6.4 DETAILED ACCESS PLANS

Detailed Access Plans that accord with the Sitewide Access Parameter Plan are provided as part of the application. These identify the proposed changes to access onto the redeveloped site.

6.4.1 SITEWIDE ACCESS

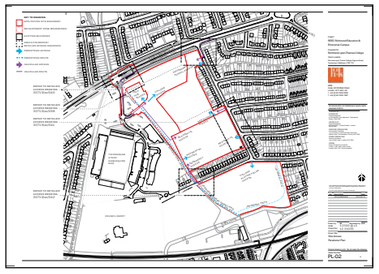

DIAGRAM 6.4.1 PARAMETER PLAN - ACCESS (PL-02)

General site access arrangements for vehicular traffic (including servicing and deliveries), pedestrians and cyclists to the site as a whole are shown on the Site Access Parameter Plan (PL-02), as presented in diagram 6.4.1 and in section 6.3.2.

Detailed Access Plans that accord with this Parameter Plan are also provided as part of the application. These identify the proposed changes to access onto the redeveloped site, whilst details of access within the site will subject to detailed approval of reserved matters.

6.4.2 A316 JUNCTION

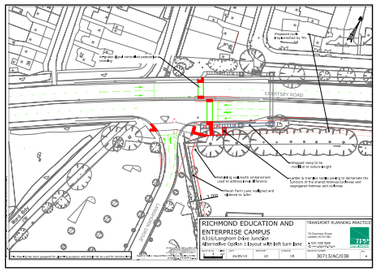

DIAGRAM 6.4.2 DETAILED ACCESS PLAN - JUNCTION OF A316 (AC/038)

The application proposes that vehicular access to the College, Tech Hub and Residential Development Zones will be via the A316 at the junction of Langhorn Drive, as illustrated in sections 6.2.8 & 6.2.9.

In order to facilitate access and egress along this route, and to respond to concerns of various stakeholders, the application proposes that this junction will be reconfigured as a signalised junction allowing a right-turn off of Langhorn Drive onto the A316 eastbound.

In addition, the proposed changes include the provision of an 'at-grade' crossing over the A316, and reconfiguration of the juncture of the upgraded pedestrian and cycle route along Marsh Farm Lane with the footpath and proposed new cycle route (to be provided as part of an unrelated proposal by TfL) along the A316.

These changes are intended to reduce impacts of the College traffic on the Heatham Estate, whilst limiting impacts of the redevelopment on waiting-times and traffic flow on the A316. The pedestrian and cycle improvements are intended to improve the local pedestrian and cycle network by making it more inclusive, sustainable, and attractive.

The revised junction design is shown in Detailed Access Plan AC/038, as illustrated in diagram 6.4.2.

6.4.3 EGERTON ROAD (NORTH)

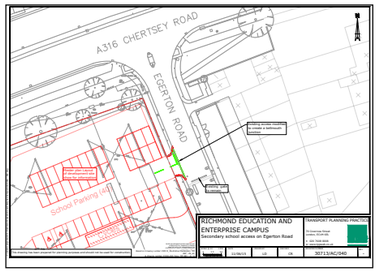

DIAGRAM 6.4.3 DETAILED ACCESS PLAN - EGERTON ROAD (NORTH) (AC/040)

The application proposes to slightly modify the existing 'bell-mouth' junction where the cross-site right-of-way connects to the northern part of Egerton Road.

The proposed revisions to this junction are shown in Detailed Access Plan AC/040, as illustrated in diagram 6.4.3.

6.4.4 EGERTON ROAD (SOUTH)

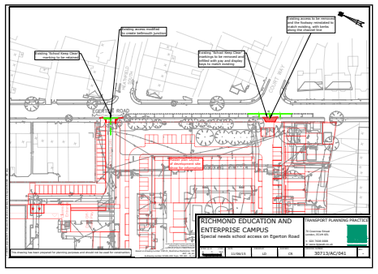

DIAGRAM 6.4.4 DETAILED ACCESS PLAN - EGERTON ROAD (SOUTH) (AC/041)

The application proposes to slightly modify the two existing 'bell-mouth' junctions to the southern part of Egerton Road. The northernmost of these junctions - which currently serves as the main access to the College - will be slightly relocated, while the southernmost junction will be 'stopped-up' to prevent vehicular access to the Residential Site via the Heatham Estate, to reinstate the footway in this location, and to infill the existing 'pay-and-display' street-side car parking spaces with additional car parking spaces.

The proposed revisions to this junction are shown in Detailed Access Plan AC/041, as illustrated in diagram 6.4.4.

6.4.5 CRANEFORD WAY

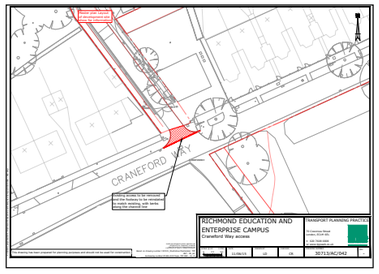

DIAGRAM 6.4.5 DETAILED ACCESS PLAN - CRANEFORD WAY (AC/042)

The application proposes to remove the existing vehicular connection to the Main Site from Craneford Way, and to reinstate the footway along Craneford Way. Emergency access via this junction will be retained.

The proposed revisions to this junction are shown in Detailed Access Plan AC/042, as illustrated in diagram 6.4.5.

6.5 DESIGN CODE

The Design Code provides a design standard for the Masterplan in order to ensure a high quality and contextually-appropriate development.

Although the Code is not meant to be prescriptive, it establishes a 'benchmark' for the future design of all aspects of the proposed development and against which applications for approval of reserved matters involving appearance will be assessed.

6.5.1 OVERVIEW

DIAGRAM 6.4.1
THE DESIGN CODE

The Design Code sets out a series of design guidelines that reflect an understanding of the site's context and establish a framework that should enable the successful redevelopment of the site as a series of places with a distinct and valuable character.

The Design Code places importance on the Open Spaces or *Places* that are to be created, including streets & paths, *school grounds*, and both *communal* and *private* open spaces, rather than only the individual buildings that enclose them.

The Design Code therefore provides detail and definition for each type of place within the Masterplan. The guidelines for each place are intended to provide guidance for future design teams, to ensure the overriding design philosophy is followed, whilst allowing sufficient flexibility to encourage variety and richness within the Proposed Development. They should not inhibit creativity but instead establish a platform from which to begin a detailed design.

Reserved Matters Application for the design of buildings and open spaces within a Development Zone in the Masterplan will need to demonstrate how their design approach meets the design guidelines set out for that specific Development or Building Zone as well as for the places surrounding it. In particular, development of any part of the Richmond Education and Enterprise Campus Site (*REEC Site*), which is formed of the College, Tech Hub and Schools Development Zones, should be designed with regards to the other parts. This will ensure that the redevelopment will be coherent and coordinated, without being over-prescriptive.

6.5.2 PRINCIPLES

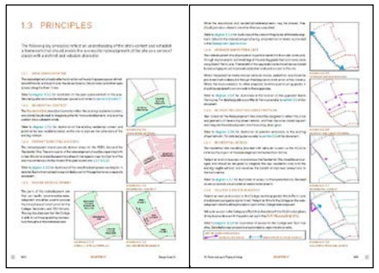

DIAGRAM 6.5.1 DESIGN CODE -
PRINCIPLES OF REDEVELOPMENT

The Masterplan Proposals are founded upon key principles that reflect an understanding of the site's context, that express the vision of the proposed redevelopment, and that establish a framework to enable the successful redevelopment of the site as a series of buildings & places with a distinct & valuable character.

This is achieved by a series of clearly explained & illustrated principles that set out the high-level goals & ambitions which define the organisation of uses on the site, identify means of access to the different parts of the site, and provide the basis for how the site is proposed to be organised, landscaped and designed.

These principles form part of the Design Code, and as they are integral to understanding the masterplan proposals are presented in their entirety in section 6.2 of this document.

6.5.3 DEVELOPMENT ZONES

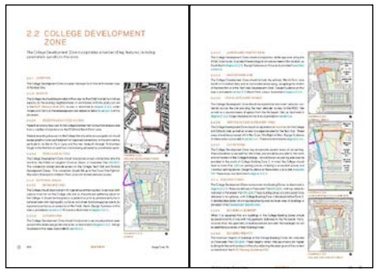

DIAGRAM 6.5.2 DESIGN CODE -
DEVELOPMENT ZONES

The Design Code is structured to reflect the organisation of the redevelopment into Development Zones, whilst ensuring that the overall redevelopment forms a coherent, valuable and high quality addition to the context in which it will be situated.

The Design Code identifies the key features specific to each Development Zone - including Streets & Paths, Open Spaces, Buildings and other parameters.

This will ensure that the form and content of redevelopment in each Development Zone will be contextually-appropriate, without over-prescribing the detailed design of buildings and open spaces that will be submitted for detailed approvals as part of Reserved Matters Applications.

6.5.4 STREETS & PATHS

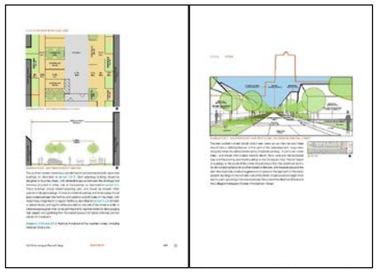

DIAGRAM 6.5.3 DESIGN CODE -
STREETS & PATHS

The street & path network should be an integral part of the redevelopment, and should serve to connect the redevelopment to its context.

In order to secure a high-quality public realm the Design Code provides design guidelines for streets & paths in general, as well as for each specific street & path that will be provided as part of the redevelopment. Additionally, the Streets & Paths chapter of the Design Code provides illustrative views along the different parts of the Streets & Paths that will be part of the redevelopment.

This will ensure that each street & path will be contextually-appropriate, and that their overall form and appearance will be clear, without being over-prescriptive.

6.5.5 OPEN SPACES & LANDSCAPING

DIAGRAM 6.5.4 DESIGN CODE -
OPENS SPACES & LANDSCAPING

Open spaces & landscapes should be important parts of the redevelopment, and should make an important contribution of the redevelopment to its environment.

In order to secure high-quality open spaces the Design Code provides design guidelines for open spaces & landscapes in general, as well as for each specific type of open space that will be provided as part of the redevelopment.

This will ensure that appropriate open spaces will be provided in suitable locations, and that high quality landscape areas will be provided as part of the redevelopment. Additional guidelines will ensure that where practical existing trees and habitat areas will be retained and protected particularly where these are healthy and form an important and valuable part of the existing environment.

6.5.6 BUILDING DESIGN

DIAGRAM 6.5.5 DESIGN CODE - BUILDING DESIGN

The Design code includes design guidelines in order to ensure the built-fabric of the redevelopment is of an appropriately high standard and that building design ensures a safe, attractive and successful Public Realm. These guidelines include general design guidelines as well as specific requirements relating to:

- Active Frontages;
- Defensible Spaces;
- Entrances & Access;
- Building Height;
- Building Massing;
- Balconies;
- Living Roofs;
- Rooftop Plant;
- Projections;
- Landmark Buildings; and
- Residential Design Standards.

These will ensure that the redevelopment will be attractive, safe, inclusive, sustainable and of an appropriately high-quality.

6.5.7 TOWNSCAPE

DIAGRAM 6.5.6 DESIGN CODE - TOWNSCAPE

The redevelopment should provide a positive contribution to the townscape within which it is set, and where this is not possible should provide design mitigation measures to address the townscape impacts identified as part of the Environmental Statement.

in order to ensure this goal, the Design Code incorporates these secondary mitigation measures as design guidelines.