

3.1 ACCESS

The College site can be easily accessed by foot, cycle, public transit, and private vehicle.

3.1.1 VIEWS OF SITE APPROACHES

There are currently 5 access points to the main College site. The appearance of the different approaches varies substantially.



DIAGRAM 3.1.1 SITE ENTRANCES
(Source: RuTC Planning Brief)



2. EGERTON ROAD OFF CHERTSEY ROAD - SECONDARY VEHICULAR ACCESS



3. LANGHORN DRIVE - PRIMARY VEHICULAR ACCESS



1A. EGERTON ROAD - PEAK HOURS PEDESTRIAN ACCESS



1B. EGERTON ROAD - PRIMARY PEDESTRIAN AND VISITOR ACCESS



4. CRANEFORD WAY (ADJOINING MARSH FARM LANE) - LINK TO CRANEFORD WAY SITE

3.1.2 PEDESTRIAN ACCESS

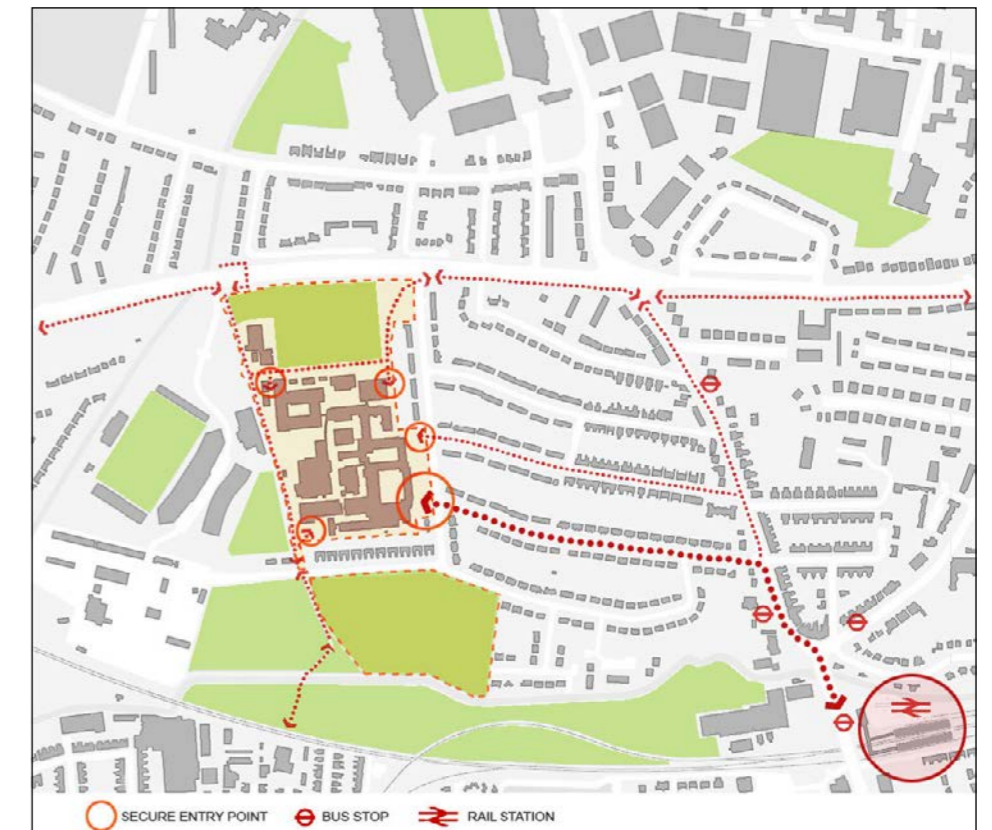


DIAGRAM 3.1.2 PEDESTRIAN ROUTES AND ACCESS
(Source: RuTC Planning Brief)

Pedestrian access is primarily off of Egerton Road. The vast majority of pupils approach from Twickenham Rail Station. The College currently patrols this route during busy times.

The Marsh Farm Right right-of-way to the west of the site is locally important, and could benefit from up-grading.

The Council has a long term ambition of providing a pedestrian access from the rail station to the site along the River Crane. It is anticipated that this link will be actualised in the foreseeable future.

3.1.3 CYCLE ACCESS



DIAGRAM 3.1.3 CYCLE ROUTES AND ACCESS
(Source: TfL, Openstreetmap)

The College is well-connected to the local cycle network.

There is a good provision of cycle parking distributed around the site, and the College recently received planning permission to increase provision.

Connections to the local cycle network could be improved by upgrading - including widening - of the Marsh Farm Lane right-of-way, the creation of improved connections along the River Crane, and step free connections over the railway south of the River Crane and over the A316.

3.1.4 PUBLIC TRANSPORTATION

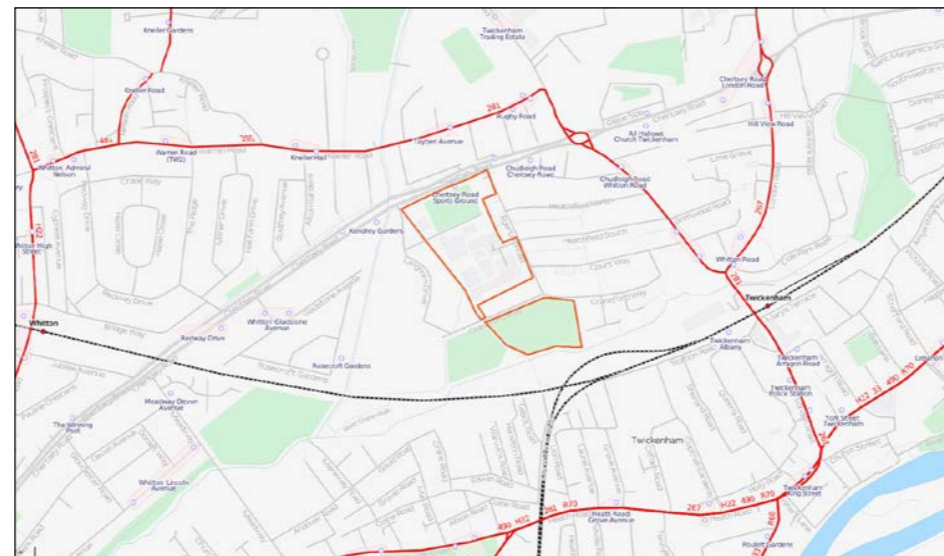


DIAGRAM 3.1.4 LOCAL PROVISION OF PUBLIC TRANSIT
(Source: TfL, Openstreetmap)

There is good public transport access to the site. Public Transport is provided by bus and rail with Twickenham Rail Station providing high quality connections to a variety of locations. Almost all pupils and

the majority of staff arrive onsite by public transit. The vast majority use Twickenham Rail Station, which is a short walk away from the College Site. Whilst the PTAL rating of the site is only 2, this masks the quality of the connections available, and improvements already approved.

Access to public transport

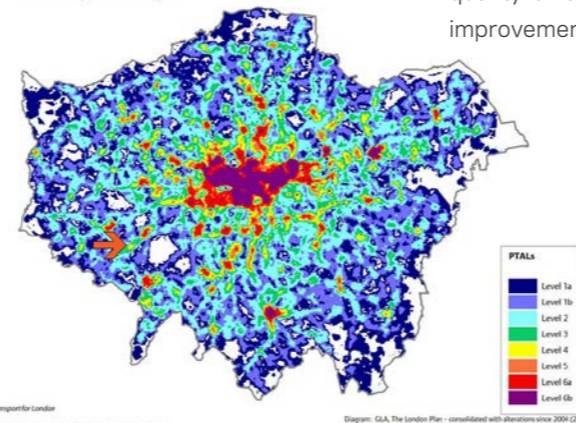


DIAGRAM 3.1.5 PUBLIC TRANSPORT ACCESS LEVELS (PTAL) ACROSS LONDON
(SOURCE: TFL)

3.1.5 VEHICULAR ACCESS

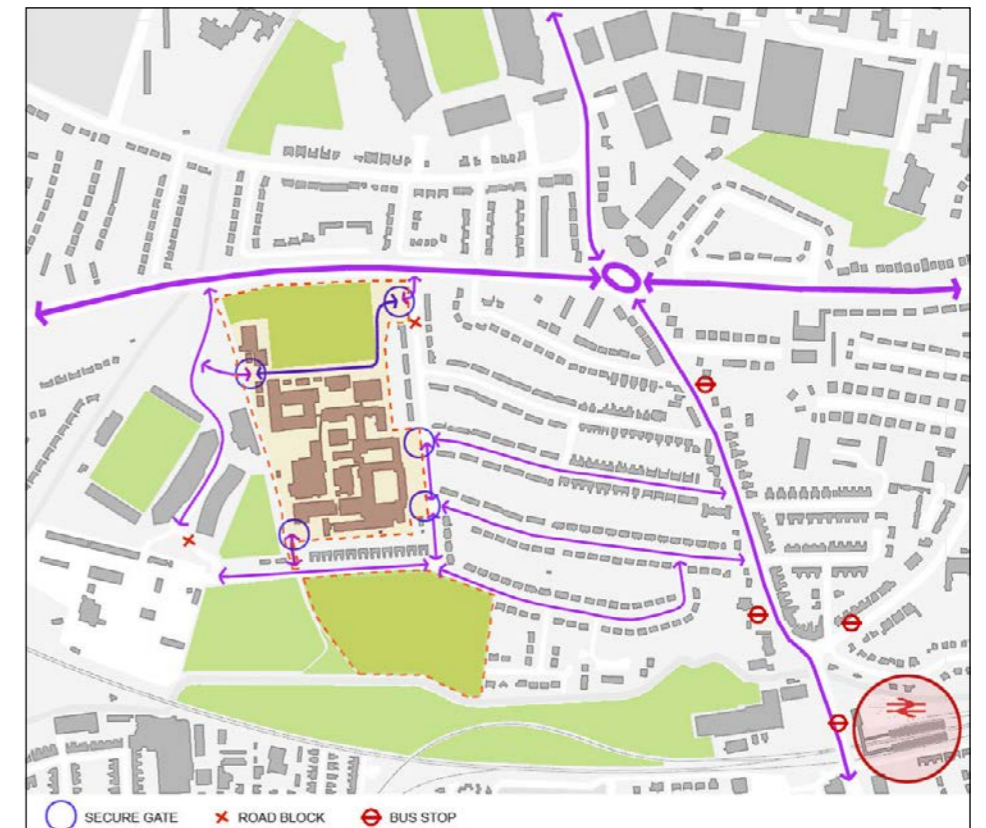


DIAGRAM 3.1.6 VEHICULAR ROUTES AND ACCESS
(Source: RuTC Planning Brief)

Primary Vehicular Access to the College is off of the A316. Secondary access is off of Egerton Road via Court Way and Craneford Way. The A316 is subject to congestion/tailbacks during event days at HFC and RFU.

The RuTC Planning Brief encourages future provision to be off of the A316. On site parking (approximately 260 spaces)

is supplemented by a further 240 spots available at the Harlequins Car Park. The College's Green Travel Plan seeks to reduce the use of off-site parking.

Access to the Depot is via Langhorn Drive, with secondary access off of Craneford Way. There is also an access via Mereway Lane to the south, though this does not seem suitable for larger vehicles.

3.2 ORGANISATION

The College Buildings are clustered in one area of the Main Site. The College has been haphazardly developed over a long time with little regards to overall organisation. As a consequence, the buildings are incoherent and difficult to understand and operate.

3.2.1 BUILDING FORM

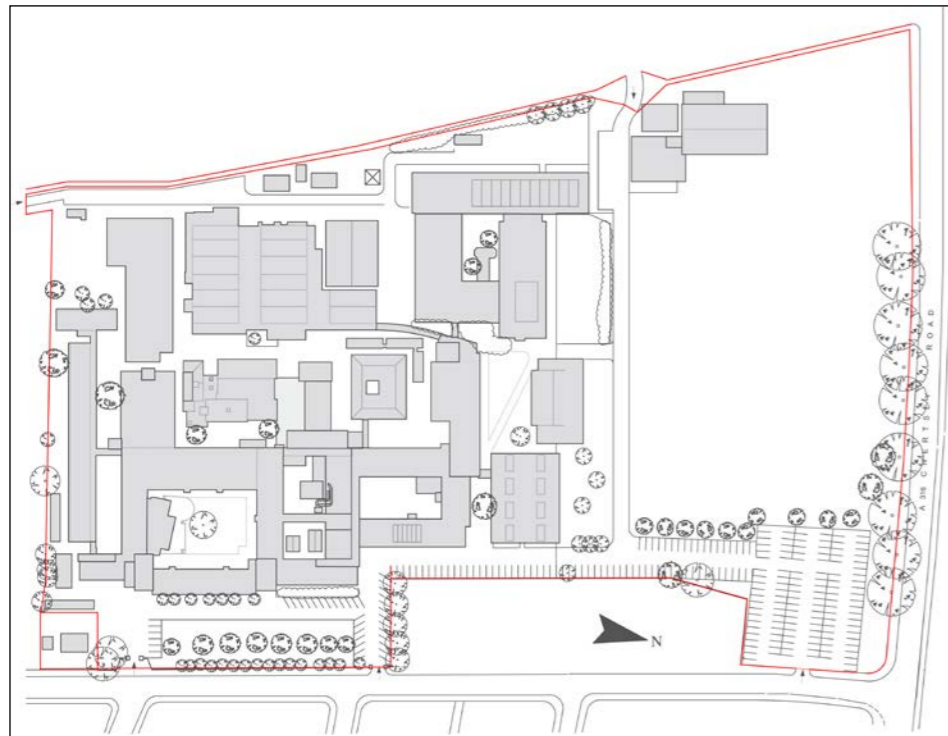


DIAGRAM 3.2.1 FORM OF COLLEGE BUILDINGS

The larger southern piece of the Main Site is densely occupied by buildings of varying ages and conditions, which are incoherent in their planning and design.

As can be seen in the diagram above, there is little apparent logic to the organisation of the buildings, or of the spaces that they enclose. Consequently, wayfinding on site is less than ideal.

Additionally, the campus, clearly developed without a masterplan, only possesses a few internal links between buildings - and those links are distinctly awkward. As a result, circulation patterns commonly require combining internal and external access routes that conflict with onsite vehicular servicing routes.

3.2.2 BUILDING SCALE

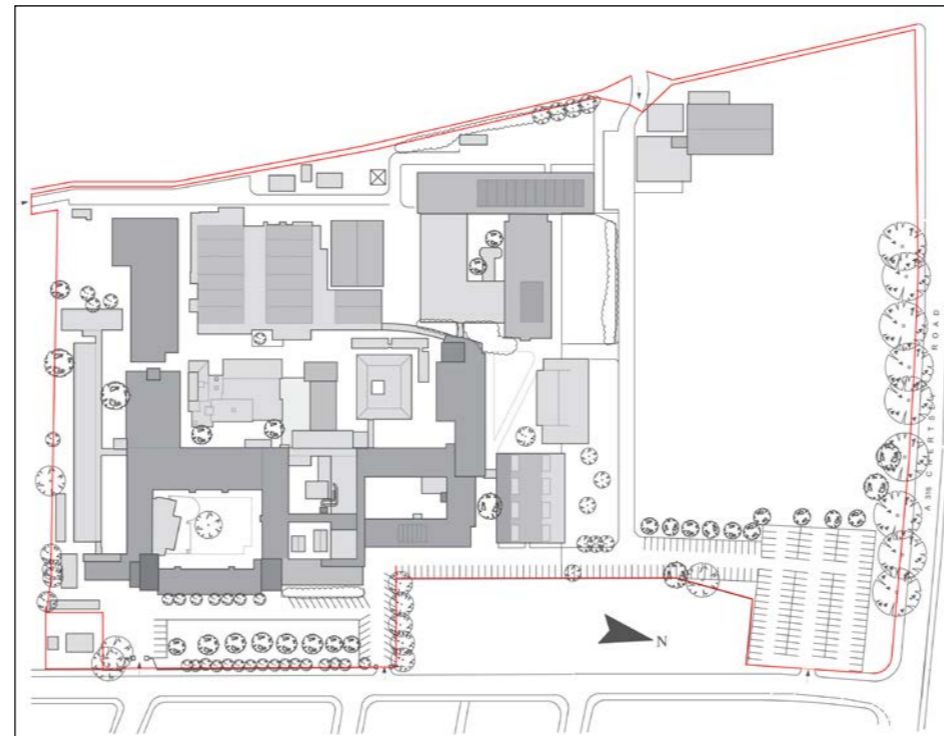


DIAGRAM 3.2.2 HEIGHTS OF COLLEGE BUILDINGS (DARKER = TALLER)

The heights of the existing buildings generally varies from 1 to 3 stories, excepting the tower on the main College building which is occupied on 5 floors. The mass of the buildings is focussed in the main College building in the south-east corner of the site.

Diagram 3.2.2 reveals how the main building is organised around a series of courtyards with a few clear appendages and a great multitude of haphazard single-story accretions.

The main building houses the majority of academic and administrative spaces of the College, as well as central plant and a range of specialist facilities (such as performance halls). The wings on the main building tend to house additional administrative and specialist teaching facilities, such as space for science and for teaching staff.

The ancillary buildings include the College canteen as well as a large number of temporary buildings and storage units.

3.2.3 ORGANISATION OF BUILDINGS



DIAGRAM 3.2.3 ORGANISATION OF COLLEGE BUILDINGS

In addition there are a variety of distinct buildings (or sets of buildings) each of which generally accommodates a discreet component of the College's activities.

To the west of the site (top of the diagram) these tend to be vocational and housed in industrial one-two storey buildings to the west of the site. A number of specialist teaching blocks are located to the north of the site, while additional specialist areas - including for supported learning - are housed at the southern end of the site.

- Main Building
- Wings on Main Building
- Ancillary Buildings
- Harrop Building
- Vocational Workshop Buildings
- Art and Design Building
- Music and Learning Resource Centres
- Sports

KEY TO PLAN INDICATING ORGANISATION OF COLLEGE BUILDINGS

3.3 EASEMENTS & RIGHTS-OF-WAY

A brief overview of the easements that will constrain the redevelopment.

3.3.1 EXISTING CROSS-SITE RIGHT-OF-WAY

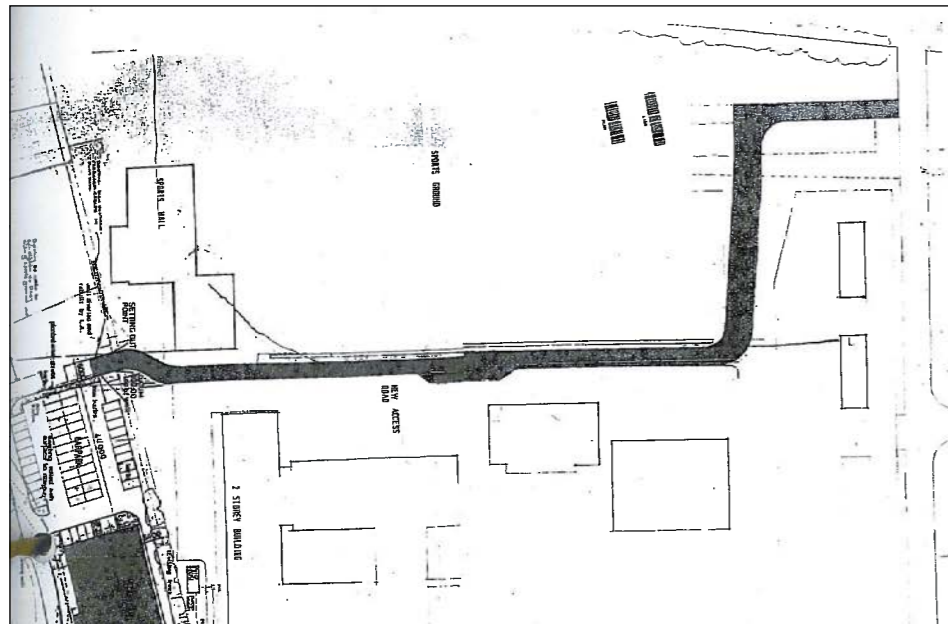


DIAGRAM 3.3.1 HARLEQUINS RIGHT-OF-WAY ACROSS THE COLLEGE SITE
(source: Title Deed)

A Licence relating to a right-of-way across the College Site in favour of Harlequin Estates (Twickenham) Limited (“HETL”) exists.

Negotiations with Harlequins undertaken in preparation for this application have established that the routing of the right-of-way can be altered in accordance with the redevelopment proposals.

3.3.2 SEWERS EASEMENTS & GAS DISTRIBUTION

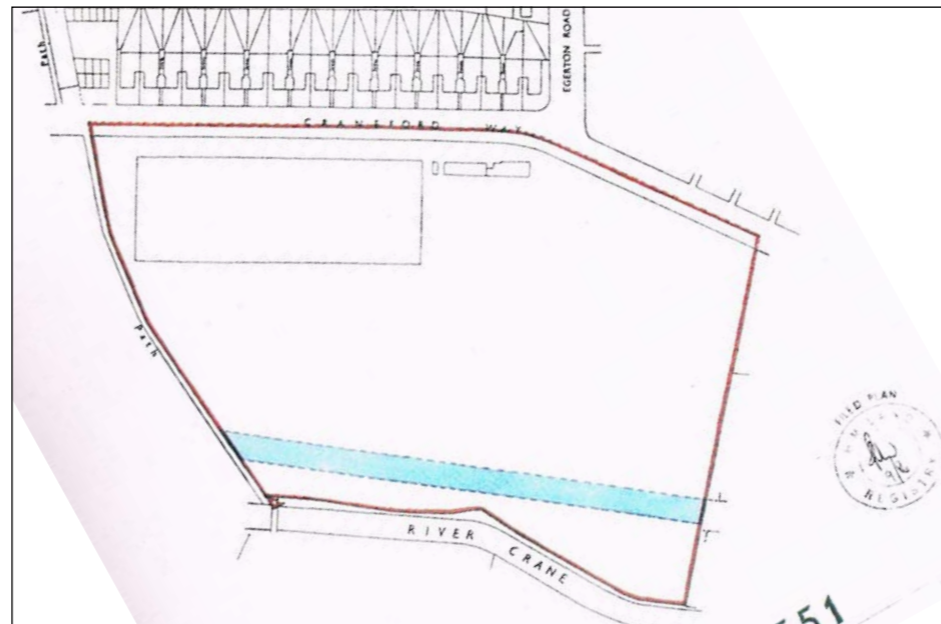


DIAGRAM 3.3.2 EASEMENT ASSOCIATED WITH THE TWICKENHAM RIVER CRANE SEWER
(source: HM Land Registry)

Deeds for the Playing Field Site indicate that there is an easement restricting the construction of a structure of any kind within 10ft to the north and 20 feet to the south of the centreline of the Twickenham River Crane Sewer which runs across the site.

Any development in this area will need to comply with the terms of the easement, or may require negotiations with the beneficiary of the easement. It should be noted that even if development over the sewers is possible, it will likely involve additional approvals, complexity, and expense.

There is also a Deed of Easement between the Council (now College) and HETL (Harlequins), which grants rights relating to the installation and maintenance of gas and sewage pipes on the western boundary of the main College site. It is understood that these routes lie under Marsh Farm Lane, and will need to be retained and protected as part of the redevelopment.

Additional gas and sewer lines run around the Redevelopment Site, including under Egerton Road and along the A316 corridor.

3.3.3 ELECTRICITY DISTRIBUTION

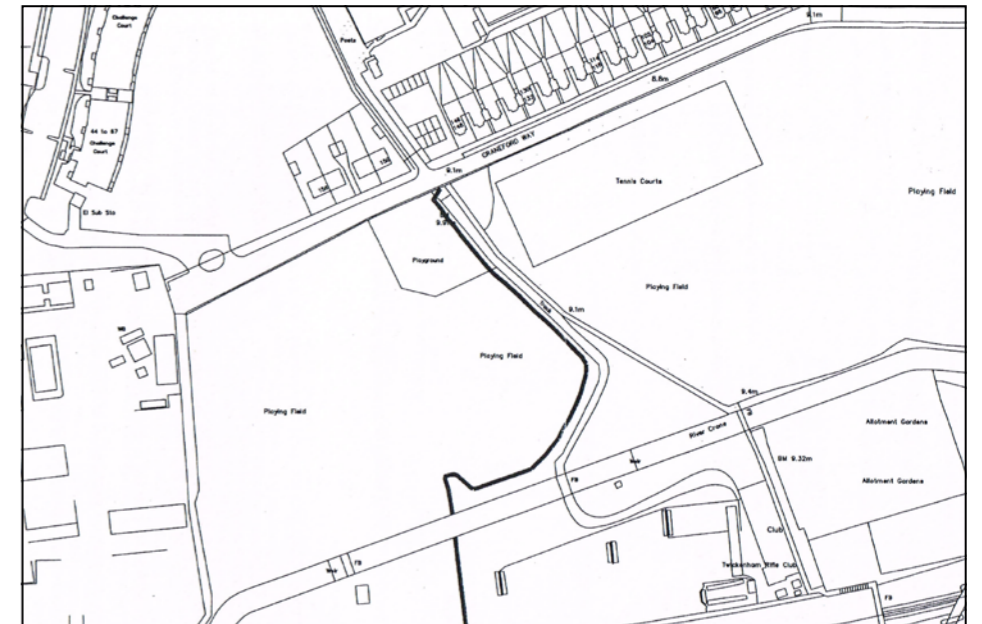


DIAGRAM 3.3.3 LOCAL ELECTRICAL INFRASTRUCTURE
(source: UK Power Networks)

Electrical distribution routes connect from south of the River Crane, around the open space to the west of the Playing Fields Site and continue north along the Main Site under Marsh Farm Lane. These will need to be retained and protected as part of the redevelopment.

Additional electrical distribution routes run around the Redevelopment Site, including under Egerton Road and along the A316 corridor.

3.4 PLAYING FIELD SITE

A brief overview of the Playing Field Site, including issues of access, organisation and flooding.

3.4.1 VISUAL CHARACTER OF PLAYING FIELD SITE



PANORAMIC VIEW OF CRANEFORD WAY EAST

3.4.2 ACCESS

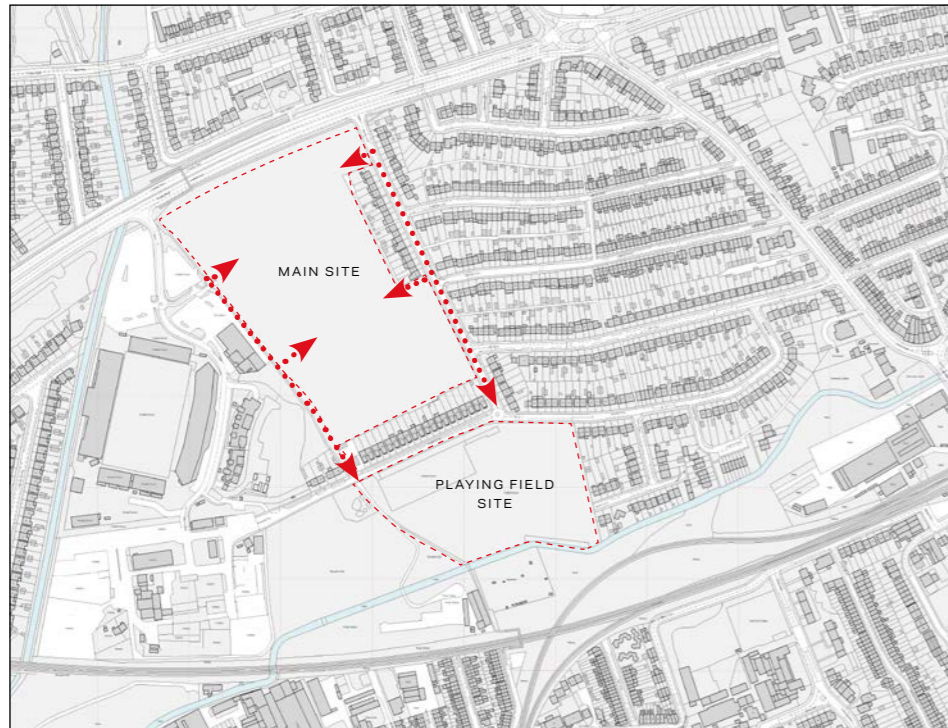


DIAGRAM 3.4.1 ACCESS TO PLAYING FIELD SITE FROM MAIN SITE

Due to the separation of the Playing Field Site from the Main Site access between the two is from either side of the houses along Craneford Way. This is currently facilitated along Egerton Road through a gate in the fence or along Marsh Farm Lane directly into the site through the unenclosed western boundary.

The separation of the site is not currently considered a serious problem as the access is short, safe and convenient. However, the separation does reduce the amount of surveillance that is possible, which has resulted in the frequent fouling of the unenclosed sports pitches. The separation between the sports centre on the redeveloped site and the playing fields is not ideal, and should be minimised as much as possible in the redevelopment proposals.

3.4.3 CURRENT ORGANISATION



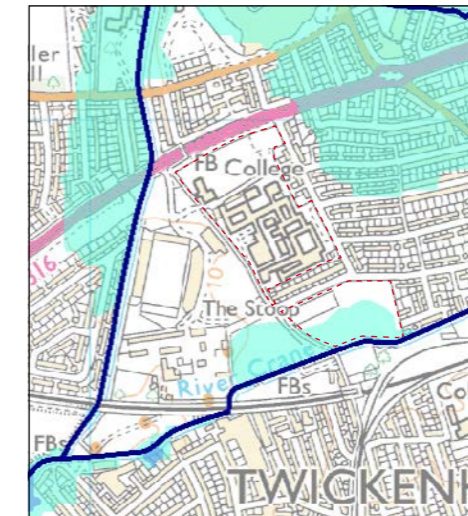
DIAGRAM 3.4.2 PLAYING FIELD ORGANISATION

- CAR PARKING & DERELICT HARD PLAY AREA
- FORMAL RUGBY PITCH
- HARD PLAY AREA
- INFORMAL SPORTS PITCH
- INFORMAL LANDSCAPE AREA

The majority of the Playing Field Site is composed of open space, suitable for formal sports. An area at the north of the eastern site contains a hard play area, much of which is in poor condition and unusable for sports.

There are a number of mature trees around the boundary of the site, and some smaller growth to the southern and western edges. Along the River Crane there are a series of small areas that have grown relatively wild and provide additional habitat.

3.4.4 FLOOD RISK FROM RIVERS



- FLOODING FROM RIVERS OR SEA WITHOUT DEFENCES
- EXTENT OF EXTREME FLOOD
- MAIN RIVERS

DIAGRAM 3.4.3 FLOOD MAP FROM RIVERS/SEAS

(source: Environment Agency)

As evidenced by the flood map for the area from the Environment Agency, the southern 2/3 of the Playing Field Site is in an area that is subject to flooding from rivers in the event of an extreme flood. These areas are considered likely to be affected by a major flood, with a chance of flooding ranging from 1% to 0.1% each year. This correlates with flood zone 2.

3.4.5 SURFACE FLOOD RISK



- VERY LOW RISK
- LOW RISK
- MEDIUM RISK
- HIGH RISK

DIAGRAM 3.4.4 FLOOD MAP FROM SURFACE WATER

(source: Environment Agency)

The risk of surface flooding is very low on the Playing Field Site. The risk of surface flooding on the Main Site ranges from very low to medium, though it is mostly very low.

A detailed Flood Risk Assessment for the redevelopment proposals is provided as a separate planning application document.

3.5 VISUAL CHARACTER

The existing site is characterised by disorganised development with little coherence in appearance, planning or design. Whilst some of the buildings are not charmless, much of the existing campus is in poor repair and has limited architectural merit.



1. VIEW OF COLLEGE FROM PRINCIPAL SITE ENTRANCE (EGERTON ROAD)



3. SCIENCE (N-BLOCK) FROM NORTH



6. ART & DESIGN (KLM) BUILDING



9. HARROP BUILDING



12. LEARNING RESOURCE CENTRE (LRC)



2. CENTRAL COURTYARD AND LINK



4. TEMPORARY STORES IN CENTRAL COURTYARD OF MAIN BUILDING



7. WORKSHOPS BUILDING



10. BRICKWORKS BUILDING



13. SPORTS HALL AND FITNESS CENTRE FROM SOUTH



5. E1-BLOCK AND TEMPORARY STORES



8. ADMINISTRATION (Z-BLOCK) BUILDING



11. PIECEMEAL EXTENSIONS ON CANTEEN



14. VIEW OF MUSIC CENTRE AND KLM BUILDING FROM MAIN BUILDING

