

5.2.13 MID 2015 CONSULTATION

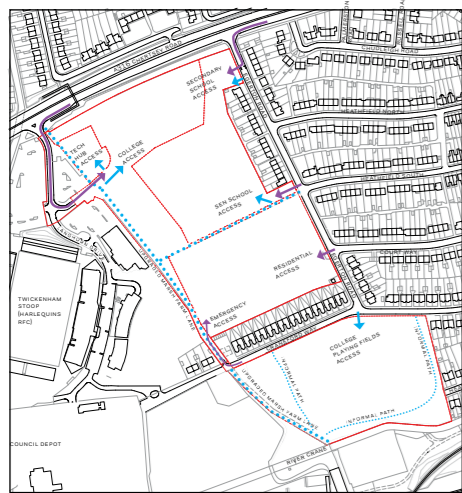


DIAGRAM 5.2.37
MID 2015 - ACCESS

In response to feedback from the consultations in early 2015 and feasibility studies carried out consider potential layouts of the internal and external spaces of the College and Schools, substantial revisions were made to the proposals. These were consulted on in a series of community forum meetings and at a public meeting held at the College.

In response to concerns raised in the previous consultations, the access strategy for the College was revised to eliminate any vehicular access to the College Site from the Heatham Estate. A study was also undertaken regarding the potential and the costs associated with reconfiguring the junction of the A316 and Langhorn Drive to provide a right-turn

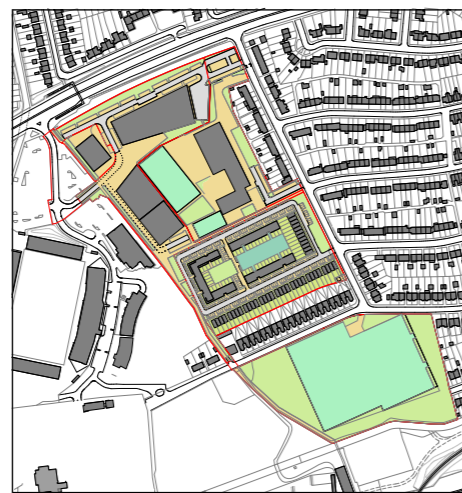


DIAGRAM 5.2.38
MID 2015 - MASTERPLAN

out onto the A316. The proposed service access off Langhorn Drive was removed, simplifying vehicular access onto the REEC Site.

In response to costs and environmental concerns the proposed footpath across the College playing fields and footbridge over the River Crane were removed from the proposals. The local community forum was consulted on a potential east-west footpath across the Main Site, and indicated that they were opposed to one.

Feasibility studies undertaken for the College and schools also resulted in changes to the proposed planning of the REEC site. These revised the proposed phasing of the redevelopment to deliver



DIAGRAM 5.2.38
MID 2015 - DEVELOPMENT ZONES

the Sports Centre and College STEM Building in a large second phase building, with a separate College phase 1 building running alongside the A316. The footprint of the phase 2 College building pushed towards the site boundary near Harlequins, while the footprint of the phase 1 College building displaced the School buildings southward. The FM building was integrated into the footprints of other buildings.

The two Schools aspirations and thinking evolved such that they desired a closer relationship in buildings and operations. Consequently, their development and building zones were combined.

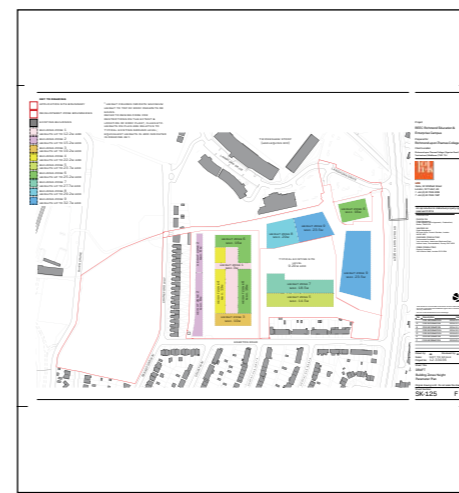


DIAGRAM 5.2.39
MID 2015 - BUILDING HEIGHTS PLAN

The aforementioned changes resulted in corresponding shifts in the location of open spaces and building entrances on the REEC Site. A new shared surface along Marsh Farm Lane was added to enable access to the Sports Centre in its new location, while limiting the impact of vehicles on pedestrian access to the College. This route also provided construction access to the Residential Site via the A316, reducing the potential impact on the Heatham Estate. Consequently the College and Tech Hub entrance area was relocated northward and reconfigured.

The Residential Site was modified to ensure that the existing trees and open space along Egerton road could be retained, and to reduce the extent

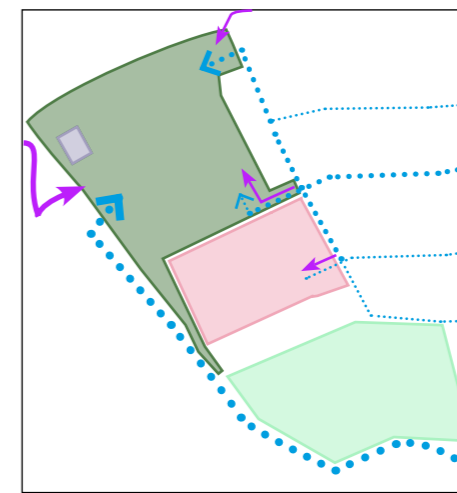


DIAGRAM 5.2.40
MID 2015 - SCHEMATIC DIAGRAM

of surface car parking while creating more clearly defined private and shared open spaces. Aspects of the residential proposals that had been favourably received - in particular the locations for houses, flats and open spaces - were not changed.

Building heights were reduced where concerns had been raised.

Consultation feedback on the spring 2015 proposals focussed almost exclusively on lingering concerns regarding the impact of traffic from the residential redevelopment on the Heatham Estate.

5.2.14 RESPONSE TO MID 2015 CONSULTATION

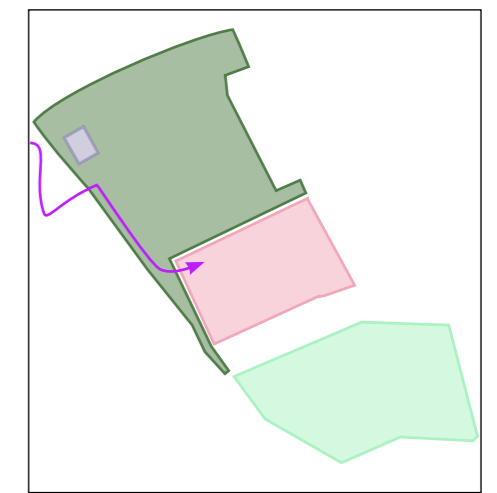


DIAGRAM 5.2.41
RESPONSE TO MID 2015 FEEDBACK

In direct response to the concerns expressed regarding traffic impact on the Heatham Estate, the vehicular access to the Residential Site has been revised to be via the A316 as illustrated in diagram 5.2.41, and as detailed in the primary control documents for the planning application. While it is understood that revising the access to the Residential Site in this manner conflicts with the planning brief for the site, it is a direct response to the concerns and priorities of local residents.

