

### 3.5.10 EASTERN RESIDENTIAL STREET

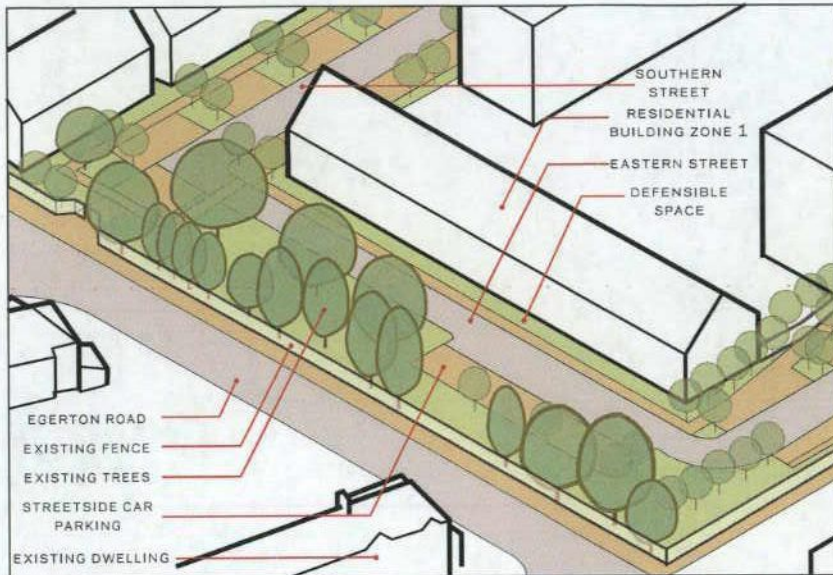


DIAGRAM 3.5.18 AERIAL VIEW OF EASTERN RESIDENTIAL STREET

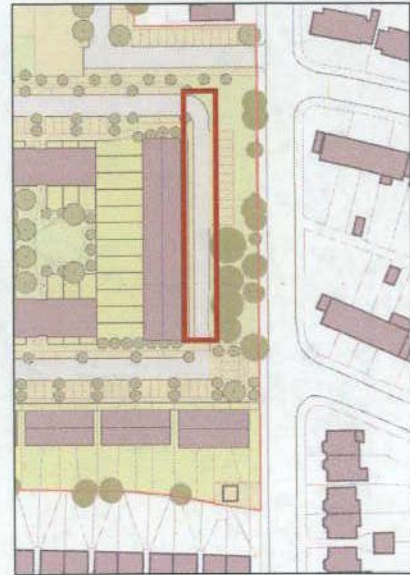


DIAGRAM 3.5.19 PLAN OF EASTERN RESIDENTIAL STREET

#### 3.5.10.1 OVERVIEW

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

Pedestrian access within the Residential Site should also be possible along this route, and should be accommodated through a dedicated footway running alongside the roadway, as illustrated in diagram 3.5.20, while passing foot traffic should be encouraged to use the broader footway along Egerton Road.



### 3.5.10.2 PROPORTIONS AND SIZE

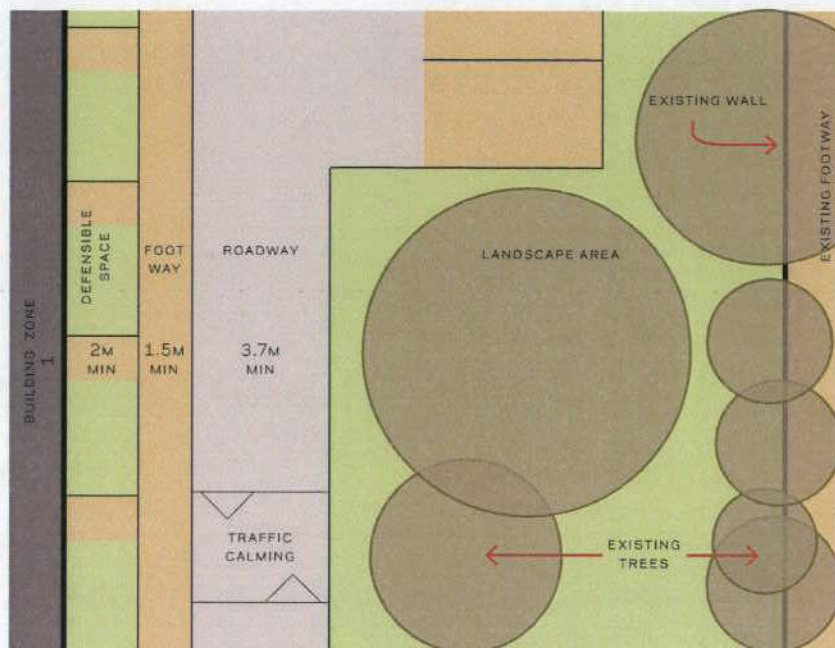


DIAGRAM 3.5.20 EASTERN ROADWAY LAYOUT

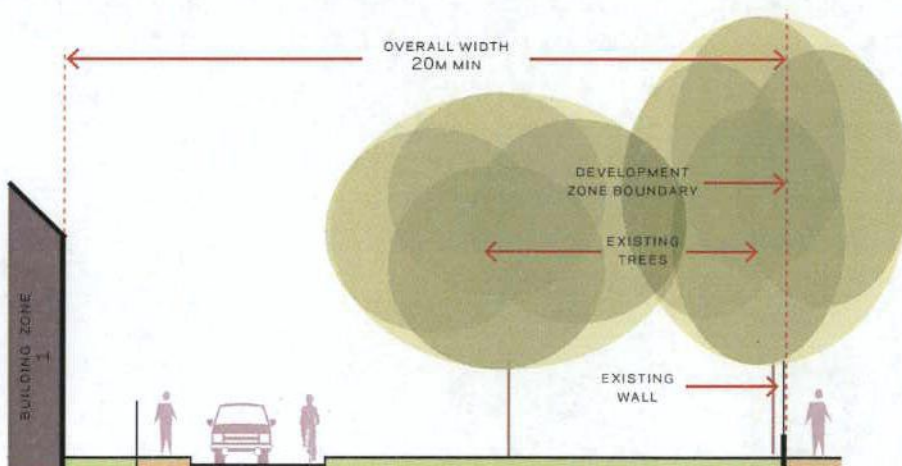


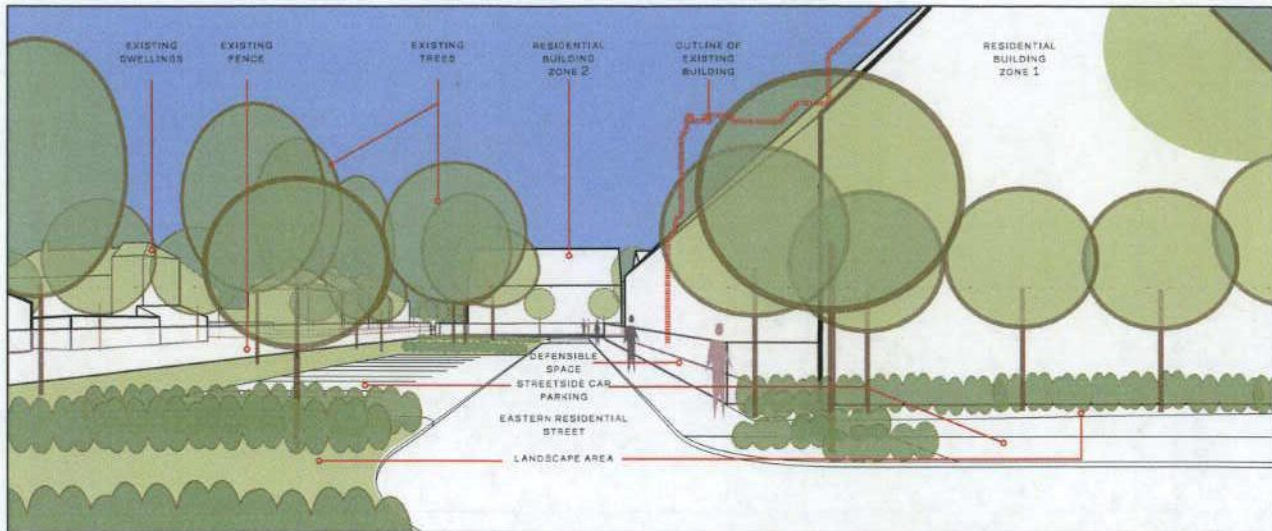
DIAGRAM 3.5.21 EASTERN ROADWAY SECTION

The eastern street should be a well-defined street clearly defined and overlooked by the building(s) in Residential Building Zone 1, as described in section 3.2.5. These should be designed to face the street, with defensible spaces between the dwellings and footways, as described in section 5.3. Parking along the street should be minimised in order to maximise the open space and protect the existing trees. Where parking is provided and where space allows, echelon or perpendicular parking should be provided to one side of the street in order to minimise space given over to car parking and improve safety by discouraging high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

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



### 3.5.10.3 VIEWS



**DIAGRAM 3.5.22** ILLUSTRATION OF VIEW SOUTH ALONG EASTERN RESIDENTIAL STREET

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



**KEYPLAN**

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 1 should be no less than 3/4 solid where it borders onto the eastern residential street.



## 3.6 CAR PARKING

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

### 3.6.1 GENERAL GUIDELINES

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

Where possible, surface car parking should be broken up with trees or other suitable planting, and should be design/landscaped to avoid the creation of car-dominated spaces. Where the area for car parking may limit tree protection areas, suitable protection and mitigation measures as defined in the arboricultural report should be followed. Surfacing should be chosen to avoid the creation of large areas of tarmac, and permeable materials should be used wherever possible to reduce run-off. Streetside car parking should be materially distinct from the roadway to improve legibility; to reduce the apparent width of the roadway, reduce speeds and improve safety; and to enhance the appearance of the public realm by minimising areas of tarmac.

### 3.6.2 NUMBER OF CAR PARKING PLACES

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

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

### 3.6.3 RESIDENTIAL STREET-SIDE PARKING AREAS

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

Where street-side car parking is provided and where space allows, echelon or perpendicular parking should be provided to one side of the street in order to minimise space given over to car parking and to improve safety by discouraging



high speeds and signifying that the overall space is for 'place' activities and not merely for movement.

#### 3.6.4 RESIDENTIAL FORECOURT PARKING AREAS

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

#### 3.6.5 OFF-STREET SURFACE PARKING AREAS

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

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

#### 3.6.6 PODIUM, BELOW GRADE AND UNDERCROFT PARKING AREAS

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

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

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

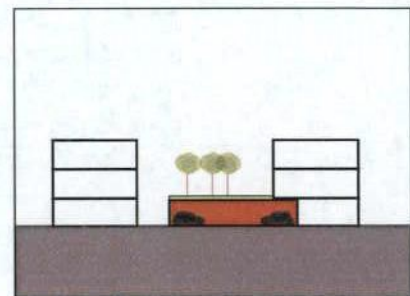


DIAGRAM 3.6.1  
PODIUM CAR PARKING

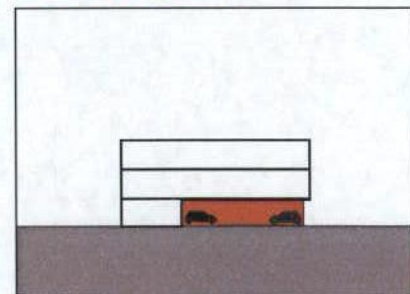


DIAGRAM 3.6.2  
UNDERCROFT CAR PARKING

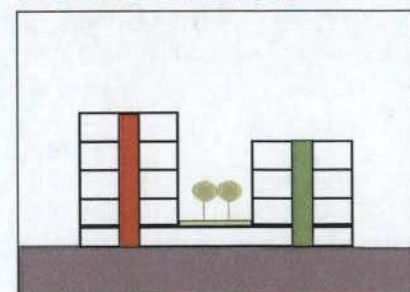


DIAGRAM 3.6.3  
CIRCULATION CORES SHOULD BE  
DISTINCT AND READILY IDENTIFIABLE



## SECTION 4 OPEN SPACES & LANDSCAPING





## 4.1 OPEN SPACES SITE-WIDE

A series of open spaces should form a clear and organised Public Realm, composed of coherent and distinct places which should offer an important and positive contribution to their context.

### 4.1.1 INTRODUCTION

These open spaces have been organised into specific areas and different typologies to create appropriate spaces suitable to meet a broad range of needs in a diverse set of conditions.

In order to ensure that the open spaces remain coherent and meaningful places, these may cross the boundaries of different Development Zones. Where open spaces fall within multiple development zones, they will need to be addressed by both Reserved Matters applications. This should ensure that the Public Realm retains its integrity across zone boundaries.

These open spaces of the redevelopment should be the most obvious and important parts of the Public Realm, as well as important private outdoor spaces. Their design is therefore just as critical as the design of the buildings themselves when creating a sense of place. Design Guidelines for each of these areas is found in sections 4.3-4.8.

### 4.1.2 OPEN SPACES AND LANDSCAPES

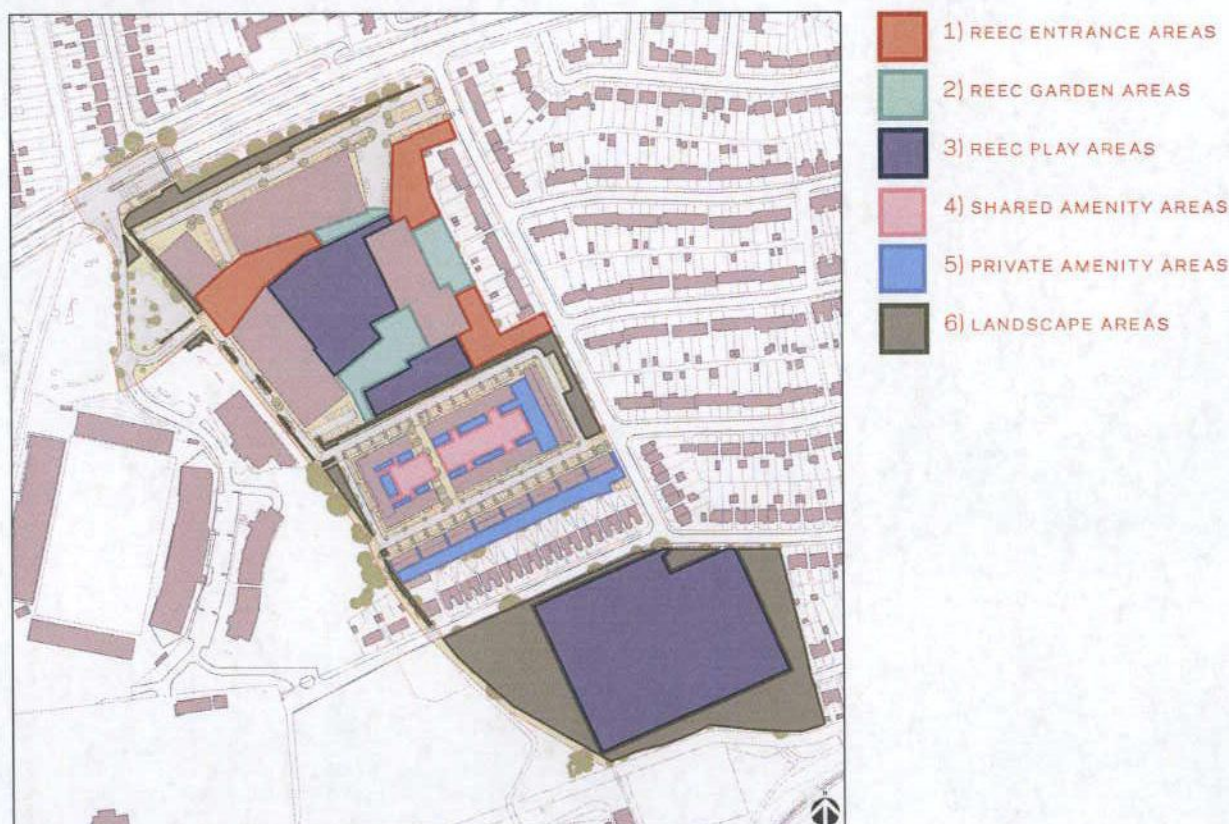


DIAGRAM 4.1.1 OPEN SPACES AND LANDSCAPES



## 4.2 OPEN-SPACE & LANDSCAPE GUIDELINES

The open spaces and landscapes should be important parts of the redevelopment, and should make an important contribution of the redevelopment to its environment. In order to secure high quality spaces they should conform to the following design guidelines.

### 4.2.1 INTRODUCTION

All open spaces and landscapes should be attractive, designed appropriately for their intended use, be well lit at a level appropriate to their context and use, and have appropriate furniture and signage integrated into their design.

### 4.2.2 FRONTAGES AND ENCLOSURE

Building frontages should be of sufficient height to offer a strong definition to open spaces, and the relationship between the frontage and the open space should be considered.

Landscape features such as walls, trees and planting, street furniture, lighting, covered walkways, cycle parking, postal boxes, utility infrastructure, signage, etc may protrude beyond the Building Zone extents as indicated in the Parameter Plans. Where such features are provided, they should reinforce the overall design and use of the space within which they are located, and should not create unsafe or difficult to supervise locations.

### 4.2.3 DAYLIGHT & SUNLIGHT

The design of each open space should be cognisant of its microclimate and take measures to ensure a pleasant environment is created for people to enjoy. Built frontages should be designed to ensure open spaces achieve adequate levels of daylight & sunlight over the course of the day and year.

### 4.2.4 VARIETY

The grounds of the College and Schools should offer a variety of different settings for sports, outdoor teaching, social and recreational activities. Shared residential amenity areas should offer a variety of different settings for social and recreational activities for different age groups. Links between indoor and outdoor spaces should be optimised.

### 4.2.5 DRAINAGE

There should be a good balance between hard and soft landscaping. The redevelopment should include a sustainable drainage strategy, prioritising drainage according to the hierarchy in the Borough's Policy DM SD 7, and where practical should incorporate SUDS.

### 4.2.6 PLANTING

Landscaping should be designed to use a wide range of plants and tree species, encouraging biodiversity and using local or indigenous species where possible.



#### 4.2.7 LIGHTING

External amenity and sports areas may require specialised lighting, enabling activities to continue during hours of darkness, as appropriate. Flood lighting should not be provided to the Sports Pitches on the Playing Field Site.

Consideration will need to be given to ensure that adjacent buildings and spaces (eg residential buildings, public highway, wildlife habitat areas, etc) are not adversely affected by glare or lighting spill.

#### 4.2.8 SECURITY

Open spaces and landscapes should be safe and attractive environments that are designed to be easily supervised, and where possible designed to encourage passive surveillance. They should be appropriately lit, with clear lines of site, and where possible, be provided with clear boundaries that do not create areas that are concealed. Open Spaces should be designed in accordance with Secure by Design principles.

#### 4.2.9 ACCESSIBILITY

External spaces should be designed for inclusion and accessibility.

School, College and residential play spaces should provide facilities for physical and non-physical activities to meet young people's varying needs. Attention must be given to disabled access, including provision of *Level Access*.

There must be adequate shelter from the sun and from prevailing winds, in particular where there are Pupils with complex health needs. Shelter for outdoor space can be provided by planting as well as structures such as canopies.

Access to and through soft landscape areas along defined pathways should not require special footwear and should be easily maintained, with any all-weather surfaces provided being located so that users do not have to cross grass to reach them.

#### 4.2.10 EMERGENCY ACCESS

Landscaping should be designed to allow access for emergency and servicing vehicles where necessary. These routes should be fully integrated with the landscape design and be allowed for by the careful placement of trees and street furniture, they should not compromise the integrity of the Public Realm.

#### 4.2.11 CLIMATE CHANGE

The redevelopment should take account of climate change adaptation measures in planning transitional and external spaces, to reduce internal temperatures and provide outdoor shelter. (Transitional spaces range from unheated atria and covered walkways to more minor spaces, such as covered verandas and porches. This is to reduce energy use and extend usable space in a changing climate.)

#### 4.2.12 MATERIALITY

Open spaces should have appropriate materials assigned to different places depending on their character and use. All paving materials should be high quality, durable and resilient, and where possible they should be natural. The palette of materials should be chosen to complement each other and their use should



provide continuity between different places within the redevelopment, and with the existing context.

#### **4.2.13 STREET FURNITURE**

Street Furniture should be designed and sited to avoid clutter, visual intrusion and should not create risks to safety or have adverse implications for disabled people. 'Defensive' street furniture such as bollards and railings should be kept to a minimum.

All street furniture should be high quality, durable and resilient, and where possible they should be natural and local. Where intended for seating, street furniture should be comfortable and designed for inclusivity.

Street furniture should be strategically sited to encourage natural surveillance, lingering & meeting and a vibrant Public Realm.

Street furniture can be provided both inside and outside of building zones.

#### **4.2.14 MINOR STRUCTURES**

Where identified as appropriate in sections 4.3-4.6, minor structures should be provided for a variety of functional reasons. These should be designed as a part of a coherent design language and should be used strategically to provide unity and coherence to the overall Richmond Education and Enterprise Campus. Wherever possible, these minor structures should be sited and designed to enclose open spaces and provide appropriately-designed secure boundaries in order to minimise the need for defensive elements, such as walls and fences.