

2.3 TECH HUB DEVELOPMENT ZONE

The Tech Hub Development Zone incorporates a number of key features, including parameters specific to this zone.

2.3.1 LOCATION

The Tech Hub Development Zone occupies part of the north-western area of the Main Site.

2.3.2 ACCESS

The Tech Hub site should be provided with access via the A316 in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. Access is illustrated in diagram 2.3.2, whilst Streets and Paths in the redevelopment are defined in detail in section 3 of this document.

2.3.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the Tech Hub Development Zone should be possible from a number of directions via the A316 and Marsh Farm Lane.

Pedestrian and cycle access to the Tech Hub should be encouraged, and should be designed to maximise the benefit of improved connections to the town centre, particularly via Marsh Farm Lane and the new footpath through Twickenham Rough to the Rail Station and Town Centre.

2.3.2.2 VEHICULAR ACCESS

The Tech Hub Development Zone should be provided with vehicular access via the Cross-Site Right-of-Way.

2.3.3 EXTERNAL AREAS

2.3.3.1 MARSH FARM LANE

The Tech Hub Development Zone includes a stretch of the western boundary of the Main Site, indicated in diagram 2.3.3, including an area of associated landscaping. Detailed guidance on this space is provided in section 3.3.

2.3.3.2 CROSS-SITE RIGHT-OF-WAY

The Tech Hub Development Zone incorporates an area bordering onto the cross-site-right-of-way, as indicated in diagram 2.3.3. This area will incorporate an area of car parking, as well as landscaping. Detailed guidance on this space is provided in section 3.4.

2.3.3.3 ENTRANCE AREA

The Tech Hub Zone will incorporate a part of the large entry plaza that should be shared with the College, as indicated in diagram 2.3.3. This should be designed

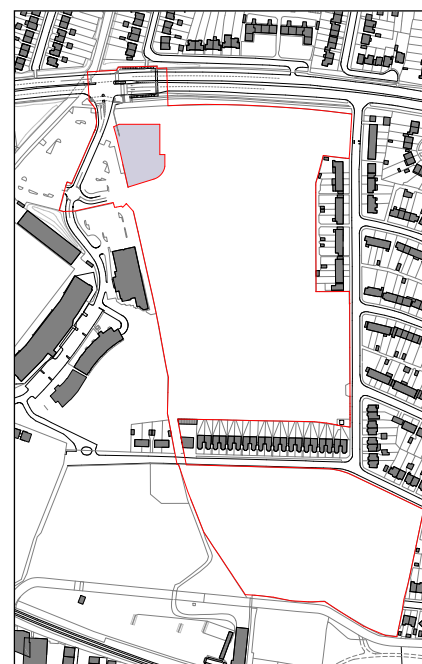


DIAGRAM 2.3.1
TECH HUB DEVELOPMENT ZONE

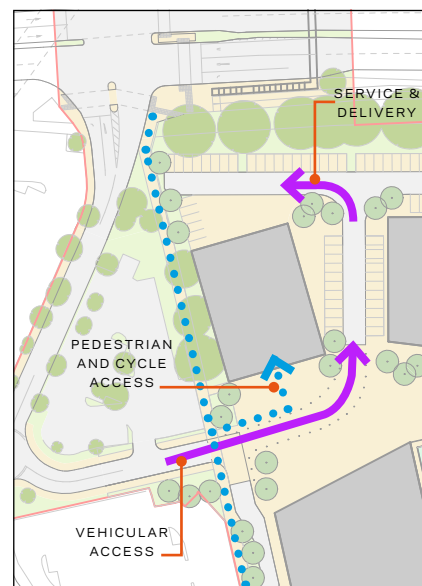


DIAGRAM 2.3.2
ACCESS

as an integral and seamless part of the same space as the area in the College Development Zone. Design Guidance on this areas is provided in section 4.3.

2.3.3.4 CAR PARKING & SERVICE & DELIVERY AREA

The Tech Hub Development Zone incorporates a delivery area to the north of the Tech Hub, as indicated in diagram 2.3.3 This area should be accessed off of the Cross Site Right-of-Way and will incorporate an area of car parking. The total number of car parking places for the Tech Hub should not exceed 10 spaces, including 1 accessible space. Detailed guidance on this area is provided in section 3.2.13.

2.3.4 BUILDING ZONES

The Tech Hub Development Zone has one Building Zone, as indicated in Parameter Plans PL-09 and PL-10, as illustrated in diagram 2.3.4. By virtue of the Tech Hub's location, where it will be visible from the Public Realm on all sides, it should be designed as a pavilion set within an attractive public realm.

2.3.4.1 TECH HUB BUILDING ZONE

The minimum setbacks required for the Tech Hub Building Zone are indicated in Parameter Plan PL-04. The minimum setback to the north is measured from the property boundary adjoining the A316. The minimum setback to the west is measured from the existing fence-line / wall to the west of Marsh Farm Lane. This setback should ensure that the width of the lane at this point is suitable to accommodate the proposed uses in this area and to ensure that the Building Zone is not overly proximate to the edge of the site.

The permitted extents, including maximum and minimum heights, of the Tech Hub Building Zone are indicated on Parameter Plan PL-10. The permitted height is to accommodate a maximum of 3 storeys of development.

2.3.4.2 BUILDING ALIGNMENT

Whilst it is expected that any buildings in the Tech Hub Building Zone should be predominantly in line with the geometry indicated in the Parameter Plans, variation from this geometry should be allowed, provided the building(s) do not exceed the boundaries of its Building Zone.

2.3.4.3 RELATIONSHIP WITH COLLEGE BUILDING ZONES

The redevelopment site occupies an important location in the arrival into Greater London from the west. This should be reflected in the design of the College buildings, and the design of the Tech Hub should reinforce the reflect the role the College will serve as an important local landmark in the Public Realm, and should not compete for prominence.

2.3.4.4 ENTRANCES & ACTIVE FRONTAGES

The ground floor of the Tech Hub building(s) that front directly onto the Public Realm should be designed as Active Frontages wherever possible. In particular, the front of the building should face onto the entrance area should be active across the majority of its frontage and this activity and extend around the sides of the building insofar as is practical. Additionally, the main entrance should be evident on approach to the entrance area. Refer to illustrated in diagram 2.3.5.

Design Guidance on Entrances and Active Frontages is provided in section 5.

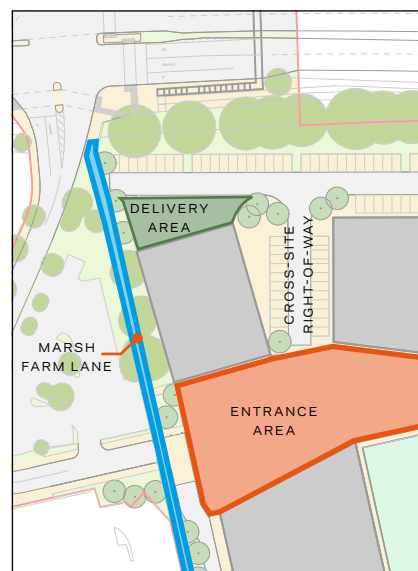


DIAGRAM 2.3.3
EXTERNAL AREAS

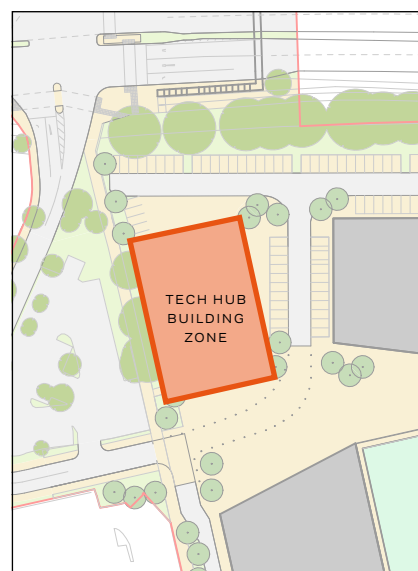


DIAGRAM 2.3.4
TECH HUB BUILDING ZONE

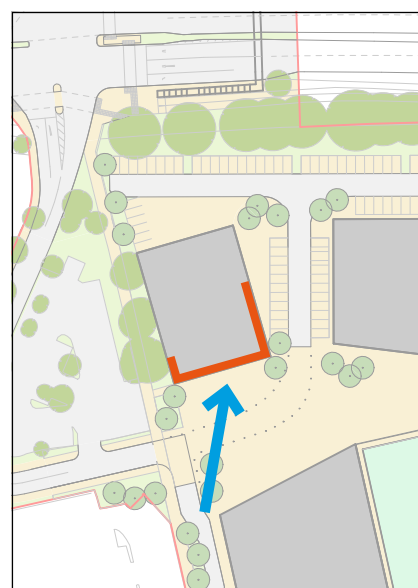


DIAGRAM 2.3.5
ENTRANCES & ACTIVE FRONTAGES

2.4 SCHOOLS DEVELOPMENT ZONE

The Schools Development Zone incorporates a number of key features, including parameters specific to this zone.

2.4.1 LOCATION & OVERVIEW

The Schools Development Zone occupies the north-eastern area of the Main Site.

The Schools Development Zone should accommodate a Secondary School and an SEN School, each of which should be provided with separate entrances and access, but which should be designed to facilitate opportunities for pupil integration, shared educational pathways, and sharing of resources. Accordingly, this section is organised with separate access sections for both schools.

2.4.2 SECONDARY SCHOOL ACCESS

2.4.2.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the Secondary School should be encouraged and should be possible from a number of directions via the northern part of Egerton Road. This access is illustrated in diagram 2.4.2. Pedestrian access routes should avoid conflicts with vehicular routes wherever possible.

2.4.2.2 VEHICULAR ACCESS

The Secondary School should be provided with access via the A316 from the northern part of Egerton Road in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. This access is illustrated in diagram 2.4.2. Parental drop-off should be discouraged and this should be reflected in the Secondary School's Travel Plan.

2.4.3 SEN SCHOOL ACCESS

2.4.3.1 PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access to the SEN School should be encouraged and should be possible from a number of directions via the southern part of Egerton Road. This access is illustrated in diagram 2.4.3. Pedestrian access routes should avoid conflicts with vehicular routes wherever possible.

2.4.3.2 VEHICULAR ACCESS

As the SEN school is the smaller of the Schools, it should be the only one provided with access through the existing neighbourhood in order to minimise impacts on the existing neighbourhood, in accordance with the policy set out in the RuTC Planning Brief SPG. This access is illustrated in diagram 2.4.3.

Due to the nature of the SEN School's pupils' needs, secure drop-off area(s) should be accommodated in the design of the SEN School entrance area.

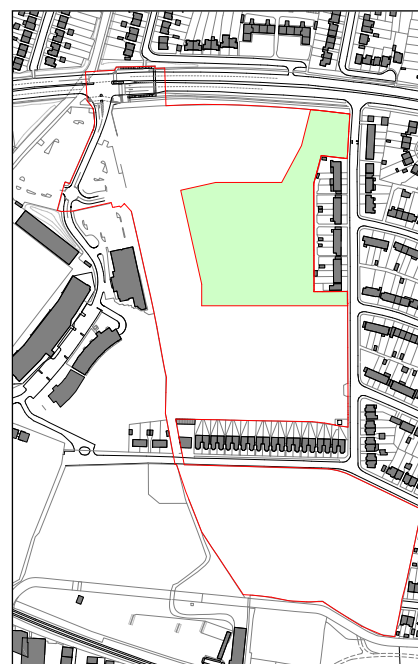


DIAGRAM 2.4.1
SECONDARY SCHOOL DEVELOPMENT
ZONE

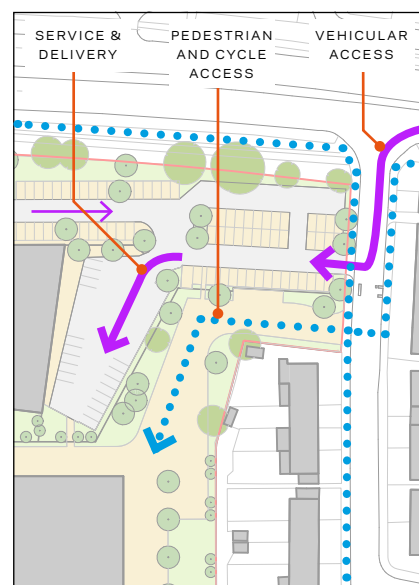


DIAGRAM 2.4.2
SECONDARY SCHOOL ACCESS

2.4.4 EXTERNAL AREAS

2.4.4.1 CROSS-SITE RIGHT-OF-WAY & CAR PARKING AREA

The Secondary School Development Zone should incorporate part of the east-west connection across the site providing the vehicular access to the REEC Site as well as a second means of egress from the Harlequins Site, as illustrated in diagram 2.4.4. Design Guidance on this area is provided in section 3.3.

This will incorporate an area of car parking for the Secondary School. The total number of car parking places for the Secondary School should not exceed 40 spaces, including 2 accessible spaces and 1 minibus space. Detailed guidance on car parking is provided in section 3.6.

2.4.4.2 SECONDARY SCHOOL ENTRANCE AREA

The Secondary School should be provided with a large pedestrian only entrance area, as indicated in diagram 2.4.4. Design Guidance on this areas is provided in section 4.3.

2.4.4.3 SECONDARY SCHOOL GARDEN AREA

The Secondary School should incorporate a secure educational open space with a landscape garden character, as illustrated in diagram 2.4.4. This space should be designed to accommodate quieter activities to provide a buffer to the adjoining residential properties. Design Guidance on this areas is provided in section 4.4.

2.4.4.4 SECONDARY SCHOOL PLAY AREA

The Secondary School should incorporate a secure educational open space accommodating formal sports and play spaces, as illustrated in diagram 2.4.4. Design Guidance on this areas is provided in section 4.5.

2.4.4.5 SEN SCHOOL ENTRANCE AREA

The SEN School should be provided with a large entrance area, as indicated in diagram 2.4.5. Due to the nature of the SEN School's pupils' needs, this area should include a multifunctional drop-off area for minibuses.

This area will also incorporate an area of car parking for the SEN school. The total number of car parking places for the SEN School should not exceed 30, including 2 accessible spaces and 2 minibus spaces.

Design Guidance on this areas is provided in section 4.3.

2.4.4.6 SEN SCHOOL GARDEN AREA

The SEN School should incorporate a secure educational open space with a landscape garden character, as illustrated in diagram 2.4.5. Design Guidance on this areas is provided in section 4.4.

2.4.4.7 SEN SCHOOL PLAY AREA

The SEN School should incorporate a secure educational open space accommodating formal sports and play spaces, as illustrated in diagram 2.4.5. Design Guidance on this areas is provided in section 4.5.

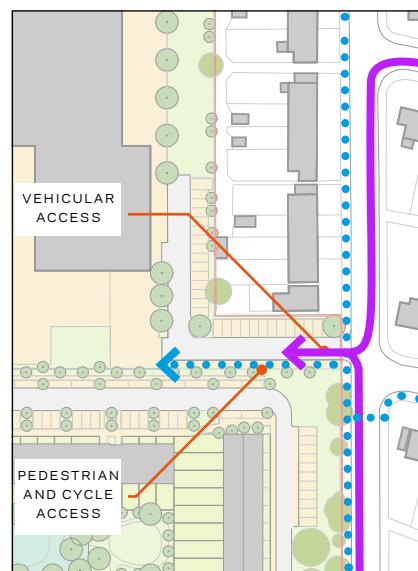


DIAGRAM 2.4.3

SEN SCHOOL ACCESS

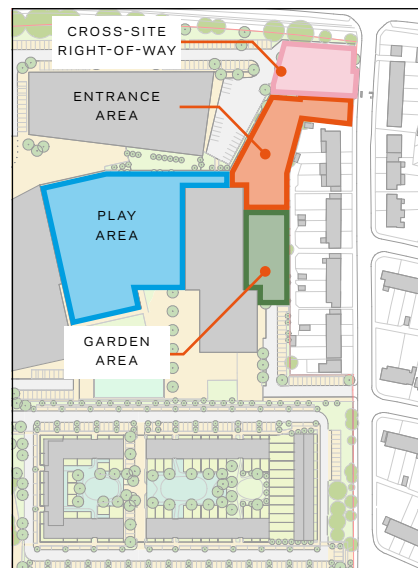


DIAGRAM 2.4.4

SECONDARY SCHOOL EXTERNAL AREAS

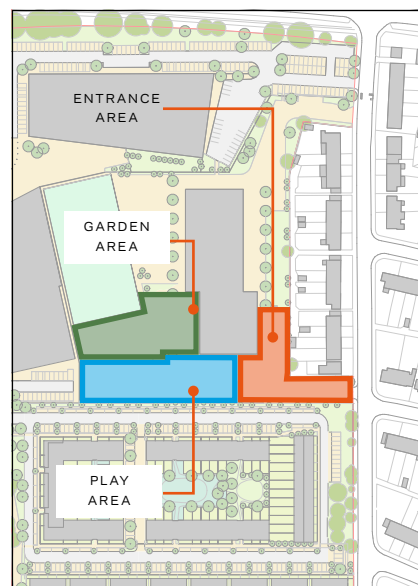


DIAGRAM 2.4.5

SEN SCHOOL EXTERNAL AREAS