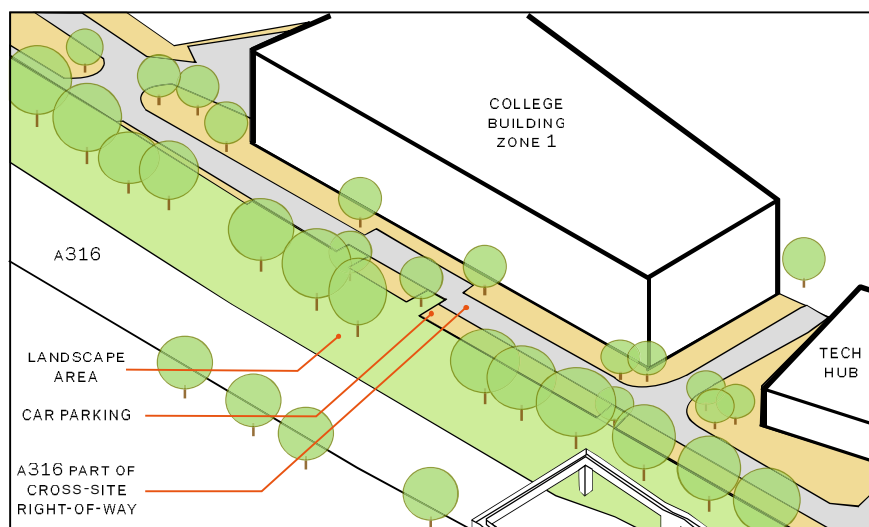


DIAGRAM 3.4.14 AERIAL OF A316 PART OF CROSS-SITE RIGHT-OF-WAY

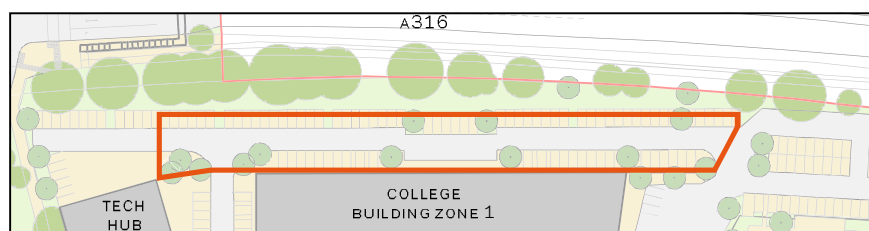


DIAGRAM 3.4.15 PLAN OF A316 PART OF RIGHT-OF-WAY

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 3.4.4.

3.4.10.2 PROPORTIONS AND SIZE

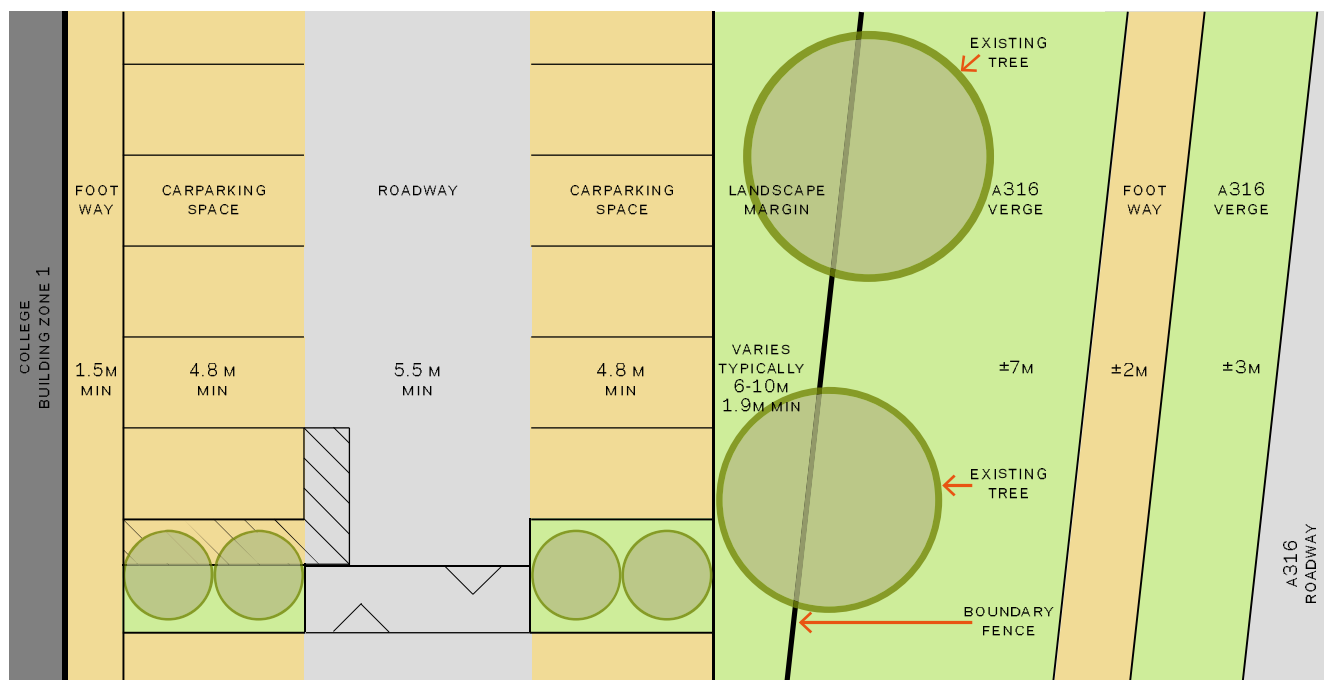


DIAGRAM 3.4.16 A316 PART OF RIGHT-OF-WAY LAYOUT

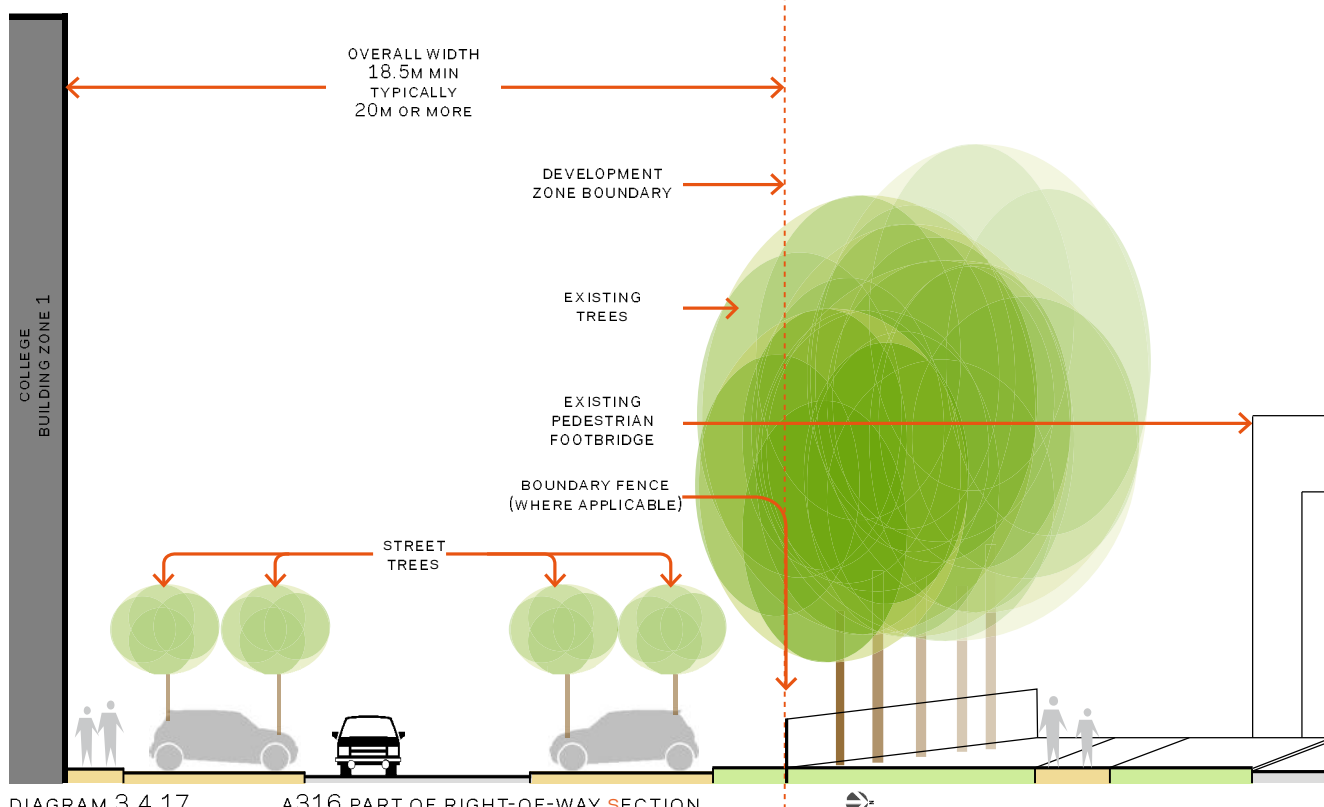


DIAGRAM 3.4.17 A316 PART OF RIGHT-OF-WAY SECTION

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 3.4.16 and 3.4.17.

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

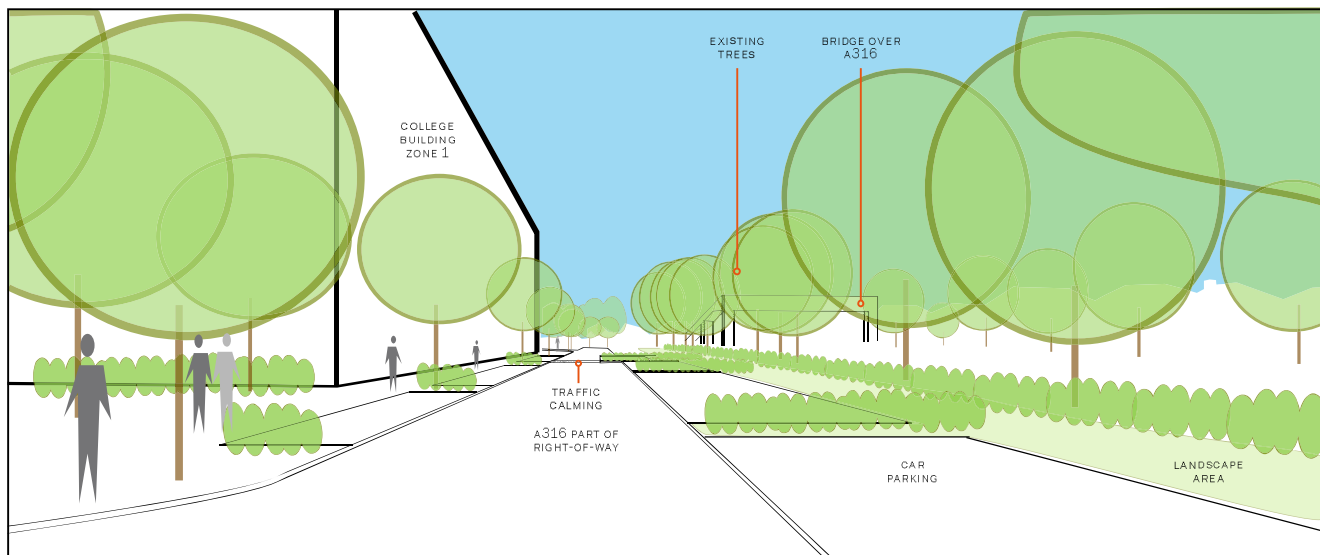
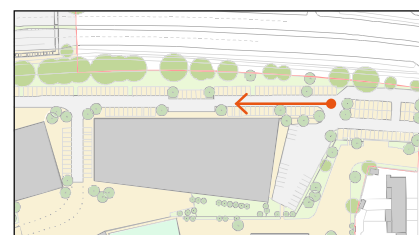


DIAGRAM 3.4.18 ILLUSTRATION OF VIEW WEST ALONG A316 PART OF RIGHT-OF-WAY

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

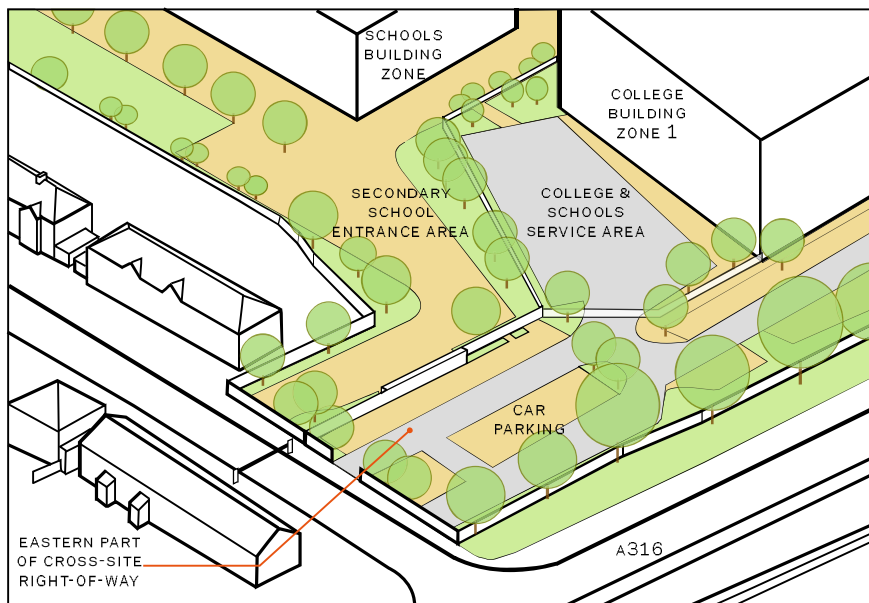


DIAGRAM 3.4.19 AERIAL OF EASTERN PART OF CROSS-SITE RIGHT-OF-WAY

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 3.4.4.

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.

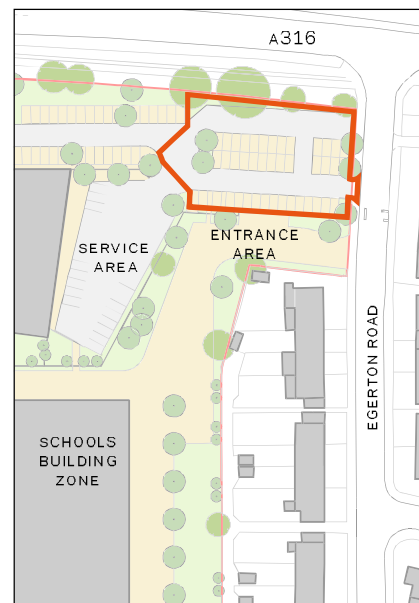


DIAGRAM 3.4.20 PLAN OF EASTERN PART OF RIGHT-OF-WAY

3.4.11.2 PROPORTIONS AND SIZE

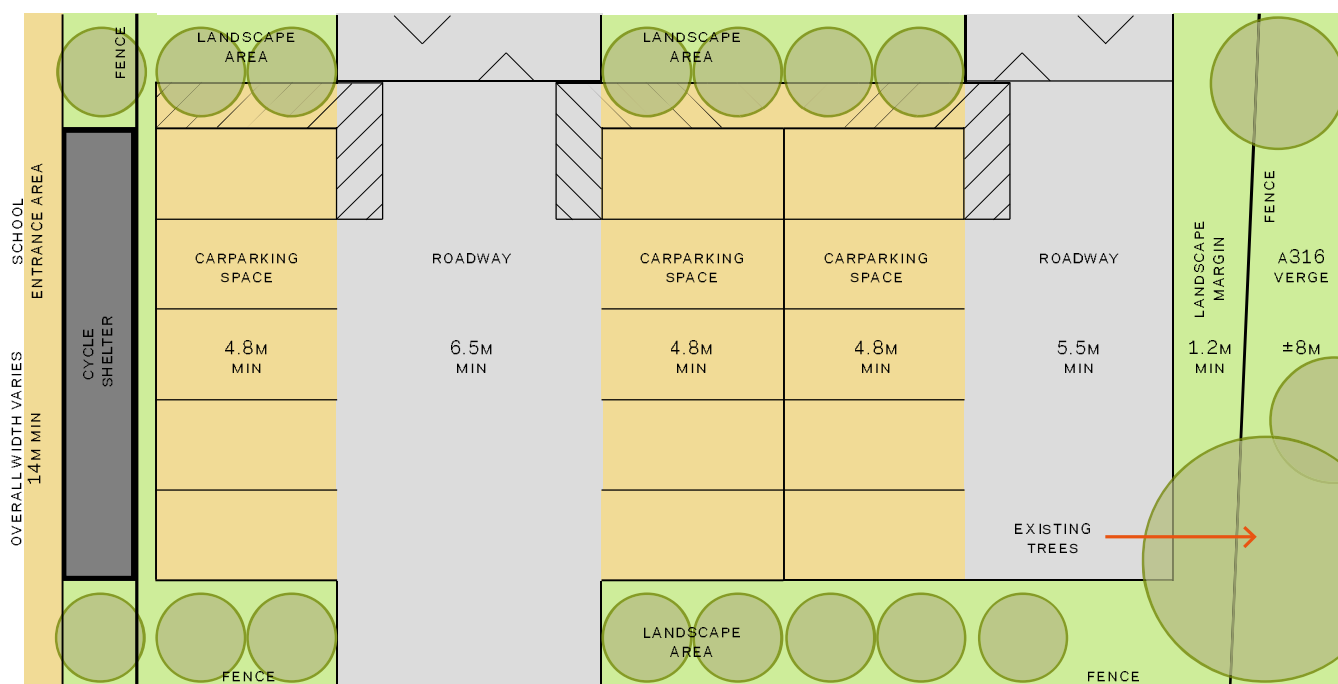


DIAGRAM 3.4.21 EASTERN PART OF RIGHT-OF-WAY LAYOUT

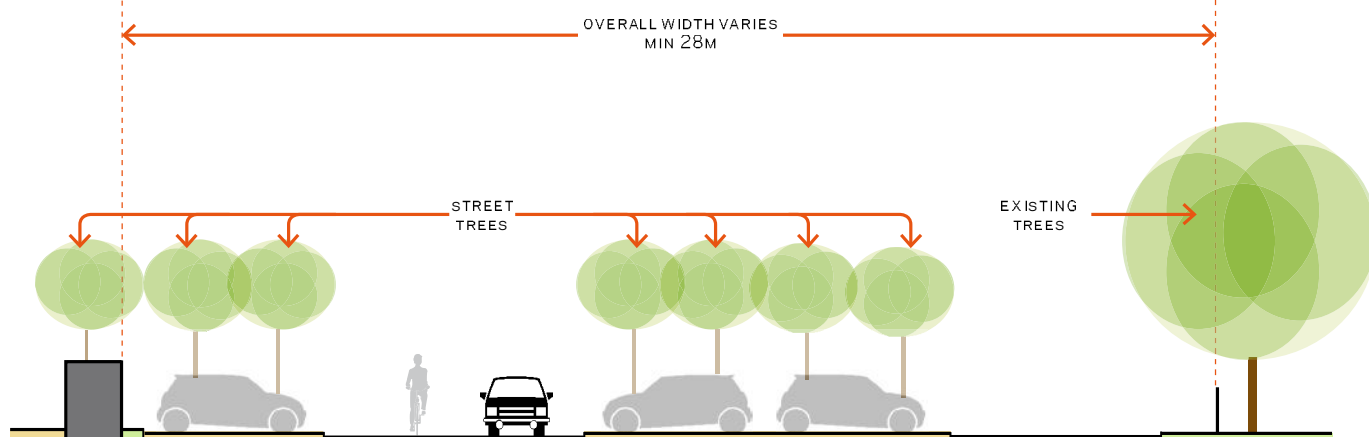


DIAGRAM 3.4.22 MIDDLE PART OF RIGHT-OF-WAY SECTION

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

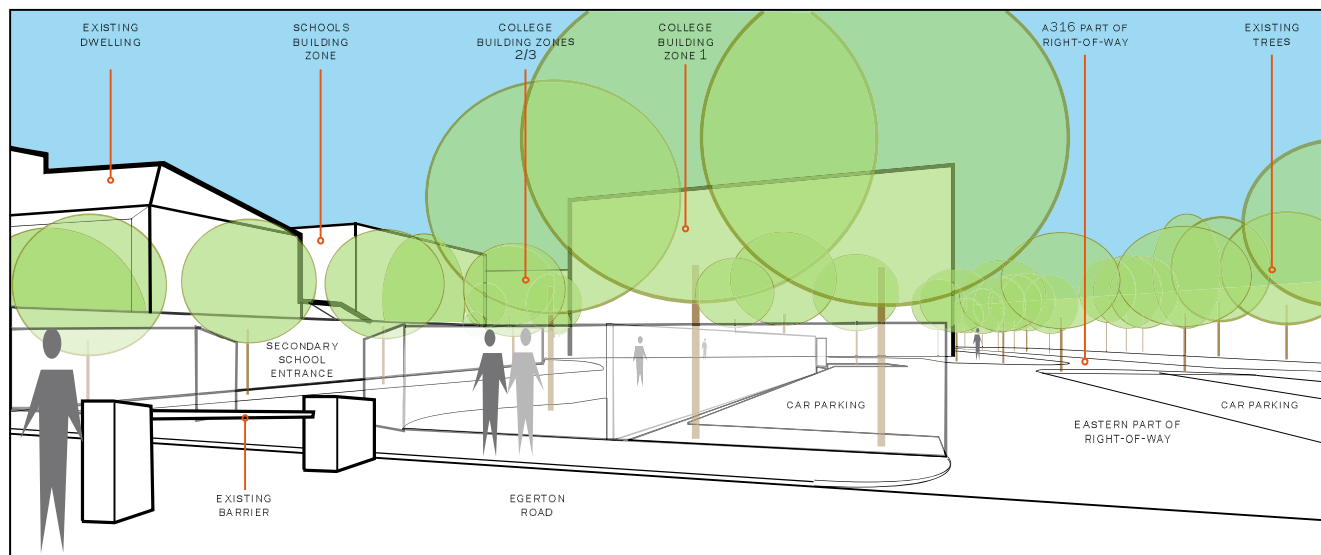
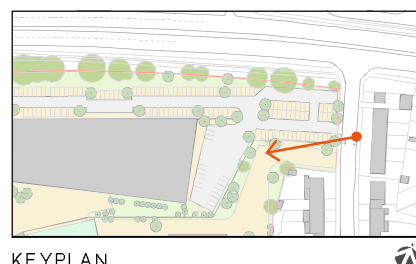


DIAGRAM 3.4.23 ILLUSTRATION OF VIEW EAST ALONG EASTERN PART OF RIGHT-OF-WAY

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.

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.



KEYPLAN



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.

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.

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

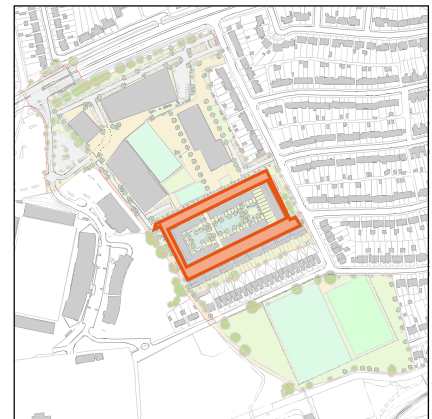


DIAGRAM 3.5.1
PLAN OF RESIDENTIAL STREETS

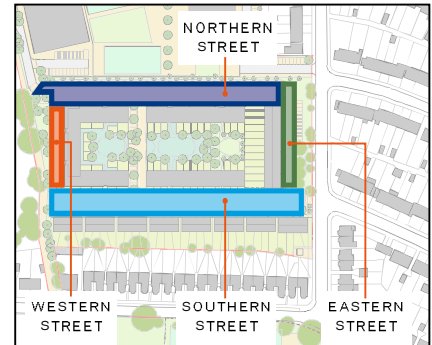


DIAGRAM 3.5.2
PLAN OF RESIDENTIAL STREETS

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.



3.5.7 SOUTHERN RESIDENTIAL STREET

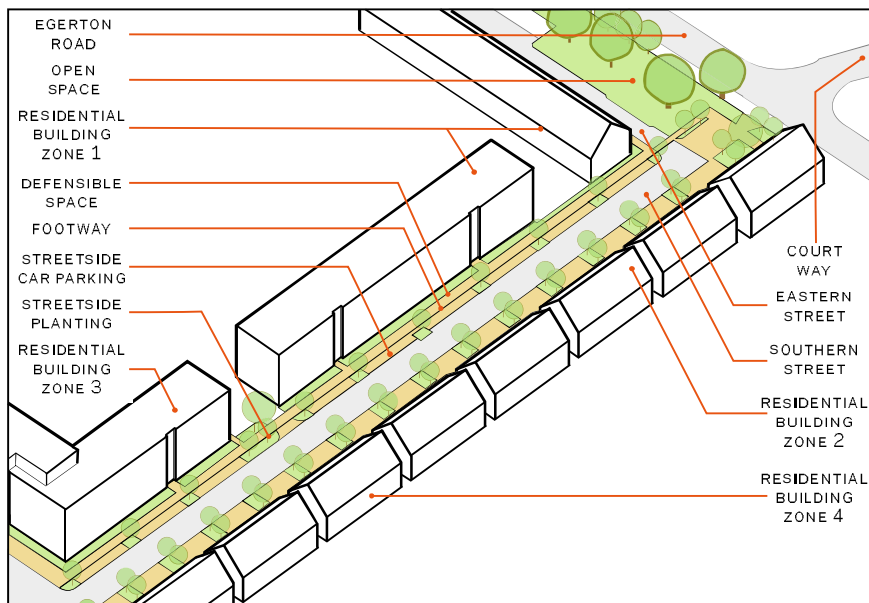


DIAGRAM 3.5.3 AERIAL VIEW OF SOUTHERN RESIDENTIAL STREET

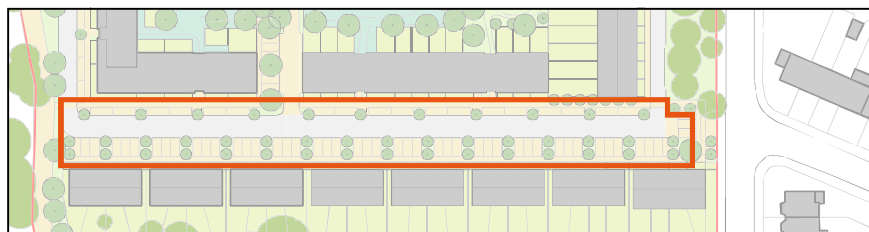


DIAGRAM 3.5.4 PLAN OF SOUTHERN RESIDENTIAL STREET

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

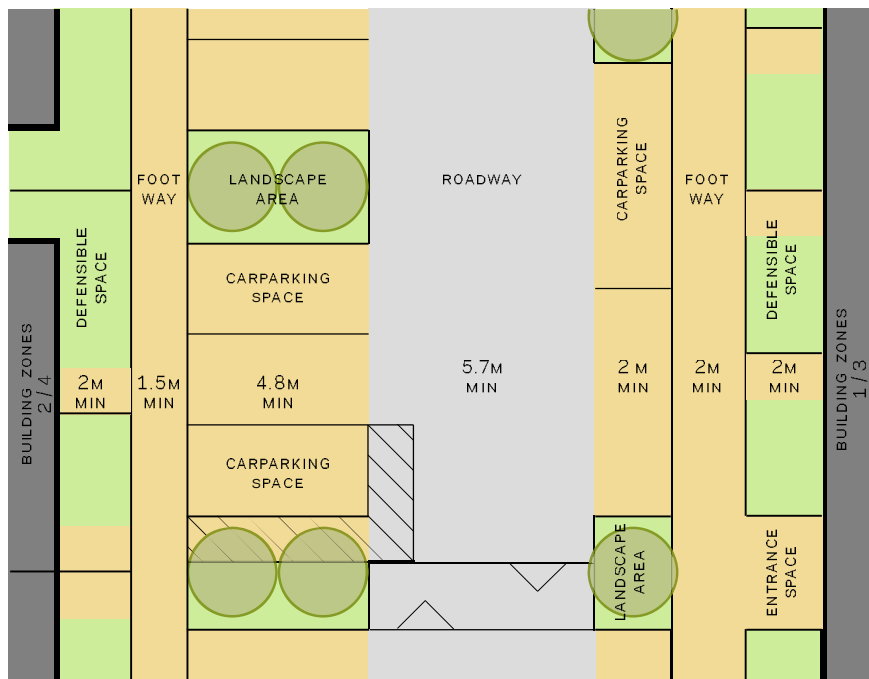


DIAGRAM 3.5.5 SOUTHERN ROADWAY LAYOUT

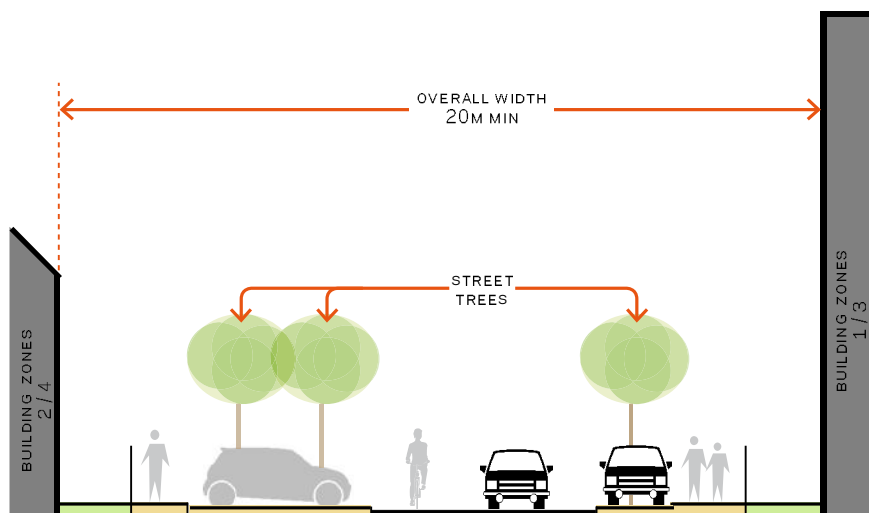


DIAGRAM 3.5.6 SOUTHERN ROADWAY SECTION

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.

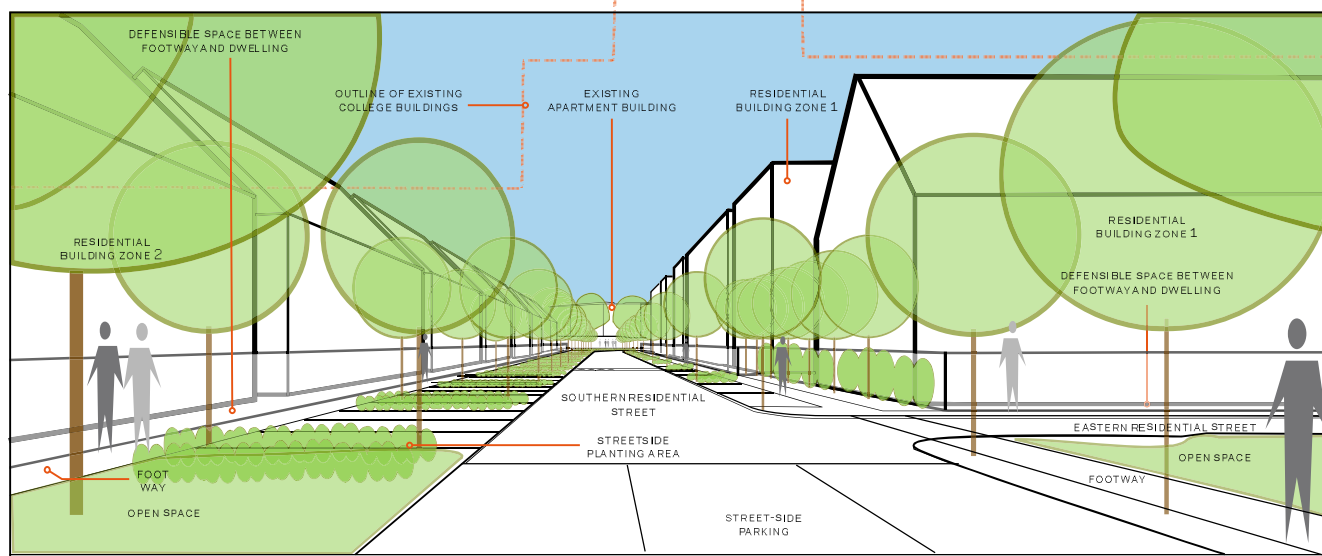


DIAGRAM 3.5.7 ILLUSTRATION OF VIEW WEST ALONG SOUTHERN RESIDENTIAL STREET

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).

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, the adjoining residential building zones should be no less than 2/3 solid where they border onto the southern residential street.



KEYPLAN

3.5.8 WESTERN RESIDENTIAL STREET

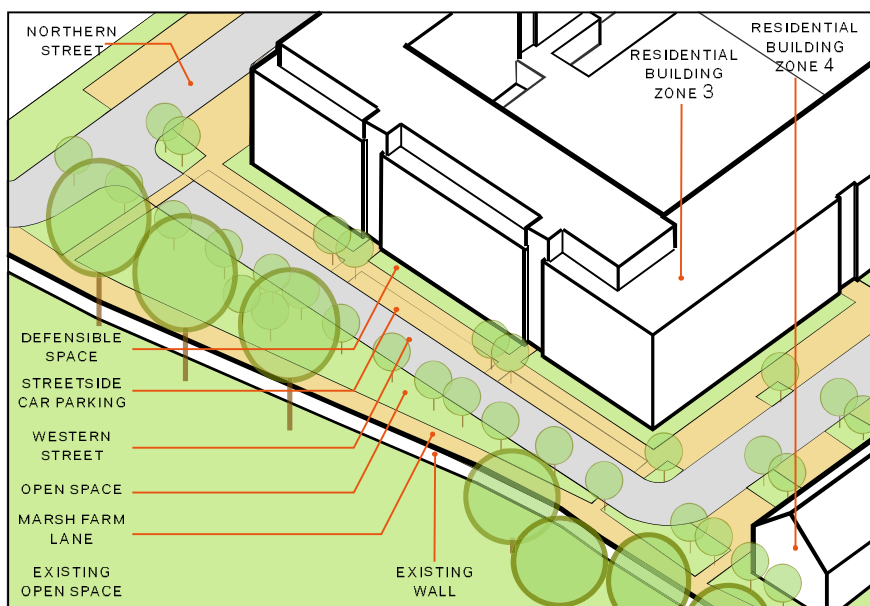


DIAGRAM 3.5.8 AERIAL VIEW OF WESTERN RESIDENTIAL STREET

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.

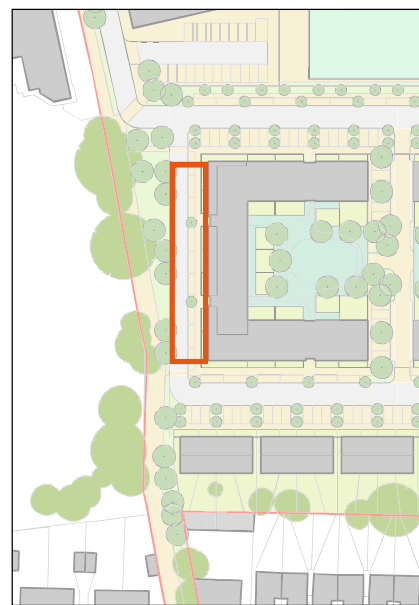


DIAGRAM 3.5.9

PLAN OF WESTERN RESIDENTIAL STREET

3.5.8.2 PROPORTIONS AND SIZE

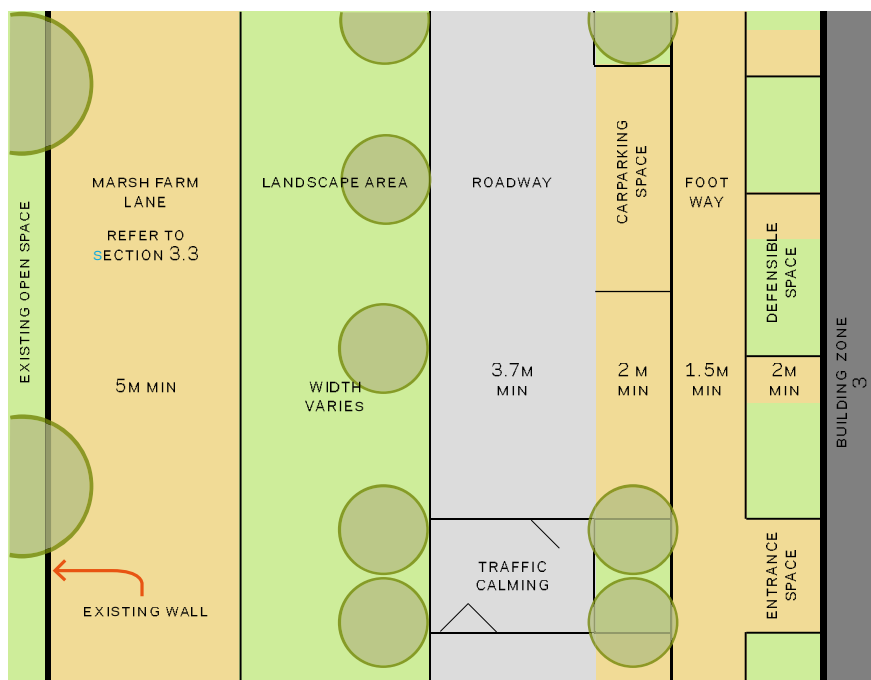


DIAGRAM 3.5.10 WESTERN ROADWAY LAYOUT

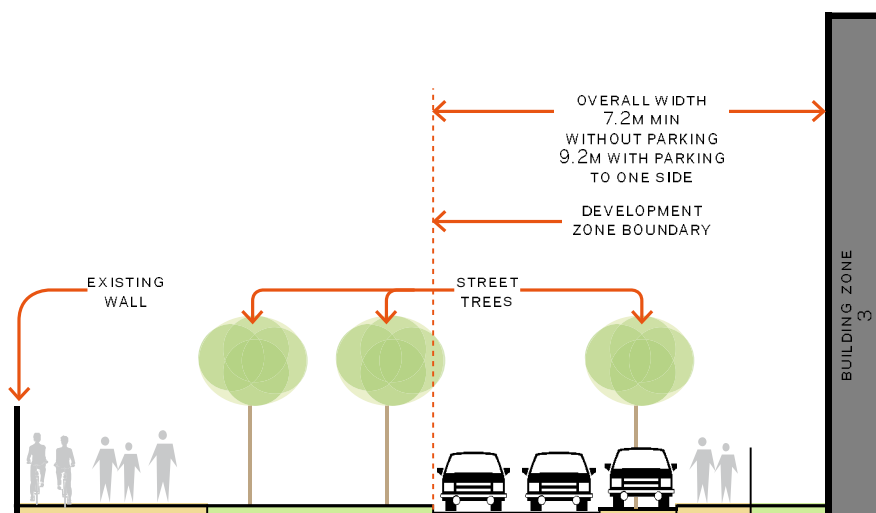


DIAGRAM 3.5.11 WESTERN ROADWAY SECTION

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.

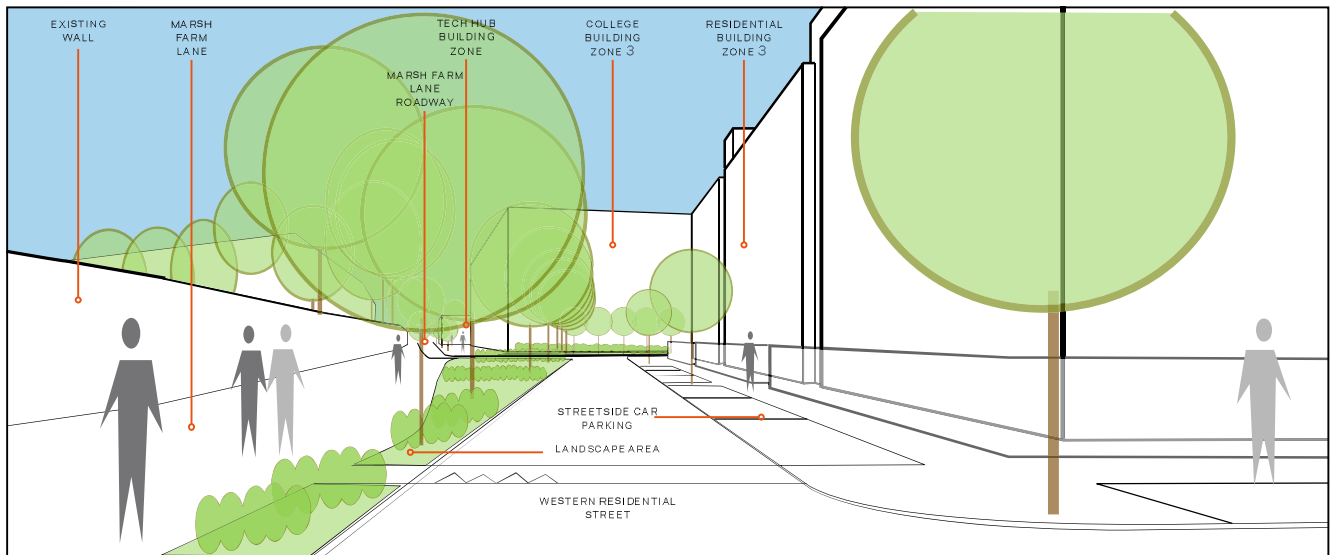


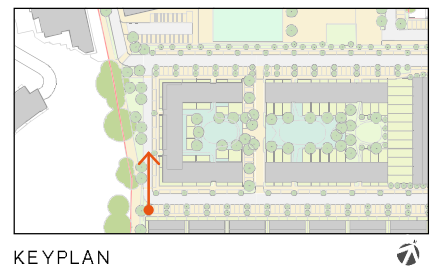
DIAGRAM 3.5.12 ILLUSTRATION OF VIEW NORTH ALONG WESTERN RESIDENTIAL STREET

3.5.8.3 VIEWS

The new western street should feature in views along Marsh Farm Lane, and should open up views towards College Building Zone 3. 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 3 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.

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, residential building zone 2 should be no less than 3/4 solid where it borders onto the western residential street.



KEYPLAN



3.5.9 NORTHERN RESIDENTIAL STREET

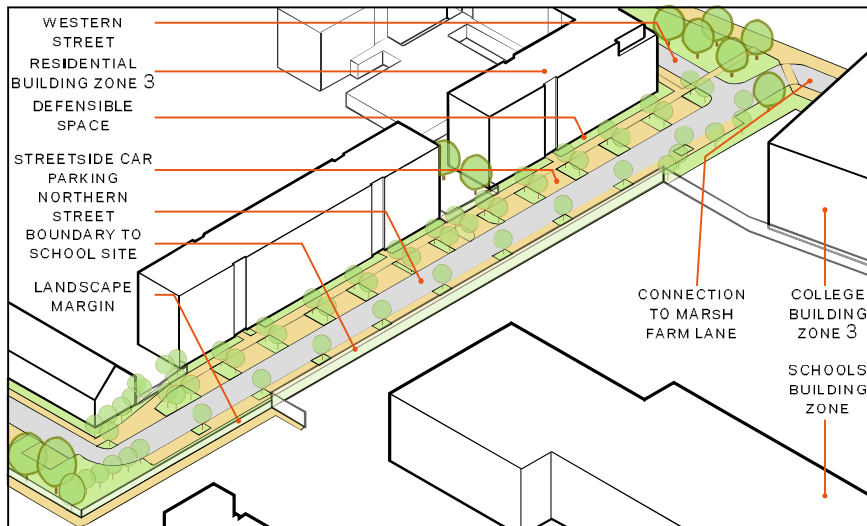


DIAGRAM 3.5.13 AERIAL VIEW OF NORTHERN RESIDENTIAL STREET

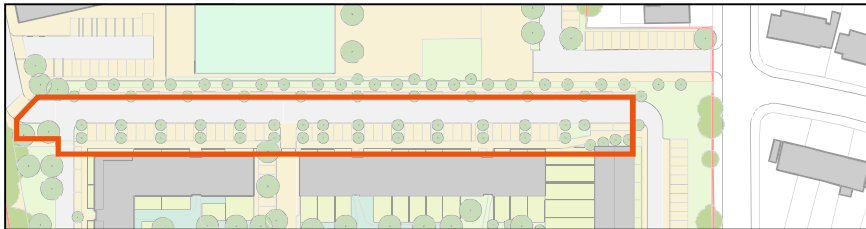


DIAGRAM 3.5.14 PLAN OF NORTHERN RESIDENTIAL STREET

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

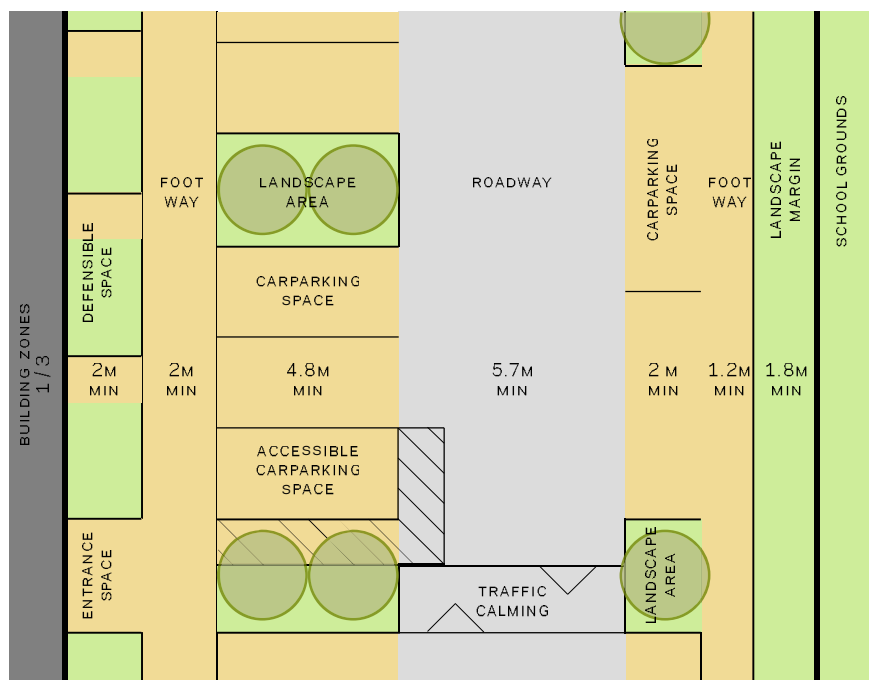


DIAGRAM 3.5.15 NORTHERN ROADWAY LAYOUT

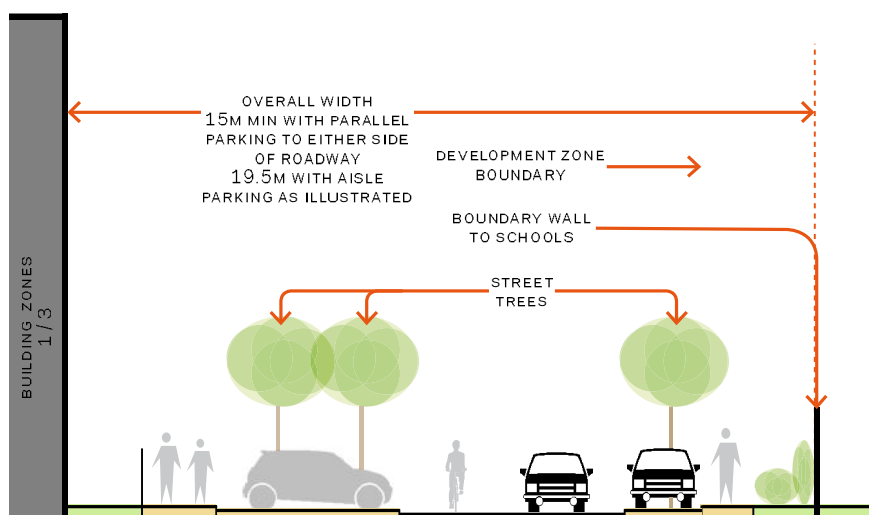


DIAGRAM 3.5.16 NORTHERN ROADWAY SECTION

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.

3.5.9.3 VIEWS

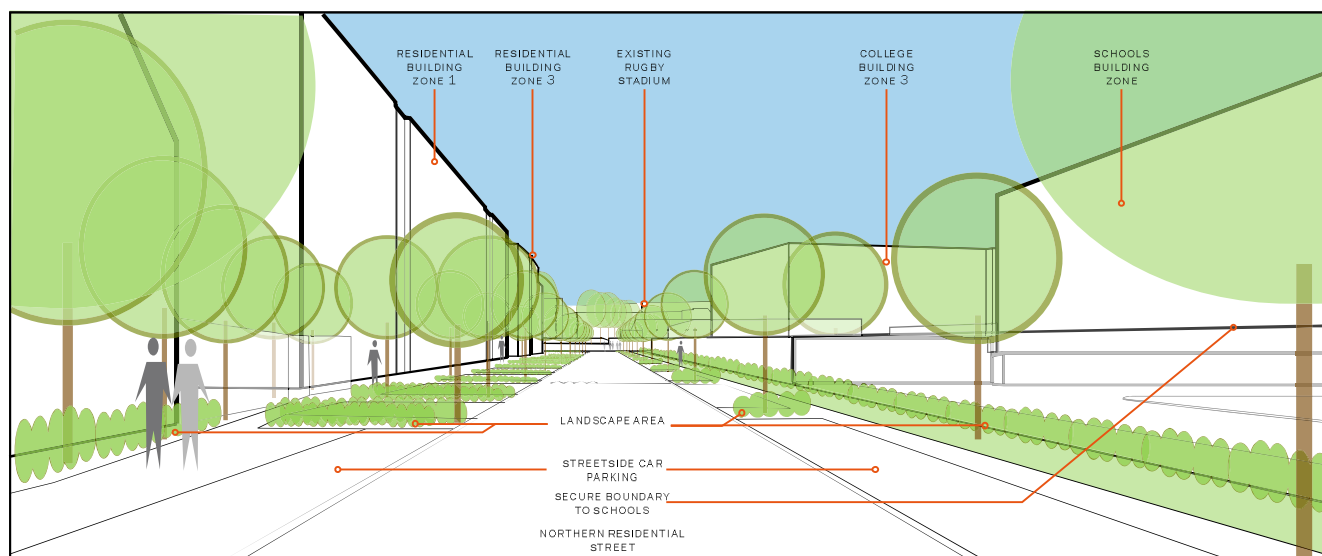
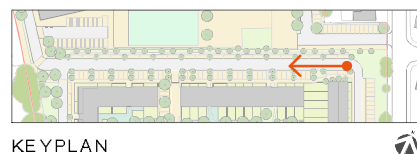


DIAGRAM 3.5.17 ILLUSTRATION OF VIEW WEST ALONG NORTHERN RESIDENTIAL STREET

The new northern residential street should unlock new views 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 3 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.

In order to provide a clear delineation between the street and private amenity spaces within the block, ensure adequate enclosure of the street, maximise active frontages, and retain potential for visual permeability where appropriate, the adjoining residential building zones should be no less than 2/3 solid where they border onto the northern residential street.