5.4   Vehicular Circulation Strategy

The northern street will allow controlled vehicular access and movement for service and emergency vehicles, though it is mainly intended as a pedestrian and cycle access route to the school.

Vehicles will utilizse the one-way asphalt road (5m wide) with 300mm wide granite kerbs while footpaths are provided on each side of the road on which street trees and planting are proposed to enhance the pedestrian nature of this road.

Street lighting is proposed in accordance with local authority requirements and is detailed under the Lighting Design section of this report.

The eastern street will be a two-way traffic route and accomodates two set-down bays for buses outside the school entrance. These bays will also be used by refuse vehicles.

Fire Tender

Waste Collection

Waste Collection intermittent access required

Delivery

Delivery intermittent access required

Passenger (Residential/Retail)

School Bus Stops

Application A Site Boundary

School Application Boundary
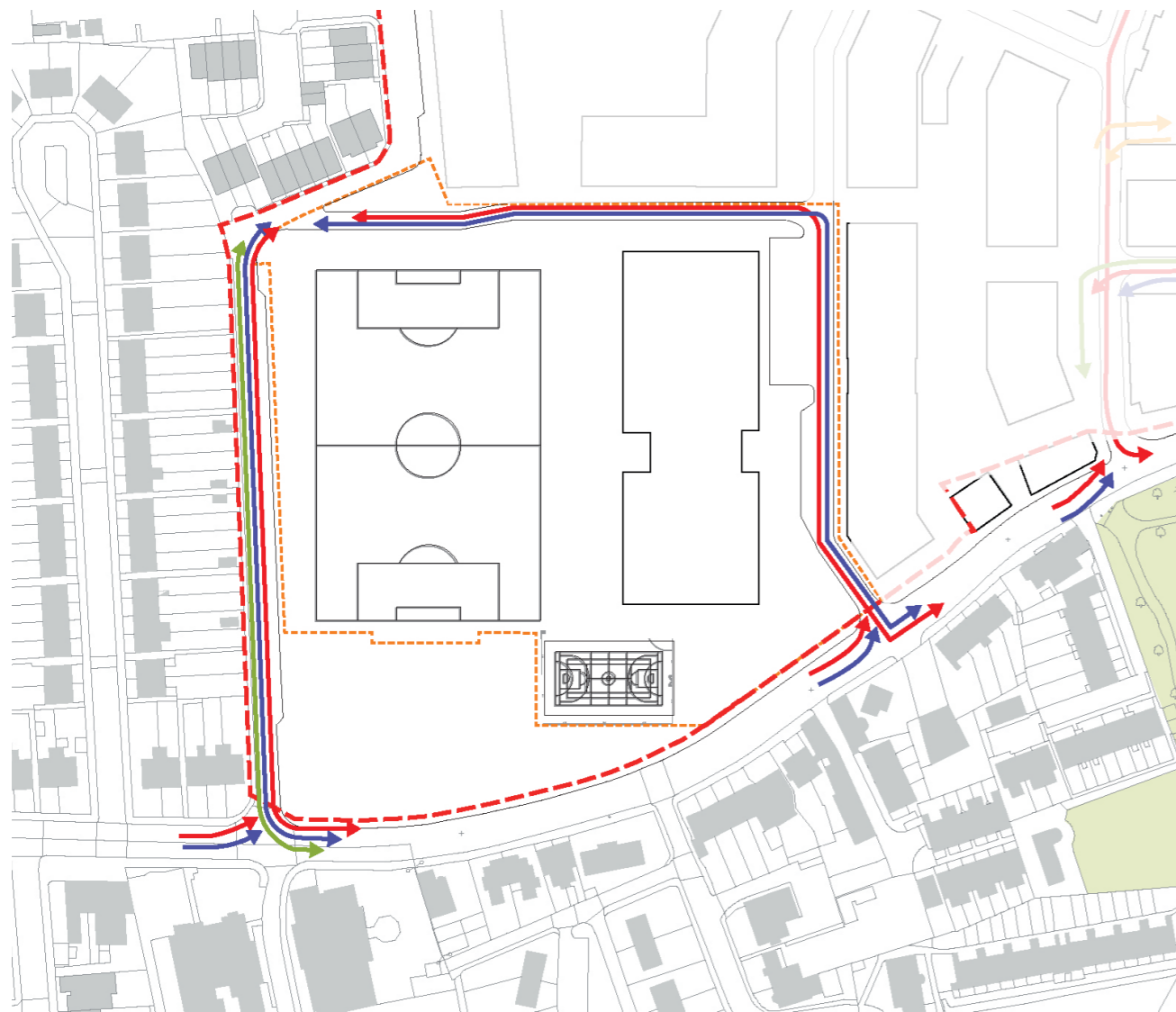
Vehicular Circulation Strategy Interim (Whilst phased development takes place)

Vehicular Circulation Strategy Final

GILLESPIES
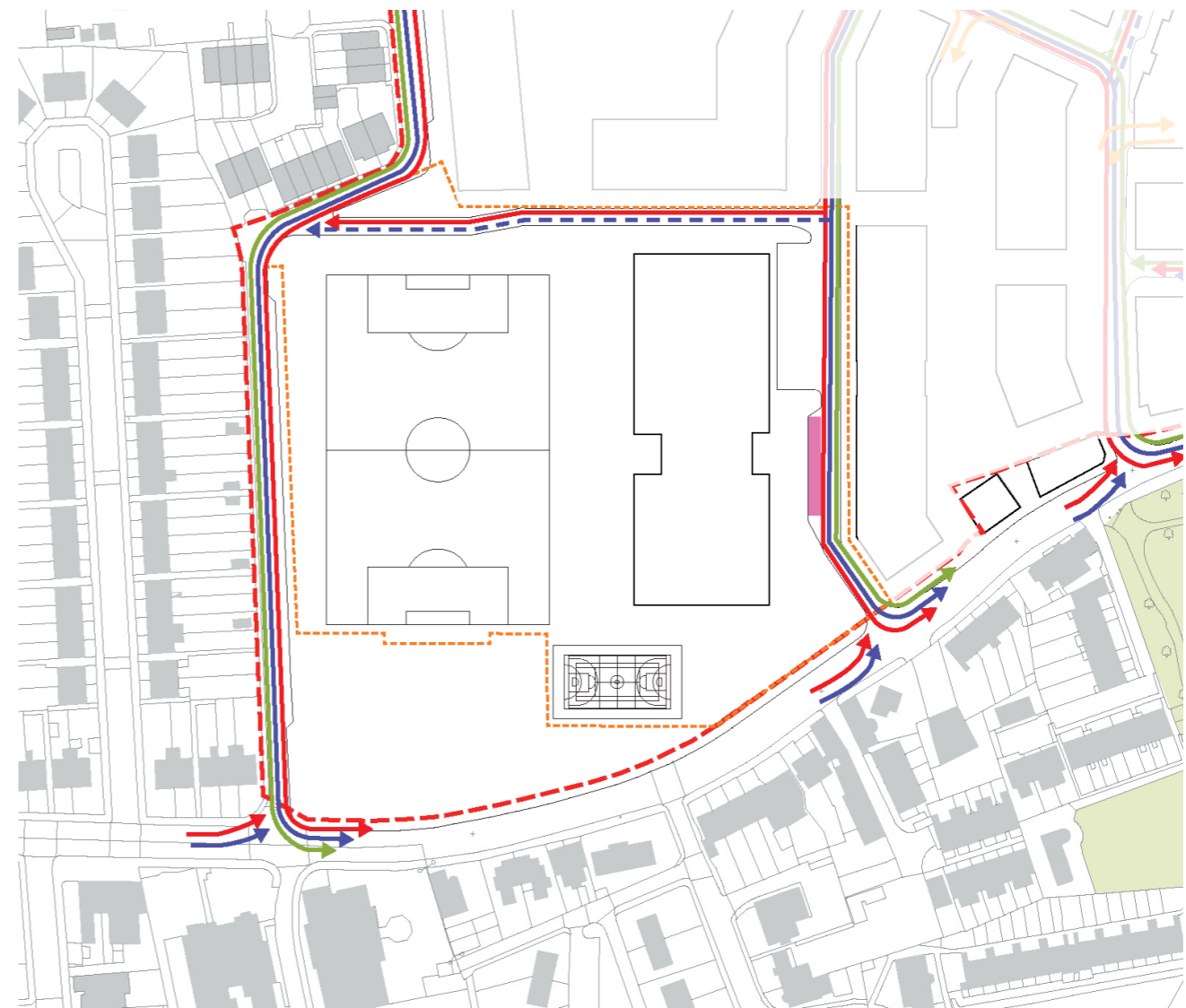
5.5   Pedestrian Circulation Strategy

Consideration has been given to maximising pedestrian access and circulation within and beyond the school, affording students and visitors ease of movement through the school site and towards the surrounding development. The approach to circulation has also sought to increase permeability to and through the Site and improve public access, in line with the Site Allocation (SA 24) and Local Plan Policy LP 1 (5).

The connections to the existing street network, the riverside path, the open space and the surrounding development have been paramount in the design of the new school masterplan. This is in accordance with LBRuT's Strategic Vision (as set out within the Local Plan) which encourages the development of an attractive public realm which encourages walking.

Primary

Secondary

Tertiary

School Application Boundary

Application A Site Boundary

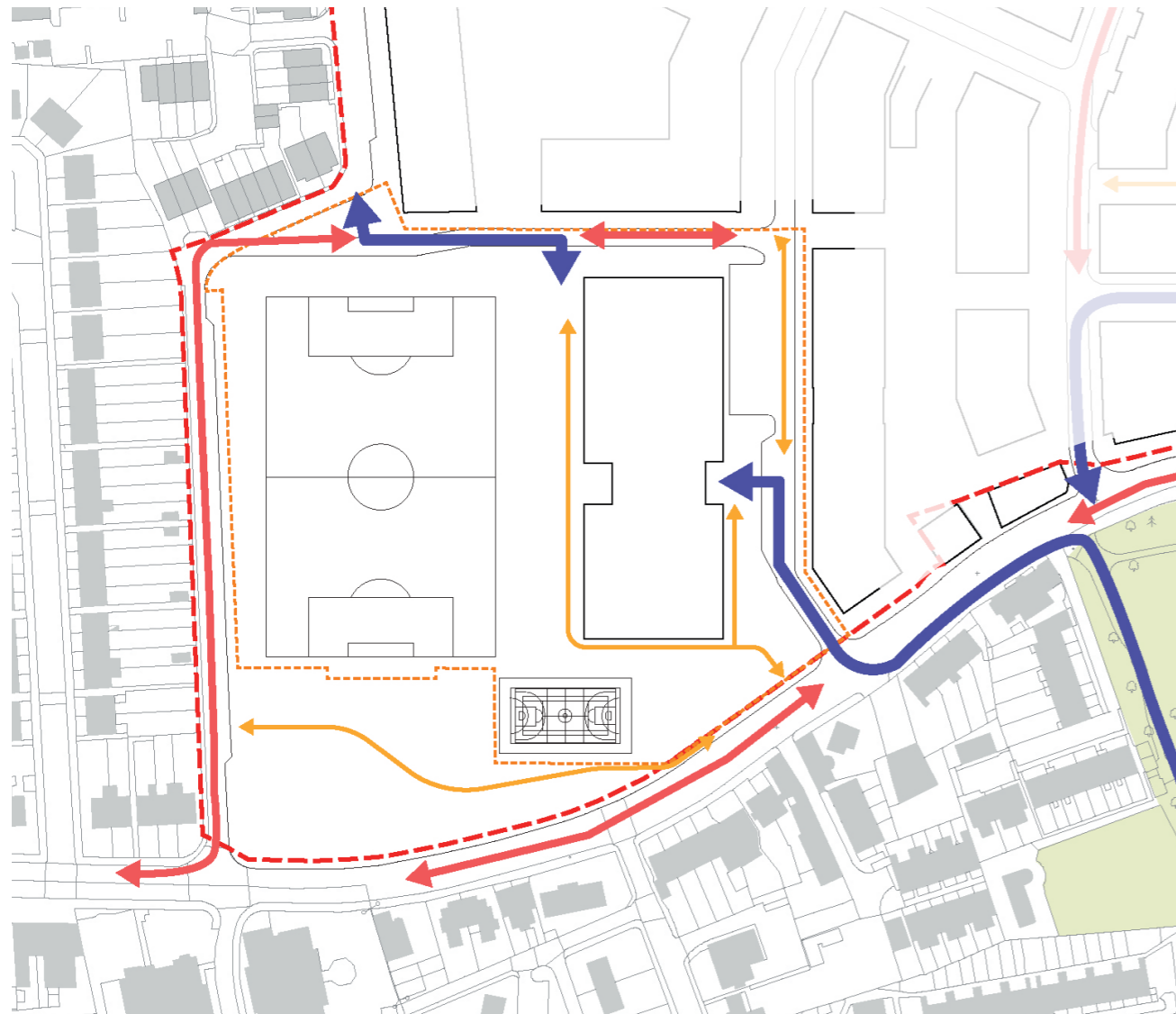Pedestrian Circulation Strategy Interim (Whilst phased development takes place)
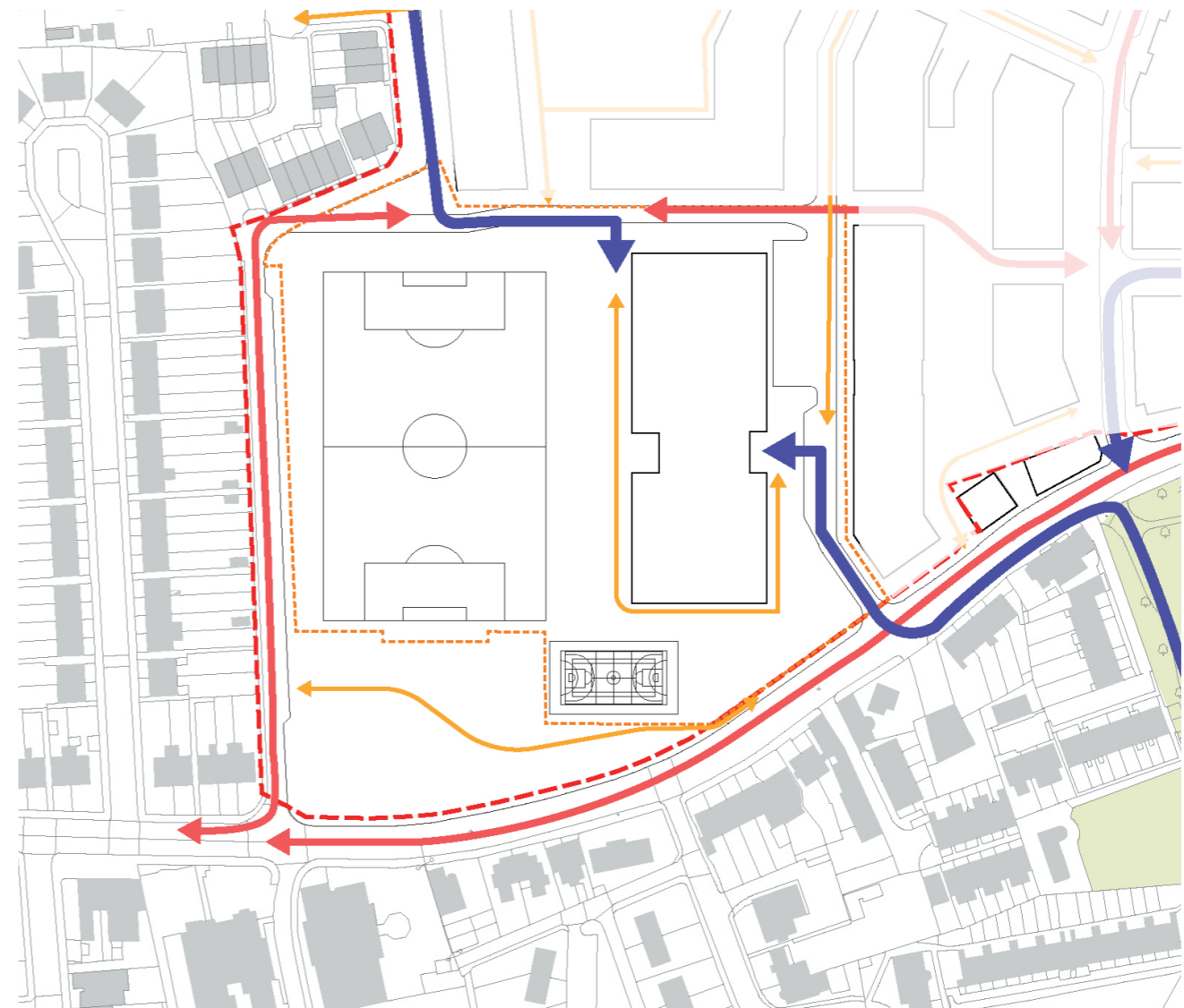
Pedestrian Circulation Strategy Final

5.6   Cycle Circulation Strategy

LBRuT's Strategic Vision (as set out within the Local Plan) encourages the development of an attractive public realm which encourages walking and cycling. This Vision is supported by Local Plan Policy LP 1, the Design Quality SPD (2006) and the Public Space Design Guide (2006). Local Plan Policy LP 12 encourages the enhancement of green infrastructure.

The Cycle Strategy allows for cycle access throughout the school site and connection to the wider network of streets and cycle paths at a number of points, making the site a safe quiet recreational cycling way away from the busy roads.

The primary routes bring cyclists from Chiswick Bridge, down along Williams Lane, then east to the Secondary School and further south, with an exit onto Lower Richmond road at the south-east end of the

site. Secondary routes connect cyclist further, bringing them south along Williams Lane and to the west along Lower Richmond road. A secondary connection is also proposed towards Mortlake Green

The proposed streets and laneways within the development provide sufficient space to cater for cyclists and pedestrians alike.

Cycle racks for short stay and long stay cycle parking are required as per the New London Plan. They are provided in a number of locations around the site adjacent to school entrances as well as inside the school building. Please refer to Cycle Parking Strategy in this document for details.

Primary (Quiet Route)

Secondary

Towpath

External Cycle Rack Location

Secured Long Stay Cycle Rack Locations

Crossing Treatment

School Application Boundary

Application A Site Boundary
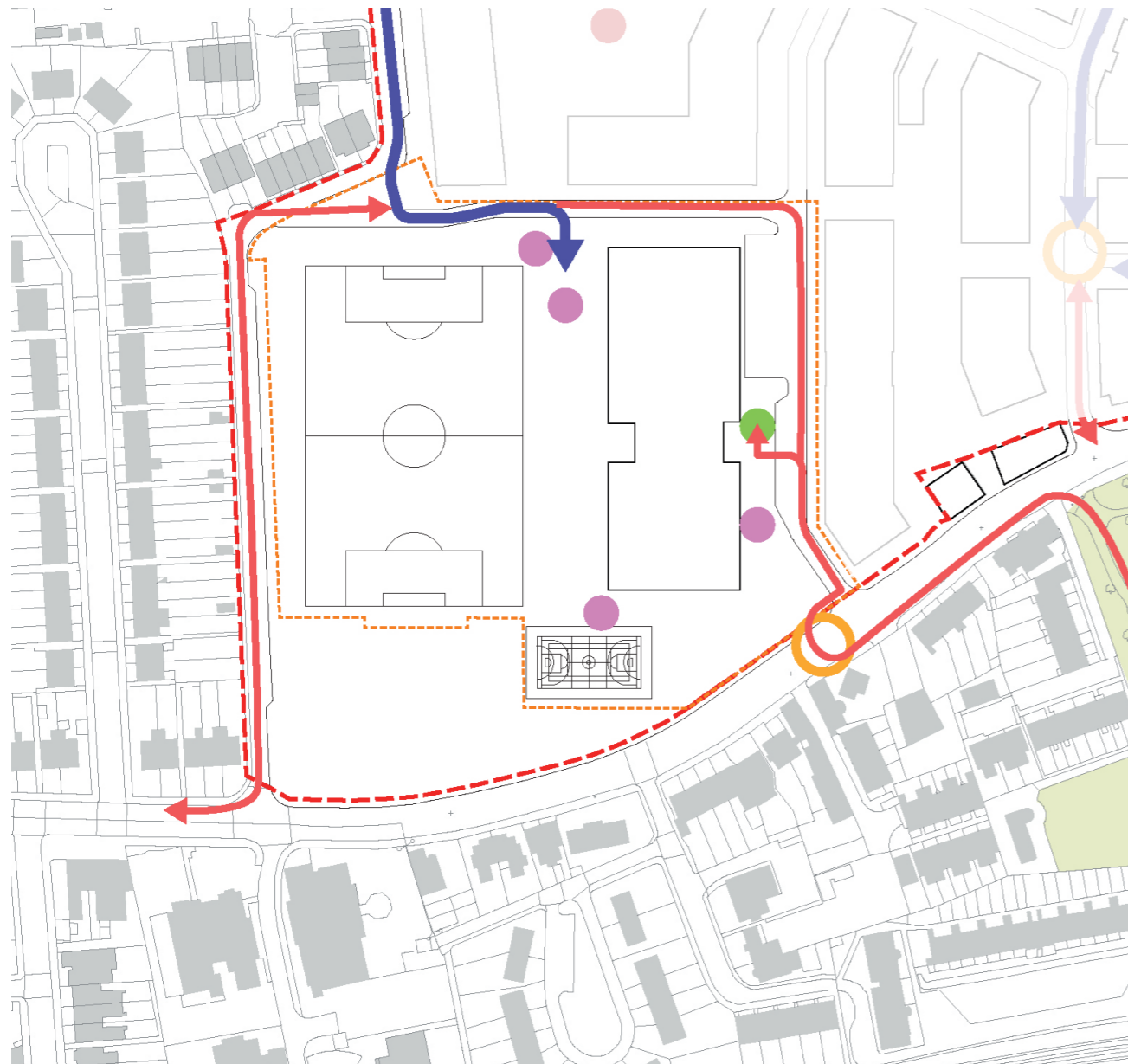
Cycle Circulation Strategy Interim

Cycle Circulation Strategy Final

GILLESPIES
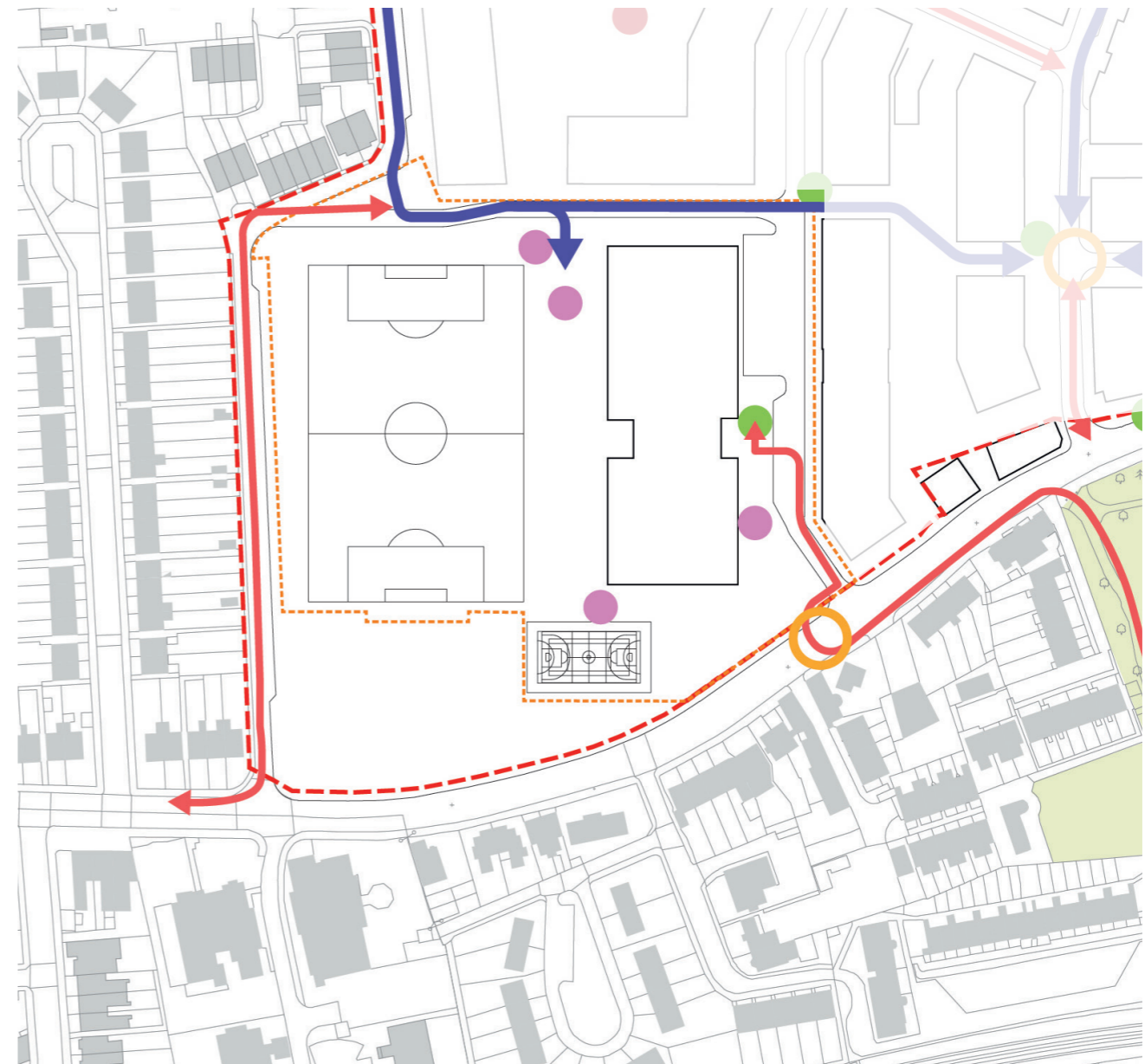
5.7   Hard Landscape Strategy

The main aims of the hard landscape strategy are simplicity of design and layout, and overall quality, bearing in mind maintenance considerations and cost limitations. Colour, texture and unit size help to define the uses of various spaces, including using paving sizes and patterns in streets to identify pedestrian priority. The accessibility requirements for vision and mobility impaired users was a factor in the determination of surface and edge types to provide a legible and safe environment in accordance with current requirements.

It is proposed to use paved surfaces of different scale and grain to create a range of distinct characters within a unified warm palette of materials. Artificial stone flags can potentially create permeable surfaces for storm water infiltration.

- Asphalt
- Small Block Setts
- Artificial Stone Flag Paving
- Dark Green Porous Macadam Surfacing
- Light Green Porous Macadam Surfacing
- 3G Pitch Material
- Feature Stone Paving
- Resin Bound Aggregate Paving
- School Application Boundary
- Application A Site Boundary
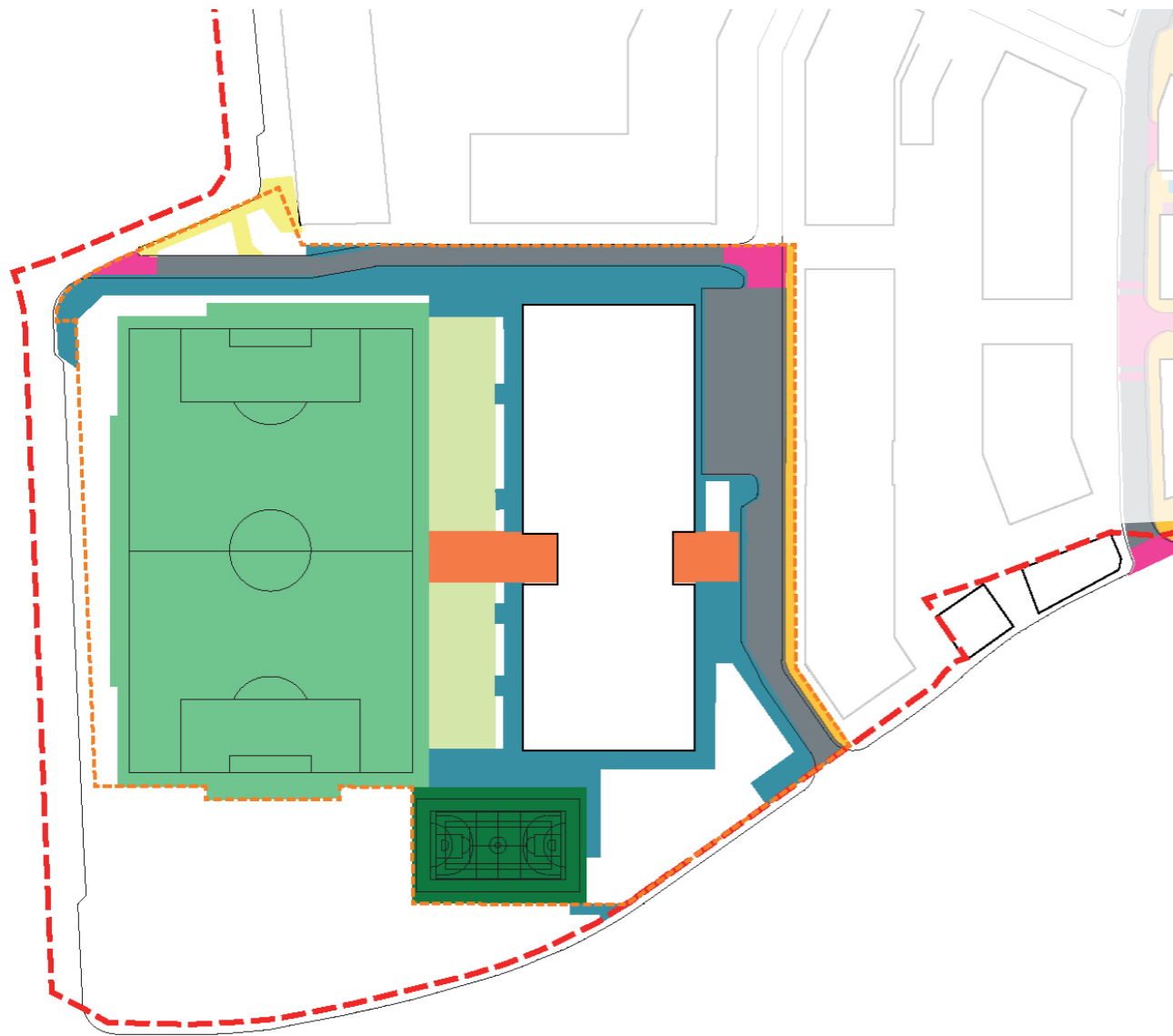
Hard Landscape Palette Interim
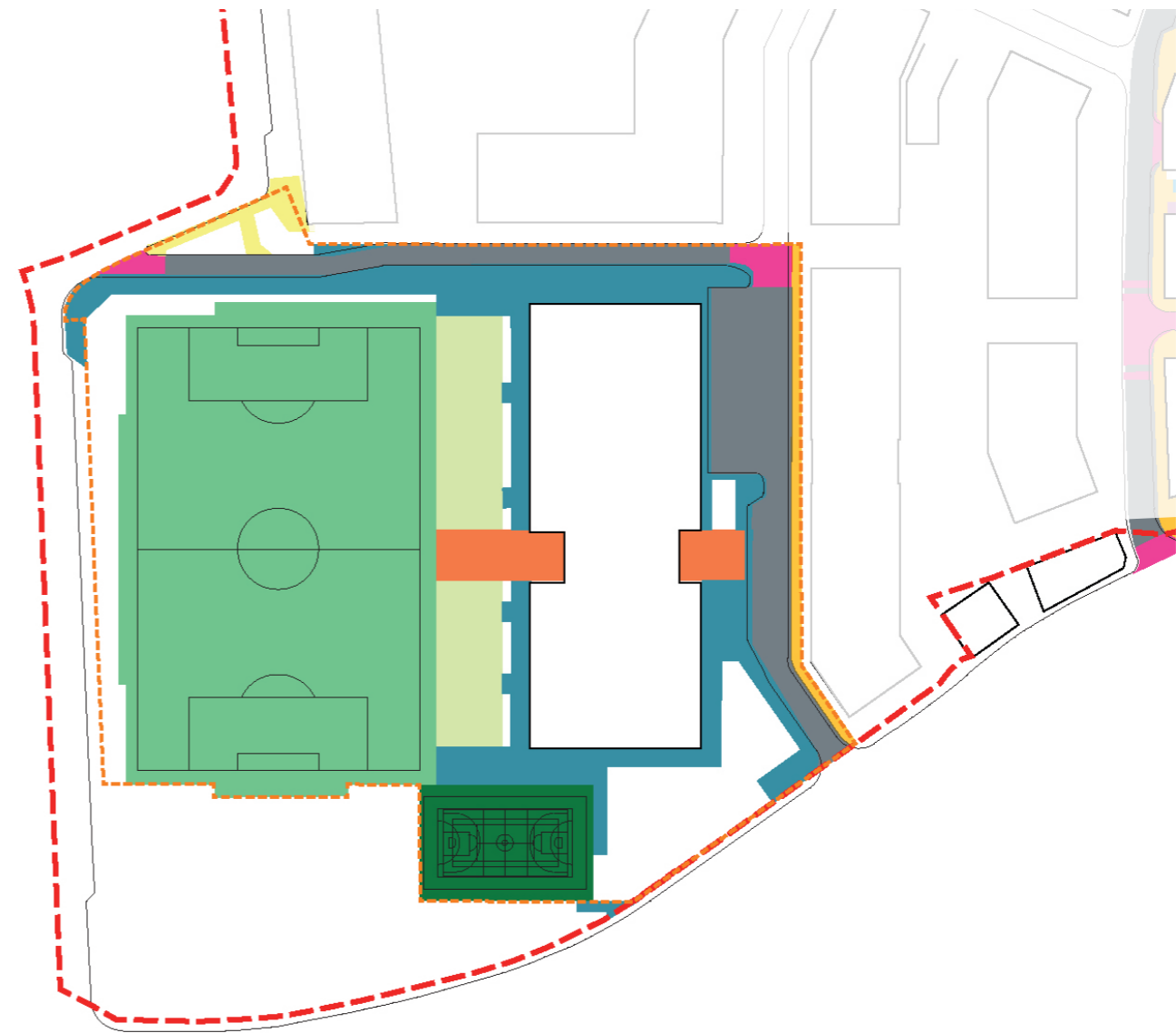
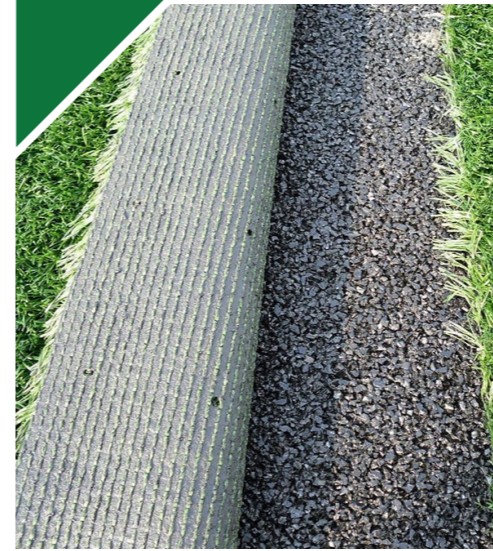Hard Landscape Palette Final

5.7   Hard Landscape Precedent Images

Small block setts

Muga - Pitch Treatment

3G Pitch Treatment

Resin Bound Aggregate
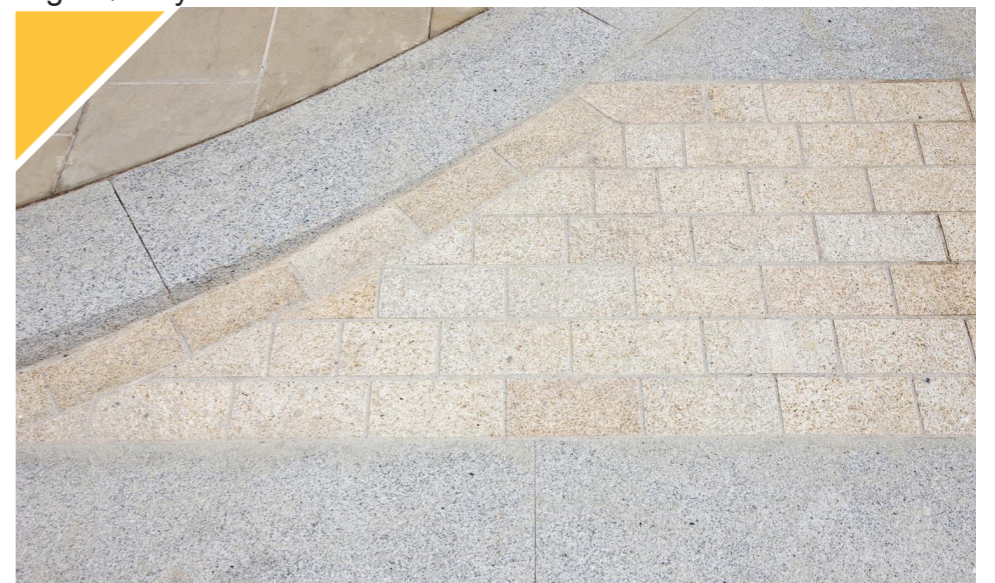

Artificial Stone Flag Paving

Hot Rolled Asphalt

High Quality Pre-Cast Concrete

Feature Mix Stone Paving

High Quality Stone Paving

High Quality Stone Paving

GILLESPIES

5.8   Street Furniture Strategy

Policy 16 of the Local Plan(2018) requires landscape design and materials to be of high quality and compatible with the surrounding landscape and character.

The selection of materials and finishes aims to improve the quality of the public landscape and school design, and is intended to integrate the school site into the broader context of the overall site as well as Mortlake.

Subtle changes of materials and patterns will be used to differentiate between public and private functions, vehicular and pedestrian circulation and to define different character areas. Materials are selected for durability and functionality as well as appearance. Where feasible, we will utilise recycled and recyclable materials, and techniques.

■ Concrete/timber benches

■ Resin bound gravel tree pit

● Bins

▥ Bollards

▥ Cycle stands

▥ Cycle stands in bin & cycle store

■ Two-tier cycle rack shelter

---- School Application Boundary

-- Application A Site Boundary
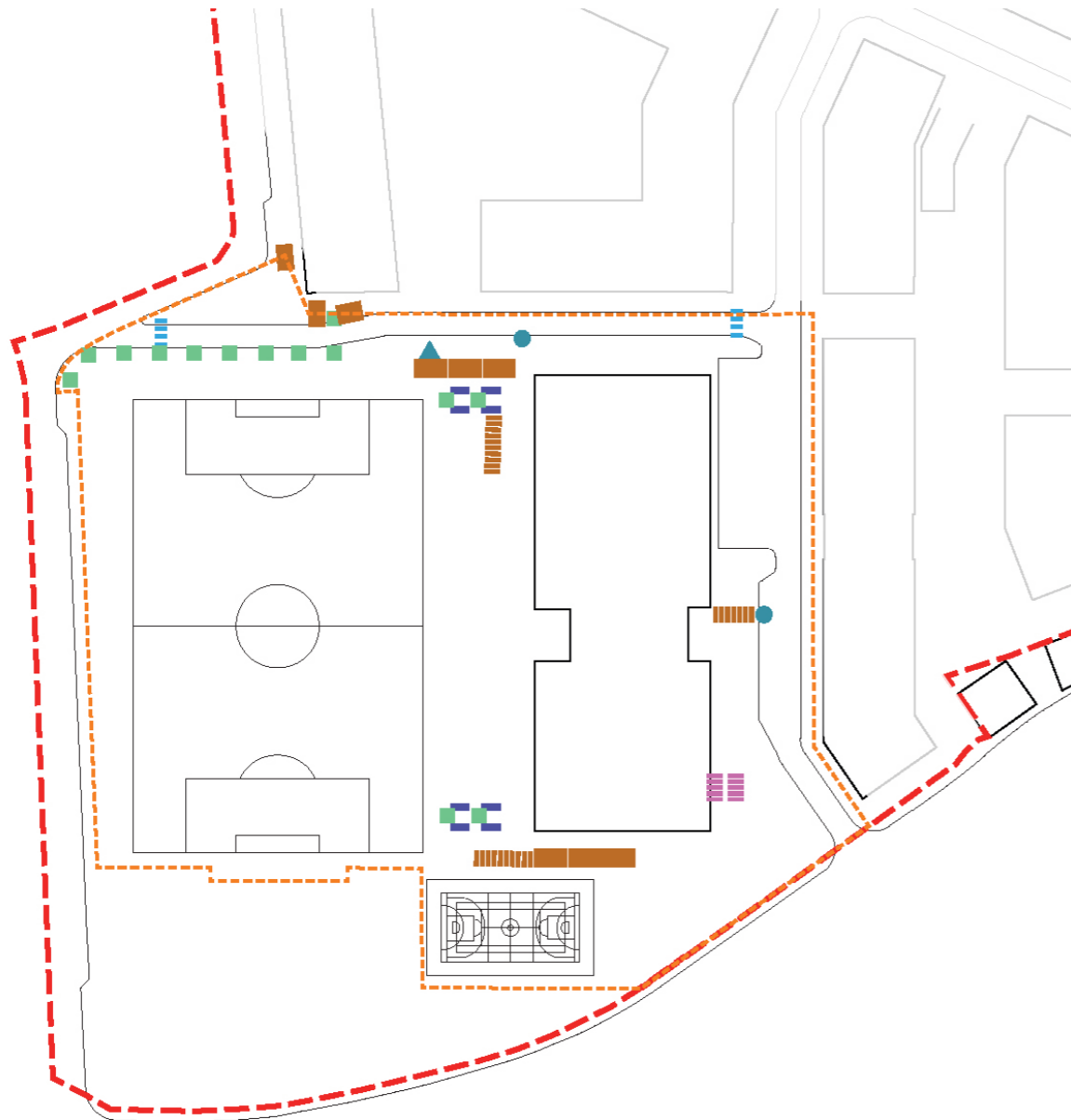
Street Furniture Interim
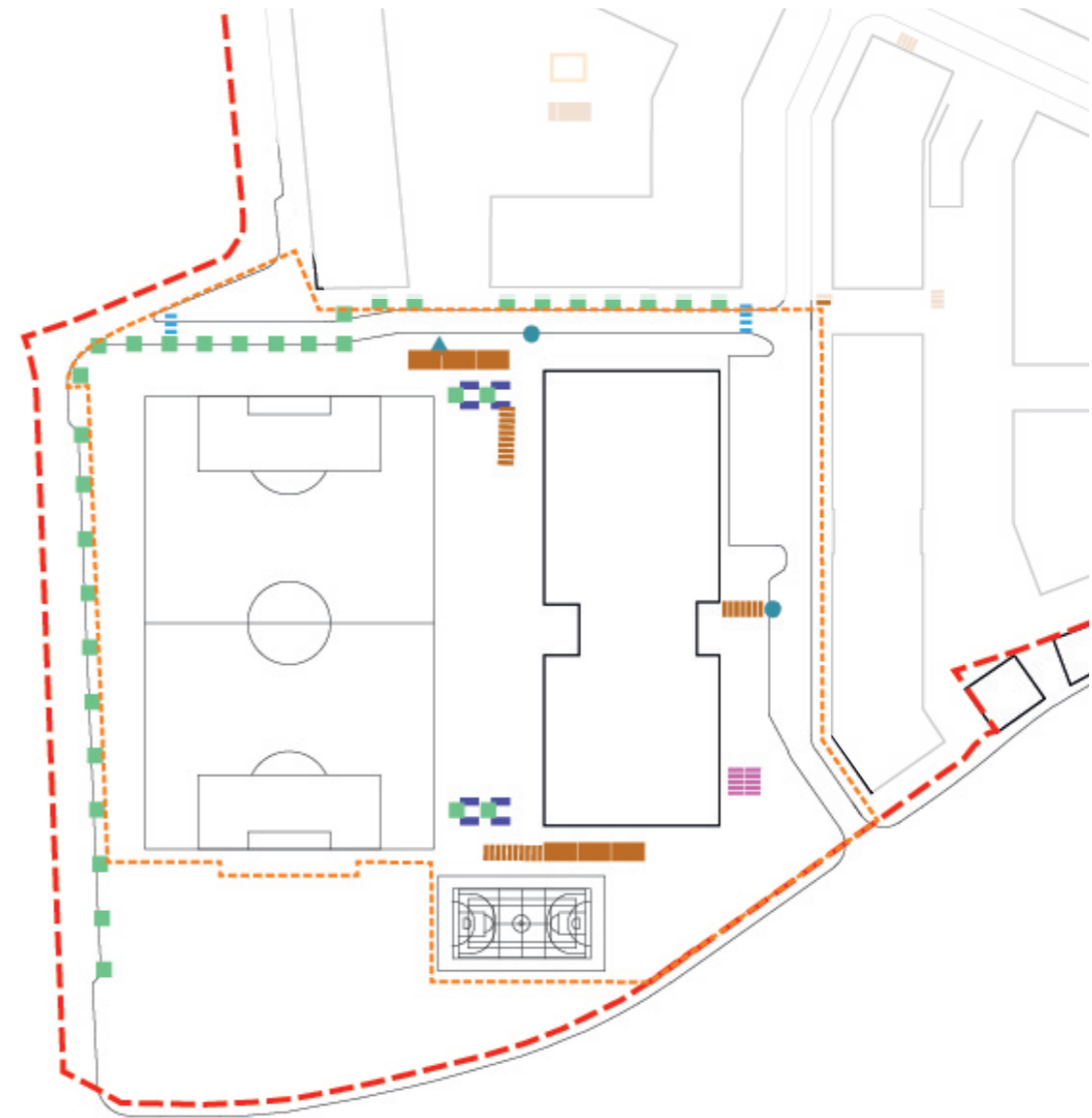
Street Furniture Final

5.8   Cycle Parking Strategy for School (Interim and final)

	No. of New Parking (Long Stay)		No. of New Parking (Short Stay)	
	Required	Provided	Required	Provided
School	165	180	13	14

Short stay parking - Sheffield stand

Long stay parking - Two tier cycle store

Long stay parking - Sheffield stand (within school fence)

Long stay parking - Two tier cycle shelter (within school fence)

Long stay parking in locked bin and cycle store

Application A Site Boundary

School Application Boundary

N