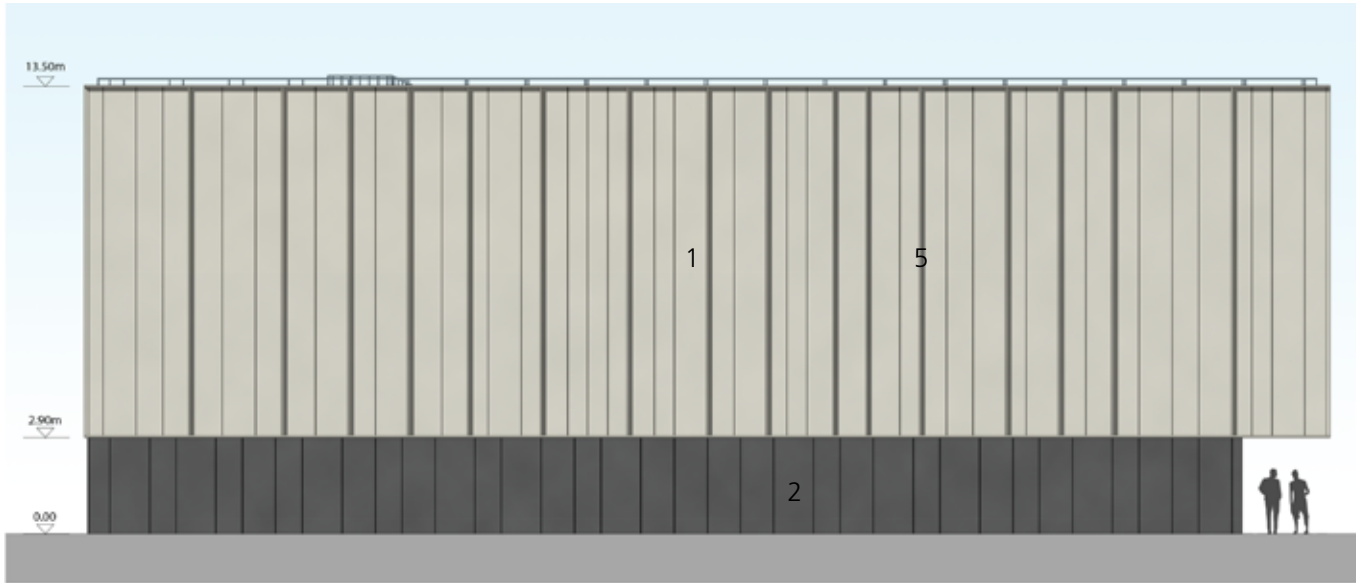
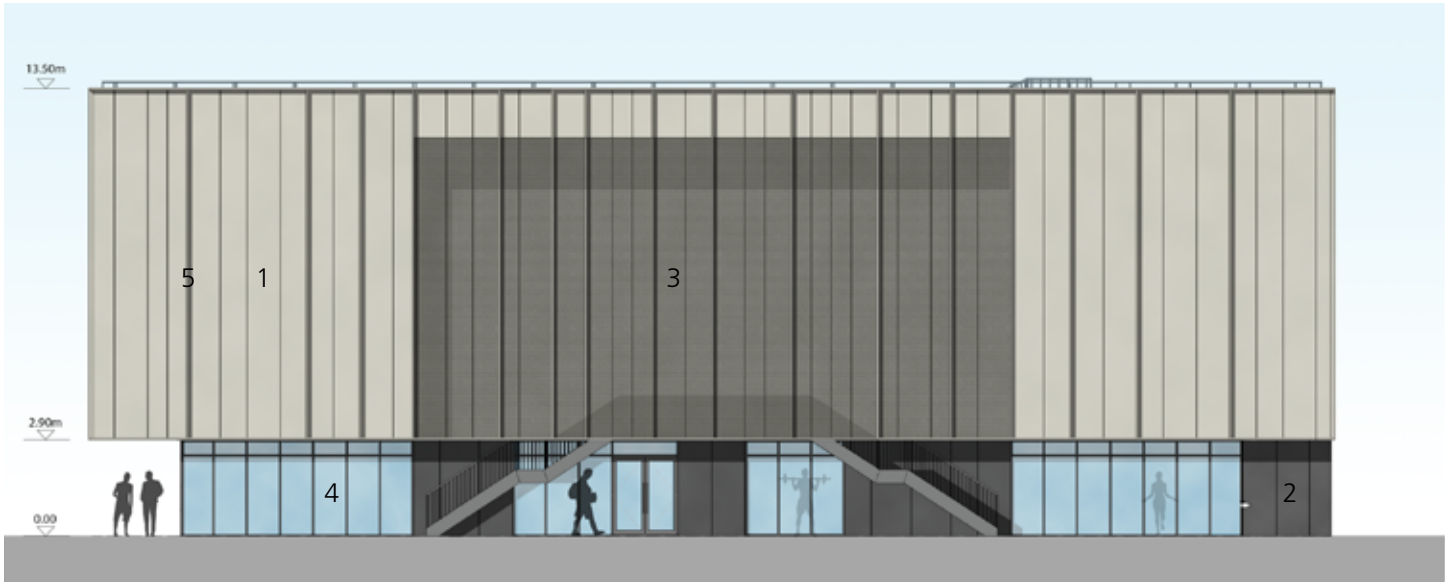


North Elevation

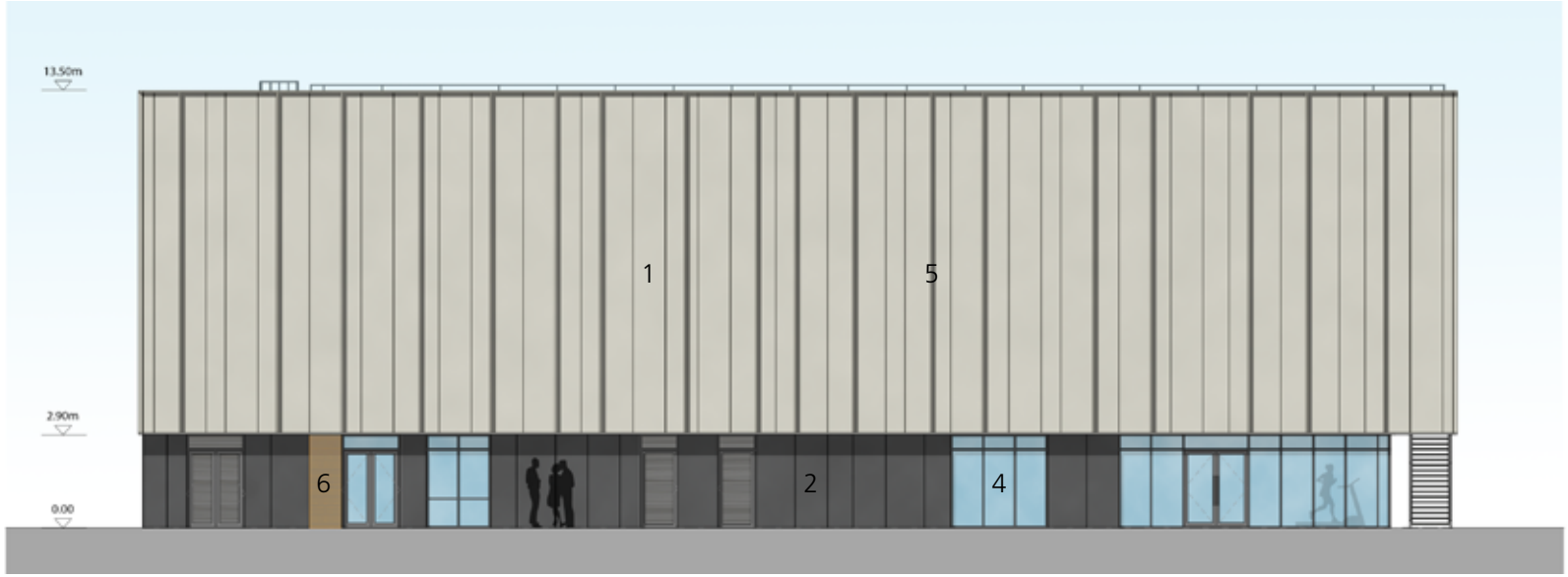


South Elevation

Material Key

- 1 - Insulated metal panel
- 2 - Fibre cement panel
- 3 - Perforated metal panel
- 4 - PPC Aluminium curtain walling
- 5 - Aluminium mullion

East Elevation



West Elevation

Material Key

- 1 - Insulated metal panel
- 2 - Fibre cement panel
- 3 - Perforated metal panel
- 4 - PPC Aluminium curtain walling
- 5 - Aluminium mullion
- 6 - Illuminated perforated panel

5.8. Appearance

The Design Code specifies that materials should be 'high quality, durable and resilient. The palette of materials should be chosen to compliment each other and their use should provide continuity between different places within the redevelopment, and with the existing context', as per section 5.1.9.

This has been applied to the building and high quality materials have been selected appropriate for the site setting, considering the Richmond upon Thames College and Free School buildings' appearance.

The building is composed of two key elements: the plinth and the box. The plinth at the ground floor will be clad with fibre cement panels, providing a robust and resilient finish. Laid vertically as full height panels to reduce material wastage and coordinate with openings. Above, the box is created with vertically laid insulated metal panels responding to the lightweight structural solution and functional requirements of the double height Sports Halls. The continuous use of material and colour creates a sense of uniformity.

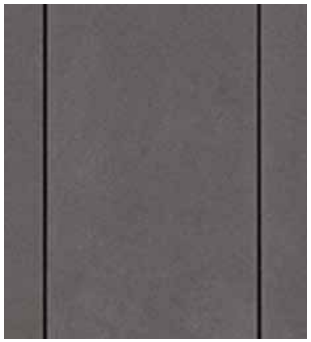
On the south elevation, two fire exit stairs are expressed as a feature, being semi-enclosed at the top for additional safety, perforated metal panels create a sense of depth and announce the building from the south, further accentuated with back-lighting.

Using a neutral palette of materials in a contemporary design approach with simplicity in the detailing is considered an appropriate use of materials. The cladding is designed with clean vertical lines, and the aluminium mullions in the box 'break down' the flat mass of the building, creating a visually interesting building with a distinct identity, while ensuring a sense of being part of the campus, as indicated in the Design Code.

Glazing has been used to good effect, maximising natural daylight in the key internal spaces on the ground floor and keeping an active frontage to Marsh Farm Lane and on the south. The entrances are defined with back-lit perforated panels.

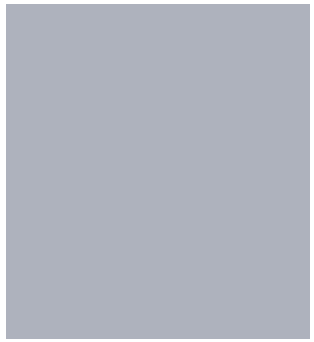
The material palette has been designed to articulate a simple building form and respond positively to the Campus and surrounding context.

Insulated Metal Panel - Champagne Metallic

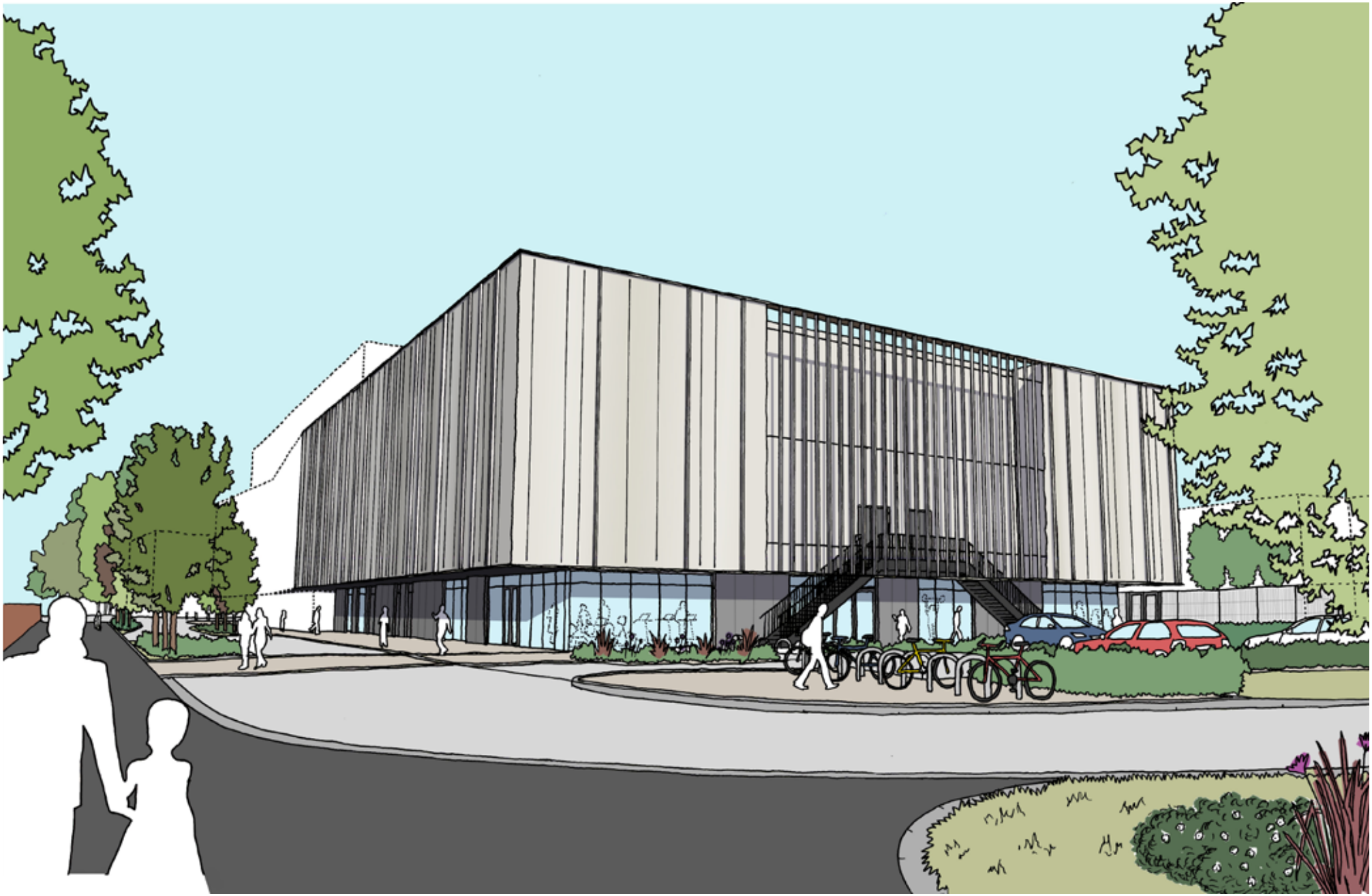


Fibre Cement Pane - Dark Grey

Perforated Metal Panel - Champagne Metallic - pattern to be determined



PPC aluminium curtain walling, external windows and doors - Grey



Illustrative Perspective View of the Proposed Sports Facility from Marsh Farm Lane

5.9. Access

As described in section 1.3.29 of the Design Code and to align with condition U07960, the proposals ensure ease of access for all by adopting inclusive design principles. These will deliver adequate provision for all people including those with mobility impairments, sensory impairments and learning difficulties.

This objective has been achieved by designing the site layout and building with regard to the following design guidance:

- Equality Act 2010
- Building Regulations Approved Document Part M
- British Standards BS8300:2009+A1:2010, Design of Buildings and their approaches to meet the needs of disabled people, Code of Practice, BSI
- Designing for Accessibility (2012), Centre for Accessible Environments
- SLL Code for Lighting (2012)

Movements to and from the Development

The site location and proposals promote sustainable means of travel by giving opportunities to cycle, walk and use public transport safely, and reduce the reliance on the car. Student parking has been omitted from the site entirely with a total provision of 150 car parking spaces for staff and visitors on campus.

As highlighted in the opportunities and constraints the site is located close to existing public transport routes and the development will integrate and enhance existing footpaths and cycle ways.

The existing access road to the site and footways are adequate to accommodate the development.

The site also benefits from being in close proximity to Twickenham train station, providing good connections in London and further afield.

There will be cycling parking for students, staff and visitors.

Pedestrian Approach

Details for Marsh Farm Lane redevelopment will be submitted with the Reserved Matters application for the STEM building. Any external routes approaching the building from within the site boundary will be designed in accordance with the recommendations of Building Regulations Approved Documents Part K and Part M.

All new pedestrian routes will be wide enough to allow wheelchair users to pass each other travelling in an opposite direction, over 1.8m wide. Where pedestrian routes cross vehicular areas, they will have clearly defined edges with and tactile warnings where appropriate.

Slightly raised kerb sets, the use of bollards and studs and changes in materiality will help to distinguish vehicular and pedestrian routes.

External lighting along access routes is designed and should be maintained to meet the standards set out in BS5489-1:2013 to ensure good access and to reduce crime risk.

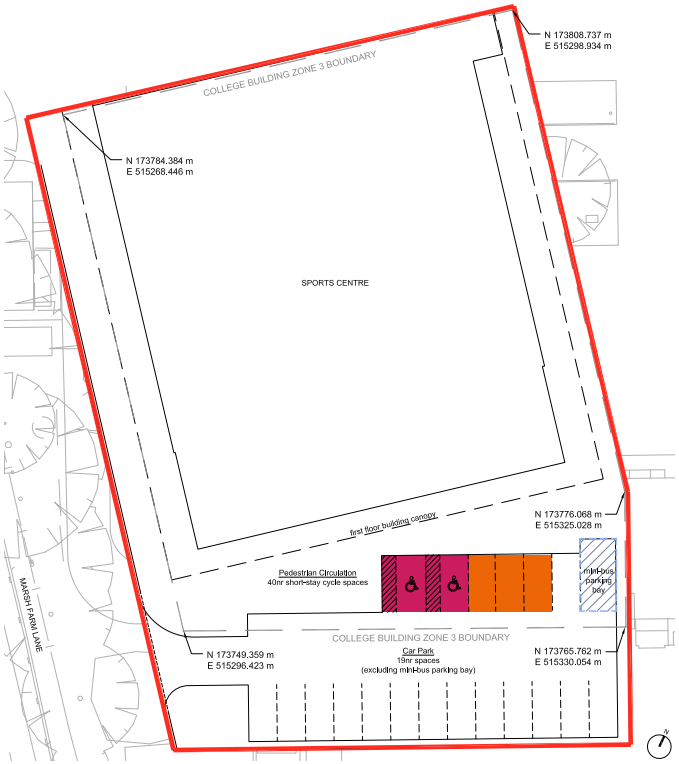
Street Scene along Marsh Farm Lane

Cycle Provision

Cycle stands will be provided for staff, student and visitor use. The Phase 2 development zone will provide 40 short stay spaces.

Public Transport

There are bus stops currently on Whitton Road around a 5 minute walk from the proposed site. Twickenham train station is around a 10 minute walk.



Vehicular Transport

As part of the Phase 2 development, 19 car parking spaces are proposed, of which, 3 spaces will have active EVCP's in accordance with Condition U08005; and 2 spaces will be accessible as previously described. There is also 1 additional mini-bus parking bay.

Entrances

Both entrances have been designed using quality materials and external lighting to clearly define the way into the building.

The entrances will have a level approach with firm, durable, smooth and even surface finishes. Additionally, the recessed entrances will provide shelter from the elements.

All entrances and exits have level thresholds and suitable slip resistant flooring material.

Accessible Parking

EVCP location

Internal Access

Internally, the building has a simple layout, whereby entrances, reception desks and opportunities for vertical circulation present themselves as people circulate.

All internal staircases are designed in accordance with the recommendations of Building Regulations Part K and Part M.

Lifts are also designed in accordance with BS8300, to provide access to all levels of the building apart from Plant areas. A goods lift is located in the College side of the building, and a platform lift in the School side, both located near the respective building entrance.

General circulation areas are easy to negotiate with adequate width and manoeuvring spaces. All internal doors giving access to rooms will have clear effective widths of at least 800mm.

5.10. Landscape

The landscape strategy aims to create characterful places which are legible at the scale of the wider campus. The treatment is consistent across the campus in order to maintain a coherent unified theme and uses safe and legible routes to reinforce the culture of sharing.

Whilst observing the site wide principles of the campus, the proposed landscaping around the immediate Sports Facility building is driven by function, robustness and resilience.

External areas around the building will consist mainly of block-paving to match external areas near phase 1 College development.

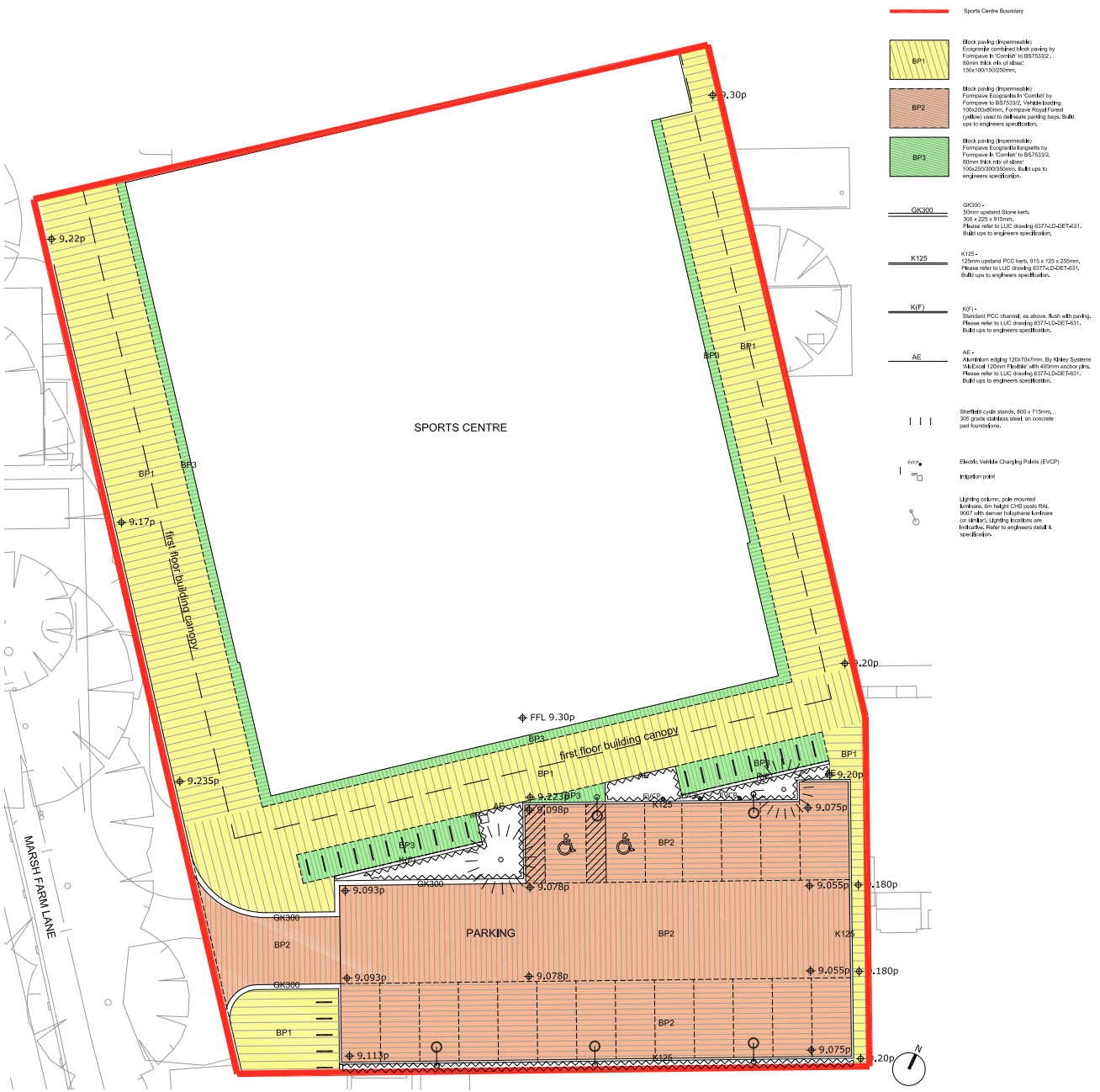
Shared surface principles are adopted throughout the development to transfer priority to pedestrians. Demarcation of pedestrian zones will be handled through changes in material and/or colour.

Car Parking

The car parking to the south is a functional places simply laid out, paved with the same permeable precast setts as per phase 1. The parking will provide spaces for staff during the day and community parking out-of-hours. Visitors will also be able to use the additional 132 parking spaces located around the main College building.

The whole perimeter of the building is paved with impermeable precast setts. 'Sheffield' type cycle stands are provided next to the car parking, on the south of the building. Subtle changes in the module and finish of the paving encourages people away from the building façade and prevents the space feeling monotonous.

Two new American sweetgum trees are proposed to complete the south frontage of the development. These are medium-sized to large trees giving seasonal colouring to the site.



Proposed landscape plan for phase 2 site

6 Conclusion

6.0. Conclusion

6.1. Phase 2 Development

This Design and Access Statement sets out a clear explanation of the design development and proposals for the Sports Facility building, phase 2 of the Richmond Education and Enterprise Campus.

This Statement also demonstrates the extensive consultation process and the collaboration with the College, Free School, stakeholders and local community that have informed the proposal.

The design proposal was developed according with the future vision for the College and Free School as integral part of the education campus. The design response of the phase 2 development is contemporary, benefiting from its landmark position on the campus masterplan along Marsh Farm Lane.

The proposal outlines the following:

Appraisal Site Area - 2,470 m2

Building Footprint - 1,254 m2

Total GIA - 2,816 m2

External Works

- Hardworks - 1,170 m2
- Soft Landscape - 46 m2

Parking Provision (no.)

- Cars - 13
- Accessible - 2
- EVCP - 3
- Mini-bus - 1
- Total - 19

Cycle spaces provision - 40

6.2. Compliance

The design proposals adopt the design vision and objectives as set out in the Design Code and the Outline Planning Drawings.

Additionally, we have noted where the design of the Phase 2 building is noncompliant with Sports England requirements and provided justification. This noncompliance was discussed during the design process, being reviewed and evaluated during all stages.

Illustrative Perspective View of the Proposed Sports Facility from Marsh Farm Lane

7 Appendices

7.1. Historical Context

The proposed site for the second phase of development is part of the current Richmond-upon-Thames College site.

The 1871 map (below) shows the site and the surrounding area as part of the Marsh Farm property. The use of the site for education provision can be seen on the 1938 map, showing the original school development from 1937.

Between 1935 and 1975 the site underwent various alterations and expansions, the latest developments on the site being the LRC, Music block and 'Q' block which were developed post 1975, predominantly to the north of the site where there was ample space to expand.

1871

As a rural site, the site and surrounding areas made up Marsh Farm and other farming properties

1898

Residential development commencing on the eastern boundary of the Heatham Estate.

1938

Marsh Farm no longer appears on the map and the College buildings have started to take form on the existing site.

1975

The River Crane has been rerouted and the College has begun to expand towards the rear of the site.

7.2. Urban Grain

As part of the site analysis, there has been further investigation into the wider context around the proposed site. The figure ground diagram highlights distinct differences in the urban grain around the proposed Site.

Positioned to the north, east and west of the proposed site are large residential developments, the urban pattern is less dense and is typical of terrace and semi-detached dwellings. The urban grain is interrupted to the north and south of the existing college site due to Chertsey Road and open spaces adjacent to the River Crane respectively. Exceptionally within this context are a number of very large buildings to the north and north-east of the site; Twickenham Stadium being the most noticeable, in addition Harlequins Stadium is directly west of the proposed site.

7.3. Surrounding Uses

The residential neighbourhood to the east of the site is known as the Heatham Estate. The majority of this area was developed during the 1930s, though part of it dates from the 19th Century, and parts were developed more recently. Though the majority of the estate is to the east of Egerton Road, a number of terraced housing is located on the western side adjacent to the existing College site.

The northern boundary of the existing site is the A316, also known as the Chertsey Road which is a major dual carriageway into London from the south-west. The existing College is west of the Whitton Road Roundabout, and current access is via the westbound side of the A316. Along the A316 and across the Duke of Northumberland's River is an area of open land known as the Rosebine Car park, which is predominantly used on match/event days only.

The residential area across the A316 is similar to the Heatham Estate, though somewhat less coherent in age, character and organisation. To the north of this residential area is Twickenham Stadium.

Figure Ground

Key:

Existing Built Environment

Open Space

Proposed Site location

On the western boundary of the existing college site is a public right of way known as Marsh Farm Lane. Marsh Farm Lane runs from the A316 past the College through to the open spaces on Craneford Way and continues past the site across the River Crane, and over the Rail line.

Twickenham Stoop, also referred to as the Harlequins Stadium, lies just beyond Marsh Farm Lane. Nuffield Health occupies an area of the Harlequins Site.

To the south-west of the existing College site, part of the Harlequins site is an area of open land, covered by Public Open Space and Other Open Land of Townscape Importance (OOLTI) designations, beyond which lies an apartment building.

Further to the south-west of the Main site is the Council Depot. The western edge of both the Council Depot and Twickenham Stoop is the Duke of Northumberland's River. Across the river lies the Dene Estate which is a conservation area characterised by low-scale semi-detached bungalows.

The eastern edge of the Council Depot borders an area of Public Open Space in Borough ownership known as Craneford Way open space. This land is classified as Metropolitan Open Land.

The open space to the east of Marsh Farm Lane is the existing College playing field. This is in the College's ownership save for a small strip abutting the River Crane which is in the Environment Agency's ownership. This area is likewise classified as Metropolitan Open Land.

To the south of the Craneford Way sites, the River Crane runs in a man-made canal, dating from the 1950s. The river forms part of London's Blue Ribbon network which is protected under the London Plan.

Surrounding Uses

Key:

- Industrial / Commercial
- Educational Use
- Stadia
- Residential
- Proposed Site location

7.4. Open Space

The chain of green spaces along the River Crane provides the backbone of the local green infrastructure. This locally important tributary to the Thames forms part of the Blue Ribbon Network of waterways.

The River Crane connects a series of open spaces to the west and east of the College area. These include Hounslow Heath to the west, Kneller Gardens and the Crane Park immediately the west of the Duke of Northumberland's River, the Mereway Nature Park south of the Council Depot, the Craneford Way open spaces, Twickenham Rough and the Moormead Recreation Ground further east.

Addition green spaces can also be found along the Duke of Northumberland's River, at Twickenham Green, and at the margin to the A316 near Rosebine Avenue which doubles as a car park during events and match days.

Open Space

Key:

Green Open Space

Waterway

Proposed Site location

7.5. Movement Network

The existing College site is positioned well with regard to transport links, the site being located north of the Waterloo-to-Reading railway line, and south of the A316.

The Waterloo-Reading Line provides rail services to Twickenham rail station, from which most staff, students and visitors to the existing College arrive. Trains also arrive to Twickenham via the Kingston Loop Line, which also provides connections to trains on the Shepperton Branch Line. The station is around a 10 minute walk from the existing College and is currently accessed through the Heatham Estate

The A316 is the primary vehicular route in the local road network, and a major highway into London. It connects to a variety of smaller roadways in the area, most notably the Whitton Road, which serves to connect the existing College and adjoining Heatham Estate to Twickenham and the wider local road network.

The nearest bus routes are located north and east of the existing College, running along Whitton Road.

Key Transport Links

Key:

- Railway Line
- Primary Vehicular Route
- Secondary Vehicular Route
- Tertiary Vehicular Route
- Minor Road
- Proposed Site location

7.6. Site Access

Further to analysis of the wider context and transport network, the principles of existing site access has been assessed as part of the site analysis.

Vehicular Access

Currently, there are 5 vehicular access points into the site. The points are all accessible from the existing road network via Langhorn Drive, Egerton Road and Craneford Way

Cycle Access

There is a good provision of cycle parking around the site. Access point 1 serves as the current vehicular access off the A316 and access point 2 as the secondary vehicular access off of Craneford Way. Overall the College's Green Travel Plan is aiming to reduce the use of off-site parking and create more designated parking within the site.

Pedestrian Access

The primary pedestrian and visitor entrance points are access point 4 and 5, with the peak hour pedestrian point being access point 5. Access point 4 is not designated as a pedestrian access route but as the majority of students use Twickenham Rail Station their approach into the site is from Egerton Road, so serves as a main pedestrian route in to the College.

Access Point 3 - Egerton Road near Chertsey Road

Access Point 1 - Langhorn Drive

Access Point 4 - Egerton Road

Access Point 2 - Craneford Way adjoining Marsh Farm Lane

Access Point 5 - Egerton Road near Craneford Way

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