















5.0 Landscaping

5.1

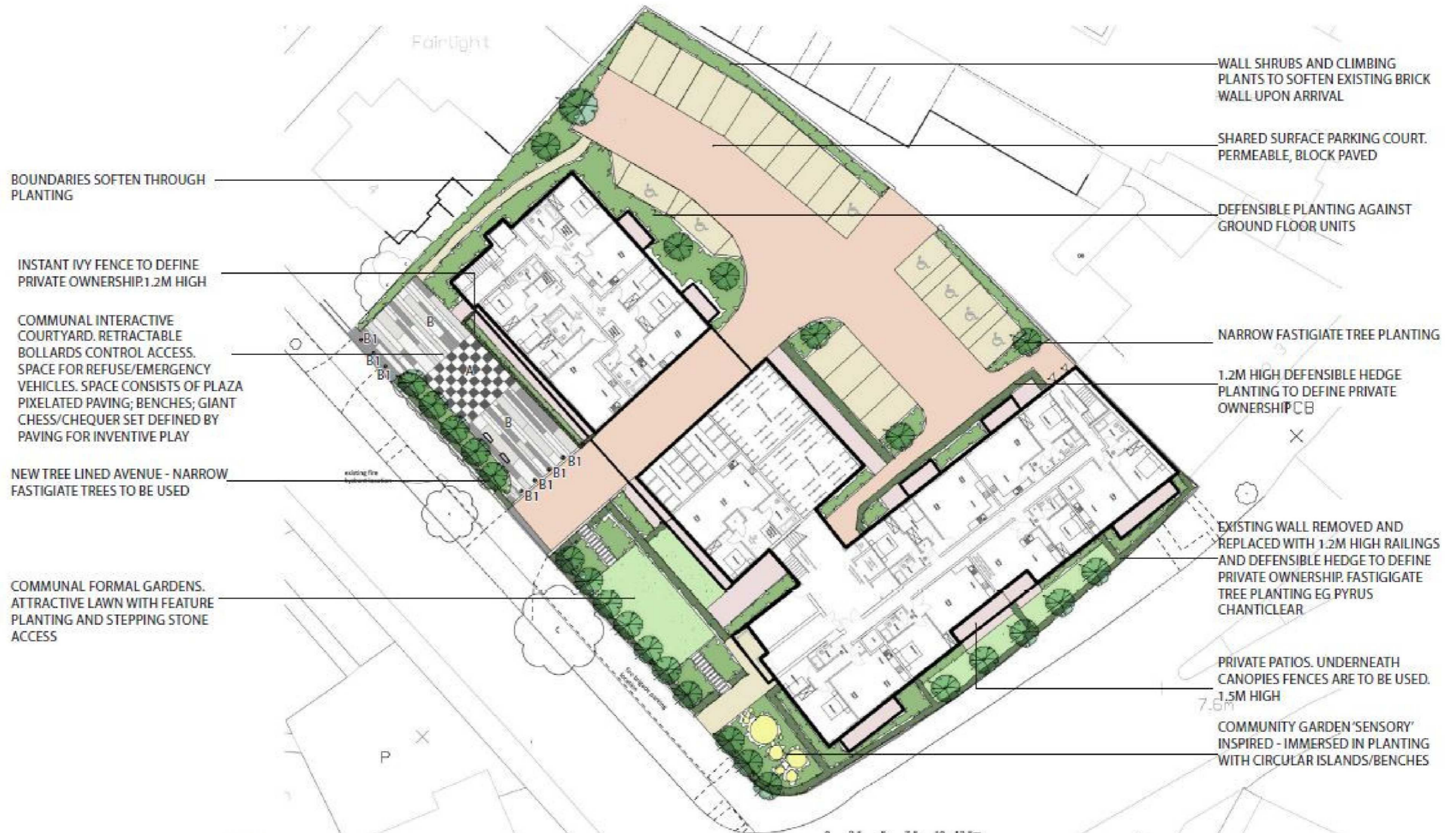
Scheme Proposals

Landscape Plan has been instructed to prepare an overarching landscaping design strategy which will enhance the setting of the building; improve permeability around the site; improve drainage; and add urban greening that would improve the biodiversity of the site. The proposal sets out an illustrative private realm vision for the development which is currently almost entirely hard surfaced.

The landscape approach is driven by an understanding of the surrounding local context and a comprehensive appreciation of the overall site as the starting point. The proposal seeks to deliver a distinctive and attractive place that ties into and compliments the adjacent pedestrian and proposed cycle routes. There has been a genuine attempt to create high quality public realm that people will want to live, play and visit.

The high quality approach aims to deliver a comprehensive masterplan that becomes a valuable asset to residents of the new development and to the wider local area.

The site is fortunate to be located next to Home Park and Bushy Park. Also, there is a children's playground a very short walk from the building.



BOUNDARIES SOFTEN THROUGH PLANTING

INSTANT IVY FENCE TO DEFINE PRIVATE OWNERSHIP. 1.2M HIGH

COMMUNAL INTERACTIVE COURTYARD. RETRACTABLE BOLLARDS CONTROL ACCESS. SPACE FOR REFUSE/EMERGENCY VEHICLES. SPACE CONSISTS OF PLAZA PIXELATED PAVING; BENCHES; GIANT CHESS/CHEQUER SET DEFINED BY PAVING FOR INVENTIVE PLAY

NEW TREE LINED AVENUE - NARROW FASTIGIATE TREES TO BE USED

COMMUNAL FORMAL GARDENS. ATTRACTIVE LAWN WITH FEATURE PLANTING AND STEPPING STONE ACCESS

WALL SHRUBS AND CLIMBING PLANTS TO SOFTEN EXISTING BRICK WALL UPON ARRIVAL

SHARED SURFACE PARKING COURT. PERMEABLE, BLOCK PAVED

DEFENSIBLE PLANTING AGAINST GROUND FLOOR UNITS

NARROW FASTIGIATE TREE PLANTING

1.2M HIGH DEFENSIBLE HEDGE PLANTING TO DEFINE PRIVATE OWNERSHIP

EXISTING WALL REMOVED AND REPLACED WITH 1.2M HIGH RAILINGS AND DEFENSIBLE HEDGE TO DEFINE PRIVATE OWNERSHIP. FASTIGIATE TREE PLANTING EG PYRUS CHANTICLEAR

PRIVATE PATIOS. UNDERNEATH CANOPIES FENCES ARE TO BE USED. 1.5M HIGH

COMMUNITY GARDEN 'SENSORY' INSPIRED - IMMERSED IN PLANTING WITH CIRCULAR ISLANDS/BENCHES



- PERMEABLE BLOCK PAVING EG TEGULA PRIORA. COLOUR, TYPE AND SIZE TBA
- PLAZA PIXELATED PAVING
- BENCHES
- RETRACTABLE BOLLARDS
- BLOCK PAVING OR FLAG STONES
- RESIN BOUND PAVING

- HEDGE PLANTING
- SHRUB AND HERBACEOUS PLANTING
- NEW TREES
- GRASS



KINGSTON BRIDGE HOUSE LANDSCAPE MASTERPLAN

PROJECT NAME	KINGSTON BRIDGE HOUSE	
DRAWING NUMBER	102103 - CA 01 B	
STATUS	INFORMATION	
DATE	11/02/22	
DRAWN BY	AF	
APPROVED	DRAFT	
A2 PAPER SIZE		

6.0 Access

6.1

Transport

The proposal has been designed with consideration to the Mayor of London's Transport Strategy and the healthy street approach, whereby walking and cycling take priority over vehicles.

The site is next to a proposed cycle route and it is accessible to a range of public transport services.

The proposed application seeks the conversion of the C4 student accommodation to C3 residential flats. The proposed development will also incorporate parking for 21 cars. Access to the development will be achieved directly off Church Grove, through an existing access point. Secure and integrated cycle storage will also be provided on-site at the minimum rate 1 space per studio, 1.5 spaces per 1 bedroom unit, 2 spaces per all other dwellings, a total of 160 will be provided which is more than the current policy. These will be conveniently located at ground level and can be made visible from street level in order to encourage their use.

The existing access off Church Grove will be retained with the access to the north being closed. The site has good access to the local public transport network and has a PTAL rating of 4. The proposed development will generate very few vehicle movements. Parking for disabled residents will be provided on site in line with the merging London Plan. The level of vehicle movements that the development will generate is considerably lower than the existing use.

The current site has up to 218 students on site so overall there will be a decrease in person trips to the site when compared to the proposed use. The proposals however have the potential to increase the number of trips to the site, but these will be very low, and it is considered they will not have any adverse impact on the surrounding highway network.

The increase in traffic is likely to be well within the daily fluctuations that would be expected on the highway network and therefore unnoticeable. Refuse vehicles will be able to collect from the development as they currently do but they will also be able to reverse into the site to leave in a forward gear, smaller servicing vehicles will be able enter the site under the building and turn on site so they can also leave in a forward gear.

A travel plan with other sustainable measures will be implemented as part of this development to encourage wider use of sustainable modes of travel. On the basis of the above it is concluded that the proposals accord with national, regional and local transport related policies, it will not have a detrimental impact on the surrounding highway networks and there is no reason to refuse the application on traffic or transportation grounds.

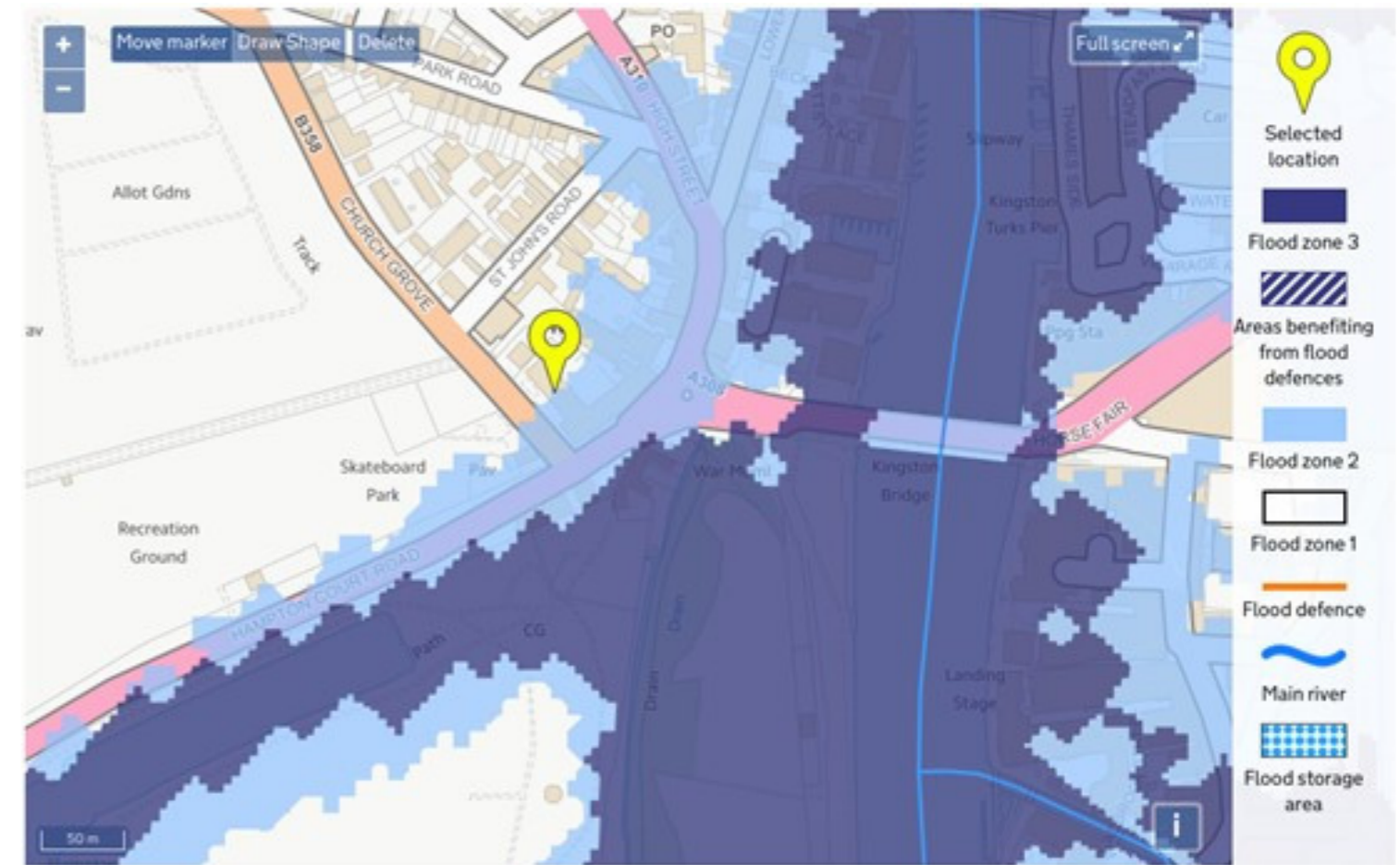
Flood risk

The greatest risk of flooding comes from the River Thames all other sources of flooding have been considered and are of low risk to the development. The flood levels for the River Thames adjacent to the site confirms that the site will not be subject to flooding with a probability of 0.1%. As assessment of the impact climate change will have on flood levels was completed and shows that only the southern boundary of the site could be subject to flooding from an extreme event.

An assessment of surface water flooding was also undertaken, and it concluded that if there was no risk of flooding resulting from the proposed development. The proposed development is a conversion / change of use therefore the sequential test is not required. A safe, dry access will be available to and from the site at all times during a flood event on to Church Grove and ground floor levels will be raised 300mm above the estimated flood level to ensure the development is safe from flooding.

The development will not increase the size of the building footprint and therefore it will not restrict the flow of flood water or result in the loss of flood storage volumes.

For reasons set out above, the proposed site is considered suitable for development, as there will be no negative impact on the flood plain, flow paths or flood storage volumes, the development will be safe from flooding and a dry access can be provided to and from the property at all times.



EA flood risk zones

6.4

Secure by Design

The scheme has been designed to encourage passive surveillance from surrounding residential buildings to overlook entrances and pedestrian routes within the site.

Adequate buffer and defensible space distances to ground floor dwellings have been provided that would ensure privacy and security for residents.

In terms of lighting, there are already street lights along Church Grove and Hampton Court Road, but the scheme will also provide sensitive way finding and antisocial behaviour lighting that will discourage rough sleeping.

The proposal will not incorporate any recessed entrances that would raise any safety or security concerns and the entrances will be well lit.

The development will be carried out with the Secure By Design guide in mind.

6.5

Accessibility

The main entrances will have a level threshold allowing level access internally. Both cores of the development will benefit from having lifts. The communal doors have a minimum clear opening width of 850mm, and a 300mm nib will be provided. Both cores will also have communal stairs which comply with Part K for general access stairs.

Externally, the site is relatively flat so the new pavements will all have an appropriate gradient. Accessible parking pays have been conveniently located to the building with appropriate space around them and size.