

Contents

1. Introduction

- 1.1 This Planning Brief has been prepared following discussions between the London Borough of Richmond upon Thames Council, Richmond upon Thames College and their consultants.
- 1.2 The purpose of this Planning Brief is to establish a development framework for the proposed comprehensive redevelopment of Richmond upon Thames College and set out the broad principles to guide development at the site.

Status

- 1.3 The London Borough of Richmond upon Thames Unitary Development Plan: First Review provides the general policy context and this document provides further detail and guidance on the development of the site.
- 1.4 This Supplementary Planning Document will be used by the Council for development control purposes, to ensure that new development fulfils the Council's objectives for the redevelopment of the college.

Background

- 1.5 Richmond upon Thames College is the Borough's main sixth form education provider. The college's primary focus is full-time students aged 16-19. Operating within a wider setting, it also contributes to adult, Higher Education, employment-based and 14-16 provision, working in partnership with other institutions. The college is based on one campus at Twickenham, located off the Chertsey Road (A316) and within easy reach of Twickenham Station.
- 1.6 Comprehensive redevelopment of the existing site is a key objective of Richmond upon Thames College, to improve the current educational offer and experience through the provision of the highest quality facilities.
- 1.7 Since 2000, considerable progress has been made in relation to the planning policy context for the site. At this time the site was allocated for education use with the playing fields adjacent to the A316 and south of Craneford Way being designated as Metropolitan Open Land (MOL).
- 1.8 In order to support the redevelopment of the site, the college and its consultants submitted representations to the review of the Unitary Development Plan (UDP) which commenced in late 2003. The representations sought the removal of the MOL designation from the playing fields adjacent to the A316 and proposed that the site was allocated for redevelopment with enabling residential development in order to part-fund the project.
- 1.9 The Inspector at the examination of the UDP supported the college's position and the main site, including the playing field adjacent to the A316, was allocated for redevelopment in the adopted Richmond upon Thames UDP First Review (2005).
- 1.10 The Council adopted the Crane Valley Planning Guidelines Supplementary Planning Guidance in April 2005. This document sets out the Council's vision and objectives for the Crane Valley Framework Area, including the comprehensive redevelopment of Richmond upon Thames College.
- 1.11 Further details of current planning policy are provided in Section 3 (Planning Policy).

Public Consultation

- 1.12 This Planning Brief has been the subject of a six-week public consultation exercise and statutory consultees, included the Greater London Authority, CABE, Transport for London and the Environment Agency will be consulted.
- 1.13 It is anticipated that any proposal for the redevelopment of the college would be subject to public consultation at the pre-application stage, in accordance with the Council's Statement of Community Involvement.

2. Key Objectives

2.1 Following discussions between RUTC and the Council a number of key objectives have emerged which will guide the further development of the site. To this extent, the Council will work with Richmond upon Thames College to ensure that any redevelopment proposal for the site:

- Delivers a high quality college campus, offering improved learning and sporting facilities;
- Is achieved in a comprehensive manner, making best use of the site, with development at an appropriate density;
- Responds to the area's existing urban grain, building heights and landscape character and is of the highest architectural quality;
- Ensures appropriate pedestrian, cycle and vehicular access points, which reflect existing links and reduce traffic impacts in neighbouring residential streets;
- Promotes sustainable forms of transport and reduces car parking, through the implementation of a Green Travel Plan;
- Maximises the sustainability of all new buildings, in accordance with relevant national, regional and local sustainability targets;
- Delivers benefits for the wider area, including improving linkages between the main development sites in the Crane Valley and environmental improvements;
- Continues to play an important role in the community and maximises the opportunity for community use of facilities;
- Delivers an appropriate level of enabling residential development, including affordable housing, if required to contribute to the funding for the redevelopment.

3. Planning Policy

- 3.1 Until replaced by the Development Plan Documents in the Local Development Framework, the Council will use the policies set out in the Richmond upon Thames UDP First Review (2005), to assess proposals for redevelopment of the site.
- 3.2 Development will also have regard to the relevant national planning policy guidance and the Regional Spatial Strategy, which is the London Plan (consolidated with alterations since 2004). The relevant national planning policy guidance includes PPS 1 (Delivering Sustainable Development), the Supplement to PPS1 (Planning and Climate Change), PPS 3 (Housing), PPG 13 (Transport), PPS 17 (Planning for Open Space, Sport and Recreation) and PPS 25 (Development and Flood Risk). This Planning Brief will be consistent with these documents.

Richmond upon Thames UDP First Review (2005)

- 3.3 The Council's Unitary Development Plan First Review was adopted in March 2005.
- 3.4 The college made representations to the review of the Unitary Development Plan (UDP), which commenced in late 2003, and appeared at the UDP Examination, which took place in 2004. The representations sought to remove the Metropolitan Open Land (MOL) designation from the playing fields on the site, in order to facilitate the redevelopment of the site. The Inspector supported the college's position and the MOL designation was omitted from the UDP First Review.
- 3.5 Plan Proposal T29 for Richmond upon Thames College supports the expansion of the college with enabling residential development. The policy proposes:





'Redevelopment to provide a new college and enabling residential development on the site of the existing college and playing field south of the A316. Retention and upgrading of Craneford Way East Playing Field.'

- 3.6 Supporting text to the proposal provides the following justification for the proposed redevelopment:

'To provide rationalisation, expansion and improvements to the college (either on the site of the current buildings and/or on the college playing field to the immediate south of the A316) with enabling development and associated open space, if development takes place on the college playing field south of the A316 the college's Craneford Way playing field to be upgraded. All college facilities to have increased public use reflecting the Council's dual use policy. Access to the trunk and local road network will be addressed at the development control stage.'

- 3.7 The extract below shows the area covered by Proposal T29.

KEY

	Metropolitan open land	ENV1
	Other open land of townscape importance	ENV3
	River Crane area of opportunity	ENV 4
	Primary / secondary road (map 9)	TRN16

SITE SPECIFIC PROPOSALS

 K1 Site

- 3.8 This Planning Brief accords with the adopted policy and the justification for redevelopment set out in the supporting text.

- 3.9 In addition to Proposal T29, the Council will apply all policies in the adopted Unitary Development Plan First Review, which are relevant to the proposals for the redevelopment of the site when determining any future planning application.
- 3.10 The Council's LDF Core Strategy will be subject to Examination in Public commencing November 2008, and is programmed for adoption in April 2009.

Crane Valley Planning Guidelines (2005)

- 3.11 The Crane Valley Planning Guidelines SPG was adopted by Richmond Borough Council in April 2005. This SPG is supplementary to the Adopted 2005 UDP and is a material consideration in the determination of planning applications within the Crane Valley Framework Area. The Richmond upon Thames College site forms part of this area.
- 3.12 This Planning Brief has been developed in accordance with the Crane Valley Planning Guidelines.
- 3.13 Key objectives for the site include:
- For the purposes of access to the college and the desirability of screening residential development from the A316, it is anticipated that college buildings will be located on the northern part of the site;
 - Building design, massing and height should be appropriate to the site's characteristics, setting, civic function and the building's importance and location in the townscape;
 - The highest densities and storey heights will be appropriate opposite Twickenham Stadium and next to Harlequins Rugby Ground. Heights should be lower next to existing two-storey housing;
 - Gateways should mark out the transition to the site and where appropriate may take the form of a landmark building;
 - The college playing fields, to the south of Craneford Way, should be upgraded and designed to encourage natural surveillance; and
 - The main vehicular access to the college should be from the A316 via Langhorn Drive;
 - The trees fronting the college should be protected;
 - Development should protect and enhance Metropolitan Open Land and the West London Green Chain; and
 - Development in the floodplain should ensure that flood storage is not reduced and should not increase flood risk elsewhere.

4. Richmond upon Thames College

- 4.1 Richmond upon Thames College's long term aspirations are to redevelop the existing college facilities and create an institution which will serve as a regional centre of educational and sporting excellence.
- 4.2 The college seeks to build on its current strengths and to occupy the top 10% of national success rates for all its educational provision and top 5% for its 16-18 year old provision by 2010/2011. In order to achieve these aims the college requires a high quality environment and buildings which will provide improved generic and specialised teaching spaces and facilities.
- 4.3 In addition to standard education provision, the college also has a strong basis for building on existing specialisms, including teaching in I.T, construction, engineering, media, performing arts, art and design and catering and hair and beauty.
- 4.4 One of the main aspirations for the college is to build on the existing sports offer through the provision of state-of-the-art sporting facilities which will make the college an outstanding sports provider in London. This will allow the college to capitalise on opportunities promoted by the 2012 Olympics and the Government's continuing commitment to physical education.
- 4.5 Following discussion with the Learning and Skills Council (LSC), the college has developed a detailed education package which will improve the range and quality of facilities and the quality of education at the college. A summary of the proposed education and sports offer is set out below:

Education provision

- Approximately 30 – 35,000 sq m of new and replacement college space. This approach allows for modest future expansion of the college subject to design and sustainability considerations.

Sports provision

- 4.6 Proposed improvements in sports education will require the following facilities to be provided at the college:
- 2 outdoor grass sports pitches;
 - 2 all-weather pitches;
 - 1 multi-use games areas;
 - 2 sports halls; and
 - 1 fitness suite.
- 4.7 The provision of floodlighting associated with the above sports pitches has not yet been finalised. However any floodlighting would be designed so as to minimise visual impact and be in accordance with policy ENV 13 (Lighting including Flood Lighting) of the adopted Richmond UDP. It is not envisaged that floodlighting will be provided on the Craneford Way playing fields.

Timetable

- 4.8 Under the current timetable it is envisaged that an application to the LSC, for Approval in Principle of the funding required for the redevelopment, will be submitted in July 2008. It is anticipated that the application will be determined by early 2009.
- 4.9 The college intends to submit a planning application for the proposed redevelopment in the later part of 2009 and to start work on site later in that year.

5. Site Analysis

Size and Location

- 5.1 Richmond upon Thames College's campus comprises two parts. The main site covers 6.0ha and is bounded by the A316, Egerton Road, Craneford Way and Longhorn Drive/Harlequins Rugby Ground. The college's playing fields to the south of Craneford Way extend to 2.7ha. The location of the college and the surrounding area are shown on the map (below) and in the aerial photograph (next page):

Map of the college and surrounding area

Aerial view of the college and surrounding area

Urban Grain and Building Heights

- 5.2 The site is located within an area of varying urban grain, in terms of scale and density. The area is largely made up of the low density residential dwellings, which comprise the Heatham Estate, and open space, punctuated by Richmond upon Thames College, Harlequins Rugby Ground, the Council Depot and Twickenham Stadium.
- 5.3 The existing college buildings are mostly two or three storeys in height, with one five storey tower. Building heights in the surrounding area range from two-storey residential houses to the east of the college to four storey flats to the west of the college and Harlequins Rugby Ground, which rises to approximately five-six storeys.

Urban grain

Building heights

Landscape and Visual Character

- 5.4 The existing college buildings are of varying age and architectural quality and, therefore, the existing landscape and visual character is incoherent. None of the existing buildings are considered to be of particular townscape interest and none are listed. The site is not within a Conservation Area.

The existing landscape and visual character is incoherent and buildings are of relatively poor architectural quality

- 5.5 The tallest building on the site is the tower which houses the hot water and heating plant. It is approximately five storeys in height and is located near to the main pedestrian entrance off Egerton Road. Although not of high architectural quality this building provides a landmark, in terms of way-finding.
- 5.6 Low density good quality residential development characterises views to the east of the college. The buildings are of a uniform height and style. Views of the existing college can be seen along Court Way, Heathfield South and Heathfield North.

The tower (as seen from Court Way) acts as a landmark on the main pedestrian approach to the college

Residential development on Court Way (left) and Craneford Way (above) characterises housing in the area

- 5.7 Views to the west of the site are dominated by the Harlequins Rugby Ground (the Stoop) and related buildings. The rugby club site also includes a large surface car park next to the Chertsey Road (A316).
- 5.8 The northern boundary of the site is lined with protected Horse Chestnut trees. At this edge, the A316 creates a break in the urban form and a visual barrier between the college and the residential area to the north. Views beyond the A316 are dominated by Twickenham Stadium.

Harlequins Rugby Stadium

Chertsey Road (A316) and Twickenham Stadium trees lining the northern boundary

- 5.9 To the south of the site are the Craneford Way playing fields. A Public Right of Way divides the college and public playing fields and provides access to the River Crane and Twickenham Town Centre (see separate Section on Open Space).

Access and Movement

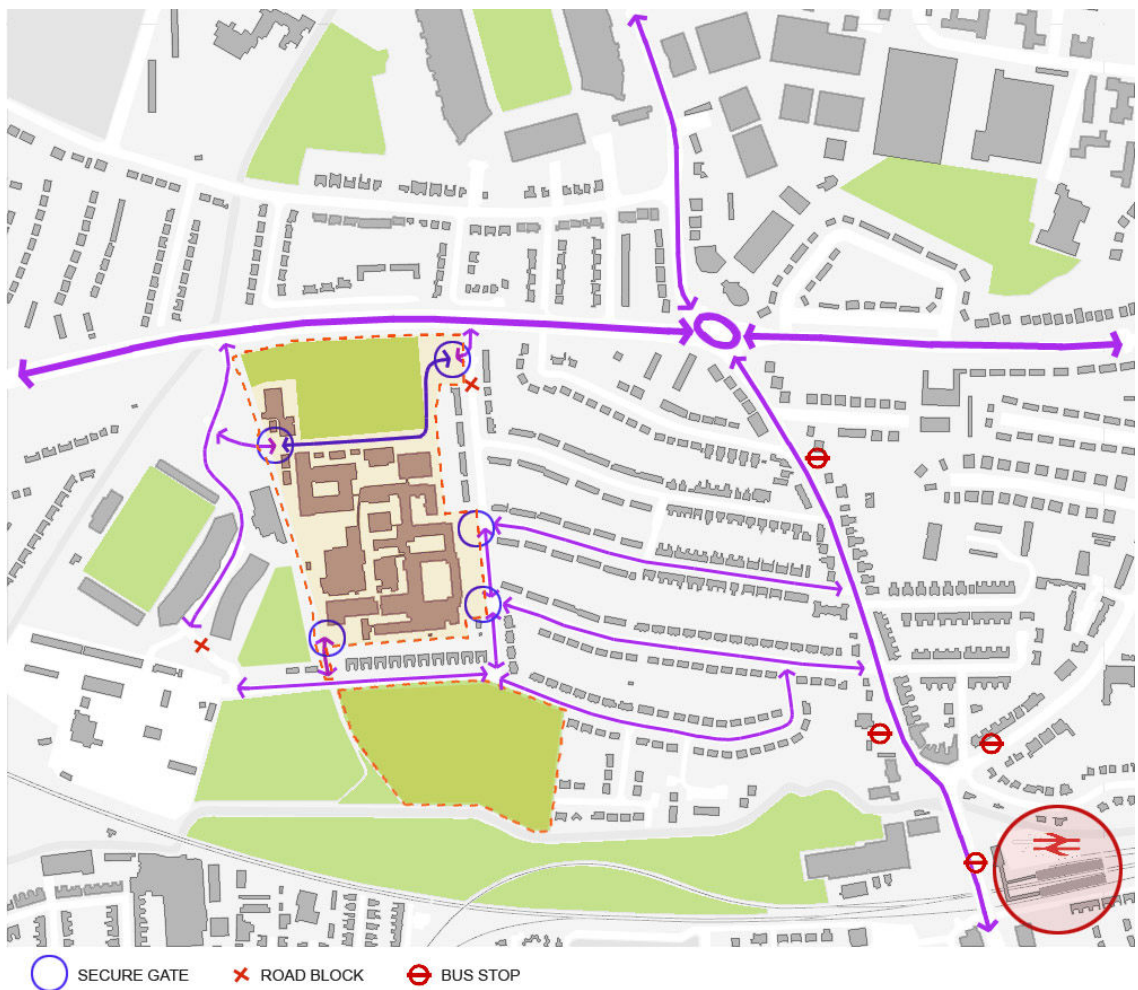
- 5.10 The site currently has a number of vehicular and pedestrian access points which link the college with the transport network and existing Public Rights of Way:

1a and 1b – Egerton Road 2 – Off Chertsey Road

3 – Langhorn Drive 4 – Craneford Way

Main vehicular and pedestrian access points

- 5.11 The main vehicular access to the campus is from the A316 via Langhorn Drive (3). The A316 is the main arterial route through the area. Access off the A316 via Langhorn Drive is shared with the Harlequins Rugby Club, the Council Depot site, Cannons Health Club and the residential units to the west of the site.
- 5.12 Additional access is provided off the A316 into the north east corner of the site (2). However, this route currently provides access to car parking only and does not link into the wider site.
- 5.13 A further vehicular access point is located off Craneford Way (4), providing access to car parking and for service vehicles. This route does not link into the wider site.
- 5.14 There are two further access points off Egerton Road (1a and 1b), although vehicular access is limited, with the majority of use being related to the servicing of the college.



Vehicle routes and access

- 5.15 The site is well located for public transport with easy pedestrian access to Twickenham Railway Station, which is approximately a 10 minute walk away. The vast majority of students approach the site on foot from the direction of the railway station and access the site through the entrance points on the eastern boundary (1a and 1b).

Pedestrian routes and access

Car Parking

- 5.16 The college currently accommodates approximately 300 cars parked on the main site and has access to additional car parking spaces on land owned by Harlequins Rugby Club (off Langhorn Drive), which are shared with the Council Depot site. It is thought that up to 400 staff and students park on site or on the Harlequins Rugby Club site, during school hours. This largely takes place in an uncontrolled manner, with on-site car parking operating over-capacity, i.e. there are more cars parked on site than there are dedicated spaces.

Open Space

- 5.17 There is a significant amount of open space around the site, including public open space associated with residential development to the west of the college, the college playing fields on the main site and on land owned by the college to the south of Craneford Way, as well as public playing fields adjacent to the college playing fields. The Craneford Way playing fields are designated Metropolitan Open Land and form part of the West London Green Chain, as identified in the London Plan. There is a current proposal from FORCE for the creation of a new Metropolitan Park in the Crane Valley
- 5.18 The River Crane runs along the southern edge of the Craneford Way playing fields. Improvements to the natural environment, appearance and recreational value of the River Crane are key objectives of the Council's Crane Valley Planning Guidelines.

Craneford Way playing fields (college)

Craneford Way playing fields (Council)

Public open space to the west of the college

Open Spaces on the site and in the surrounding area

Public Rights of Way

- 5.19 A public footpath runs along the western boundary of the site and between the college and public playing fields to the South of Craneford Way, linking to the area to the north of the A316 and Twickenham town centre, to the south of the River Crane and the railway line.
- 5.20 This is an important north - south route through the area, however, this footpath is currently of poor quality and is in need of improvement. Much of the route is narrow and bounded on either side by brick walls and fencing, with poor visibility.
- 5.21 The provision of a new Public Right of Way along the River Crane, between Twickenham Station and the Craneford Way playing fields, is a long-term objective of the Council. This route could provide a pedestrian link between to the college from Twickenham Station. However, the provision of a Right of Way is subject to unlocking land not in Council ownership.

Site Characteristics

5.22 This analysis of the site highlights a number of characteristics and constraints and implicitly, opportunities for the site. The main characteristics of the site and surrounding area can be summarised as follows:

- The existing landscape and visual character of the college is incoherent and existing buildings are of relatively poor architectural quality;
- The existing college buildings are mostly two or three storeys in height. The tallest building on site is the five storey tower, located near to the main pedestrian entrance on Egerton Road;
- The site is bordered by the A316 to the north, low density residential accommodation of the Heatham Estate to the east, the Craneford Way playing fields to the south and Harlequins Rugby Club to the west;
- The A316 creates a visual barrier between the site and the area to the north and a break in the urban form;
- Building heights and massing in the surrounding area increase from east to west;
- Protected trees line the northern boundary of the site;
- The main vehicular access to the site is off the A316, via Langhorn Drive;
- Secondary vehicular access is provided into the north-east corner of the site (car park only);
- The main pedestrian access (and access for service vehicles) to the site is off Egerton Road (from the direction of Twickenham Station);
- Secondary pedestrian access (and access for service vehicles) is provided off Craneford Way;
- The college can currently accommodate approximately 300 cars parked on the main site, and has access to additional car parking spaces on land owned by Harlequins Rugby Club (off Langhorn Drive);
- Parking currently takes place in an uncontrolled manner;
- There is a significant amount of green open space in the area, including the public and college playing fields south of Craneford Way; and
- The main Public Right of Way running along the western boundary of the site and linking to the Craneford Way playing fields is currently of poor quality.

Constraints

- 5.23 Having carried out the initial assessment of the site, there are a number of constraints relating to the redevelopment of the site which are summarised below:
- The layout of the buildings on site is inefficient and the buildings themselves do not currently provide a suitable level of accommodation;
 - The southern and eastern parts of the site are located next to an area of low density, two-storey residential development;
 - The main college campus requires a secure boundary because of the presence of 14-16 year old students on the site;
 - The site requires access from a number of directions, which will influence the design in terms of the location of the main entrance or entrances;
 - The main approach to the site for vehicles differs from the main approach to the site for pedestrians;
 - The main pedestrian approach to the college is via residential streets;
 - Current car parking on site is operating over-capacity; and
 - Parts of the site are potentially in the River Crane floodplain, which may restrict the type of development which can be accommodated on the site.

The plans below illustrates some of the key constraints for the redevelopment of the site.

Opportunities

5.24 Based on the above characteristics of the site, there are a number of opportunities for the redevelopment of the site, which will guide future development proposals:

- Improve facilities for education, including sports facilities, and create a coherent and high quality college campus;
- Ensure that the college continues to play an important role in the community, by providing opportunities for community use of facilities and sports pitches;
- Increase the sustainability of the college buildings and operations;
- Potential to contribute towards the provision of market and affordable housing in the Borough of high quality sustainable architecture and urban design
- Ensure that the development fits within the existing townscape and visual character of the surrounding area, in terms of building heights and density, especially on the western boundary to include 'gateway' buildings or markers;
- development sites in the area and areas of public open space;
- Create and enhance views into and from the site being visually permeable with a range of building footprints;
- Improve the frontage along the A316, whilst retaining the line of protected trees;
- Create gateways to mark the transition to the site, at the main vehicular and pedestrian access points;
- Improve accesses to the site from the A316 via Langhorn Drive, as the main access point for vehicular traffic;
- Improve cycle linkages into the site to help encourage bike use;
- Minimise traffic impacts along residential streets to the east of the college;
- Reduce car parking requirements for the college and need to provide car parking off site at Harlequins;
- Improve the existing Public Right of Way running along the western edge of the site;
- Maintain access for possible future provision of a new Public Right of Way along the River Crane; and
- Create natural surveillance and improve security, through design of buildings and greater use of open space and Public Rights of Way.

The plans below illustrates some of the key opportunities for the redevelopment of the site.

6. Illustrative Masterplan

Development Components

- 6.1 The illustrative Masterplan has been informed by and seeks to respond to the key features of the site analysis set out in the previous Section. In response, this Section shows how these features could influence proposals for the redevelopment of the site, including land uses, building heights access and open space. This Masterplan is intended to act as a framework for more detailed design work.
- 6.2 The key development components of the illustrative Masterplan are as follows:
- Repositioning of the college buildings to the north and centre of the main site, to allow for the phased delivery of the redevelopment;
 - Provision of improved sports facilities to the south of the main site (although, there is potential for some outdoor sports facilities to be located to the north of the site to form part of the frontage facing the A316) and on the Craneford Way playing fields, including ancillary facilities consistent with its designation as MOL;
 - Provision of an appropriate number of car parking spaces on site; and
 - Potential for part of the site to accommodate enabling residential development.

Land Uses

Education

- 6.3 The focal points of the proposed redevelopment are the new educational buildings and sporting facilities. The rationale for the redevelopment of the college is to provide new, highly sustainable educational facilities, which will offer higher standards of Sixth Form provision throughout the Borough.
- 6.4 The main benefits for the college and its students will be:
- Improved learning facilities in a high quality college environment;
 - Improved sports facilities and increased opportunities for students to take part in sport;
 - Increased use of Craneford Way playing fields will contribute to natural surveillance and security;
 - Improved frontage along the A316 will retain the protected trees and enhance the college's identity and visibility; and
 - Gateways to the college will create a greater sense of arrival and reflect the college's civic function and importance within the local community.
- 6.5 Where practical, opportunities for community use of sports and teaching facilities will be provided.

Residential

- 6.6 The site also has the potential to provide enabling residential development, in accordance with the Council's UDP (2005) Policy T29. If required, this residential element will partly finance the redevelopment of the college and would be integrated within the surrounding built environment.
- 6.7 Any residential development would be secondary to the main purpose of delivering improvements to the educational and sporting facilities on the site and the majority of the site would be developed for college use. The residential element would be distinct from the College site with no road links
- 6.8 Taking into account the surrounding uses, access and the proximity of the A316 to the north, it is envisaged that any residential development would be accommodated at the southern end of the site, subject to the findings of a Flood Risk Assessment. This would allow new residential development to be integrated with the existing residential uses in this area allowing the redeveloped college to front onto the A316 and maintain its primary access via Langhorn Drive.
- 6.9 Any proposed residential development on the site would seek to accord with the Richmond UDP and London Plan (consolidated with alterations since 2004) policies on residential development, including policies on affordable housing.

Building Heights and Massing

- 6.10 Building heights and massing within the area surrounding the site varies and reflects the mix of uses in the area. In contrast to the low-rise 2 storey residential development to the east are the 4 storey apartment block to the west and the 5-6 storey Harlequins Rugby Ground.
- 6.11 Building heights and massing increase from east to west. The design of the redeveloped college would seek to reflect this pattern, increasing in height from the residential scale of Egerton Road to wards the A316 and the Harlequins site. The exception to this general rule may be two marker buildings as referred to in paragraph 5.12. Any residential development should also reflect this pattern depending on its location on the site, particularly the scale of properties on Craneford Way.
- 6.12 It is envisaged that the site could accommodate a mix of heights generally 2-4 storeys up to a maximum of 5 storeys in an appropriate location, such as 'gateway' entrance to the North West corner of the adjacent Harlequins site. The design, height and massing of the college buildings will be appropriate to their setting, function, importance and location in the townscape, so as to not negatively impact on neighbouring uses. Another 'gateway' location exists at the end of Court Way where a replacement building can act as a marker for the main pedestrian entrance to the College. Where residential development relates or abuts existing housing it should reflect the existing scale and grain of the residential area.
- 6.13 A Design and Access Statement, setting out the proposed layout, height, scale and appearance of all new buildings, will form part of the planning application submission.
- 6.14 The design and layout (including locations of new pitches or other areas which may be floodlit) should take the opportunity to preserve and enhance nature conservation on the site both in association with open spaces and routes through the provision of features within the buildings.

The figure above provides an indication of the heights which could be accommodated

Access and Movement

- 6.15 An initial assessment, with regard to access and movement, confirmed a number of key principles upon which the redevelopment of the site will be based. These are:
- All vehicular access for traffic to the College should continue to be off the A316;
 - The majority of pedestrian visitors to the site arrive at the eastern boundary (from Twickenham Station);
 - Secondary accesses should be provided for pedestrians around the perimeter of the site as visitors arrive from different directions (these accesses may also be used by service vehicles, where necessary); and
 - Any residential development on the site should be accessed off Egerton Road to separate college and residential traffic.
- 6.16 The main benefits of the scheme are likely to be:
- Improved vehicular access off A316, as the focus for vehicular access to the site; and
 - Reduced traffic movements along residential streets to east of the college.
- 6.17 The different main vehicular and pedestrian access points will be an important consideration for the final design of the redevelopment, in terms of the location of the 'front door' to the college.
- 6.18 If residential development is delivered on the southern part of the college site there may be an opportunity to provide a route through this part of the site, linking to the public open space to the west of the site, Harlequins Rugby Ground and the Council depot site. This would be considered in

more detail at the detailed design stage, taking into account the need for the college campus to maintain a secure boundary. The layout, massing and orientation of new residential and college buildings on the site should facilitate passive surveillance, improve safety and aim to create visual and physical permeability through the introduction of routes.

- 6.19 A full Transport Assessment, which will take account of projected levels and patterns of traffic movements and car parking requirements as a result of development, will form part of the planning application submission. In addition, any amendments to vehicular access to the site should be discussed with TfL.
- 6.20 Any development should also consider pedestrian access at the southeast corner of the site from the bus services which run along Whitton Road.
- 6.21 A Green Travel Plan will be prepared and implemented to promote sustainable forms of transport and measures to reduce car travel to the site.

Car Parking

- 6.22 Richmond upon Thames College is located within a predominantly suburban setting and has a PTAL rating of 2 / 3 as set out in the London Plan.
- 6.23 Car parking provision within the redeveloped scheme is an important consideration. Initial assessments indicate that car parking provision should be provided on site and can be sensitively integrated into the design of the campus and sports facilities. Car parking should be designed to closely relate to the proposed access routes to minimise traffic movements within the site. In addition, options to provide under-croft car parking will be looked at to minimise land-take and visual impact.
- 6.24 A Transport Assessment will set out a reduction in the existing car parking provision in conjunction with a Green travel Plan. Any residential development would seek to reduce car usage and include limited car parking provision. In addition car club provision should also be considered.

Open Space and Public Rights of Way

- 6.25 As part of the redevelopment the appearance and recreational value of the college's Craneford Way playing fields will be improved.
- 6.26 There is potential for the provision of a small sports pavilion with changing rooms on playing fields, south of Craneford Way. Any development would be limited in scale and sensitively designed, in accordance with policies relating to development on MOL.
- 6.27 Opportunities for community use of the playing fields and ancillary facilities would be considered in more detail at the detailed planning application stage.
- 6.28 The existing Public Right of Way, running along the western edge of the site, will be maintained and improved. In addition, there is the potential for the provision of additional litter bins.
- 6.29 The design of the college redevelopment would ensure that access to the south of the main site, off Craneford Way, for staff, students and the general public using the proposed Crane path would be available in the future. The college could make land available to facilitate this route, at such time as a route along the River Crane between the college and Twickenham Station could be provided. It is recognised that part of this area is of nature conservation value and that there are mature trees and there the route will need to be sensitively designed to ensure there is not an unacceptable impact on natural environment. This design will also need to take into account the aspirations of the Crane Riverside Park project which identifies the need for a public access link along the south side of the Craneford Way playing fields and the naturalisation of the River corridor. It is not considered appropriate for there to be public access from Heatham Park

Sustainability and Climate Change

- 6.30 The London Borough of Richmond Upon Thames is committed to becoming the most sustainable borough in London. Promoting energy efficiency and sustainable energy production, to tackle climate change, is a priority for the Council.
- 6.31 The college redevelopment will be assessed against BRE Environmental Assessment Method (BREEAM) for Schools. The Council will expect the development to achieve no less than a BREEAM 'EXCELLENT' rating. The new college will be assessed at the design stage and reviewed post-construction, to confirm compliance with BREEAM standards.
- 6.32 Any residential development will be designed and built to no less than Code for Sustainable Homes Level 3. The Code for Sustainable Homes replaced EcoHomes as the new national sustainability standard for new build homes in April 2007.
- 6.33 Following the hierarchy set out in the London Plan (consolidated with alterations since 2004), new development will make the fullest contribution to the mitigation of and adaption to climate change and to minimise carbon dioxide emissions. by:
- Using less energy, in particular by adopting sustainable design and construction measures;
 - Using energy efficient supplies, in particular by prioritising the use of decentralised energy generation; and
 - Using renewable energy.
- 6.34 Development will seek to achieve the London Plan target of a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation.
- 6.35 Development will seek to accord with the Richmond UDP and London Plan (consolidated with alterations since 2004) policies on all aspects of sustainability, including:
- Sustainable design and construction;
 - Decentralised energy: heating, cooling and power;
 - Opportunities for combined heat and power (CHP) and combined cooling heating and power (CCHP);
 - Renewable energy;
 - Adaptation to climate change;
 - Flood risk management;
 - Sustainable drainage;
 - Efficient use of water supplies and resources; and
 - Waste management and recycling.

The scale of the development and location close to the River Crane means there is a need to consider water conservation, harvesting and sustainable drainage systems including permeable surfaces.

Utilities and Infrastructure

- 6.36 Development will be expected to make appropriate provision for utilities infrastructure. In particular the Borough Council will seek to ensure that there is adequate, surface water, foul drainage and

sewage treatment capacity to serve the redevelopment. Developers will be required to demonstrate that there is adequate capacity both on and off site to serve any redevelopment and that it would not lead to problems for existing users. Consultation with Thames Water is recommended.

- 6.37 Sustainable drainage systems will be promoted in the area as a means to reduce pollution and flood risk. The Environment Agency should be consulted on any such proposals.

Landscape

Existing mature trees should be retained and the frontage buildings along the A316 set back to protect trees. The development should include high quality internal and boundary landscaping'

Illustrative Masterplan

- 6.38 The illustrative Masterplan below, sets out one interpretation of this Planning Brief, showing land uses and access:

Illustrative Masterplan

7. Implementation

Section 106

- 7.1 The scale of development is such that planning obligations will need to accompany the grant of planning permission. Those obligations will be made under the provisions of Section 106 of the Town and Country Planning Act 1990.
- 7.2 Section 106 obligations which should be considered are:

Contamination

- remediation of contamination;

Affordable housing

Traffic and transport

- highway improvements particularly access and agree to the A316 if require by TfL
- off site traffic management and calming measures;
- measures to reduce impact of car parking in surrounding roles

Community use

- contributions towards community facilities as Obligations Strategy
- community use of college facilities such as library and indoor sports facilities, lecture halls and meeting rooms;
- Craneford Way playingfield

Open space and rights of way

- improvements to Craneford Way playing fields
- walkway and cycleway provision and improvements, including land for a River Crane path and improvements to the Marsh Farm footpath

Training

- 7.3 - provision of apprenticeships as part of construction process
- 7.4 The Planning Obligations will accord with the relevant national, regional and local guidance, and in particular the Planning Obligations Strategy SPD produced by the Council.

Planning Application Documentation

- 7.5 A formal planning application, in accordance with the principles established in this document will subsequently be prepared and submitted to the Council. Prior to submission of an application the College is committed to consultation with local residents and neighbouring landowners.

- 7.6 It is envisaged that the application will encompass the whole of the application site and will indicate how the proposed development will be designed and implemented. Given the nature of the site, it is envisaged that a planning application will need to be accompanied by an Environmental Impact Assessment (EIA).
- 7.7 It is anticipated that the planning application will be accompanied by the following documents:
- Planning Statement;
 - Sustainability Statement
 - Environmental Statement, covering the following topics:
 - Alternatives
 - Construction and Phasing
 - Socio-Economic Issues
 - Townscape and Visual Assessment
 - Archaeology & Cultural Heritage
 - Transport Effects
 - Noise
 - Air Quality
 - Ground Conditions
 - Water Resources (including Flood Risk Assessment)
 - Ecology & Nature Conservation
 - Utilities Infrastructure
 - Cumulative Effects
 - Transport Assessment;
 - Green Travel Plan;
 - School Travel Plan;
 - Design and Access Statement;
 - Draft Section 106 Heads of Terms.

It is recognised that there is a need to minimise disturbance from demolition and construction and as far as practicable contractors' vehicles will be required to access and egress the site from the A316'

Sustainability Appraisal

- 7.8 This document has been subject to a separate Sustainability Appraisal (SA) produced in accordance with national guidance, set out in PPS 12: Local Development Frameworks, and the SEA Directive 2001/42/EC transposed into UK law through The Environmental Assessment of Plans and Programmes Regulations 2004.

Appendix 1: Consultant Team

Masterplanners

Fielden Clegg Bradley Studios

Property and Planning Advisors

Drivers Jonas

Transport Advisors

Bellamy Roberts

Appendix 2: Planning Policy

National Planning Policy

PPS 1 – Delivering Sustainable Development

PPS 1 seeks to ensure that the planning system promotes sustainable patterns of development by:

- 'Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- Contributing to sustainable economic development;
- Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- Ensuring high quality development through good and inclusive design, and the efficient use of resources; and,
- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, livable and mixed communities with good access to jobs and key services for all members of the community.'

Planning and Climate Change – Supplement to PPS1

The Supplement to PPS 1 sets out the role of the planning system in delivering a full and appropriate response on climate change. It states that new development should be planned with both mitigation and adaptation in mind and to make good use of opportunities for decentralised and renewable or low carbon energy.

PPS 3 – Housing

The Government's key housing policy goal is to ensure that everyone has the opportunity to live in an affordable, decent home. PPS 3 states that, in order to achieve this goal the planning system should provide for:

- 'High quality housing that is well designed and built to a high standard;
- A mix of housing, both market and affordable, particularly in terms of tenure and prices, to support a wide variety of households in all areas;
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice;
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure; and
- A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.'

PPG 13 – Transport

The key objective of PPG13 is to promote sustainable transport by increasing accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

PPG 13 requires that particular attention is paid to the design, location and access arrangements of new development to help promote access by walking and cycling.

Appendix D Maximum Parking Standards sets out a national maximum parking standard of 1 space per 2 staff + 1 space per 15 students for Higher and Further Education uses.

PPG 17 – Planning for Open Space, Sport and Recreation

PPG 17 seeks to ensure that the provision of open space for sports and recreation is adequately planned and implemented to meet the wider government objectives of:

- Supporting urban renewal;
- Supporting a rural renaissance;
- Promotion of social inclusion and community cohesion;
- Health and well being; and
- Promoting more sustainable development.

PPS 25 – Development and Flood Risk

PPS 25 seeks to 'ensure that flood risk is taken into account at all stages in the planning process, to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.'

The London Plan (consolidated with Alterations since 2004)

Higher and Further Education

Policy 3A.25 states that The Mayor will and boroughs should work with the LDA and the higher and further education sectors to ensure that the needs of the education sectors are addressed, 'taking account of the future development needs of the sector, including the provision of new facilities and potential for expansion of existing provision.'

Housing

Policy 3A.5 requires that Boroughs seek to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types and that all new housing is built to 'Lifetime Homes' standards, including ten per cent that should be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

Policy 3A.9 requires that Boroughs should set an overall target for affordable housing provision, taking into account regional and local assessments of need and the Mayor's strategic target for affordable housing provision that 50 per cent of provision.

Policy 3A.10 adds that 'Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.9, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.'

Car Parking

Annex 4 Parking Standards advises that for education uses PPG 13 standards should be taken as the absolute maximum. Boroughs are encouraged to set lower maximum standards that reflect the higher levels of public transport access within London, potential for pedestrian/cycle access to the site and local traffic reduction objectives.

Richmond upon Thames UDP First Review (2005)

The Council will apply all policies in the adopted Unitary Development Plan First Review (2005), which are relevant to the proposals for the redevelopment of the site when determining the eventual planning application. The key policies are:

IMP 3 – Provision of Planning Advantage

Where it is necessary to make a proposal acceptable in land use planning terms, in accordance with the criteria in paragraph 7 of Circular 1/97, the Council will seek the provision of planning advantages appropriate to the site and commensurate to the scale and nature of the development. Planning advantages can comprise:

- (a) improvements to the public transport system and interchanges, the footpath and cycle route network including access to the road system and rear servicing, public car parking and public cycle parking;
- (b) provision of special benefits in the form of public buildings, open space and other facilities for public use such as recreation and community uses which help meet site or other Plan objectives;
- (c) conservation of buildings (listed and buildings of townscape merit) or places of historic or architectural interest or conservation areas or areas of nature conservation interest;
- (d) provision of affordable or special needs housing;
- (e) community facilities such as public conveniences (including provision for people with disabilities), childcare facilities or playspace, recycling facilities;
- (f) provision of small industrial units;
- (g) tourist information points;
- (h) street furniture, landscaping and tree planting beyond the site boundary, and public works of art;
- (i) provision of employment training schemes which develop the skills of Borough residents thus promoting employment opportunities and improved quality of life for residents;
- (j) provision of buildings and/or facilities to satisfy the need for additional educational resources or public open space needs which the development may generate;
- (k) contributions to meet the full costs of activity arising from the development and its implications for transportation and infrastructure including the need for parking and highway access, improved public transport and other facilities;
- (l) another planning benefit for which there is a local need, for example environmental improvements to local shopping centres, housing and industrial estates, and closed circuit TV (CCTV).

IMP 4 – Environmental Assessment

In appropriate cases major applications must be supported by environmental impact assessments. This is in accordance with Circular 2/99. Where appropriate compensation or mitigation may be sought to overcome the environmental cost of development.

The Natural Environment

Policy STG 2 – The Environment

The Council will protect and enhance the open and the built environment. In particular it will:

- (a) safeguard the Borough's green belt and metropolitan open land and protect green chains and green corridors and other areas of open land which are important for visual reasons, agriculture, nature conservation, biodiversity, or sport and recreation;
- (b) conserve and enhance areas and buildings of historic or architectural interest or of special townscape value, and ancient monuments and sites of archaeological interest and registered parks and gardens of special historic interest;

(c) protect the character of established residential areas, particularly from inappropriate infill and backland development

(d) seek to ensure that developments enhance their surroundings, and do not impair important views or skylines.

ENV 1 – Metropolitan Open Land

The Council will protect and conserve metropolitan open land as defined on the proposals map by keeping it in predominantly open use. There will be a presumption against inappropriate development. Building development, including extensions, will generally be unacceptable. Changes of use of existing buildings for purposes not normally acceptable in metropolitan open land will be resisted. In considering development on sites adjoining metropolitan open land the Council will take into account any possible visual impact on the character of the open land.

ENV 4 – River Crane Area of Opportunity

A positive policy of environmental improvement, improved access and sympathetic development will be applied to the River Crane Area of Opportunity.

ENV 6 – Green Chains

The Council, in conjunction with neighbouring Boroughs, will have regard to the importance of interconnected green space (or green chains) as a recreation and nature conservation resource, and as a link to the countryside. Priority will be given to proposals that will provide missing links, and enhance the value of green chains for informal recreation (particularly walking) and nature conservation. Proposals which would breach the green chains with built development will not be permitted.

ENV 13 – Lighting including flood lighting

When considering proposals for lighting or floodlighting of buildings, sport, leisure or other facilities, the Council will take account of the benefits of the facilities and the effect they will have on the character and amenities of the surrounding area, including open land and in the wider context it will also take account of the impact on views from Richmond Hill, Richmond Park and across the River Thames. Favourable consideration will be given to the replacement of existing lighting to minimise impact.

ENV 15 – Retention of Recreation Facilities

The Council will resist the loss of public and private sports grounds and playing fields and private open space in recreational use and will encourage owners of private facilities to make them available for public access and use.

The Built Environment

BLT 11 – Design Considerations

The Council will require a high standard of design in new buildings and in extensions or alterations to existing buildings, while ensuring that schemes are compatible with the scale and character of existing development, its setting, and the setting of new development. The Council supports proposals whose materials, constructions, services, features and layout derive from ecological design principles. The Council accepts that in some circumstances this may result in new building forms, which will need sensitive integration into existing settlements or landscape. The Council will take account of the following factors in considering applications:

(a) scale of development;

(b) layout and access arrangements;

(c) relationship to existing townscape and between proposed buildings;

(d) height;

- (e) form;
- (f) frontage;
- (g) building materials and colour;
- (h) detailing;
- (i) compliance with ecological design principles.

BLT 12 – Accessible Environment

Applications for the development, change of use, alteration or extension of, buildings open to the public and buildings used for employment, educational or recreational purposes, will be required to provide full access for all users including people with disabilities and others with mobility difficulties. The Council will ensure that streets and other public areas are designed to meet the needs of people with disabilities. Regard must be taken of requirements set out in supplementary planning guidance, which will be a material consideration in determining planning applications.

BLT 13 – Planning Guidance

The Council will, from time to time, and in consultation with the public and other interested bodies, prepare supplementary planning guidance to elaborate on various aspects of design and other policy. Developments will be required to have regard to this guidance which will be a material consideration in determining planning applications.

BLT 14 – Landscape and Development

The inclusion of landscape proposals will normally be required in submissions for new development, and the Council will insist on the retention of existing trees and other important landscape features on development sites where practicable. Where trees are removed replacement planting will normally be required. There will be a presumption against schemes that result in an unacceptable loss of trees.

BLT 15 – Daylighting and Sunlighting

The Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining land or properties are protected.

BLT 16 – 'Unneighbourliness'

In considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance.

BLT 17 – Crime and Public Safety

The Council will seek to ensure that the design, layout and use of buildings and public spaces provide for public safety, deter crime and reduce the fear of crime.

BLT 26 – Environmental Improvements

The Council will continue to undertake and encourage improvements to the environment, in co-operation with local groups and businesses, and in connection with developments carried out in the Borough, particularly at the locations shown on the proposals map.

BLT 31 – Energy and Resource Conservation

The Council will seek to ensure that the design, orientation, and use of materials in new buildings, extensions and external works maximise potential for energy generation from renewable sources and resource conservation, take into account the principles of energy and water conservation and collection, and that materials are obtained from renewable sources and whenever possible are obtained by re-use or recycling. Proposals for development to enable the exploitation of renewable energy resources will be encouraged subject to impact on amenity.

Transport

TRN 2 – Transport and New Developments

The Council will only permit new development or changes of use where it can be demonstrated that the transport infrastructure can accommodate it, or be adapted to do so, without creating congestion and hazards on the road network. Transport Assessments will be required to support development proposals where there are significant transport issues to be addressed. New development should:

- (a) provide adequately for the needs of disabled people, pedestrians and cyclists;
- (b) provide links to the pedestrian and cycle network and add to and enhance it, wherever appropriate;
- (c) make provision for short, direct links to public transport and add to / enhance the public transport network wherever possible;
- (d) be acceptable in terms of traffic generation and traffic impact on the road network (taking into account the cumulative effects with other existing and committed developments in the area), and in terms of the availability of public transport and its ability to meet increased demand;
- (e) adequately provide for vehicular access and servicing, having regard to the needs of safety and to ensure that limited improvements in vehicular access are only allowed where they do not increase overall highway congestion;
- (f) where possible minimise the environmental impact and amount of land used by transport facilities, including roads, parking and turning heads. Street signs and furniture should be well designed and rationalised wherever possible;
- (g) be acceptable in terms of impact on air quality and noise levels caused by traffic generated.
- (h) seek in appropriate cases the concept of planning advantages appropriate to the site and commensurate to the scale of development in accordance with the Council's transportation policies.

TRN 3 – Green Travel Plans

The Council will require the development of travel plans for significant new non-residential developments and events.

TRN 4 – Car and Bicycle Parking Standards

Maximum car parking standards are set for all types of development. In Controlled Parking Zones and within 400 metres of a railway station, more restrictive standards than elsewhere in the Borough will apply as these are generally indicators of higher accessibility levels to public transport. The Council is committed to adopting a Public Transport Accessibility Level (PTAL) Model in future to determine parking standards. Appropriate provision for people with disabilities and cycle parking will be required.

TRN 10 – Public Rights of Way

The Council will seek to retain existing rights of way unless an alternative is proposed which is at least as safe, convenient and attractive. The Council will seek to improve public rights of way by signposting and maintenance and promote access through appropriate way marking and interpretation as finance permits.

TRN 11 – Cycling

The Council will seek to provide practical facilities for the safe and convenient movement of cyclists, including the development of a local cycle route to complement the London Cycle Network shown on Map 8. New development must be designed to give high priority to cycle facilities and to link to the cycle route network and include secure parking in accordance with standards. It will also seek to provide and support the provision of secure parking areas for cycles in shopping and leisure centres, public transport interchanges and other public buildings.

Housing

HSG 6 – Affordable Housing

Opportunities will be sought to maximise the provision of permanent affordable housing in any proposal which includes housing. The Council will encourage residential developments involving Registered Social Landlords, acting either on their own or in conjunction with the private sector that will meet the needs of buyers or renters on low to middle incomes that are unable to gain access to the housing market. Affordable housing will be expected on sites:

- (a) capable of providing 10 or more units, or
- (b) of 0.3 hectares or more

Such schemes will be subject to negotiation as to the appropriate amount of permanent affordable housing to be included. The Council expects that over the Plan period 40% of all new units will be permanent affordable housing. Provision will be made to ensure that housing remains permanently affordable for successive occupants. Where necessary, the Council will use its powers to restrict the occupation of property to people falling within particular categories of need. The long term management implications of a scheme should be taken into account and designed into a proposal from its inception. In exceptional circumstances, the Council may consider a financial contribution to its Affordable Housing Fund as an alternative to on-site provision.

HSG 8 – Wheelchair Standards

On developments of ten or more housing units, 10% of housing units should be specifically designed for, or capable of easy adaptation to, wheelchair housing.

HSG 11 – Residential Density and Mix

(a) In considering the appropriate density and mix of dwelling sizes for any development the Council will take into account the need to use land as intensively as is compatible with the protection of the quality, character and amenity of the area, and the contribution to meeting housing need for all sections of the community. In particular the Council will take into account:

- (1) the size and shape of the site;
- (2) the prevailing character of the area;
- (3) access to facilities such as shops and public transport;
- (4) considerations of design;
- (5) the Council's environmental standards;

- (6) the effect on landscape quality and nature conservation;
- (7) the desirability of the type of development proposed in relation to local housing need, particularly the provision of housing to meet the needs of lower income groups, or special needs housing;
- (8) the adequacy of car parking provision and traffic implications.

(b) Developments will be expected to provide a reasonable number of small units appropriate to the site (bedsits or one bedroom units) and the Council will seek to negotiate at least 25% small units on appropriate sites. In town centres and other areas with high public transport accessibility and with good access to facilities such as shops it is envisaged the majority of units will be small. The need for small units is in addition to any provision for affordable housing under policy HSG 6.

HSG 18 – Additional Residential Standards

In considering proposals for residential development the Council will normally apply the following standards:

- (a) accommodation likely to be occupied by families with young children should have direct and easy access to a private garden;
- (b) residential accommodation in mixed development should have a separate access, preferably from the front of the building;
- (c) sheltered housing and other housing likely to be occupied by the less mobile or elderly people should be near to shops and public transport, should have appropriately designed entrances, staircases and lifts and should have adequate access for service vehicles and ambulances;
- (d) housing design should take into account the need for sustainable development and the benefits of lifetime homes.

Community Facilities

Policy CCE 8 – Educational Premises

The Council will ensure that the provision of schools, pre-schools and other education facilities is sufficient in quantity and quality to meet the needs of residents (see policy BLT 11). Parts of existing school sites and some other council owned land may be identified for possible expansion or possible new school sites in order to accommodate both the current and future schooling needs in the Borough.

CCE 9 – Dual Use of Facilities

The Council will encourage and promote the dual use of school premises including private schools and other private or commercial facilities for sports and community purposes, subject to appropriate management arrangements. In considering future designs and adaptations, account will be taken of dual use requirements.

Car Parking

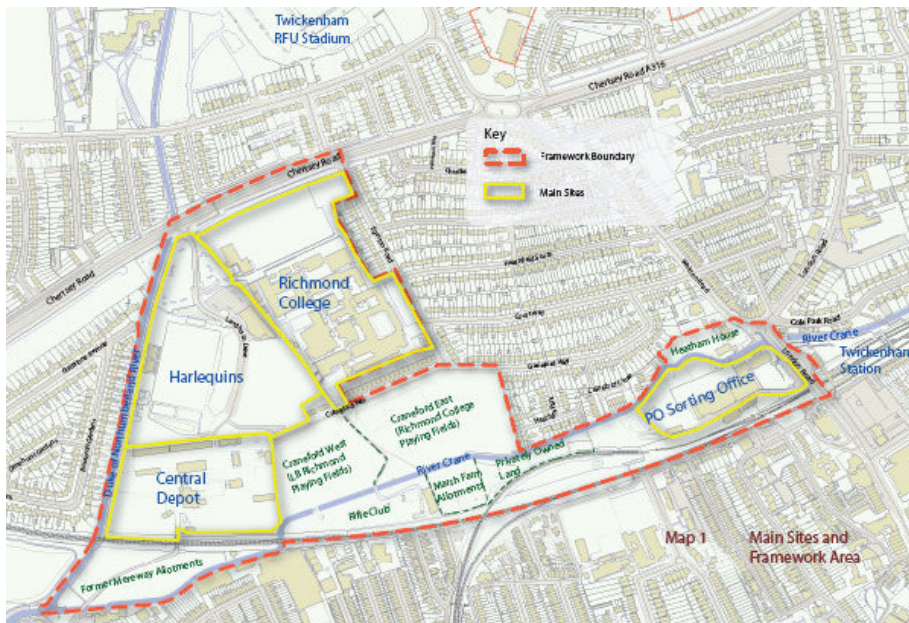
Appendix A – Car and Bicycle Parking Standards

Appendix A sets out a maximum parking standard of 1 space per 2 members of staff for schools and a minimum requirement for 5 cycle parking spaces per classroom.

Crane Valley Planning Guidelines (2005)

The Crane Valley Planning Guidelines SPG was adopted by Richmond Borough Council in 2005. The document sets out the Council's objectives for the Crane Valley Framework Area (shown below), as well as specific guidance for each of the four main sites in the area. These are:

- Harlequins Rugby Club;
- Richmond upon Thames College;
- Post Office Sorting Site Twickenham; and
- LB Richmond upon Thames Central Depot.



Crane Valley Framework Area

The Planning Guidelines are supplementary to the Adopted 2005 UDP and will be a material consideration for planning applications within the Crane Valley Framework Area.

The Council's overall development objectives for the Crane Valley are:

- 'To maximise the opportunities for improvements by ensuring that the area is planned in a comprehensive manner;
- To protect and enhance the natural environment of the River Crane, the Duke of Northumberland River and their banks as part of the wider West London Green Chain and Blue Ribbon network as identified in the London Plan;
- To improve the appearance and recreational value of the open space including the provision of a river walk and the associated pedestrian/cycle linkages; taking account river corridor ecology;
- To ensure that new development is compatible in scale and character with the local area; minimising any adverse impacts including flood risk;
- To minimise traffic and other impact on the surrounding area, particularly on the Heatham estate, to reduce severance and to improve pedestrian and cycle linkages within the area and to the surrounding area;

- To seek to secure improved sports facilities and possible improvements but not a significant expansion of student numbers at the college;
- To contribute towards meeting a range of housing needs;
- To ensure the provision of appropriate local community facilities including for education and health and the community use of buildings and playing fields; and
- To ensure that developers take account of the Council's Planning Contributions Strategy.'

The document identifies cross-cutting issues, which any application for development of one of the four main sites in the Crane Valley should address, as well as a number of site specific guidelines for the redevelopment of the college. The key issues and guidance in relation to the site are as follows:

Land Use and Building Design

- Significant expansion of student numbers is unlikely to be acceptable;
- It is expected that enabling residential development will provide a mix of unit types and sizes, including the maximum viable proportion of affordable housing;
- For the purposes of access to the college and the desirability of screening residential development from the A316, it is anticipated that college buildings will be located on the northern part of the site;
- Building design, massing and height should be appropriate to the site's characteristics, setting, civic function and the building's importance and location in the townscape;
- The highest densities and storey heights will be appropriate opposite Twickenham Stadium and next to Harlequins Rugby Ground. Heights should be lower next to existing two-storey housing;
- Gateways should mark out the transition to the site and where appropriate may take the form of a landmark building;
- The college playing fields, to the south of Craneford Way, should be upgraded and designed to encourage natural surveillance; and
- Where practical, college facilities should be shared with the wider community.

Access, Movement and Car Parking

- The main vehicular access to the college should be from the A316 via Langhorn Drive;
- Proposals should take account of the implications of the projected levels and patterns of traffic movement and car parking required as a result of development;
- Developers will be expected to contribute towards improvements to local public transport (including extended bus services), and walking and cycling links to Twickenham Town Centre and Station;
- A Travel Plan should set out how private car use will be reduced and initiatives to encourage the use of public transport, cycling and walking;
- The college should have a large secure cycle parking area;
- The footpath on the boundary between the Stoop Memorial Ground and the college, linking the site to Twickenham, should be retained and improved; and

- The development of a footpath along the River Crane between the Craneford Way playing fields and the Post Office Sorting Office site, linking to Twickenham Station is considered vital by the Council. However, it is acknowledged that the provision of this route is subject to unlocking land in private ownership.

Environmental Impacts

- Development should minimise impacts on the environment through best practice sustainable design, construction and management;
- Development should protect and enhance Metropolitan Open Land and the West London Green Chain;
- The trees fronting the college should be protected;
- Development in the floodplain should ensure that flood storage is not reduced and should not increase flood risk elsewhere;
- Proposals should be designed in consultation with the Environment Agency and must incorporate Sustainable Drainage Systems (SUDS); and
- Where practical, proposals should contribute to a scheme for the restoration of more naturalised banks to the River Crane.

Other Supplementary Planning Guidance and Documents

In addition to the Crane Valley Planning Guidelines SPG, the Council will have regard to the guidance set out in the following SPGs and SPDs when determining any future planning application:

- Design Quality Supplementary Planning Document (2006);
- Sustainable Construction Checklist Supplementary Planning Document (2006);
- Affordable Housing Supplementary Planning Guidance (2003);
- Design for Maximum Access Supplementary Planning Guidance;
- Planning Obligations Strategy Supplementary Planning Guidance (2005); and
- Security by Design Supplementary Planning Guidance.