3.3.7.2 PROPORTIONS AND SIZE

DIAGRAM 3.3.13 COLLEGE PART OF MARSH FARM LANE LAYOUT

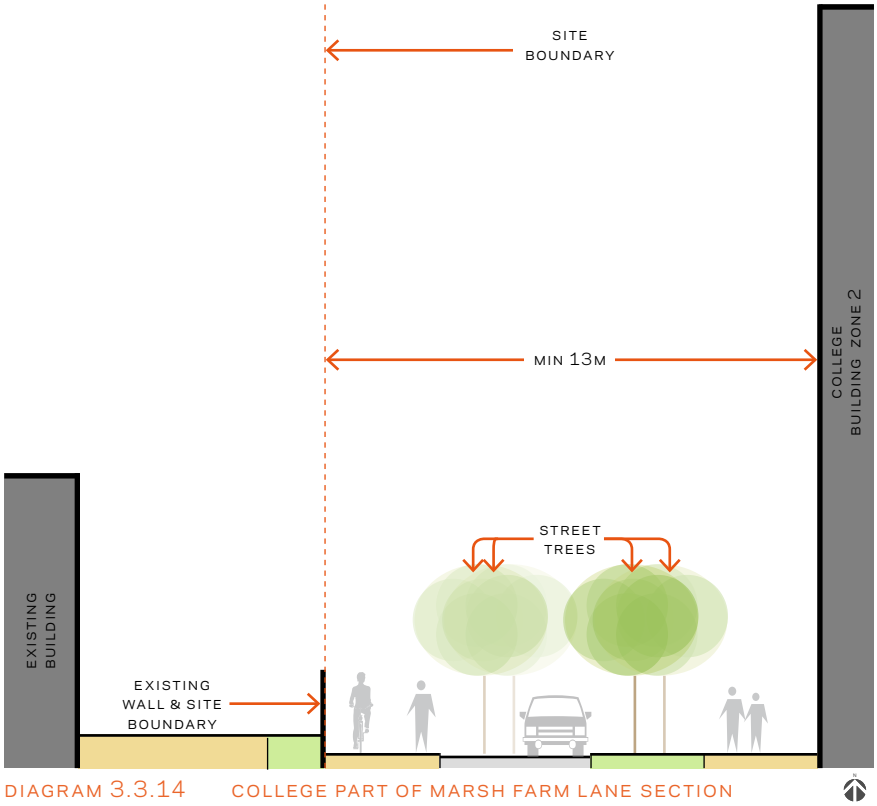


DIAGRAM 3.3.14 COLLEGE PART OF MARSH FARM LANE SECTION

For the reasons outlined above, this is anticipated to be the busiest part of Marsh Farm Lane, and its layout should vary from that described in section 3.3.4. The layout for this part of Marsh Farm Lane is illustrated in diagrams 3.3.13 and 3.3.14.

As a consequence of the need to accommodate vehicular traffic, this stretch of Marsh Farm Lane is to be designed to provide a continuous pedestrian and cyclist shared route to its eastern side, with a roadway alongside it and a wide pedestrian walkway adjoining College Building Zone 2. This should ensure adequate capacity of the route past the College following a natural desire line, whilst providing a pedestrian only area in order to allow for access to the College and safe egress from building(s) built in College Building Zone 2.

Landscape areas should be incorporated along this part of Marsh Farm Lane, and where it would be beneficial these should be widened to form chicanes to calm traffic and support more robust and varied trees and landscaping features. Diagram 3.3.13 illustrates four conditions anticipated along Marsh Farm Lane including landscape chicanes to either side of the roadway, and where these do not occur the additional width may be used to provide a widened pedestrian area alongside College Building Zone 2 and/or a landscape strip alongside the shared surface adjoining Marsh Farm Lane.

3.3.7.3 LANDSCAPING

The landscaping areas included along this part of Marsh Farm Lane should reinforce the linear nature of the lane, and support the unique opportunity to provide a habitat corridor between the open spaces along the River Crane and open spaces on and to the north of the redevelopment site.

Landscaping in this area should be designed to reinforce a sense of openness and security, in order to promote long-distance views and passive supervision. Well-considered connections between the shared space to the east and the footway to the west should be provided, and where landscaped areas are provided these should be designed to discourage short-cutting through the planting.

At the northernmost end of this part of Marsh Farm Lane, the pedestrianised hard surface area should fan out to link up with the College & Tech Hub Entrance Plaza (refer to section 4.3).

The existing trees along this part of Marsh Farm Lane should be replaced with healthy new trees located to support the redesigned space. The existing wall should be retained, though minor modifications should be permitted where these would improve safety.

3.3.7.4 VIEWS

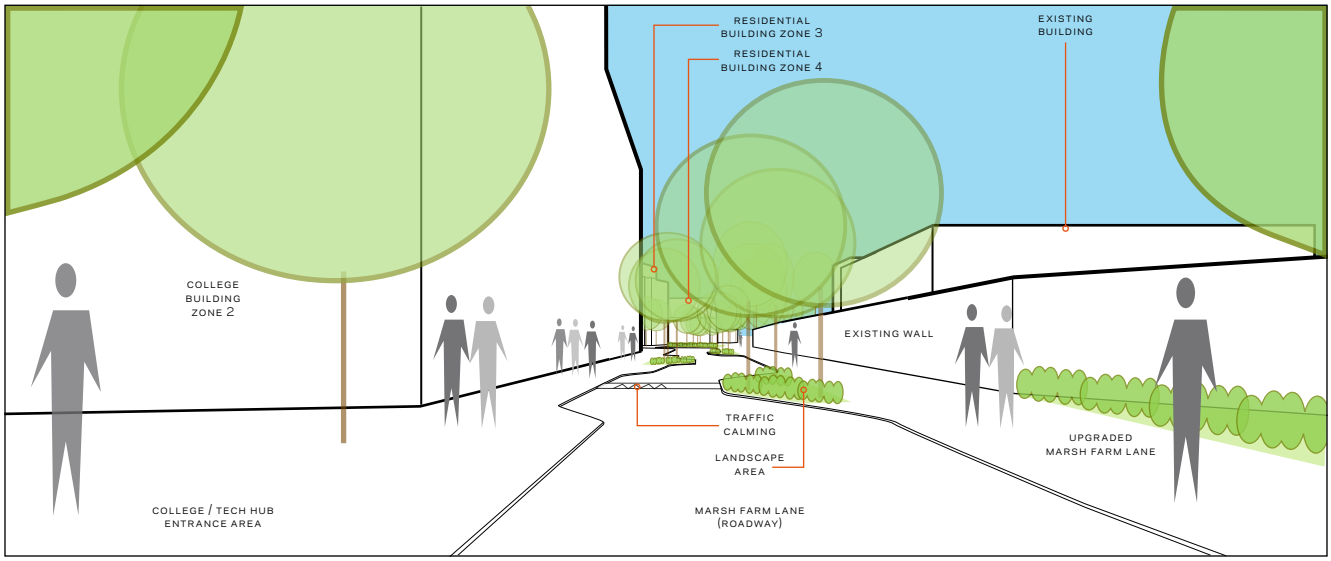


DIAGRAM 3.3.15 ILLUSTRATION OF VIEW SOUTH ALONG COLLEGE PART OF MARSH FARM LANE

The buildings in College Building Zone 2 will feature prominently in views in this stretch of Marsh Farm Lane, and at ground floor level should be designed to look onto this part of the Lane. Views along this part of the lane should provide good visibility for pedestrians, cyclists and drivers in order to facilitate safe use and promote passive supervision. Pedestrian crossings and traffic calming measures should be readily apparent and should be designed to prioritise pedestrian users and to lower traffic speeds.

The view north should afford views to the College and Tech Hub Entrance Plaza while the view south should provide glimpses to the Residential Site in order to reinforce wayfinding. Refer to section 2.2 and diagram 3.3.10.

3.3.7.5 LIGHTING

Lighting should be provided along this part of Marsh Farm Lane, and should be designed with sensitivity to the various different user groups that should be expected to share the space. Lighting in this part of the lane should provide sufficient illumination for vehicles and pedestrians, taking into account trees and street furniture, whilst minimising light spillage. The lighting strategy for this part of the lane should not prioritise vehicles over other users, and where practical the creative use of buildings and street furniture to conceal light fittings should be encouraged. Refer to section 3.2.10.

3.3.8 TECH HUB PART OF MARSH FARM LANE

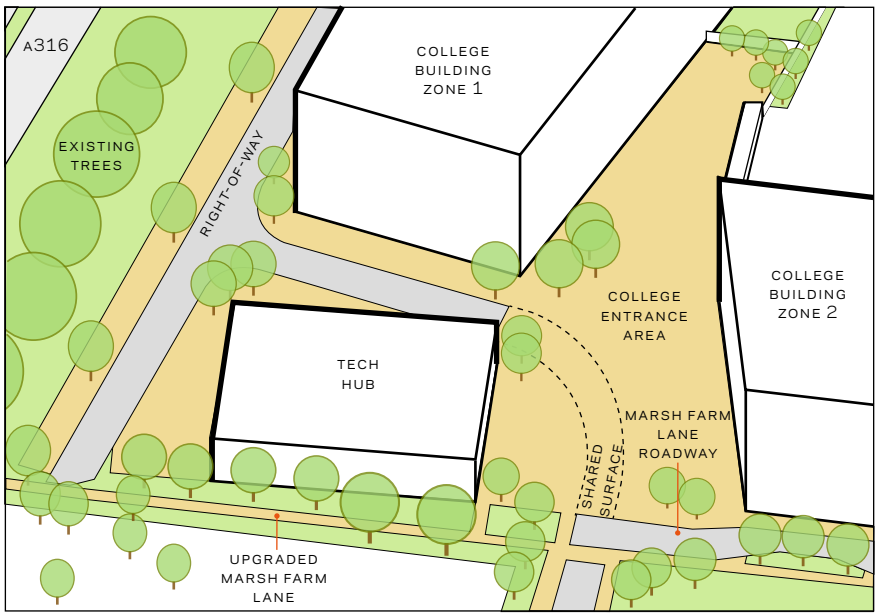


DIAGRAM 3.3.14 AERIAL OF TECH HUB PART OF MARSH FARM LANE

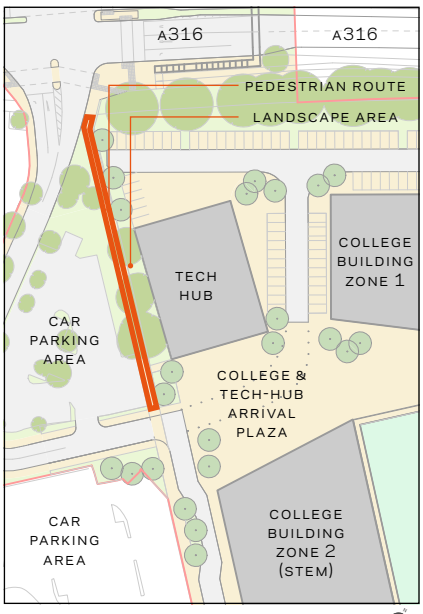


DIAGRAM 3.3.15 PLAN OF TECH HUB PART OF MARSH FARM LANE

3.3.8.1 OVERVIEW

The part of Marsh Farm Lane that passes alongside the Tech Hub Building Zone should be characterised by views along the lane towards the Tech Hub, College Building Zone 2 and by long views towards the residential site. To the west of this part of the lane are parking areas and open spaces on the Harlequins Site. Refer to diagrams 3.3.14 and 3.3.15.

This part of Marsh Farm Lane should be limited to use by pedestrians and cyclists. Level changes between the A316 and the redevelopment site should be accommodated through the use of shallow gradients in order to ensure that the path is accessible and inclusive.

3.3.8.2 PROPORTIONS AND SIZE

Because the majority of movements to and from the College are to Twickenham Town Centre, this stretch of Marsh Farm Lane is expected to be handle fewer pedestrians than other parts of the lane. Consequently, whilst the path may be designed in accordance with the guidance indicated in sections 3.3.4, a minimum width of 3m for a shared surface route for pedestrians and cyclists should be considered acceptable along this stretch.

3.3.8.3 LANDSCAPING

Landscaping in this area should be designed to reinforce a sense of openness and security, in order to promote long-distance views and passive supervision. The landscaping zone included along this part of Marsh Farm Lane should provide a protective buffer between the lane and the Tech Hub and should complete the habitat corridor between the open spaces along the River Crane and open spaces on and to the north of the redevelopment site.

The relationship of this space and the Tech Hub adjoining it will be key to ensuring it has a successful identity and character. The Tech Hub should be designed to overlook the lane, where possible, in order to ensure passive supervision and

should avoiding large stretches of facade adjoining the lane without any activity. Refer to section 2.4.

At the southernmost end of this part of Marsh Farm Lane, the pedestrianised hard surface area should fan out to link up with the College & Tech Hub Entrance Plaza. Refer to section 4.3.

Existing trees along Marsh Farm Lane should be retained where they are healthy and do not interfere with the function, security and accessibility of the lane. In particular, the mature stand of trees adjoining the A316 should be protected and retained.

3.3.8.4 VIEWS

Views to the College buildings should be an important characteristic of the Public Realm of this part of Marsh Farm Lane. The view from the south along Marsh Farm Lane will play an important role on approach to the College. The design and layout of the lane should facilitate long views towards the College site, an in-particular of College Building Zone 2 which should form a landmark on this vista, to reflect its importance in its context and its role in wayfinding. The design of the Tech Hub should aim to preserve views to College Building Zone 2, in order to reinforce its role in wayfinding. Refer to section 2.2.

3.3.7.5 LIGHTING

Lighting should be provided along Marsh Farm Lane, and should be designed with sensitivity to the changing context along the lane. Refer to section 3.2.10.

3.4 CROSS-SITE RIGHT-OF-WAY

The redevelopment should be served by an improved vehicular access off of the A316 via an improved right-of-way parallel to the A316.

3.4.1 OVERVIEW

The existing right-of-way that crosses the site should be re-routed nearer to the A316 to allow for a coherent campus to be designed. The new alignment for the Cross-Site Right-of-Way should run from the existing connection to Langhorn Drive, around the Tech Hub, parallel to the A316 and should connect to the northern part of Egerton Road at, or near to, the location of the existing access point.

DIAGRAM 3.4.1

PLAN OF CROSS-SITE RIGHT-OF-WAY

3.4.2 PURPOSE

The Cross-Site Right-of-Way provides a second means of egress from the Harlequins Site, vehicular access & car parking for the Tech Hub, College and Secondary School, and access to service & delivery areas for the Tech Hub, College & Schools. Most vehicles will arrive off of the A316 via the Langhorn Drive Approach, though cars for the Schools should arrive via the northern portion of Egerton Road. Vehicles using the shared use part of Marsh Farm Lane will access this from the Cross-Site Right-of-Way.

Entrances to specific Tech Hub, College and Secondary School facilities should be provided along this Right-of-Way, including community entrances.

3.4.3 CHARACTER

As the Cross-Site Right-of-Way should become a major approach to the College, Tech Hub and School, its design should be reflective of its important position in the Public Realm. This should be demonstrated in the quality & character of the materials of surfaces and boundary treatments, and in the type, quality and quantity of street furniture and landscaping provided.

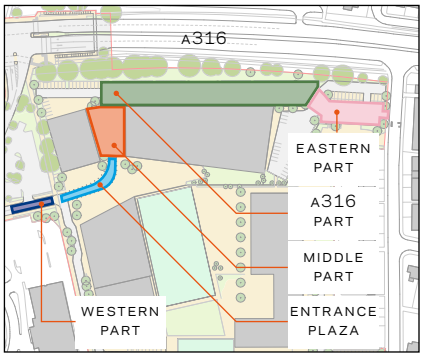


DIAGRAM 3.4.2

PARTS OF CROSS-SITE RIGHT-OF-WAY

There will be five distinct parts of the re-routed Right-of-Way; these parts are described from west to east, as illustrated in diagram 3.4.2, as follows:

- Western Part
- Entrance Plaza Part
- Middle Part
- A316 Part
- Eastern Part

Each of these parts is described individually in detail starting from the west in sections 3.4.7-3.4.11. By virtue of the primary purposes of the route, much of this route will be of a vehicle-oriented nature; nevertheless, adjoining landscaping, trees, buildings and open spaces should impart a distinct character to each of the parts of the right-of-way.

3.4.4 PROPORTIONS AND SIZE

While each part of the right-of-way should have a distinct design and situation, there should be a commonality to the roadway design. The roadway should be designed with a simple and clear geometry, with width and turning radii appropriate to car parking and vehicles moving at a slow speed. It should be designed to accommodate two-way traffic for smaller vehicles and one way traffic from west to east for larger service & delivery vehicles and coaches. Traffic calming measures should be provided to discourage excessive speeds, as described in section 3.2.14.

The proportions of other aspects of the right-of-way will vary depending on the location, context and adjoining uses, and are described in sections 3.4.7-3.4.11.

Each roadway should be provided with adjoining footways and landscape margins as appropriate to its context and described within the section dedicated to that part of the right-of-way. Where car parking is provided, it should be between the footpath and roadway along these roads and should be broken up with landscaped areas integrated as part of the same zone.

3.4.5 LANDSCAPING

Where described in each section of the right-of-way, landscaped margins may be provided to either or both sides of the right-of-way. The design of such landscaping should not screen the footway from buildings and open spaces around it, in order to promote long-distance views and passive supervision. Additionally, landscaping should be designed to soften the appearance of any non-active facades they border, and must not compromise the security of adjoining buildings and open spaces, and in particular must not facilitate unauthorised access through climbing.

Such landscaping areas should incorporate street furniture where appropriate to encourage use of and lingering along the footway, promote security, and to assist residents and visitors with limited mobility. Where landscape areas are at corners of footways, they should be designed with consideration of natural desire lines and should be designed to accommodate or withstand 'short-cutting'.

3.4.6 LIGHTING

Lighting should be provided along all parts of the right-of-way, should be designed with sensitivity to the changing context along the route. Particular sensitivity must be provided to preventing conflict with the lighting of the A316 to avoid creating a confusing and unsafe roadway; lighting in this area should also avoid lighting the trees and landscaping to minimise impact on the use of this area as a habitat corridor whilst ensuring adequate levels required for safety. Refer to section 3.2.10.

3.4.7 WESTERN PART OF CROSS-SITE RIGHT-OF-WAY

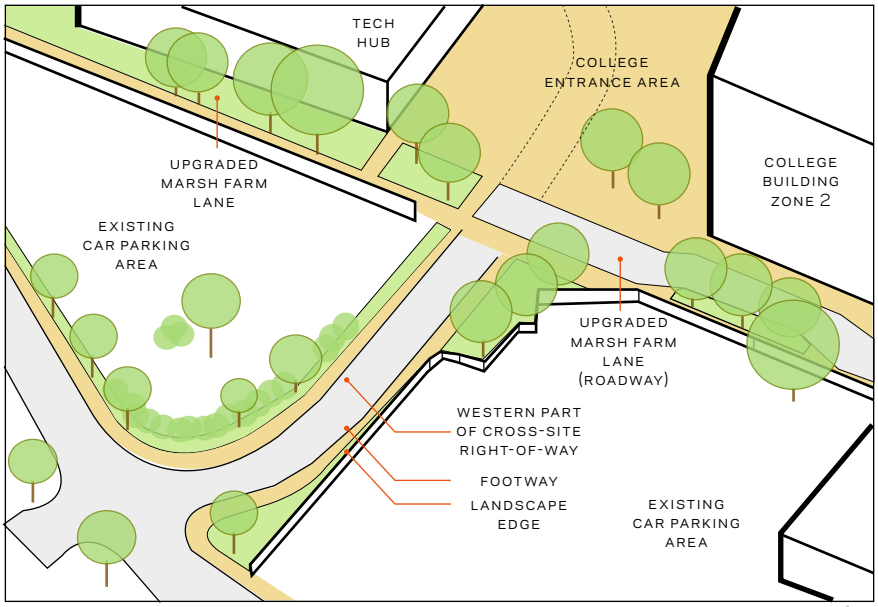


DIAGRAM 3.4.3 AERIAL OF WESTERN PART OF CROSS-SITE RIGHT-OF-WAY

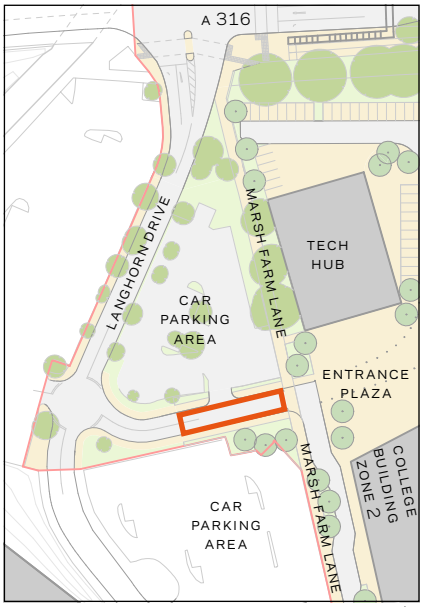


DIAGRAM 3.4.4

PLAN OF WESTERN PART OF RIGHT-OF-WAY

DIAGRAM 3.4.5

RIGHT-OF-WAY LAYOUT

3.4.7.1 OVERVIEW

The western part of the right-of-way connects to Langhorn Drive at the same location as the existing access point. From there the roadway should continue on a straightened alignment to Marsh Farm Lane, which marks the end of the western part of the right-of-way. Refer to diagrams 3.4.3 and 3.4.4.

By virtue of its position and the pedestrian and cycle access afforded by Marsh Farm Lane, this part of the right-of-way will be primarily used by vehicles. Nevertheless as some pedestrians may approach the redevelopment along this route footways should be provided along either side of the roadway. To ensure an attractive approach, landscaped margins to either side should also be provided.

3.4.7.2 PROPORTIONS AND SIZE

The roadway should be designed as described in section 3.4.5, with footways to either side of a minimum of 2m, and a minimum landscape edge of 1m outside of this area, as illustrated in diagrams 3.4.5 and 3.4.6.

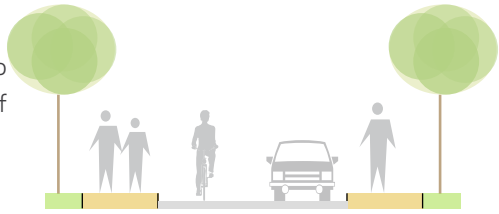


DIAGRAM 3.4.6

RIGHT-OF-WAY SECTION

3.4.7.3 LANDSCAPING

Landscaped margins should be provided to either side of the footways adjoining the right-of-way. The design of the landscaping should not screen the approach from buildings and open spaces around it, in order to promote long-distance views and passive supervision. However, the landscaping should ensure that the approach is distinct from the car parking on the Harlequins Site, and prevents the car parking from dominating the Public Realm. Whilst access from the car parking may be provided onto the footways, landscaping along this edges should be designed to discourage casual 'short-cutting' across the car parks in order to maximise safety and minimise potential for mischief.

3.4.7.4 VIEWS

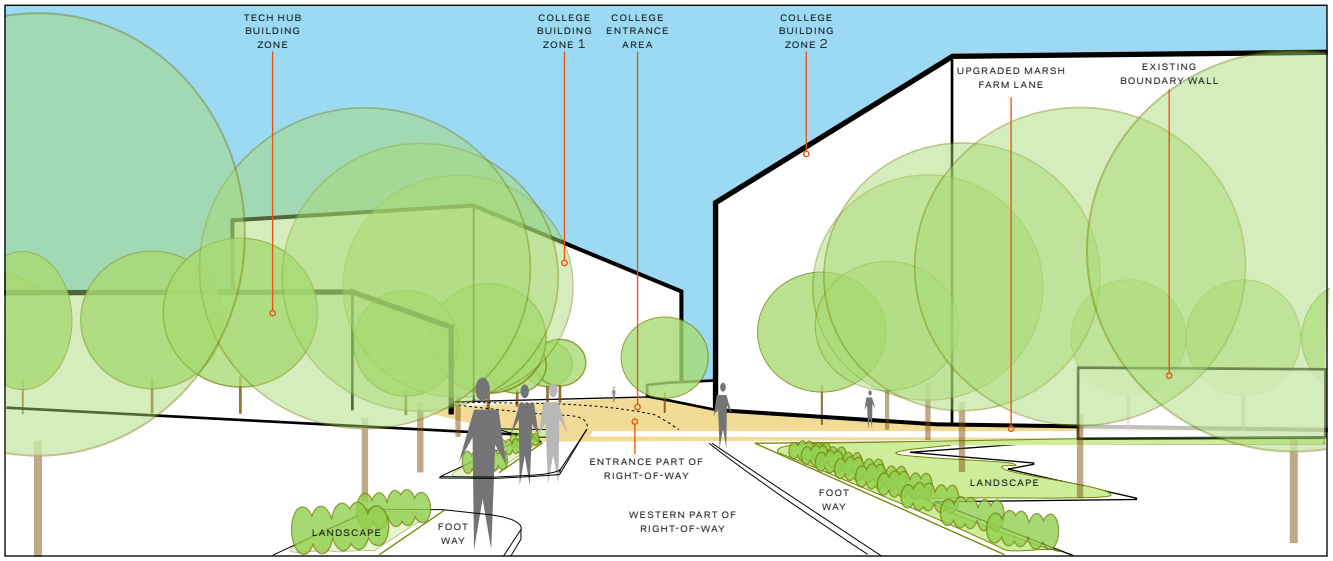
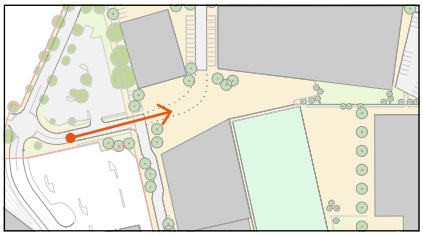


DIAGRAM 3.4.7 ILLUSTRATION OF VIEW EAST ALONG WESTERN PART OF RIGHT-OF-WAY

Views to the College buildings should be an important characteristic of the Public Realm of this part of the right-of-way. This view should play a particularly important role on approach to the College, and the design and layout of the right-of-way should facilitate long views towards the College buildings which should form a landmark on this vista, to reflect the Colleges importance in its context and its role in wayfinding. The design of the Tech Hub should not obscure or compete with College Building Zone 1, in order to reinforce its role in wayfinding. Refer to section 2.2, and diagram 3.4.7.



KEYPLAN

3.4.8 ENTRANCE PLAZA PART OF CROSS-SITE RIGHT-OF-WAY

3.4.8.1 OVERVIEW

Where Marsh Farm Lane crosses the Right-of-Way, it should be designed such to marks a boundary in the route and visually signify the priority of pedestrians and cyclists at the crossing. After the crossing, a new junction will exist in the roadway connecting the part of Marsh Farm Lane that has vehicular access to the Right-of-Way.

To the east of this junction, the Right-of-Way crosses the entrance plaza of the College and Tech Hub. The role of this space as a continuous pedestrian-priority space should take precedence over its use as part of the Right-of-Way, and this should be emphasised in its design. Consequently, the key characteristic of this area is its sense as an important place and its use as a route to accommodate vehicle movements should be secondary.

Detail on the design guidelines for this space are provided in section 4.3, and designers of this part of the right-of-way should refer to that section for guidance. All areas of this plaza accessible for vehicular movements should be designed as shared space with pedestrian priority, whilst according with the guidance for roadway design in section 3.2.

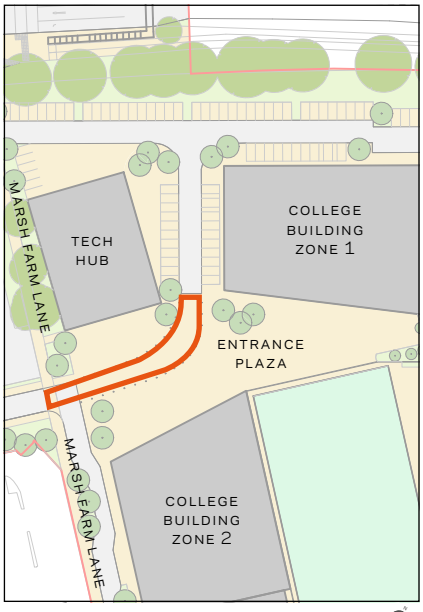


DIAGRAM 3.4.8 ENTRANCE PLAZA PART OF RIGHT-OF-WAY

3.4.9 MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

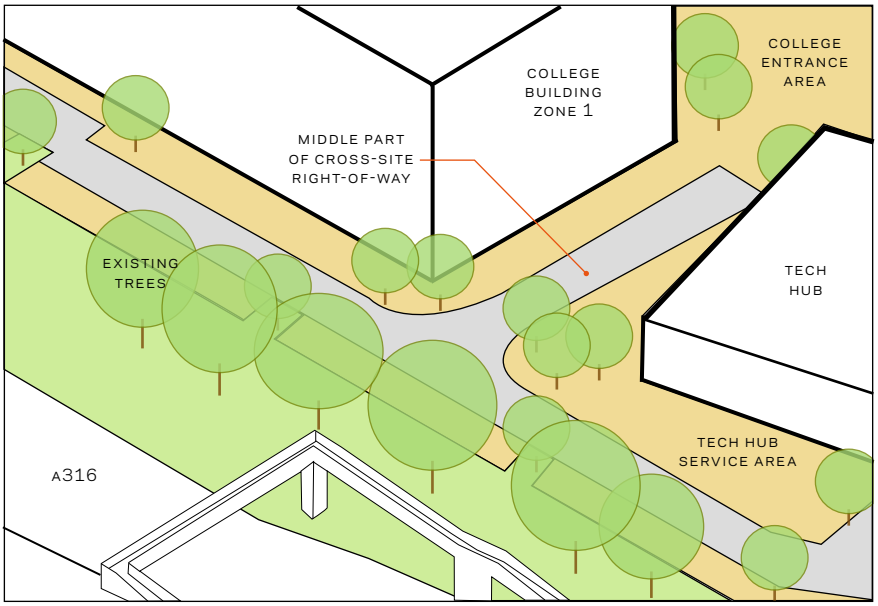


DIAGRAM 3.4.9 AERIAL OF MIDDLE PART OF CROSS-SITE RIGHT-OF-WAY

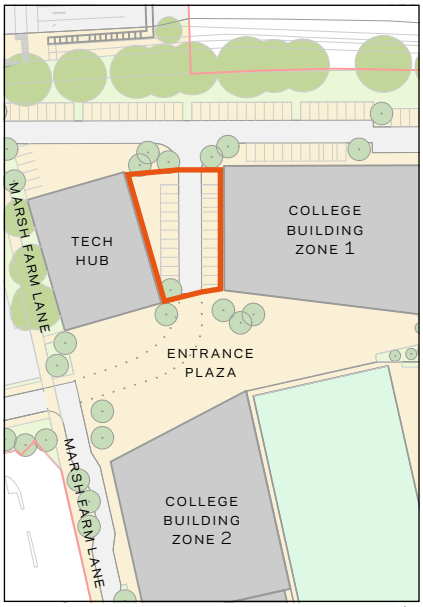


DIAGRAM 3.4.10 PLAN OF MIDDLE PART OF RIGHT-OF-WAY

3.4.9.1 OVERVIEW

The middle part of the right-of-way reflects a distinct space on the campus between the College and the Tech Hub. This place is an area for arrival by vehicle to both the College and Tech Hub, and this role should be reflected in the design of the space. By virtue of this purpose, the space will have a vehicle oriented character, and should provide an area for car parking. Nevertheless, to ensure safe access for pedestrians footways should be provided along either side of the car parking adjoining the roadway. To ensure the space is attractive, landscaping and in particular trees should also be provided. Refer to diagrams 3.4.9 and 3.4.10.

3.4.9.2 PROPORTIONS AND SIZE

The roadway should be designed as described in section 3.2.4, with echelon or perpendicular parking provided to both sides of the roadway 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.

Footways to either side of the parking should be a minimum of 1.5m in width, and where possible should be wider to accommodate spill-out activities from the College and Tech Hub buildings, as illustrated in diagrams 3.4.11 and 3.4.12.

3.4.9.3 LANDSCAPING

As a vehicle-oriented space, this area will be predominantly hard-landscape in character. Insofar as is practical, it should be designed in conformity with the adjoining entrance plaza, to ensure continuity of design language and quality around the site. Nevertheless, landscaped areas and trees should be incorporated into this space to reduce the visual dominance of car parking. The design of the landscaping should not screen the space in order to promote long-distance views and passive supervision. Where possible, the landscaping should ensure that the area is distinct from adjoining areas in order to emphasise its sense as a place in its own right.