SECTION 2 DEVELOPMENT ZONES

2.1 SITE OVERVIEW

This planning application divides the site into a series of Development Zones.

2.1.1 DEVELOPMENT ZONES

The site is divided into the following five Development Zones:

1. College Development Zone
2. Tech Hub Development Zone
3. Schools Development Zone
4. Residential Development Zone
5. College Playing Fields Development Zone

The extent of each of these zones is identified on the Development Zones Parameter Plan PL-03, as reproduced in diagram 2.1.1.

These Development Zones are discussed in detail in sections 2.2-2.7.

The College Playing Fields Development Zone is occasionally referred to as the Playing Fields Site. The area of the first 4 Development Zones are collectively referred to as the Main Site. The Main Site is subdivided into two areas: the *Residential Site* (which matches the Residential Development Zone) and the Richmond Education and Enterprise Campus Site or *REEC Site* (which contains the College, Tech Hub, and Schools Development Zones).

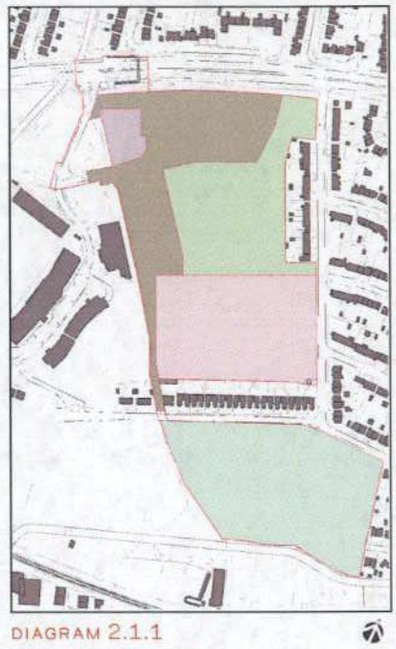

DIAGRAM 2.1.1
DEVELOPMENT ZONES

1) COLLEGE
2) TECH HUB
3) SCHOOLS
4) RESIDENTIAL
5) COLLEGE PLAYING FIELDS

2.1.2 PARAMETER PLANS

These Development Zones' Parameters are defined in Parameter Plans as follows:

1. College Development Zone (PL-07, PL-08)
2. Tech Hub Development Zone (PL-09, PL-10)
3. Schools Development Zone (PL-11, PL-12)
4. Residential Development Zone (PL-13, PL-14, PL-15)
5. College Playing Fields Development Zone PL-16

Detail on these Parameters is provided in sections 2.2-2.8.

2.1.3 BUILDING ZONES

Each of these Development Zones include areas where buildings can be located. These are termed Building Zones. These are defined in Parameter Plans (PL-07, PL-09, PL-11 and PL-13) via a series coordinates (*northings & eastings*), with key setbacks are indicated in Parameter Plan PL-04. Additional detail on these Building Zones is provided in sections 2.2-2.7.

2.2 COLLEGE DEVELOPMENT ZONE

The College Development Zone incorporates a number of key features, including parameters specific to this zone.

2.2.1 LOCATION

The College Development Zone occupies the majority of the north-western area of the Main Site.

2.2.2 ACCESS

The College site should be provided with access via the A316 in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the *RuTC Planning Brief SPG*. Access is illustrated in diagram 2.2.2, whilst Streets and Paths in the redevelopment are defined in detail in section 3 of this document.

2.2.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the College Development Zone should be possible from a number of directions via the A316 and Marsh Farm Lane.

Pedestrian and cycle access to the College Site should be encouraged, and should be designed to maximise the benefit of improved connections to the town centre, particularly via Marsh Farm Lane and the new footpath through Twickenham Rough to the Rail Station and Town Centre being delivered by unrelated projects.

2.2.2.2 VEHICULAR ACCESS

The College Development Zone should incorporate access connections onto the site from the A316 via Langhorn Drive as shown in Parameter Plan PL-02. This connection should provide access to the College, Tech Hub and Schools Development Zones. This connection should link up to the Cross-Site Right-of-Way and to those parts of Marsh Farm Lane with limited vehicular access.

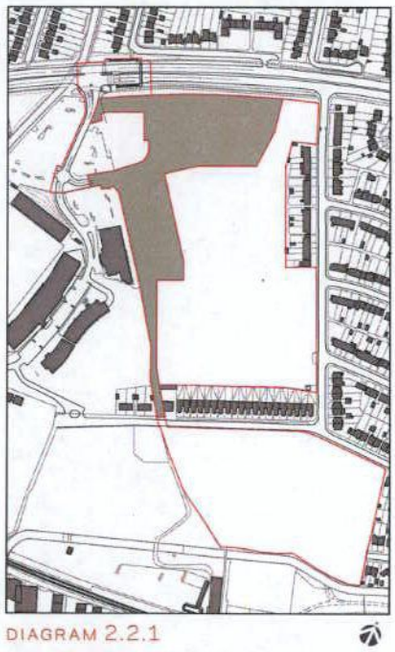

DIAGRAM 2.2.1
COLLEGE DEVELOPMENT ZONE

DIAGRAM 2.2.2
ACCESS

2.2.3 EXTERNAL AREAS

2.2.3.1 ENTRANCE AREA

The College should be provided with a generous entrance plaza to serve as both a place of arrival on the College site and as the principal gathering place for the College. It should be designed as a pedestrian priority predominantly hard-surfaced area with high-quality surfaces and street furniture appropriate to its important position as an extension of the Public Realm. Design Guidance on this area is provided in section 4.3. This area is illustrated in diagram 2.2.3.

2.2.3.2 GARDEN AREA

The College Development Zone should incorporate a secure educational open space with a landscape garden character, as illustrated in diagram 2.2.3. Design Guidance on this areas is provided in section 4.4.

2.2.3.3 LANDSCAPE / HABITAT AREA

The College Development Zone should incorporate a landscape area along the A316, in particular to protect the existing row of mature trees in this location, as illustrated in diagram 2.2.3. Design Guidance on this area is provided in sections 4.8 & 4.9.

2.2.3.4 MARSH FARM LANE

The College Development Zone should include the entirety Marsh Farm Lane (north of Craneford Way) and its associated landscaping, excepting the stretch of the lane that is in the Tech Hub Development Zone. Design Guidance on this area is provided in section 3.3. Marsh Farm Lane is illustrated in diagram 2.2.4.

2.2.3.5 CROSS-SITE RIGHT-OF-WAY

The College Development Zone should incorporate an east-west vehicular connection across the site providing the main vehicular access to the REEC Site as well as a second means of egress from the Harlequins Site, as illustrated in diagram 2.2.4. Design Guidance on this area is provided in section 3.4.

2.2.3.6 SERVICE ACCESS & DELIVERY AREA

The College Development Zone should incorporate a *Service Area* for the College and Schools sites, as well as access to a separate area for the Tech Hub. These areas should be accessed off of the Cross-Site Right-of-Way. Design Guidance on these areas is provided in section 3.2. These are illustrated in diagram 2.2.4.

2.2.3.7 CAR PARKING

The College Development Zone may incorporate several areas of car parking. These should be accessed from the A316, and should be provided to the north and north-west of the College Buildings. An additional car parking area may be provided to the south of College Building Zone 3. In total, the College should have no more than 150 car parking places, including 8 accessible spaces and 1 minibus parking places. Design Guidance on these areas is provided in section 3.6. These areas are illustrated in diagram 2.2.5.

2.2.4 BUILDING ZONES

The College Development Zone incorporates three Building Zones, as illustrated in diagram 2.2.6. These are defined in Parameter Plan PL-07 , with key setbacks indicated in Parameter Plan PL-04. These building zones are anticipated to be delivered in two phases, with College Building Zone 1 delivered before Zones 2&3. A detailed description of anticipated phasing and maximum area of buildings is provided in the Development Specification.

2.2.4.1 BUILDING ALIGNMENT

Whilst it is expected that any buildings in the College Building Zones should be predominantly in line with the geometry indicated in the Parameter Plans, variation from this geometry should be allowed provided the building(s) do not exceed the boundaries of their Building Zones.

2.2.4.2 BUILDING HEIGHTS

The maximum heights of buildings in the College Building Zones are indicated on Parameter Plan PL-08. These heights reflect the opportunity for higher buildings to the north and east of the site, reflecting the urban grain of the context as identified in the *RuTC Planning Guidelines SPG*.

DIAGRAM 2.2.3
EXTERNAL AREAS

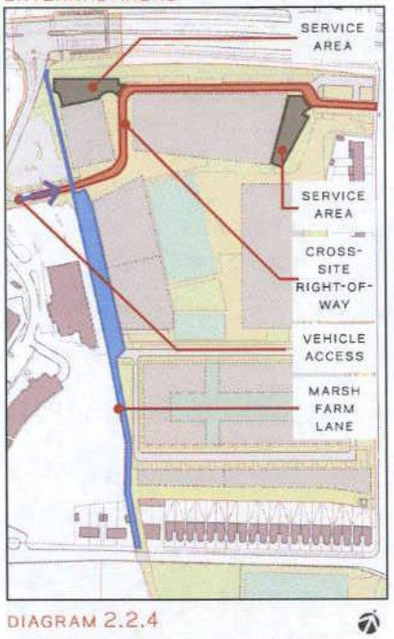

DIAGRAM 2.2.4
ACCESS ROUTES ON COLLEGE SITE

DIAGRAM 2.2.5
COLLEGE CAR PARKING AREAS

2.2.4.3 COLLEGE BUILDING ZONE 1

The minimum setbacks required for College Building Zone 1 are indicated in Parameter Plan PL-04. The minimum setback to the north is measured from the property boundary adjoining the A316. The minimum setback from the east is measured from the existing boundary wall. The minimum setback to the south is measured from the Schools Building Zone. All other setbacks are measured from the boundaries of Development Zones.

The permitted extents, including maximum and minimum heights, of College Building Zone 1 are indicated on Parameter Plan PL-08. The permitted height is to accommodate a maximum of 5 storeys of educational development.

2.2.4.4 COLLEGE BUILDING ZONE 2

The minimum setbacks required for College Building Zone 2 are indicated in Parameter Plan PL-04. The minimum setback to the west is measured from the existing boundary wall along Marsh Farm Lane. This setback should ensure that the width of the lane at this point is suitable to accommodate the proposed uses in this area and to ensure that the building zone is not too close to the edge of the site. There is no setback to College Building Zone 3 in order to allow these buildings to be joined. All other setbacks are measured from the boundaries of Development Zones.

The permitted extents, including maximum and minimum heights, of College Building Zone 2 are indicated on Parameter Plan PL-08. The permitted height is to accommodate a maximum of 5 storeys.

2.2.4.5 COLLEGE BUILDING ZONE 3

The minimum setbacks required for College Building Zone 3 are indicated in Parameter Plan PL-04. The minimum setback to the west is measured from the existing boundary wall along Marsh Farm Lane. This setback should ensure that the width of the lane at this point is suitable to accommodate the proposed uses in this area and to ensure that the building zone is not too close to the edge of the site. There is no setback to College Building Zone 2 in order to allow these buildings to be joined. All other setbacks are measured from the boundaries of Development Zones.

The permitted extents, including maximum and minimum heights, of College Building Zone 3 are indicated on Parameter Plan PL-08. The permitted height is to accommodate a maximum of 5 storeys.

2.2.4.5 LANDMARK ELEMENTS

The redevelopment site occupies an important location in the arrival into Greater London from the west. College Building Zone 1 should feature in long views along the A316 from the west: because of its prominence and visibility the north-west corner of the College in particular should be designed to reflect the role it will serve as a Landmark in the Public Realm. Similarly, the southern end of College Building Zone 3 should be highlighted in the important approach to the site from the South and should be designed accordingly. The main entrances to the College Buildings should also be distinct and visible in order to assist in wayfinding and placemaking. Refer to diagram 2.2.7.

Design Guidance on Landmark Elements is provided in section 5.11.

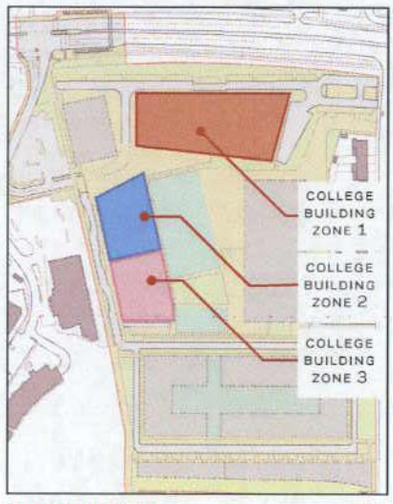

DIAGRAM 2.2.6
COLLEGE BUILDING ZONES

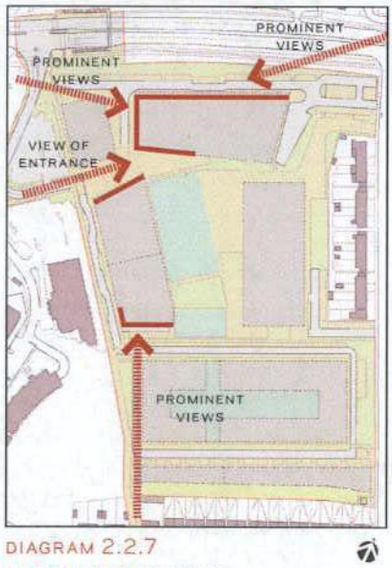

DIAGRAM 2.2.7
LANDMARK ELEMENTS

2.2.4.6 ENTRANCES & ACTIVE FRONTAGES

The main entrances to the College Buildings should be visible from the arrival point at the entrance area in order to ensure intuitive access to the buildings and to promote passive supervision and security of the site and its approaches.

The ground floors of buildings that front directly onto the Public Realm should be designed as *Active Frontages* wherever possible. The locations with Active Frontages would also be suitable locations for any additional entrances to the College that may be required.

Locations for main entrances and active facades in the College Development Zone are illustrated in diagram 2.2.8. Design Guidance on Entrances and Active Frontages is provided in section 5.

DIAGRAM 2.2.8
ENTRANCES & ACTIVE FRONTAGES

2.2.5 ZONE-SPECIFIC GUIDANCE

2.2.5.1 SUSTAINABLE DESIGN

The College buildings should achieve the requirements for BREEAM Excellent for Further Education.

2.2.5.2 DESIGN STANDARDS

The internal environment of the college buildings should be of a high standard appropriate to their context and intended use. Accordingly, they should be designed in accordance with recognised design standards including BS8233:2014, BS4142:2014 and BB93 for acoustics, BS EN 12464 and BS EN 5489 for lighting, and CIBSE Guide A for ventilation.

Staff accommodation should be designed in accordance with the Health and Safety Regulatory Standards Approved Code of Practice and guidance.

2.2.5.3 SPACE STANDARDS

The college buildings should provide space standards appropriate to their context and intended use. Accordingly, they should be designed to provide adequate floorspace for teaching in accordance with an assessment of planned student contact hours (known as guided learning hours) in accordance with the methodology set out in the LSC document "Guidance for Further Education Colleges on the Management of Floor Space."

2.3 TECH HUB DEVELOPMENT ZONE

The Tech Hub Development Zone incorporates a number of key features, including parameters specific to this zone.

2.3.1 LOCATION

The Tech Hub Development Zone occupies part of the north-western area of the Main Site.

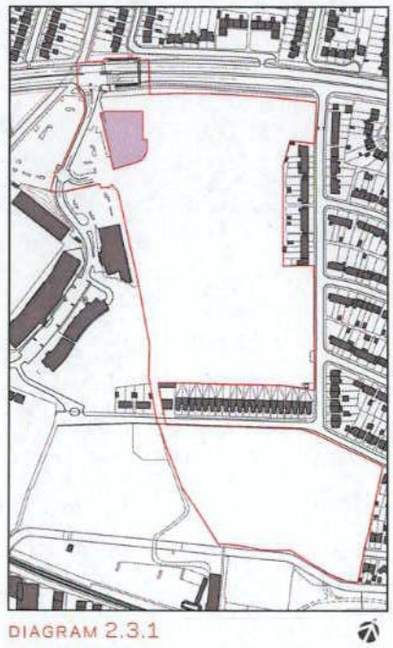

DIAGRAM 2.3.1
TECH HUB DEVELOPMENT ZONE

2.3.2 ACCESS

The Tech Hub site should be provided with access via the A316 in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. Access is illustrated in diagram 2.3.2, whilst Streets and Paths in the redevelopment are defined in detail in section 3 of this document.

2.3.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the Tech Hub Development Zone should be possible from a number of directions via the A316 and Marsh Farm Lane.

Pedestrian and cycle access to the Tech Hub should be encouraged, and should be designed to maximise the benefit of improved connections to the town centre, particularly via Marsh Farm Lane and the new footpath through Twickenham Rough to the Rail Station and Town Centre.

2.3.2.2 VEHICULAR ACCESS

The Tech Hub Development Zone should be provided with vehicular access via the Cross-Site Right-of-Way.

2.3.3 EXTERNAL AREAS

2.3.3.1 MARSH FARM LANE

The Tech Hub Development Zone includes a stretch of the western boundary of the Main Site, indicated in diagram 2.3.3, including an area of associated landscaping. Detailed guidance on this space is provided in section 3.3.

2.3.3.2 CROSS-SITE RIGHT-OF-WAY

The Tech Hub Development Zone incorporates an area bordering onto the cross-site-right-of-way, as indicated in diagram 2.3.3 This area will incorporate an area of car parking, as well as landscaping. Detailed guidance on this space is provided in section 3.4.

2.3.3.3 ENTRANCE AREA

The Tech Hub Zone will incorporate a part of the large entry plaza that should be shared with the College, as indicated in diagram 2.3.3. This should be designed

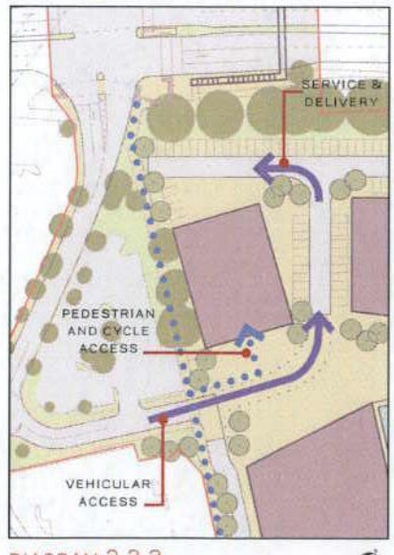

DIAGRAM 2.3.2
ACCESS

as an integral and seamless part of the same space as the area in the College Development Zone. Design Guidance on this areas is provided in section 4.3.

2.3.3.4 CAR PARKING & SERVICE & DELIVERY AREA

The Tech Hub Development Zone incorporates a delivery area to the north of the Tech Hub, as indicated in diagram 2.3.3 This area should be accessed off of the Cross Site Right-of-Way and will incorporate an area of car parking. The total number of car parking places for the Tech Hub should not exceed 10 spaces, including 1 accessible space. Detailed guidance on this area is provided in section 3.2.13.

2.3.4 BUILDING ZONES

The Tech Hub Development Zone has one Building Zone, as indicated in Parameter Plans PL-09 and PL-10, as illustrated in diagram 2.3.4. By virtue of the Tech Hub's location, where it will be visible from the Public Realm on all sides, it should be designed as a pavilion set within an attractive public realm.

2.3.4.1 TECH HUB BUILDING ZONE

The minimum setbacks required for the Tech Hub Building Zone are indicated in Parameter Plan PL-04. The minimum setback to the north is measured from the property boundary adjoining the A316. The minimum setback to the west is measured from the existing fence-line / wall to the west of Marsh Farm Lane. This setback should ensure that the width of the lane at this point is suitable to accommodate the proposed uses in this area and to ensure that the Building Zone is not overly proximate to the edge of the site.

The permitted extents, including maximum and minimum heights, of the Tech Hub Building Zone are indicated on Parameter Plan PL-10. The permitted height is to accommodate a maximum of 3 storeys of development.

2.3.4.2 BUILDING ALIGNMENT

Whilst it is expected that any buildings in the Tech Hub Building Zone should be predominantly in line with the geometry indicated in the Parameter Plans, variation from this geometry should be allowed, provided the building(s) do not exceed the boundaries of its Building Zone.

2.3.4.3 RELATIONSHIP WITH COLLEGE BUILDING ZONES

The redevelopment site occupies an important location in the arrival into Greater London from the west. This should be reflected in the design of the College buildings, and the design of the Tech Hub should reinforce the reflect the role the College will serve as an important local landmark in the Public Realm, and should not compete for prominence.

2.3.4.4 ENTRANCES & ACTIVE FRONTAGES

The ground floor of the Tech Hub building(s) that front directly onto the Public Realm should be designed as Active Frontages wherever possible. In particular, the front of the building should face onto the entrance area should be active across the majority of its frontage and this activity and extend around the sides of the building insofar as is practical. Additionally, the main entrance should be evident on approach to the entrance area. Refer to illustrated in diagram 2.3.5.

Design Guidance on Entrances and Active Frontages is provided in section 5.

DIAGRAM 2.3.3
EXTERNAL AREAS

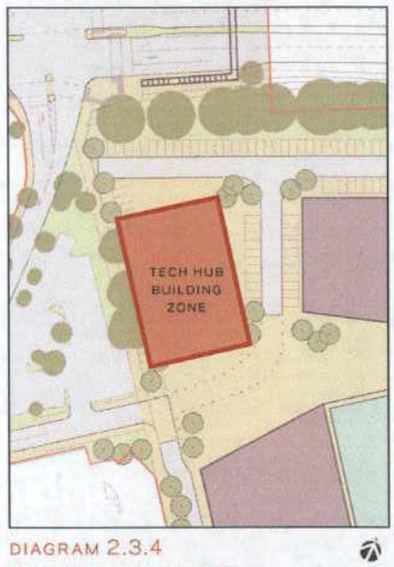

DIAGRAM 2.3.4
TECH HUB BUILDING ZONE

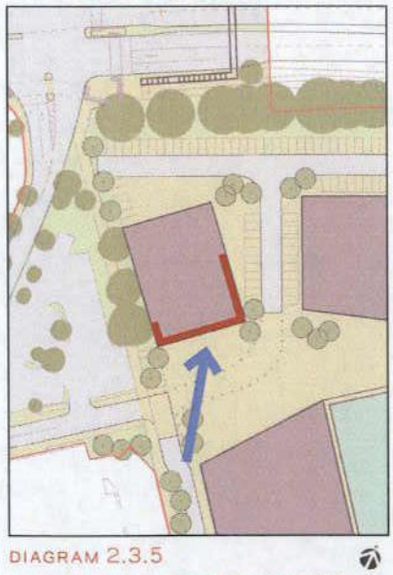

DIAGRAM 2.3.5
ENTRANCES & ACTIVE FRONTAGES

2.4 SCHOOLS DEVELOPMENT ZONE

The Schools Development Zone incorporates a number of key features, including parameters specific to this zone.

2.4.1 LOCATION & OVERVIEW

The Schools Development Zone occupies the north-eastern area of the Main Site.

The Schools Development Zone should accommodate a Secondary School and an SEN School, each of which should be provided with separate entrances and access, but which should be designed to facilitate opportunities for pupil integration, shared educational pathways, and sharing of resources. Accordingly, this section is organised with separate access sections for both schools.

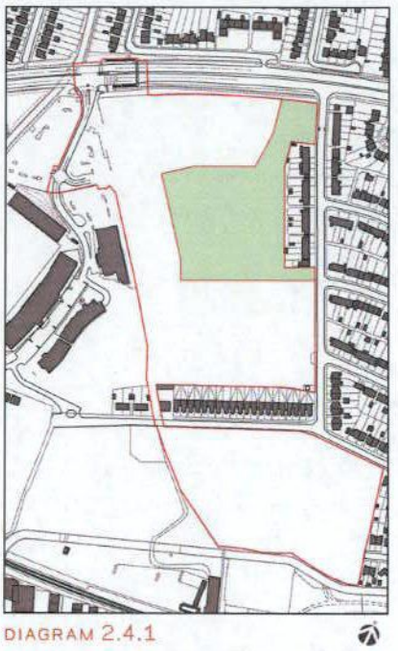

DIAGRAM 2.4.1
SECONDARY SCHOOL DEVELOPMENT ZONE

2.4.2 SECONDARY SCHOOL ACCESS

2.4.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the Secondary School should be encouraged and should be possible from a number of directions via the northern part of Egerton Road. This access is illustrated in diagram 2.4.2. Pedestrian access routes should avoid conflicts with vehicular routes wherever possible.

2.4.2.2 VEHICULAR ACCESS

The Secondary School should be provided with access via the A316 from the northern part of Egerton Road in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. This access is illustrated in diagram 2.4.2. Parental drop-off should be discouraged and this should be reflected in the Secondary School's Travel Plan.

2.4.3 SEN SCHOOL ACCESS

2.4.3.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the SEN School should be encouraged and should be possible from a number of directions via the southern part of Egerton Road. This access is illustrated in diagram 2.4.3. Pedestrian access routes should avoid conflicts with vehicular routes wherever possible.

2.4.3.2 VEHICULAR ACCESS

As the SEN school is the smaller of the Schools, it should be the only one provided with access through the existing neighbourhood in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. This access is illustrated in diagram 2.4.3.

Due to the nature of the SEN School's pupils' needs, secure drop-off area(s) should be accommodated in the design of the SEN School entrance area.

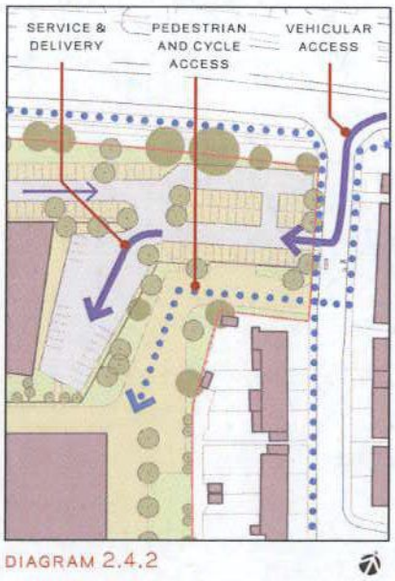

DIAGRAM 2.4.2
SECONDARY SCHOOL ACCESS

2.4.4 EXTERNAL AREAS

2.4.4.1 CROSS-SITE RIGHT-OF-WAY & CAR PARKING AREA

The Secondary School Development Zone should incorporate part of the east-west connection across the site providing the vehicular access to the REEC Site as well as a second means of egress from the Harlequins Site, as illustrated in diagram 2.4.4. Design Guidance on this area is provided in section 3.3.

This will incorporate an area of car parking for the Secondary School. The total number of car parking places for the Secondary School should not exceed 40 spaces, including 2 accessible spaces and 1 minibus space. Detailed guidance on car parking is provided in section 3.6.

2.4.4.2 SECONDARY SCHOOL ENTRANCE AREA

The Secondary School should be provided with a large pedestrian only entrance area, as indicated in diagram 2.4.4. Design Guidance on this areas is provided in section 4.3.

2.4.4.3 SECONDARY SCHOOL GARDEN AREA

The Secondary School should incorporate a secure educational open space with a landscape garden character, as illustrated in diagram 2.4.4. This space should be designed to accommodate quieter activities to provide a buffer to the adjoining residential properties. Design Guidance on this areas is provided in section 4.4.

2.4.4.4 SECONDARY SCHOOL PLAY AREA

The Secondary School should incorporate a secure educational open space accommodating formal sports and play spaces, as illustrated in diagram 2.4.4. Design Guidance on this areas is provided in section 4.5.

2.4.4.5 SEN SCHOOL ENTRANCE AREA

The SEN School should be provided with a large entrance area, as indicated in diagram 2.4.5. Due to the nature of the SEN School's pupils' needs, this area should include a multifunctional drop-off area for minibuses.

This area will also incorporate an area of car parking for the SEN school. The total number of car parking places for the SEN School should not exceed 30, including 2 accessible spaces and 2 minibus spaces.

Design Guidance on this areas is provided in section 4.3.

2.4.4.6 SEN SCHOOL GARDEN AREA

The SEN School should incorporate a secure educational open space with a landscape garden character, as illustrated in diagram 2.4.5. Design Guidance on this areas is provided in section 4.4.

2.4.4.7 SEN SCHOOL PLAY AREA

The SEN School should incorporate a secure educational open space accommodating formal sports and play spaces, as illustrated in diagram 2.4.5. Design Guidance on this areas is provided in section 4.5.

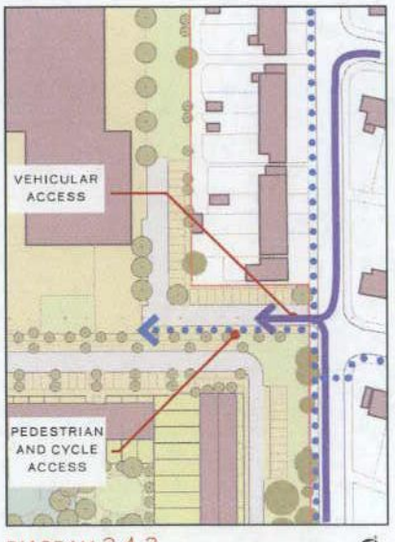

DIAGRAM 2.4.3
SEN SCHOOL ACCESS

DIAGRAM 2.4.4
SECONDARY SCHOOL EXTERNAL AREAS

DIAGRAM 2.4.5
SEN SCHOOL EXTERNAL AREAS

2.4.5 BUILDING ZONES

The Schools Building Zone is defined in Parameter Plans PL-11 and PL-12, and illustrated in diagram 2.4.6. It should be designed to accommodate both the SEN and Secondary School in an inter-connected facility with distinct entrances.

2.4.5.1 SCHOOLS BUILDING ZONE

The minimum setbacks required for the Schools Building Zone are indicated in Parameter Plan PL-04. The minimum setback to the east is measured from the existing boundary wall between the School site and the adjoining residential properties. This setback will ensure that the School is set back further from the boundary than the existing buildings in this area. The minimum setback to the south is to the Schools Development Zone boundary and should ensure that the School is adequately setback from Residential Building Zone 1 and to ensure usable open space within the Schools Development Zone. The minimum setback to the north is to College Building Zone 1.

The maximum permitted extents, including maximum and minimum heights, of the Schools Building Zone are indicated on Parameter Plan PL-10. The permitted height is to accommodate a maximum of 3 storeys of educational development. The maximum area of building(s) in the Schools Building Zone is indicated in the Development Specification.

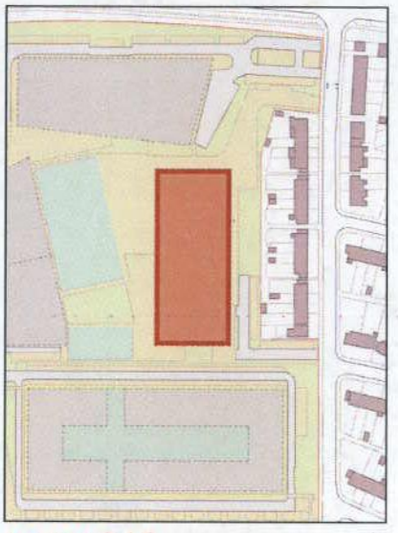

DIAGRAM 2.4.6
SCHOOLS BUILDING ZONE

2.4.5.2 BUILDING ALIGNMENT

Whilst it is expected that any buildings in the Schools Building Zones should be predominantly in line with the geometry indicated in the Parameter Plans, variation from this geometry should be allowed, provided the building(s) do not exceed the boundaries of its Building Zone.

2.4.5.3 ENTRANCES

Insofar as is practical the entrances to the Secondary and SEN schools should be visible from the site entrance in order to ensure intuitive access to the buildings and to promote passive supervision and security of the site and its approaches. Where this is not possible, alternatives should be provided to mitigate this shortcoming. Refer to diagram 2.4.7.

DIAGRAM 2.4.7
SCHOOLS ENTRANCES

2.4.5.4 ACTIVE FRONTAGES

By virtue of the location of the Schools Building Zone within the Schools Development Zone, it is not anticipated that there will be any facades fronting directly onto the Public Realm. Nevertheless, as at times the entrance areas may function similarly to practical extensions of the public realm, active facades facing these entrances areas should be encouraged, to encourage passive supervision of these areas at such times. Refer to diagram 2.4.8.

Design Guidance on Entrances and Active Frontages is provided in section 5.

DIAGRAM 2.4.8
ACTIVE FRONTAGES

2.4.6 ZONE-SPECIFIC GUIDANCE

2.4.6.1 DESIGN STANDARDS

The schools should be designed to meet the Education Funding Agencies Facilities Output Specification, and the design of the schools buildings should be based on EFA exemplars.

2.5 RESIDENTIAL DEVELOPMENT ZONE

The Residential Development Zone incorporates a number of key features, including parameters specific to this zone.

2.5.1 LOCATION

The Residential Development Zone occupies the southern area of the Main Site.

2.5.2 ACCESS

The residential site should be provided with pedestrian access via the Heatham Estate in order to integrate the new residential area with the existing neighbourhood, and vehicular access via the A316 to minimise the impact of traffic on the Heatham Estate. Access is illustrated in diagram 2.5.2, whilst Streets and Paths in the redevelopment are defined in detail in section 3 of this document.

2.5.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the Residential Development Zone should be possible from a number of directions via Egerton Road and Marsh Farm Lane. Pedestrian and cycle access to the Residential Site should be encouraged, and should take be designed to maximise the benefit of improved connections to the town centre.

2.5.2.2 VEHICULAR ACCESS

The Residential Development Zone should incorporate access to the A316 via Langhorn Drive and the upgraded Marsh Farm Lane. Vehicular access on the site should be through a coherent network of residential streets as described in Section 3.5.

2.5.2.3 CAR PARKING

The Residential Development Zone should incorporate on-street car parking distributed across the residential site. The development zone may also include areas of 'Podium' car parking as described in Section 2.5.3.2. The total number of parking places for the Residential Development Zone should not exceed 190 spaces. Detailed guidance on Car Parking is provided in section 3.6.

2.5.2.4 ACCESS WITHIN THE DEVELOPMENT ZONE

Hardstanding areas within the Residential Development Zone should allow for limited emergency, service and delivery access. These areas should be designed to prevent the connection of the street network to the south and east of the redevelopment site to the A316. Additional Emergency Access onto the site should be possible via Craneford Way and Marsh Farm Lane.

2.5.3 BUILDING ZONES

The Residential Development Zone incorporates four Building Zones. These are defined in Parameter Plan PL-13, with key setbacks indicated in Parameter Plan

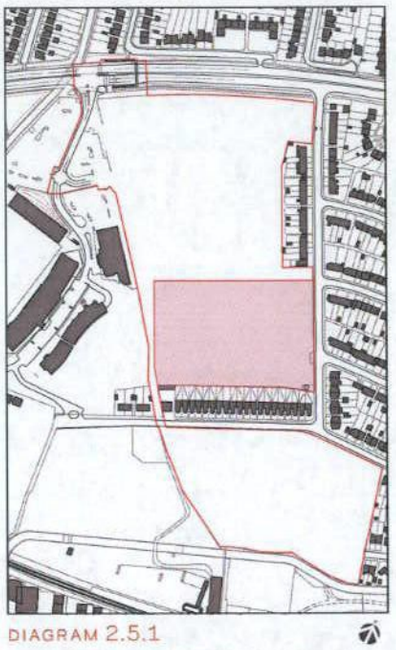

DIAGRAM 2.5.1
RESIDENTIAL DEVELOPMENT ZONE

DIAGRAM 2.5.2
ACCESS

PL-04. These building zones are anticipated to be delivered in two phases, with Residential Building Zones 1 & 2 delivered before Building Zones 3 & 4. A detailed description of intended phasing is provided in the Development Specification, as are maximum building areas of each building zone.

2.5.3.1 BUILDING ALIGNMENT

Whilst it is expected that any buildings in the Residential Building Zones will be predominantly orthogonal in line with the geometry indicated in the Illustrative Scheme, variation from this geometry should be allowed.

However, the alignment of the facades of the Residential Zone should be coordinated with the adjoining streetscape and should follow a related geometry. This is illustrated in diagram 2.5.3, and should emphasise the relationship between the buildings and provide a clear boundary to the residential site.

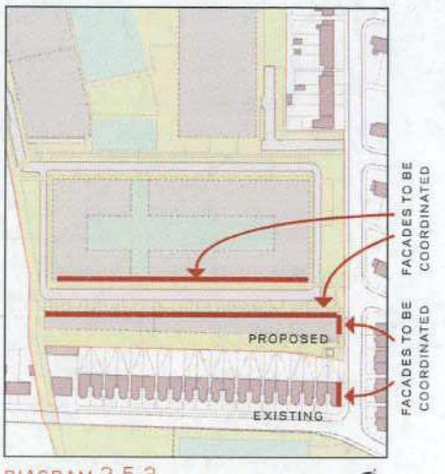

DIAGRAM 2.5.3
BUILDING ALIGNMENT

2.5.3.2 PODIUM CAR PARKING

The development zone may also include *Podium Car Parking* where the car parking is provided beneath a solid deck that provides shared or private residential amenity spaces above. 'Podium' Car parking areas may be integrated within Residential Building Zones 1 & 3, as indicated on Parameter Plan PL-06, and illustrated in diagram 2.5.4.

The Podium Car Parking may be provided as one or more separate areas, but access points should be minimised to ensure an attractive, safe and pedestrian friendly streetscape. Podium Car Parking may be at surface level or partially below grade, and must be contained within the maximum building envelope as indicated in Parameter Plans PL-05, PL-14 and PL-15. Detailed guidance on Podium Car Parking is provided in section 3.6.

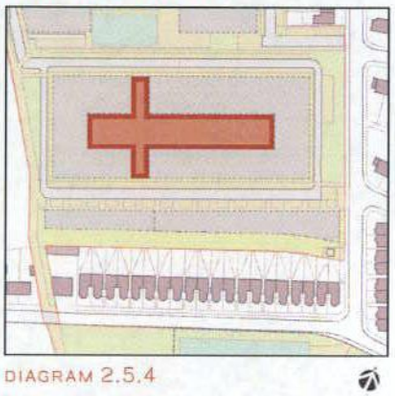

DIAGRAM 2.5.4
PODIUM CAR PARKING

2.5.3.3 RESIDENTIAL BUILDING ZONE 1

The minimum setbacks required for the Residential Building Zone 1 are indicated in Parameter Plan PL-04. The minimum setback to the east of the zone is measured from the street-side face of the existing boundary wall in order to preserve the existing mature trees and existing street character along Egerton Road. A setback is provided between Building Zones 1 and 2, in order to comply with the requirements set out in the *LBRuT Small & Medium Housing Sites SPG*. A reduced setback is indicated between Residential Building Zones 1 and 3 to allow flexibility in planning of these zones, as facing windows may not be required in these facades.

The permitted extents, including maximum and minimum heights, of Residential Building Zone 1 are indicated on Parameter Plan PL-14. The permitted height facing Egerton Road is to accommodate a maximum of 3 storeys of residential development, in keeping with the existing College buildings in this location. The building height should step-up to a maximum of 4 and 5 storeys to the west and north to mediate between the greater height of the existing and proposed adjoining development in these directions with lower development to the south and east. A podium car parking area may be incorporated into this zone as described in section 2.5.3.2.

Residential Building Zone 1 is illustrated in diagram 2.5.5.

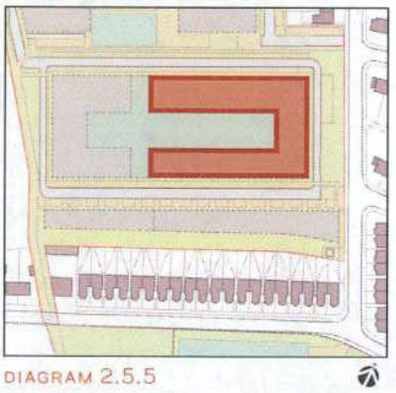

DIAGRAM 2.5.5
BUILDING ZONE 1

2.5.3.4 RESIDENTIAL BUILDING ZONE 2

The minimum setbacks required for the Residential Building Zone 2 are indicated in Parameter Plan PL-04. The minimum setback to the east of the zone is measured from the street-side face of the existing boundary wall and the new buildings should be no closer to the boundary than a line drawn parallel to Egerton Road from the row of existing semi-detached houses along Craneford Way in order to integrate the development with the existing urban grain. The minimum setback from the south is measured from the existing boundary wall, and is sized to ensure adequate private gardens can be provided to these dwellings in accordance with the standards set out in the *LBRuT Development Management Plan*. A setback is provided between Building Zones 1 and 2, in order to comply with the requirements set out in the *LBRuT Small & Medium Housing Sites SPG*.

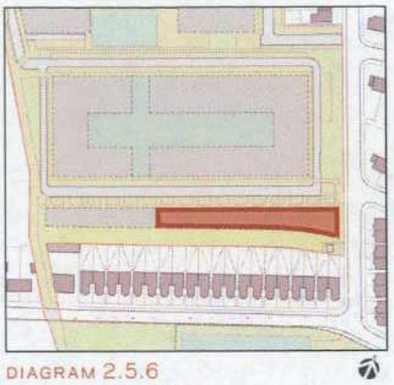

DIAGRAM 2.5.6
BUILDING ZONE 2

The permitted extents, including maximum and minimum heights, of Residential Building Zone 2 are indicated on Parameter Plan PL-14. The permitted height of 2.5 storeys is to accommodate a maximum of 2 storeys of residential development, with an additional part-storey (or "loft") above eaves level, in keeping with the existing residential buildings near this location. The building height is constrained to relate to the scale of the existing development to the south and east. The buildings in Residential Building Zone 2 & 4 should be similar in scale and design to each other to maintain a coherent urban fabric.

Residential Building Zone 2 is illustrated in diagram 2.5.6.

2.5.3.5 RESIDENTIAL BUILDING ZONE 3

The minimum setbacks required for the Residential Building Zone 3 are indicated in Parameter Plan PL-04. The minimum setback to the west of the zone measured from the development zone boundary is set to accommodate an access route and open space between the building and Marsh Farm Lane. A setback is provided between Building Zones 3 and 4, in order to comply with the requirements set out in the *LBRuT Small & Medium Housing Sites SPG*. A reduced setback is indicated between Residential Building Zones 1 and 3 to allow flexibility in planning of these zones, as facing windows may not be required in these facades.

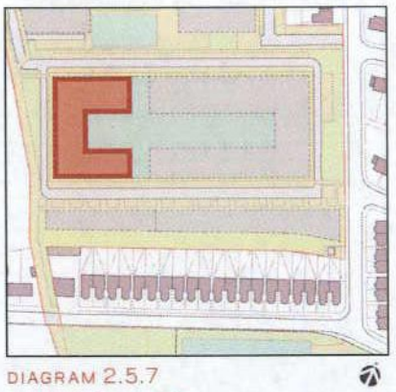

DIAGRAM 2.5.7
BUILDING ZONE 3

The permitted extents, including maximum and minimum heights, of Residential Building Zone 3 are indicated on Parameter Plan PL-14. The permitted height is to accommodate a maximum of 5 storeys of residential development, stepping-up to the west and north to mediate between the greater height of the existing and proposed adjoining development in these directions with lower development to the south and east. A podium car parking are may be incorporated into this zone as described in section 2.5.3.2.

Residential Building Zone 3 is illustrated in diagram 2.5.7.

2.5.3.6 RESIDENTIAL BUILDING ZONE 4

The minimum setbacks required for the Residential Building Zone 4 are indicated in Parameter Plan PL-04. The minimum setback to the west of the zone is measured from the edge of the Residential Development Zone and the new buildings should be no closer to the existing wall bounding Marsh Farm Lane to the east than the existing garages accessed off of Craneford Way in this area to avoid overconstraining this approach. The minimum setback from the south is measured from the existing boundary wall, and is sized to ensure adequate private gardens can be provided to these dwellings in accordance with the standards set out in the *LBRuT Development Management Plan*. A setback is provided between Building Zones 3 and 4, in order to comply with the requirements set out in the *LBRuT Small & Medium Housing Sites SPG*.

The permitted extents, including maximum and minimum heights, of Residential Building Zone 4 are indicated on Parameter Plan PL-15. The permitted height of 2.5 storeys is to accommodate a maximum of 2 storeys of residential development, with an additional part-storey (or "loft") above eaves level, in keeping with the existing residential buildings near this location. The building height is constrained to relate to the scale of the existing development to the south and east. The buildings in Residential Building Zone 2 & 4 should be similar in scale and design to each other to maintain a coherent urban fabric.

Residential Building Zone 4 is illustrated in diagram 2.5.8.

DIAGRAM 2.5.8
BUILDING ZONE 4

2.5.4 EXTERNAL AREAS

The Residential Development Zone should incorporate a number of Private Gardens as well as area(s) of Shared Amenity Space, including area(s) providing play space for children and young people. This provision should take into account the existing open spaces in the area, as well as the spaces being provided in the other Development Zones.

2.5.4.1 OPEN SPACES & HABITAT AREAS

The Residential Development Zone should also incorporate an Open Space protecting the existing mature trees and habitat along Egerton Road, as illustrated in diagram 2.5.9. Design Guidance on this space is provided in section 4.8 and 4.9.

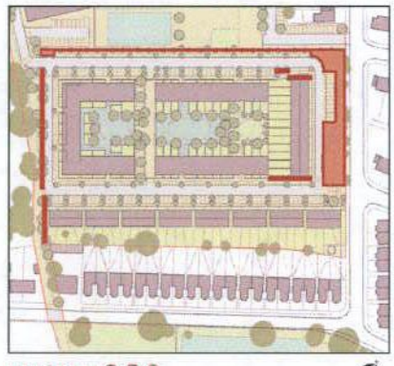

DIAGRAM 2.5.9
OPEN SPACES & HABITAT AREAS

2.5.4.2 SHARED AMENITY SPACES

Residential Building Zone 1 and 3 should incorporate meaningful and appropriate Shared Amenity Space(s), as illustrated in diagram 2.5.10. The Reserved Matters Application(s) should demonstrate that suitable management arrangements are in place to ensure that the space(s) will be appropriately managed and maintained. Design Guidance on Shared Amenity Spaces is provided in section 4.6.

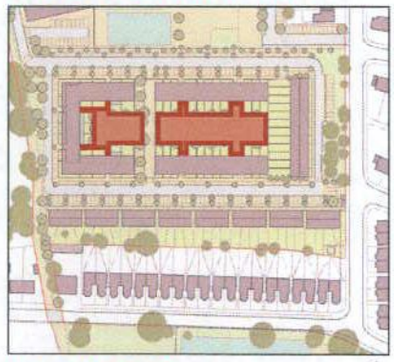

DIAGRAM 2.5.10
SHARED AMENITY AREAS

2.5.4.3 PRIVATE AMENITY SPACES

All Dwellings should be provided with Private Amenity Space in accordance with the *Mayor of London's Housing Design Standards* and the *LBRuT DMP*.

Ground floor units should be provided with Private Gardens wherever possible. Where the residential site abuts existing Private Gardens, the adjoining space should preferably be used for Private Gardens. Insofar as is practical, Private Gardens should not adjoin unsecured parts of the Public Realm. Where private dwellings front onto the Public Realm, these should be designed with private

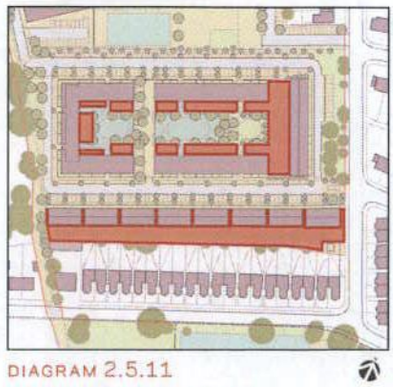

DIAGRAM 2.5.11
PRIVATE AMENITY AREAS

Defensible Spaces. Upper level units should be provided with private amenity spaces as balconies (whether recessed or not) or as setbacks in the building form.

Locations which should be provided with Private Gardens are illustrated in diagram 2.5.11. Design Guidance on Private Amenity Spaces is provided in section 4.7. Detailed Guidance on balconies is provided in section 5.7.

2.5.4.4 ACTIVE FRONTAGES & SECURE BOUNDARIES

Ground floor facades that face onto the Public Realm should, with limited exceptions, be designed as Active Frontages wherever there are non-private uses. In particular, common entrances to the buildings and communal spaces should located along these facades and should be designed to engage with the Public Realm. Wherever practical, ground floor units should be provided with private external entrances and defensible spaces.

Where active frontages cannot be provided, boundaries should be clear, continuous, overlooked and secure.

Locations which should be provided with Active Frontages & Secure boundaries are illustrated in diagram 2.5.12. Design Guidance on Entrances, Active Frontages & Defensible Spaces is provided in section 5.

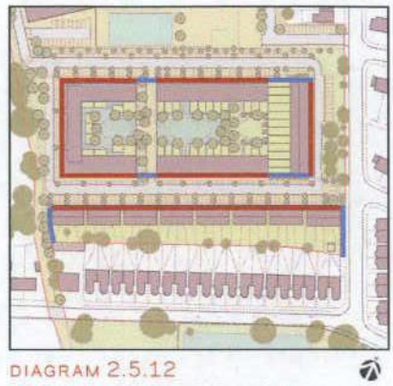

DIAGRAM 2.5.12
ACTIVE FRONTAGES & SECURE BOUNDARIES

2.5.5 ZONE-SPECIFIC GUIDANCE

2.5.5.1 DESIGN QUALITY

The Residential Site should be designed and built in accordance with best practice design principles, including design quality, unit sizes and provision of accessible & adaptable and wheelchair user dwellings. Refer to guidance in section 5.12.

2.5.5.2 OVERLOOKING

Dwellings should be designed to minimise overlooking of adjacent dwellings. Windows in habitable rooms facing each other should have a minimum horizontal separation of 20m. Where windows are obscured, are at high level only, or are only from ancillary spaces this dimension may be reduced.

Overlooking of habitable rooms in neighbouring buildings should be kept to a minimum and the privacy for the individual unit respected. In particular, the Reserved Matters Application(s) should demonstrate an adequate level of privacy between bedrooms and neighbouring properties, streets and public spaces.

2.5.5.3 VIEWS

Views from habitable rooms and external amenity areas should be maximised. All dwellings with 2 or more bedrooms should have at least 2 aspects.

2.5.5.4 DAYLIGHT & OVERSHADOWING

The massing of residential buildings should ensure good light penetration to all dwellings and should minimise overshadowing of external amenity areas. Further design guidance on Daylight & Overshadowing is provided in section 5.12.

2.5.5.5 NOISE

Dwellings should be laid out to minimise the transmission of noises to sound sensitive rooms within neighbouring dwellings, and in particular to bedrooms, by ensuring that the sound insulation exceeds the requirements of Building Regulations Part E by at least 3dB. Measures should also be undertaken to limit noise levels due to external sources in accordance with BS8233:2004.

2.6 COLLEGE PLAYING FIELDS DEVELOPMENT ZONE

The College Playing Fields Development Zone incorporates a number of key features, including parameters specific to this zone.

2.6.1 OVERVIEW

The College Playing Field Development Zone occupies the entirety of the Redevelopment Site to the south of Craneford Way. The zone is designated as Metropolitan Open Land (MOL), and any redevelopment of the site should be compatible with this designation. The College Playing Fields Development Zone is illustrated in diagram 2.6.1.

2.6.1.1 MARSH FARM LANE

The College Playing Field Development Zone includes the existing and improved areas of Marsh Farm Lane (south of Craneford Way) and its associated landscaping, as illustrated in diagram 2.6.2. Design Guidance on this area is provided in section 3.3.

2.6.1.2 VEHICULAR ACCESS

There should only be vehicular access onto the College Playing Fields site for construction, maintenance, service and emergency purposes. There should be no car parking in the College Playing Field Development Zone.

2.6.1.3 ENVIRONMENT AGENCY SETBACK

A minimum 8m setback to the River Crane should be provided, in accordance with Environment Agency requirements and standards.

2.6.1.4 FUTURE RIVER CRANE PATH

The redevelopment of the College Playing Fields should allow room for a footpath along the River Crane to be provided in the future at the southern end of the Playing Field Site, as described in the RuTC Planning Brief SPG.

2.6.1.5 SPORTS PITCHES & OUTDOOR SPACE

The College Playing Field Development Zone should incorporate two formal sports pitches as well as areas of open space, including open areas for informal sport, areas with public use and access, landscape areas, and habitat area, as illustrated in diagram 2.6.2.

The areas of open space to the south and east of the Sports Pitches should prioritise the provision of additional scrub habitats and native species-rich hedgerows around the periphery for breeding birds and hedgehogs and unmanaged grassland areas to enhance the potential for habitat for invertebrates and improve the existing foraging resource for bats. An informal path through this area with access off of Marsh Farm Lane and Craneford Way should be included as part of the detailed proposals.

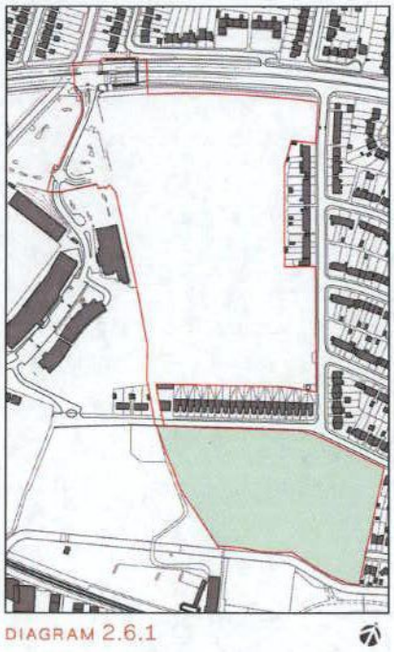

DIAGRAM 2.6.1
COLLEGE PLAYING FIELDS DEVELOPMENT ZONE

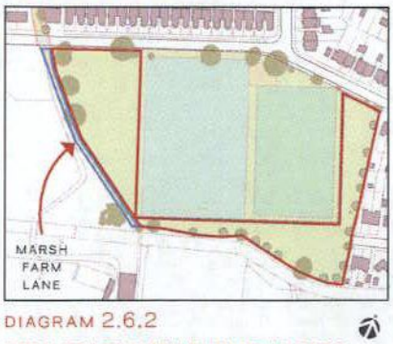

DIAGRAM 2.6.2
OPEN SPACE WITH PUBLIC ACCESS AROUND SPORTS PITCHES

The area to the west of the Sports Pitch Zone should be flexible in use, to provide for additional sporting and non-sporting activities. Refer to section 4.8 for detailed guidance on landscape areas.

2.6.1.6 EXISTING TREES & HABITAT AREAS

Existing trees and habitat areas to the perimeter of the College Playing Fields Development Zone should be retained unless these are unhealthy or unsafe. Refer to section 4.9 for detailed guidance on trees and habitat areas.

2.6.2 SPORTS PITCH ZONE

The College Playing Field Development Zone incorporates one Sports Pitch Zone. This is illustrated in Parameter Plan PL-16 and diagram 2.6.3.

DIAGRAM 2.6.3
SPORTS PITCH ZONE

2.6.2.1 SPORTS PITCH ZONE SETBACKS

The setbacks required for the Sports Pitch Zone is indicated in Parameter Plan PL-04, and reflect the minimum distance to any enclosure around the sports pitches. The minimum setback to the west of the site is measured from the existing boundary wall, while to the south the setback is to the top of the existing flood defence wall along the River Crane. The setback to the east is measured to the site boundary.

2.6.2.2 PITCH ENCLOSURE

Fences should be provided around the formal sports pitches. Refer to diagram 2.6.3. Internal fencing within the Sports Pitch Zone may also be provided around or between sports pitches.

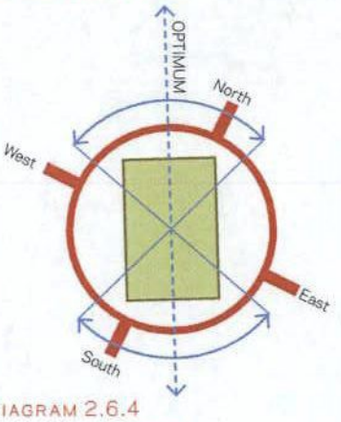

DIAGRAM 2.6.4
PITCH ORIENTATION

Fences should be of a high quality and should be resistant to vandalism and should not be climbable. The fences should be designed to protect the character and openness of the College Playing Field Development Zone, and to maintain the ability to see across the site in order to preserve safety and visual amenity. Fence design should also accommodate the formal demands of the sports that the pitches are designed for.

Access points to the enclosure should be provided for safe use and escape from the playing fields. These should be designed in keeping with the overall enclosure, and where they are from an all-weather surface should be provided with exit across hardstanding areas that are connected to the surrounding path network to ensure accessibility and safe exit.

2.6.2.3 PITCH ALIGNMENT & ORIENTATION

The pitches should be oriented with their long axis on a northwest-southeast direction to optimise their use from late morning to early evening. Refer to diagram 2.6.4.

The illustrative scheme aligns the pitches with the site boundary along Craneford Way which corresponds very closely with the optimum pitch orientation.

2.6.2.4 PITCH STANDARDS

At least one of the redeveloped pitches should be all-weather, and all pitches should be designed to be porous and of a high standard in accordance with current best-practice. The pitches should be designed to maintain the character and openness of the College Playing Field Development Zone. Pitches should be designed in accordance with Sport England standards, except where this would

not accord with the available site area or MOL designation. Retractable ball-catch nets should be provided behind goals to be compliant with MOL policy and not cause damage to any significant trees.

2.6.2.5 LIGHTING

No floodlighting to the Pitches on the College Playing Field Development Zone should be provided.

2.6.2.6 HARD LANDSCAPING

Areas of hard landscaping should be provided within the College Playing Field Development Zone to accommodate arrivals, gathering, briefing and teaching of those using the pitches. Large areas of hardstanding should be avoided, and if unavoidable these should be designed to be porous. All access and exit routes to all-weather surfaces should be via hardstanding areas to ensure accessibility and safe exit.

2.6.2.7 MINOR STRUCTURES

Goals and similar structures should be permitted within the Sports Pitch Zone.

No changing rooms or other permanent structures should be proposed as part of the redevelopment, unless required for essential utility infrastructure.