



6.1 THE MASTERPLAN PROPOSALS

The proposed redevelopment takes the form of a Masterplan. It does not include the design of any specific buildings, nor does it prescribe the design of buildings. Instead the Masterplan proposals establish a robust framework for the site’s redevelopment and a design standard to ensure a high-quality and contextually-appropriate development.

6.1.1 OVERVIEW

As described in the Development Specification, an application for Outline Planning Permission is being made for the demolition of the existing College buildings, site clearance and groundworks together with the comprehensive redevelopment to provide:

- (i) A new campus for education and enterprise – comprising:
 - Replacement College (Use Class D1) of up to 16,000 square metres GEA to accommodate up to 3,000 FTE daytime students, as well as evening and weekend use;
 - A Science, Technology, Engineering and Maths (STEM) Centre (Use Class D1) of up to 6,100 square metres GEA;
 - A new Secondary School (Use Class D1) of up to 7,000 square metres GEA for up to 750 students;
 - A new Special Education Needs (SEN) School (Use Class D1) of up to 4,000 square metres GEA for up to 115 students; and
 - A new ancillary ‘Technical Hub’ for Haymarket Media (Use Class B1) of up to 1,700 square metres (GEA); and
 - Replacement on-site sports centre (Use Class D2) of up to 3,900 square metres (GEA) to serve both the College, schools and the wider community;

- (ii) The upgrading of existing Craneford Way Playing Fields for use by the College, schools and the local community;
- (iii) Alterations to existing means of access for vehicles, pedestrians and cyclists from the A316 and minor realignment of Langhorn Drive as well as alterations of existing vehicular access points on Egerton Road;
- (iv) Provision of on-site parking for up to 230 vehicles, open space and landscaping; and
- (v) New residential development of up to 180 units together with associated parking for up to 190 vehicles, open space and landscaping.

NOTE ON AREAS

Building areas included in the application are quoted as **Gross External Area (GEA)**. This can be thought of as the area of the building including the external walls.

Readers should recognise that this area is inherently larger than **Gross Internal Area (GIA)**, which reflects the areas inside of the external walls.

Similarly, as Gross Internal Area includes common parts of buildings (such as circulation and plant rooms), car parking areas, area occupied by walls, columns and ducts and other ‘unusable’ areas, it is larger than the **Net Internal Area (NIA)**, which represents ‘usable’ space.

Therefore readers should understand that for any given internal area requirement the overall external area applied for needs to be larger. To illustrate by means of an example, for a flat with a minimum Net Internal Area of 70m², the Gross internal Area associated to one flat in the overall building might be 85m² and the Gross External Area associated to one flat in the overall building might be 90m². As the ratio of GIA/GEA and NIA/GIA depends on the detailed design of buildings, readers should be aware that these figures are provided as an example and will unavoidably vary from building to building.

Readers interested in a more detailed explanation should refer to Royal Institute of Chartered Surveyors (RICS) best practice guidance.

6.1.2 STRUCTURE OF PROPOSALS

The Masterplan Proposals for the redevelopment of the site consists of the Site Location Plan, the Development Specification, Parameter Plans, Detailed Access Plans and Design Code. These provide the clear and explicit controls which define the proposed redevelopment.

The Site Location Plan identifies the extent of the Application Site within which development is proposed.

The Development Specification essentially sets out what is proposed in the Outline Planning Application. It therefore describes and defines the principle components of the proposed development and the parameters that:

- (i) Will inform the assessment of effects of the proposed development during both construction and in its completed operational state; and
- (ii) if planning consent is granted, will provide the framework within which applications for the approval of reserved matters for each element of the scheme will need to be sought.

The Development Specification also describes:

- (i) the content of the Outline Planning Application including the floorspace and the range of education and ancillary uses proposed, together with the number and mix of residential accommodation proposed; and
- (ii) the parameters of the proposed development with reference to the Parameter Plans being submitted for approval as part of the Outline Planning Application which set the framework for the more detailed design of the development once consent is granted.

The principles of the redevelopment are incorporated into the masterplan through the Parameter Plans and the Design Code. These documents fix the areas of the redevelopment, and define the Parameters regarding issues of Use, Access, Layout, Scale, Landscaping and Appearance within which future reserved matters applications will be expected to comply. They also provide a further control on the quantum (or amount) of development and in particular the spatial distribution of development.

As the Parameter Plan & Design Code approach may not be familiar to all readers, the following sections seek to illustrate the way this structure is designed to work as a masterplan.

Section 6.1.3 introduces the principles that underline the proposed redevelopment.

Section 6.1.4 presents the organisational structure of the Parameter Plans, explaining how they control the layout of the redevelopment of the site.

Section 6.1.5 explains the role of the Design Code in preserving the principles of the redevelopment and ensuring that the built fabric is of an appropriate standard and that the developed design ensures a safe, attractive and successful public realm.

The Design Code is organised into sections that describe each specific place and each type of space within the redevelopment, in particular the Development Zones, Streets & Paths, and Open Spaces. Additionally, the Design Code provides detailed Guidance on issues of Building Design, and Townscape.

Section 6.1.6 presents the Detailed Access Plans, explaining how they complement the Parameter Plans and define the proposed access works for which permissions are being sought in detail.

Section 6.1.7 explains the role of the Illustrative Scheme, which, while not submitted for approval is used to provide an illustration of how a scheme that complied with the proposals might look .

Further detail on the Masterplan proposals is presented in sections 6.2-6.5:

- Section 6.2: Principles of Redevelopment
- Section 6.3: Parameter Plans
- Section 6.4: Detailed Access Plans
- Section 6.5: Design Code

The Illustrative Scheme is explained in detail in section 7.

6.1.3 PRINCIPLES

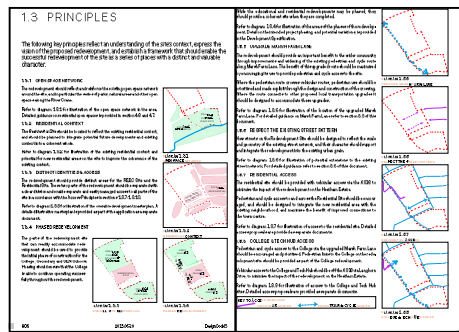


DIAGRAM 6.1.1 DESIGN CODE - PRINCIPLES OF REDEVELOPMENT

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 through 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 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.

6.1.4 PARAMETER PLANS

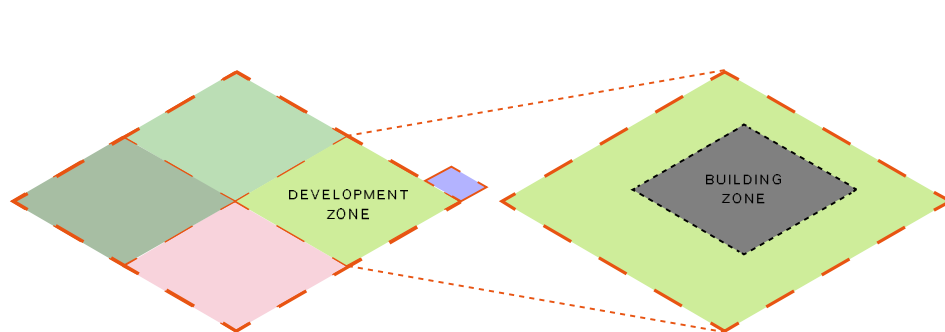


DIAGRAM 6.1.2 PARAMETER PLANS - DEFINITION OF DEVELOPMENT ZONES

The Masterplan Proposals ensure that each part of the redevelopment is located in a suitable part of the site, and that together these form a coherent and acceptable whole, in accordance with the principles of the proposed redevelopment.

This is achieved by a Parameter Plan defining Development Zones that will discreetly accommodate the different proposed uses, namely:

1. College Development Zone
2. Tech Hub Development Zone
3. Schools Development Zone
4. Residential Development Zone
5. Playing Fields Development Zone

The Development Zone Parameter Plan identifies the extent of each of these Development Zones.

DIAGRAM 6.1.3 PARAMETER PLANS - DEFINITION OF BUILDING ZONES

The Masterplan Proposals ensure that buildings will only be developed in suitable locations within the Development Zones, in accordance with the principles of the proposed redevelopment.

This is achieved by a series of Parameter Plans defining Building Zones within which an individual building, or buildings, will be permissible.

It should be understood that whilst this Building Zone defines the permissible area within which building(s) may be built, it is unlikely that the developed designs submitted at Reserved Matters stage will occupy the entirety of any given Building Zone. Nevertheless, the maximum extent of the building zone has been used in the Environmental Statement to ensure that assessments have been made against a 'worst-case' scenario.

6.1.5 DESIGN CODE

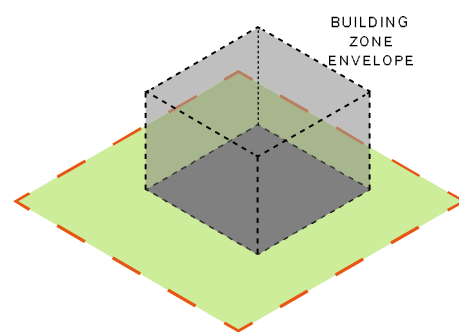


DIAGRAM 6.1.4 PARAMETER PLANS - DEFINITION OF BUILDING ENVELOPE

The Masterplan Proposals ensure that buildings will be built to a suitable height and scale given their location and context, in accordance with the principles of the proposed redevelopment.

This is achieved by a series of Parameter Plans defining the envelope (or "Maximum Extents") of each Building Zone within which an individual building, or buildings, will be permissible. In addition, a cap on the Gross External Area is included in the Development Specification to ensure that the overall scale of buildings is suitable to their location on the site and the redevelopment as a whole.

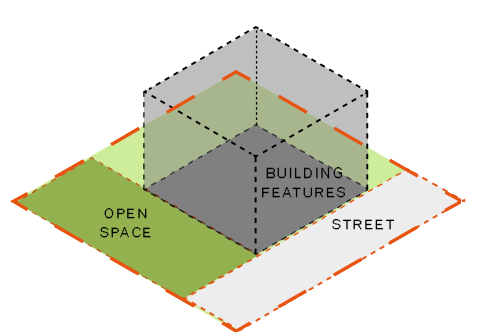


DIAGRAM 6.1.5 DESIGN CODE - DEVELOPMENT ZONE FEATURES

The Masterplan Proposals define the features of the redevelopment that need to be provided in each Development Zone, in order to fulfil the principles of the proposed redevelopment.

These include any streets, paths and open spaces within each Development Zone, as well as any specific features relating to the Building Zone(s) within each Development Zone.

The locations of these features are identified and defined in the Development Zone chapter of the Design Code.

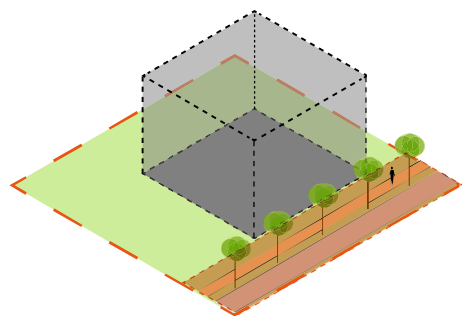


DIAGRAM 6.1.5 DESIGN CODE -
STREETS & PATHS

The Masterplan Proposals structure a coherent & organised public realm through a series of streets & paths connecting the different places and offering a range of routes around the site.

Crucial aspects of their design are defined and secured through the Design Code.

The streets & paths chapter of the Design Code identifies the design principles that will apply across the redevelopment, as well as the key features of each street & path that will be provided within the redevelopment including:

- An Upgraded Marsh Farm Lane;
- The Cross Site Right-of-Way;
- Residential Streets; and
- Car Parking Areas.

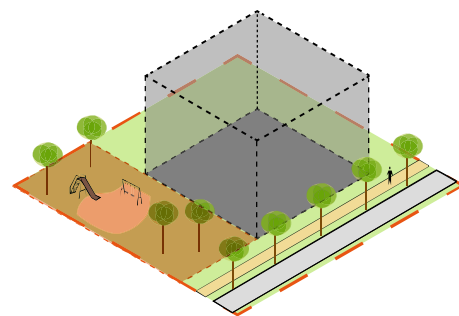


DIAGRAM 6.1.6 DESIGN CODE -
OPEN SPACES & LANDSCAPING

The Masterplan proposes distinct and meaningful Open Spaces which will offer an important and positive contribution to their context.

Crucial aspects of their design are defined and secured through the Design Code.

The Open Spaces chapter of the Design Code identifies the design principles that will apply to Open Spaces across the redevelopment, as well as the key features of each type of Open Space that will be provided within the redevelopment including:

- Entrance Areas;
- Garden Areas;
- Play Areas;
- Shared Amenity Areas;
- Private Amenity Areas;
- Landscape Areas; and
- Trees and Habitat Areas.

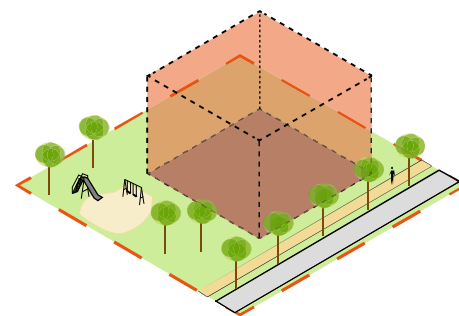


DIAGRAM 6.1.7 DESIGN CODE -
BUILDING DESIGN

The Masterplan Proposals will ensure that the built fabric of the redevelopment is of a high standard and that building design ensures a safe, attractive and successful public realm by defining and securing guidelines on key aspects of building design through the Design Code.

The Building Design Guidelines chapter of the Design Code identifies general requirements of buildings in the redevelopment, as well as specific requirements of the key aspects of building design including:

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



DIAGRAM 6.1.8 DESIGN CODE -
TOWNSCAPE

The Masterplan Proposals will make a positive contribution to the existing townscape, and the impact of the development on views identified as locally-important will either be beneficial or limited.

The Townscape chapter in the Design Code presents the specific requirements needed to maximise townscape and visual benefits whilst mitigating impacts identified in the Townscape Assessment in the Environmental Statement for the Project.

6.1.6 DETAILED ACCESS PLANS

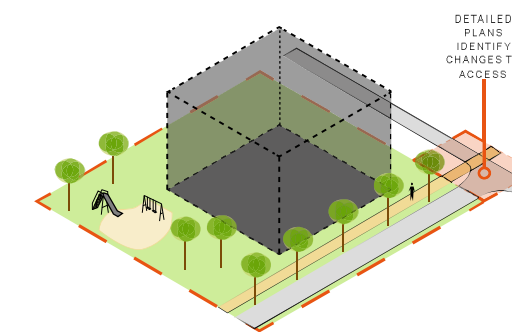


DIAGRAM 6.1.9
DETAILED ACCESS PLANS

Detailed Access Plans are included as part of the Application indicating access arrangements to and from the site.

These identify in detail the proposed changes to road junctions providing access to the site, and are designed in accordance with site access principles and parameters identified within the Development Specification, Parameter Plans and Design Code.

6.1.7 ILLUSTRATIVE MASTERPLAN

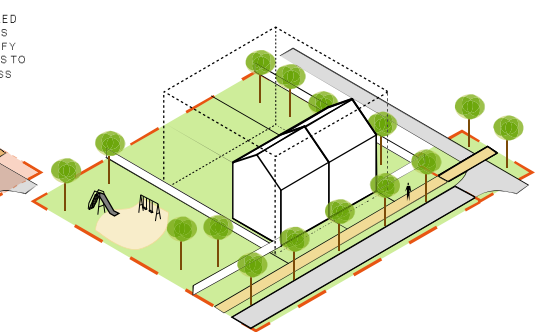


DIAGRAM 6.1.10
ILLUSTRATIVE MASTERPLAN

The application includes an Illustrative Scheme showing how the completed development may look. It has been developed to demonstrate how a scheme of the scale proposed might fit within the Parameters for which permission is being sought. Whilst the Illustrative Scheme provides an indication of what the development could look like, it is not submitted for approval.

Nevertheless, the Illustrative Scheme - along with the Design Code - provides both a framework for the preparation of the detailed scheme plans and a qualitative 'benchmark' against which future applications for the approval of reserved matters can be assessed. It is also used for some assessments in the Environmental Statement

Detailed information on the Illustrative Scheme is presented in section 7 of this report.

6.2 PRINCIPLES OF REDEVELOPMENT

The following key principles reflect an understanding of the site's context, express the vision of the proposed redevelopment, and establish a framework that should enable the successful redevelopment of the site as a series of places with a distinct and valuable character.

6.2.1 OPEN SPACE NETWORK

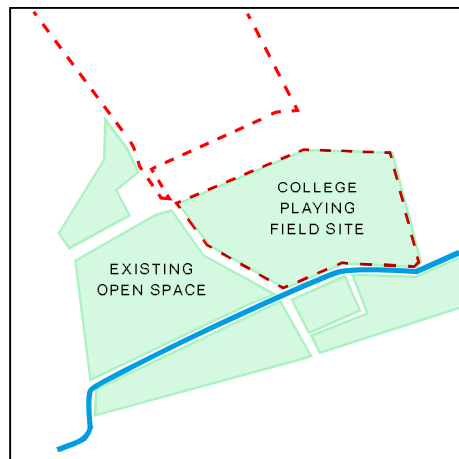


DIAGRAM 6.2.1
OPEN SPACE NETWORK

The redevelopment should reflect and reinforce the existing open space network around the site, and in particular the series of parks, natural areas and other open spaces along the River Crane.

Refer to diagram 6.2.1 for illustration of the open space network in the area.

6.2.2 RESIDENTIAL CONTEXT

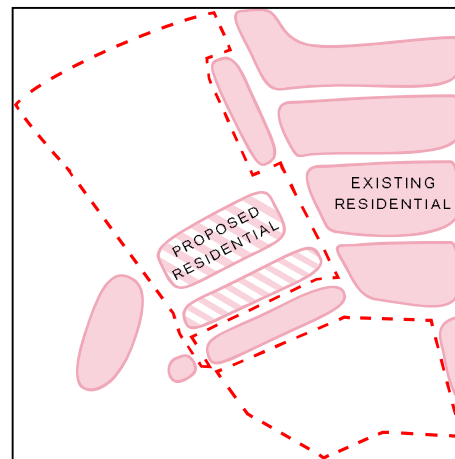


DIAGRAM 6.2.2
RESIDENTIAL CONTEXT

The *Residential Site* should be located to reflect the existing residential context, and should be planned to integrate potential future developments and existing context into a coherent whole.

Refer to diagram 6.2.2 for illustration of the existing residential context and potential for new residential areas on the site to improve the coherence of the existing context.

6.2.3 DISTINCT IDENTITIES & ACCESS

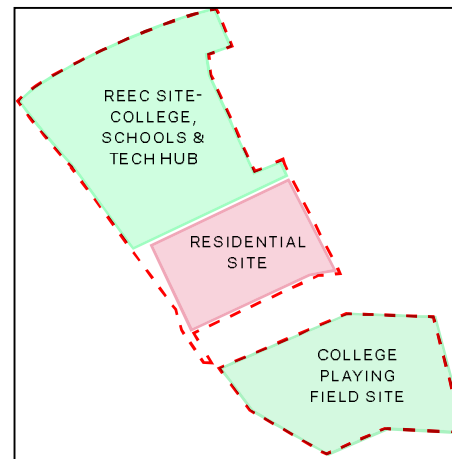


DIAGRAM 6.2.3
OVERALL SITE MASTERPLAN

The redevelopment should provide distinct areas for the REEC Site and the Residential Site. These two parts of the redevelopment should be separated with a clear division and enable separate and easily managed access to all parts of the site in accordance with the Access Principles in sections 6.2.7-6.2.10.

Refer to diagram 6.2.3 for illustration of the overall redevelopment masterplan. The detailed illustrative masterplan is presented in section 7 of this document.

6.2.4 PHASED REDEVELOPMENT

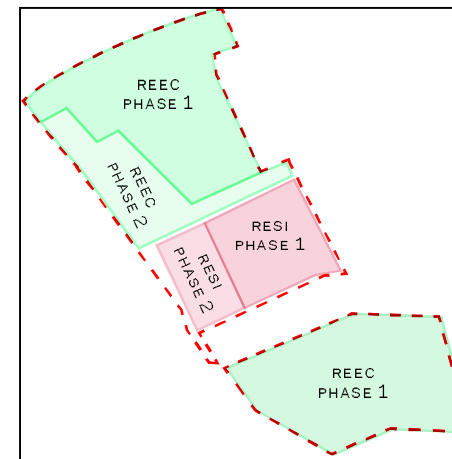


DIAGRAM 6.2.4
PHASED REDEVELOPMENT

The parts of the redevelopment site that can readily accommodate redevelopment should be used to provide the initial phase of construction for the College, Secondary and SEN Schools. Phasing should ensure that the College is able to continue operating successfully throughout the redevelopment.

While the educational and residential redevelopments may be phased, they should provide a coherent site when they are completed.

Refer to diagram 6.2.4 for illustration of the areas of the phases of the redevelopment. Detail on the intended project phasing, and potential variations, is provided in the Development Specification.

6.2.5 UPGRADE MARSH FARM LANE

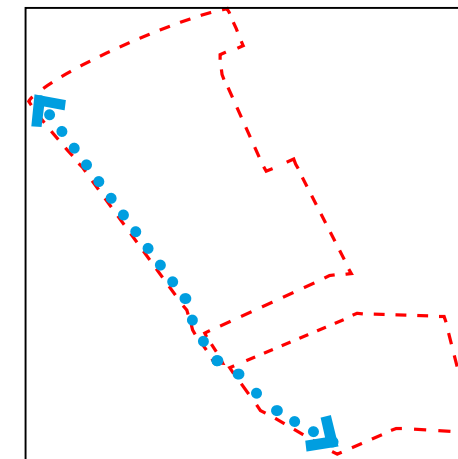


DIAGRAM 6.2.5
UPGRADE MARSH FARM LANE

The redevelopment should provide an important benefit to the wider community through improvements and widening of the existing pedestrian and cycle route along Marsh Farm Lane. The benefit of this upgraded route should be maximised by encouraging its use to provide pedestrian and cycle access to the site.

Where the pedestrian route crosses vehicular routes, pedestrian use should be prioritised and made explicit through the design and construction of the crossing. Where the route connects to other proposed local transportation upgrades it should be designed to accommodate these upgrades. Refer to diagram 6.2.5 for illustration of the location of the upgraded Marsh Farm Lane.

6.2.6 RESPECT THE EXISTING STREET PATTERN

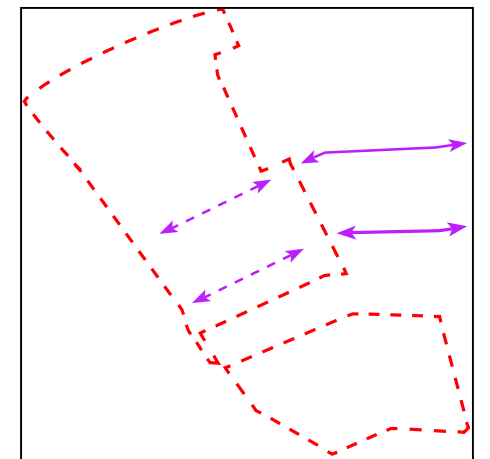


DIAGRAM 6.2.6
RESPECT THE STREET PATTERN

New streets on the Redevelopment Site should be designed to reflect the scale and geometry of the existing street network, and their character should support and integrate the redevelopment into the existing urban grain.

Refer to diagram 6.2.6 for illustration of potential extensions to the existing street network.

6.2.7 RESIDENTIAL ACCESS

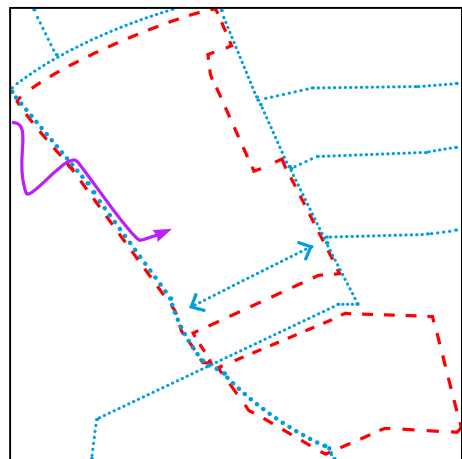


DIAGRAM 6.2.7
RESIDENTIAL ACCESS

The residential site should be provided with vehicular access via the A316 to minimise the impact of the redevelopment on the Heatham Estate.

Pedestrian and cycle access to and across the Residential Site should be encouraged, and should be designed to integrate the new residential area with the existing neighbourhood, and maximise the benefit of improved connections to the town centre.

Refer to diagram 6.2.7 for illustration of access to the residential site.

6.2.8 COLLEGE & TECH HUB ACCESS

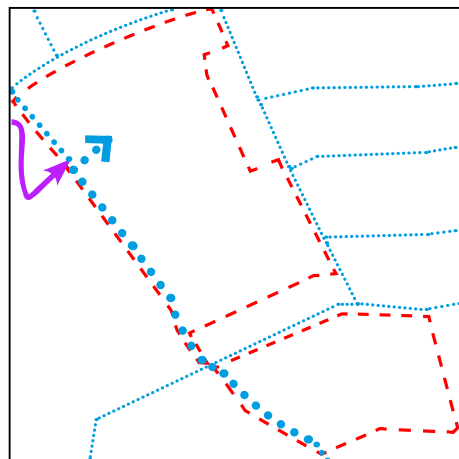


DIAGRAM 6.2.8
COLLEGE & TECH HUB ACCESS

Pedestrian and cycle access to the College via the upgraded Marsh Farm Lane should be encouraged and prioritised. Pedestrian links to the College on the redevelopment site should be provided as part of the College redevelopment.

Vehicular access to the College and Tech Hub should be off the A316 via Langhorn Drive, to minimise the impact of the redevelopment on the Heatham Estate.

Refer to diagram 6.2.8 for illustration of access to the College and Tech Hub sites.

6.2.9 SECONDARY SCHOOL ACCESS

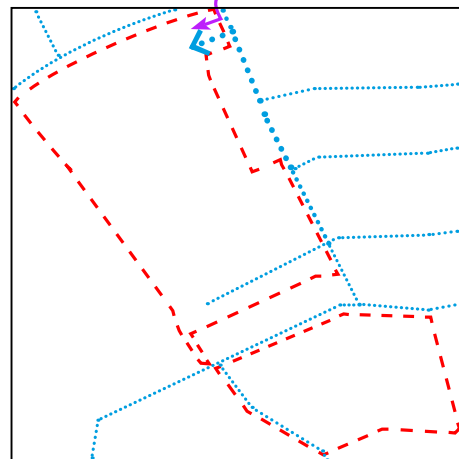


DIAGRAM 6.2.9
SECONDARY SCHOOL ACCESS

Pedestrian and cycle access to the Secondary School should be via a distributed network of routes reflecting the local population that the school is intended to serve. Pedestrian and cycle access should be encouraged and prioritised.

Vehicular access to the Secondary School should be primarily off the A316 via the Northern Part of Egerton Road, to minimise the impact of the redevelopment on the Heatham Estate. A barrier on Egerton Road preventing shortcutting through the Heatham Estate should be retained.

Refer to diagram 6.2.9 for illustration of access to the secondary school.

6.2.10 SEN SCHOOL ACCESS

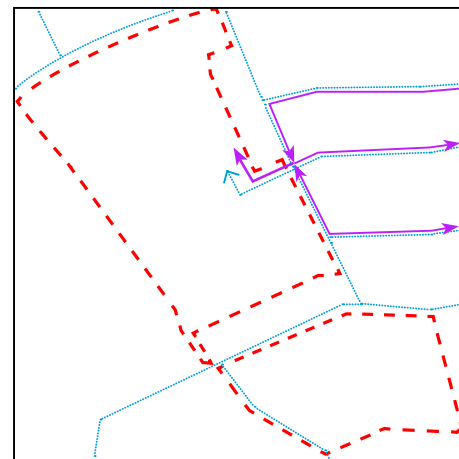


DIAGRAM 6.2.10
SEN SCHOOL ACCESS

Pedestrian and cycle access to the SEN School will - by nature of the school's population - be limited. Nevertheless, pedestrian and cycle access should be encouraged and prioritised.

Vehicular access to the SEN School should be through the Heatham Estate.

Refer to diagram 6.2.10 for illustration of access to the SEN school.

6.2.11 RELOCATE EXISTING RIGHT-OF-WAY

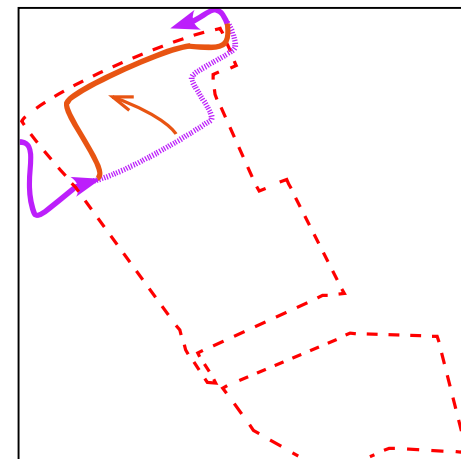


DIAGRAM 6.2.11
RELOCATE THE RIGHT-OF-WAY

The existing right-of-way that crosses the site should be re-routed to allow for a coherent campus to be designed.

Refer to diagram 6.2.11 for illustration of the relocated right-of-way.

6.2.12 A COHESIVE WHOLE

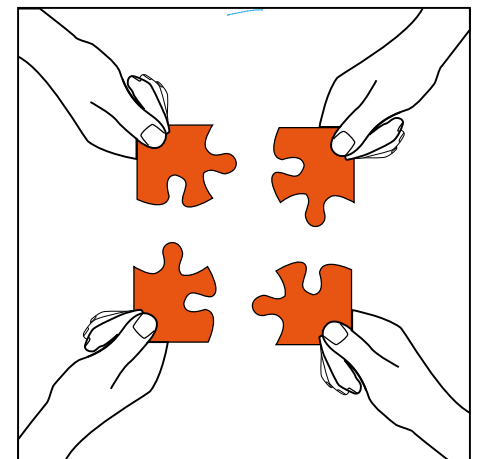


DIAGRAM 6.2.12
MAKE A COHESIVE WHOLE

The design of the REEC Site should form a cohesive whole, with a coherent and unified look and feel. This should be apparent in the design of the buildings and open spaces, as well as in the elements which make them up, such as street furniture and signage. This should be reinforced by the provision of safe connections between the different parts of the REEC Site and managed sharing of facilities.

6.2.13 CENTRAL EDUCATION AREA

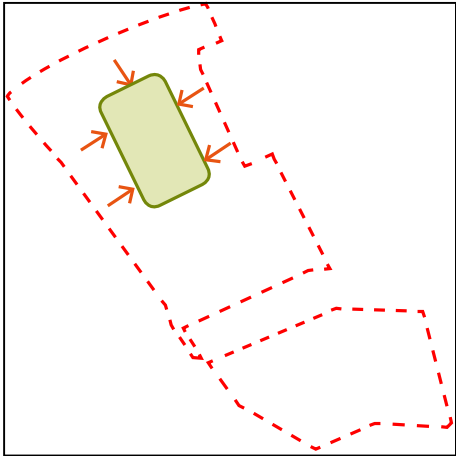


DIAGRAM 6.2.13
PROVIDE A SHARED CENTRAL AREA

The College and the Schools should be organised around a central and secure open space. This area should provide the majority of their outdoor educational, recreational and social spaces and serve as an important interface between the Schools and the College. The design of the central area should be vibrant and characterful, should promote coherence between the different parts of the space, and should manifest a sense of being part of a common educational campus. It should contain areas for play as well as areas of a landscape garden character.

The central education area should accommodate adequate areas for each of the College and the Schools, in a manner that enables managed sharing of spaces, provides a safe and comfortable

environment and ensures safeguarding principles are delivered. Where boundaries within the space are required for practical and safeguarding reasons, these should be designed to be attractive and discreet; they should exploit functional separations, landscaping and managed spaces to create edges; and they should avoid creating a sense of division between the Colleges and Schools.

Refer to diagram 6.2.13 for illustration of the central education area.

6.2.14 CAMPUS OF BUILDINGS

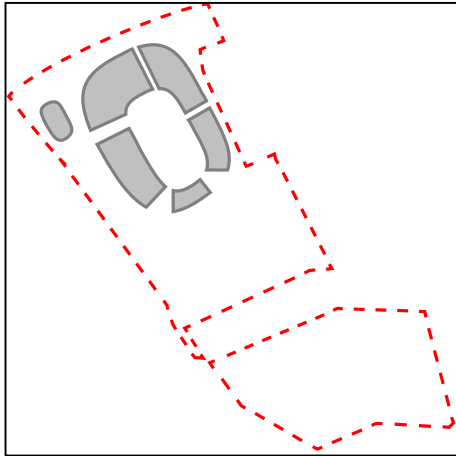


DIAGRAM 6.2.14
A CAMPUS OF RELATED BUILDINGS

The buildings of the College and Schools should enclose their shared open space, in order to provide it with definition, shelter and security. This enclosure should shelter the open spaces from external sources of noise and pollution, in particular from the A316. Similarly, this enclosure should shelter residential neighbours from the noises of the College and School sites.

Refer to diagram 6.2.14 for illustration of a campus of buildings related to each other and enclosing the shared central space.

6.2.15 LANDMARK LOCATIONS

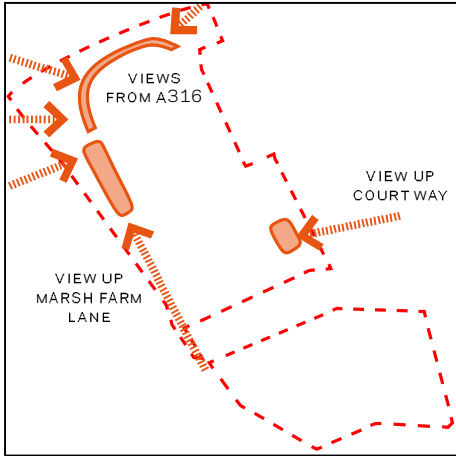


DIAGRAM 6.2.15
PROVIDE MEANINGFUL LANDMARKS

The importance of those parts of the redevelopment that will be key landmarks in their context should be reflected in their design. Buildings and parts of buildings that are prominent in views and will serve to aid in wayfinding and in the creation of meaningful places should be designed to reflect their importance. Landmark buildings (or parts of buildings) in suitable locations should be permitted to be taller than their general context where this would support their role as landmarks.

Refer to diagram 6.2.15 for illustration of prominent locations that would be suitable for landmark buildings.

6.2.16 ENTRANCE AREAS

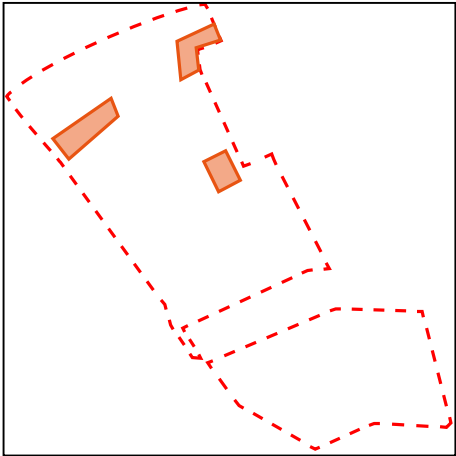


DIAGRAM 6.2.16
PROVIDE SEPARATE ENTRANCE AREAS

Each of the College, Secondary School and SEN School should be provided with an entrance area appropriate to their use, location and importance within their context. These spaces should welcome students and visitors, act as a bridge between the public and private spaces of the campus, and provide an expression of the College or School from the public realm. As befits the intended ties between the Tech Hub and College, these organisations should share their entrance area. Where vehicular access points cross, or are in proximity to entrance areas, pedestrian use should be prioritised and made explicit through the design and construction of the area.

Refer to diagram 6.2.16 for illustration of the location of entrance areas for the College, Tech Hub and Schools.

6.2.17 CAR PARKING AREAS

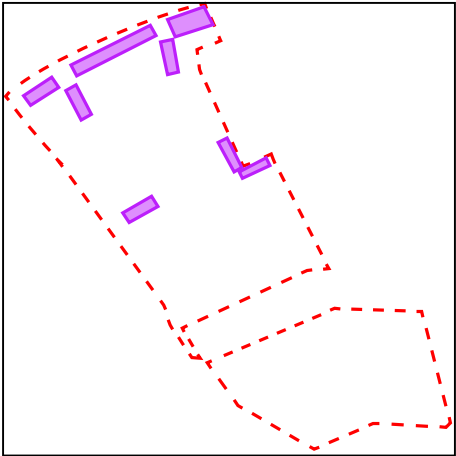


DIAGRAM 6.2.17
CAR PARKING AROUND PERIMETER

Car Parking for the REEC Site should be located around the perimeter of the site. Car parking should be dispersed so as to avoid the creation of large areas of tarmac, and ensure that car parking does not dominate the Public Realm.

The amount of car parking on the REEC Site that is accessible from Egerton Road should be no more than 30 spaces to reduce the impact of the education site on the Heatham Estate. Parking on the residential site should be provided in accordance with prevailing planning guidance. It should be provided as a combination of on and off-street parking and may include below-ground or undercroft car parking.

Refer to diagram 6.2.17 for illustration of the location of car parking areas for the College, Tech Hub and Schools.

6.2.18 SPORTS PITCHES

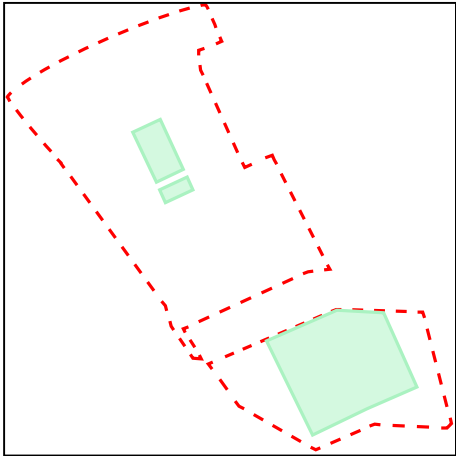


DIAGRAM 6.2.18
SPORTS PITCH LOCATIONS

Sports Pitches should be provided on the Schools Site and on the College Playing Field Site, and should represent a net improvement of provision compared to the currently available facilities. The College Playing Fields should provide at least two pitches (at least one of which should be all-weather and porous), constructed to a high standard, properly-oriented and designed in sympathy with their surroundings. In order to maximise community benefit, sports pitches should be designed and located in a manner that supports managed access outside of school/College hours.

To prevent potential harmful impacts on habitat, no flood lighting should be provided to the sports pitches on the College Playing Field Site. To minimise

nuisance impacts, any floodlit sports pitches on the Schools Site should be sheltered from existing residential properties.

Refer to diagram 6.2.18 for illustration of the location of sports pitches.

6.2.19 PROTECT PROMINENT & HEALTHY TREES

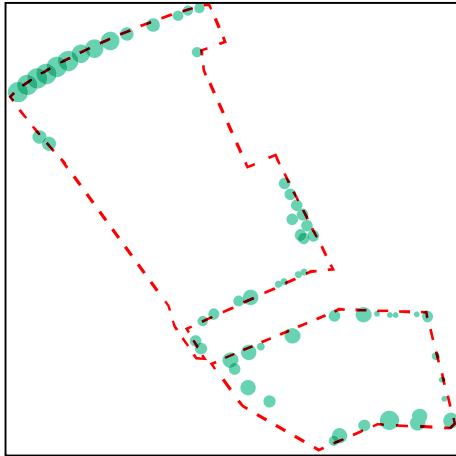


DIAGRAM 6.2.19
RETAIN PROMINENT & HEALTHY TREES

Existing trees and habitat areas should be retained and protected particularly where these are healthy and form an important and valuable part of the existing environment. In particular the mature row of trees along the A316, along Egerton Road and the habitat areas along the River Crane should be protected.

Refer to diagram 6.2.19 for illustration of the location of prominent and healthy trees in the redevelopment that should be retained.

6.2.20 SOFT EDGES & MANAGED BOUNDARIES

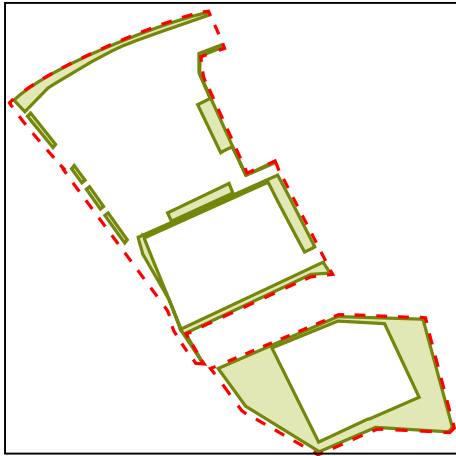


DIAGRAM 6.2.20
PROVIDE SOFT EDGES

The perimeters of the redevelopment should be designed to be attractive where overlooked and should accommodate activities appropriate to their location. Where practical, these areas should provide native-species rich habitat areas (such as hedgerows), and should be linked up to create habitat corridors where possible.

Where the edges of the redevelopment border onto existing private gardens, soft edges should provide a buffer to protect the security and amenity those gardens provide. Preference should be given to locating private gardens where the residential site borders onto existing private gardens.

Refer to diagram 6.2.20 for illustration of the locations of soft landscape areas to be provided to the redevelopment.

6.2.21 SHARED AMENITY AREAS

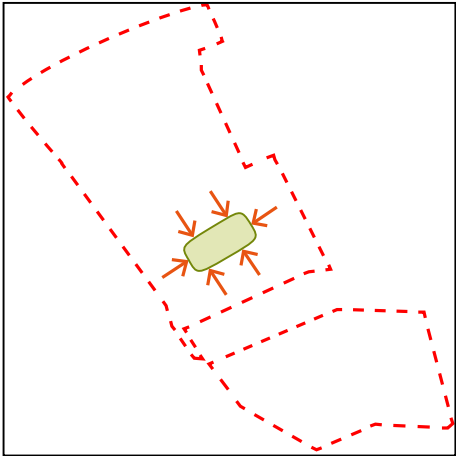


DIAGRAM 6.2.21
PROVIDE SHARED AMENITY AREAS

The residential redevelopment should include Shared Amenity Areas that should form an important contribution to the existing open space network, in addition to any Private Amenity Spaces that are provided. These shared areas should provide playspaces for children and young people that exceed the GLA's minimum requirements, and should be easily accessed from all parts of the residential development. Insofar as is practical, these spaces should be accessible from the majority of dwellings (and in particular those without private gardens), without crossing roadways, and should be designed to be attractive, secure and to encourage a sense of ownership amongst residents.

Refer to diagram 6.2.21 for illustration of the shared residential area.

6.2.22 INCREASE TOTAL OPEN SPACE

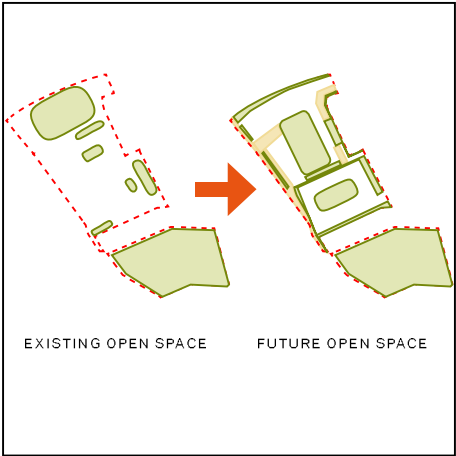


DIAGRAM 6.2.22
INCREASE TOTAL OPEN SPACE

The redevelopment should increase the total amount of open space on the site.

Refer to diagram 6.2.22 for illustration of the proposed increase in open space.

6.2.23 MINIMISE CAR PARKING

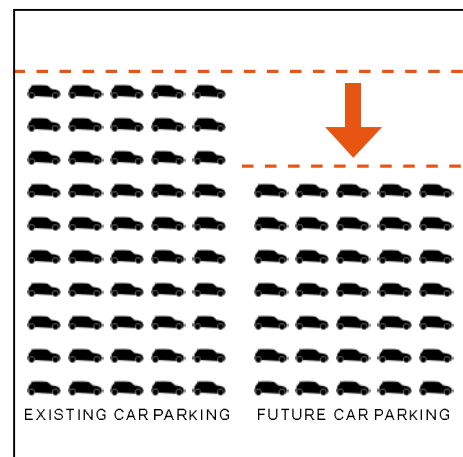


DIAGRAM 6.2.23
REDUCE CAR PARKING FOR EDUCATION

The redevelopment should promote sustainable forms of transport and reduce car parking on the REEC Site. This should include the implementation of Green Travel Plans. Total Car Parking for educational uses should be reduced from current levels, as illustrated in diagram 6.2.23.

Parking for the residential site should be provided in accordance with the relevant LBRuT and GLA standards, balancing the goals of minimising area dedicated to cars with the need to provide adequate levels of car parking. The residential development should not increase demand for on-street parking in the Heatham Estate.

6.2.24 DESIGN PLACES

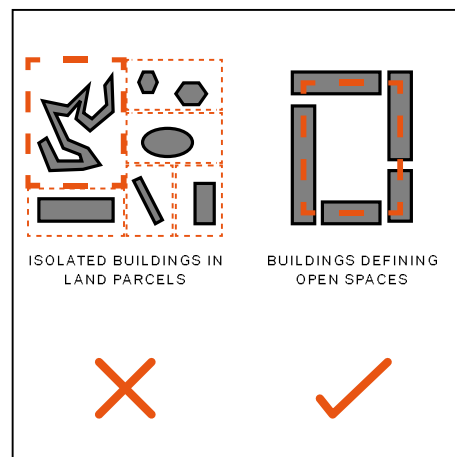


DIAGRAM 6.2.24
DESIGN SHOULD NOT BE IN ISOLATION

The redevelopment should prevent the design of individual buildings in isolation, as this can lead to the creation of incoherent, confusing, unattractive and unsafe places. Instead buildings should be designed to create and define coherent and meaningful places and ensure an attractive, amenable and safe public realm. Diagram 6.2.24 illustrates the difference in these two approaches.

Therefore, the designers of individual parts of the masterplan should consider the relationship of that part to the rest of the masterplan and in particular the role their building can play in supporting the character of the open spaces adjacent to their building and the ways that the landscape can respond to and enhance the use of the adjoining buildings.

To secure this goal, the Design Code is organised around the proposed external spaces and defines the requirements that the designers of these spaces, as well as buildings fronting onto these spaces will be expected to achieve. Reserved Matters Applications should show how their proposals comply with the Design Guidelines for their part of the masterplan as well as for the places surrounding it.

6.2.25 CONTEXTUAL BUILDING HEIGHTS

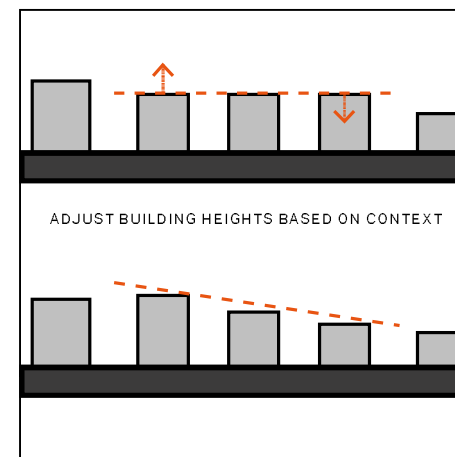


DIAGRAM 6.2.25
HEIGHTS SHOULD REFLECT CONTEXT

Buildings should be sensitive to their context, and building heights should be lower where they are near existing or approved buildings that are lower and higher where they are near existing or approved buildings that are higher. As building heights increase from south to north and east to west in the existing context, new buildings should conform to this general pattern, as illustrated in diagram 6.2.25.

Building heights should also be appropriate to the scale of new spaces which they will adjoin to ensure that these spaces are well defined and that the buildings support the character and use of the spaces they enclose. Building heights should rise to a maximum of five storeys, in accordance with site's adopted planning brief.

6.2.26 ACTIVE FRONTAGES

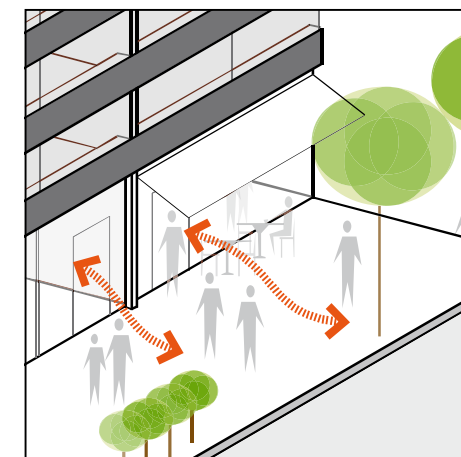


DIAGRAM 6.2.26
INCLUDE ACTIVE FRONTAGES

The redevelopment should engage with the public realm to encourage activity and promote security. Where practical this should include public and private spill out spaces and activities, as well as views in and out of buildings and outdoor spaces where appropriate, as illustrated in diagram 6.2.26.

6.2.27 A RANGE OF HOUSING TYPES

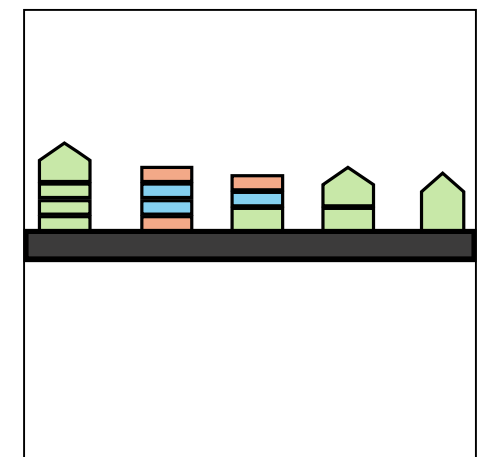


DIAGRAM 6.2.27
PROVIDE A RANGE OF HOUSING TYPES

The residential redevelopment should provide a mix of dwelling types, sizes and tenures, including:

- Homes, Flats, and *Maisonettes*;
- A mix of 1-, 2-, 3- bedroom and larger dwellings;
- Market, Intermediate, and Social Rent Housing;
- *Accessible and adaptable dwellings* & *Wheelchair user dwellings* offering a choice of size, aspect and floor level.

Detail on housing mix and tenure is included in the Development Specification.

6.2.28 SUSTAINABLE DESIGN & CONSTRUCTION



DIAGRAM 6.2.28
DESIGN SUSTAINABLY

A sustainable approach to the design, construction and production of all facilities should deliver a cost-effective and resource-efficient redevelopment that:

- Optimises passive design measures, including *Fabric First* principles;
 - Minimises the use of resources;
 - Minimises the demand for energy and water use;
 - Minimises waste and emissions;
 - Allows opportunities for recycling during the *Works Period*;
 - Optimises the use of low-energy solutions and be designed and constructed to respond to specific site constraints and opportunities, and to the future impact of climate change;
 - Provides effective measuring and monitoring of the performance of the buildings in operation;
- Includes operational plans that record all targets for the key aspects of environmental performance;
 - Includes assessment against BREEAM criteria, or an approved alternative environmental assessment standard such as Passivhaus or LEED. If BREEAM rating are used the aim should be to achieve a rating of “very good” or better. If alternative standards are used, these should ensure a standard equivalent to or better than BREEAM “very good”.
 - For the residential development, achieves or exceeds the sustainability (including energy, water and materials efficiency) standards identified in the Mayor of London’s Housing Strategy.

6.2.29 INCLUSIVE DESIGN

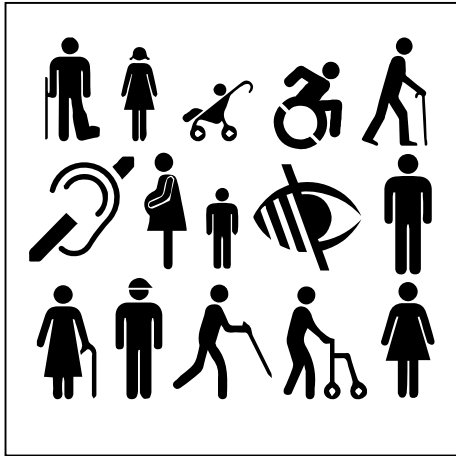


DIAGRAM 6.2.29
PROMOTE INCLUSIVITY

All areas of the redevelopment - including buildings and both public and private open areas - should be designed to maximise access through and to all parts of the redevelopment, its facilities and services for people who are residents, visitors, students and members of staff regardless of disability and as required by local, regional and national policy:

- To ensure that required standards for accessibility are met and as part of mainstream Inclusive Design wherever possible;
 - To design inclusively, which means designing beyond the minimum requirements of the Building Regulations Part M and Part K to ensure that all people, regardless of age, sex or ability can use and enjoy the built environment;
- To address the anticipated, substantial increase of older people in proportion to the working-age population and their future needs;
 - To meet the aims of the Equality Act (2010) where applicable;
 - To follow design guidance given in relevant British Standards and other currently published good practice guidance about meeting the needs of disabled people and Inclusive Design; and
 - To address the principles relating to Accessible and Adaptable Dwellings, Wheelchair User Dwellings and the GLA’s Accessible London SPG; including relevant future alterations.

Guidance on accessibility is incorporated throughout this document.

6.2.30 SAFETY & SECURITY



DIAGRAM 6.2.30
PROMOTE SAFETY THROUGH DESIGN

The redevelopment should be safe and secure, and should ‘design-out’ crime. Streets and paths should be designed to ensure safety of pedestrians, cyclists and vehicle users.

Safety should be promoted through the creation of readily supervised and secure places that encourage ownership and use by those they are intended for and that are easily supervised, well managed and maintained. The use of defensive furniture and structures should be minimised.

The design of roads and paths should ensure safety for all users through the separation of users, the provision of pedestrian and cycle priority at junctions, and the use of design strategies that ensure slow speeds and good visibility.

6.2.31 DESIGN QUALITY

The built fabric of the redevelopment should be of an appropriately high standard and building design should ensure a safe, attractive and successful public realm. The Public realm, private spaces and buildings in the redevelopment should be appropriate to their context and intended use, and should provide a meaningful contribution to the location within which they are situated. The redevelopment should be vibrant and characterful and should seek to maximise benefits of the redevelopment.

6.3 PARAMETER PLANS

The Masterplan Proposals include 15 Parameter Plans which show how the proposed redevelopment can be accommodated on the site. These work together with the Development Specification and the Design Code to define the parameters of 'Layout', 'Scale' and 'Use' against which applications for approval of reserved matters involving appearance will be assessed.

6.3.1 SITEWIDE ACCESS

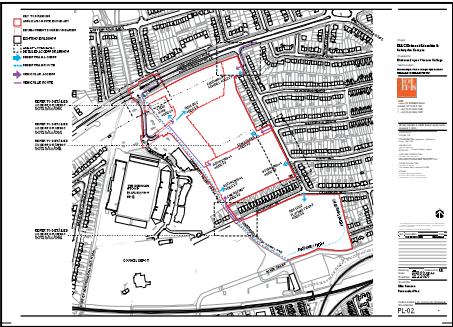


DIAGRAM 6.3.1 PARAMETER PLAN - ACCESS (PL-02)
General site access arrangements for vehicular traffic (including servicing and deliveries), pedestrians and cyclists to the site as a whole are shown on the Site Access Parameter Plan (PL-02), as presented in diagram 6.3.2.

This plan ensures that the overall patterns of access to the site minimises the impact on neighbouring properties, and that the overall access strategy is coherent and acceptable.

6.3.2 DEVELOPMENT ZONES

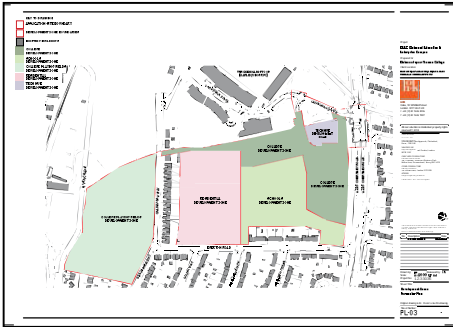


DIAGRAM 6.3.2 PARAMETER PLAN - DEVELOPMENT ZONES (PL-03)
The Outline Planning Application envisages the site being developed as a series of Development Zones - namely:

1. College Development Zone
2. Tech Hub Development Zone
3. Schools Development Zone
4. Residential Development Zone
5. College Playing Fields Development Zone

The extents of these development zones are identified in Parameter Plan (PL-03) as presented in diagram 6.3.1.

This plan ensures that each part of the redevelopment reflects a clear use located in a suitable part of the site, and that together these form a coherent and acceptable whole, subject to detailed approval of reserved matters.

6.3.3 SITEWIDE BUILDING ZONES

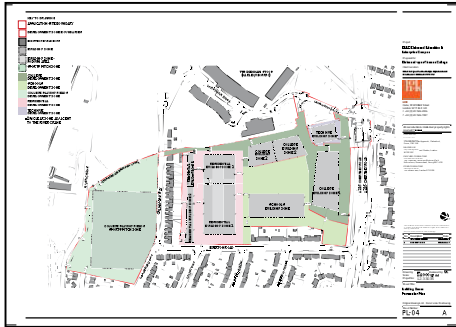


DIAGRAM 6.3.3 PARAMETER PLAN - BUILDING ZONES (PL-04 A)
The zones within which an individual building, or buildings, will be located within each Development Zone and across the site as a whole are shown on the Building Zones Parameter Plan (PL-04), as presented in diagram 5.6.3.

This plan ensures that any buildings will be located on suitable parts of the site, and that together these form a coherent and acceptable whole, subject to detailed approval of reserved matters.

This plan identifies the minimum setbacks that will be required of the redevelopment in order to ease comprehension as to where these zones will be located. Further guidance on each of the setbacks identified on the Parameter Plan and on permissible projections is provided in the Design Code.

The maximum extent of these Building Zones is intended to ensure that the overall mass of the buildings can be controlled, without over-prescribing the form and design of buildings that will be submitted for detailed approvals as part of Reserved Matters Applications.

Although the maximum extent of these Building Zones is greater than could be built out due to other constraints (including maximum Gross External Area of buildings), it has been used to assess a theoretical 'worst-case' scenario in the Environmental Statement.

6.3.4 SITEWIDE BUILDING HEIGHT

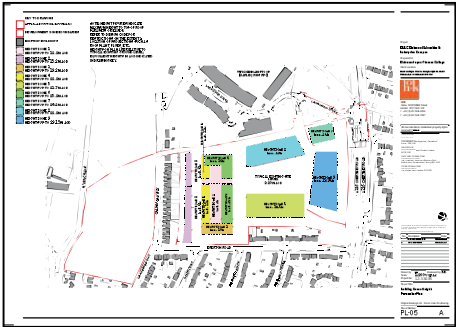


DIAGRAM 6.3.4 PARAMETER PLAN - BUILDING HEIGHTS (PL-05 A)
The maximum height of any buildings within these specific Building Zones is defined on the Building Zone Height Parameter Plan (PL-05), as presented in diagram 6.3.4.

This plan ensures that the overall height of buildings will be appropriate within their context, limiting impact on neighbouring properties and forming a coherent and acceptable overall built form, subject to detailed approval of reserved matters.

Further guidance on maximum heights and on permissible projections is provided in the Design Code.

Although the maximum extent of these Building Zones is greater than could be built out due to other constraints (including maximum Gross External Area of buildings), it has been used to assess a theoretical 'worst-case' scenario in the Environmental Statement.

6.3.5 SITEWIDE EXTERNAL SPACE

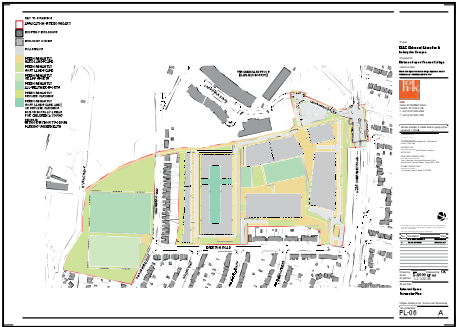


DIAGRAM 6.3.5 PARAMETER PLAN - EXTERNAL SPACE (PL-06 A)
The locations of proposed open space, amenity space and landscaping within the individual Development Zones and across the site is shown on the External Space Parameter Plan (PL-06), as presented in diagram 6.3.5.

This plan indicates the general disposition of open spaces, including areas of predominantly hard and soft landscaping, sports pitches, roadways, and areas on the residential site that may be used to provide car parking with shared or private amenity spaces on top. Further guidance on open spaces is provided in the Design Code.

There will be additional open spaces within the parts of the Building Zones that are not occupied with buildings; however, in order to retain flexibility these areas cannot be identified until Reserved Matters Applications. An indication of the amount of such area that may be provided can be seen in the Illustrative Scheme.

6.3.6 COLLEGE BUILDING ZONES

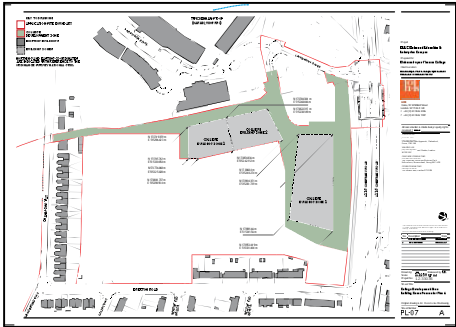


DIAGRAM 6.3.6 PARAMETER PLAN - COLLEGE BUILDING ZONES 1 (PL-07 A)
The College Building Zone Parameter Plan 1, shown in diagram 6.3.6, specifically identifies the location of the College Building Zones, by providing northings & eastings for each corner of each Building Zone.

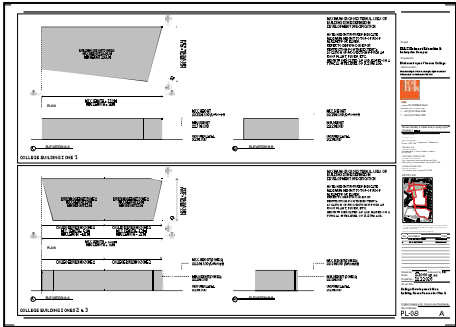


DIAGRAM 6.3.7 PARAMETER PLAN - COLLEGE BUILDING ZONES 2 (PL-08 A)
College Building Zone Parameter Plan 2 identifies the maximum extents of the College Building Zones, illustrated in plan and in elevation, as shown in diagram 6.3.7. This plan enables each Building Zone to be perceived in isolation.

6.3.7 TECH HUB BUILDING ZONE

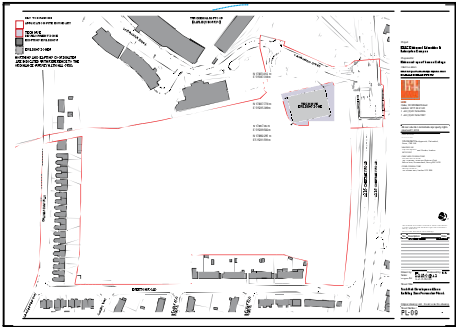


DIAGRAM 6.3.8 PARAMETER PLAN - TECH HUB BUILDING ZONES 1 (PL-09)
The Tech Hub Building Zone Parameter Plan 1, shown in diagram 6.3.8, specifically identifies the location of the Tech Hub Building Zone, by providing northings & eastings for each corner of the Tech Hub Building Zone.

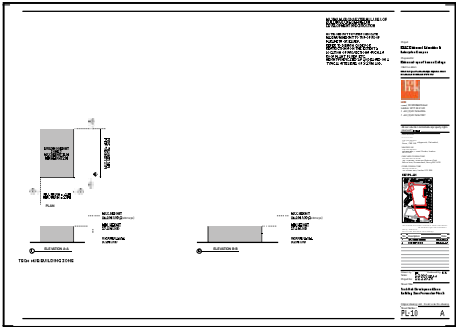


DIAGRAM 6.3.9 PARAMETER PLAN - TECH HUB BUILDING ZONES 2 (PL-10 A)
Tech Hub Building Zone Parameter Plan 2 identifies the maximum extents of the Tech Hub Building Zone, illustrated in plan and in elevation, as shown in diagram 6.3.9.

6.3.8 SCHOOLS BUILDING ZONE

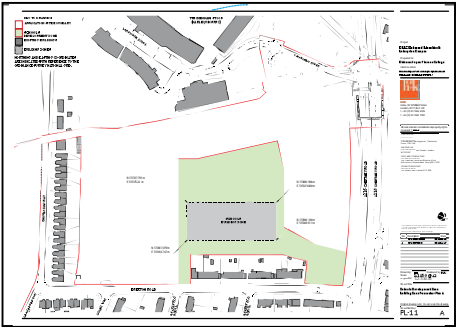


DIAGRAM 6.3.10 PARAMETER PLAN - SCHOOLS BUILDING ZONES 1 (PL-11 A)
The Schools Building Zone Parameter Plan 1, shown in diagram 6.3.10, specifically identifies the location of the Schools Building Zone, by providing northings & eastings for each corner of the Schools Building Zone.

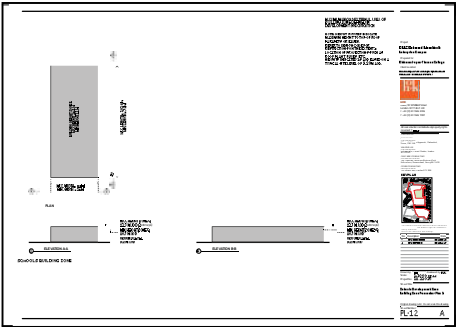


DIAGRAM 6.3.11 PARAMETER PLAN - SCHOOLS BUILDING ZONES 1 (PL-12 A)
Schools Building Zone Parameter Plan 2 identifies the maximum extents of the Schools Building Zone, illustrated in plan and in elevation, as shown in diagram 6.3.11.

6.3.9 RESIDENTIAL BUILDING ZONES

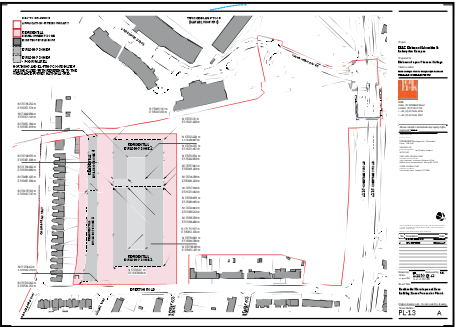


DIAGRAM 6.3.12 PARAMETER PLAN - RESIDENTIAL BUILDING ZONES 1 (PL-13 A)
The Residential Building Zone Parameter Plan 1, shown in diagram 6.3.12, specifically identifies the locations of the Residential Building Zones, by providing northings & eastings for each corner of each Residential Building Zone.

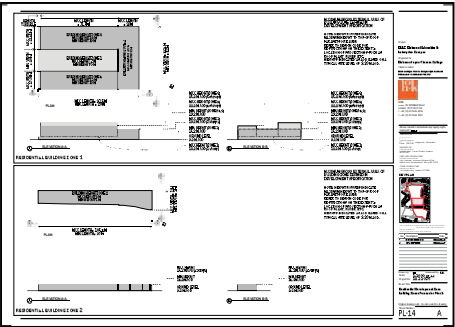


DIAGRAM 6.3.13 PARAMETER PLAN - RESIDENTIAL BUILDING ZONES 2 (PL-14 A)
Residential Building Zone Parameter Plan 2 identifies the maximum extents of Residential Building Zones 1 and 2, illustrated in plan and in elevation, as shown in diagram 6.3.13.

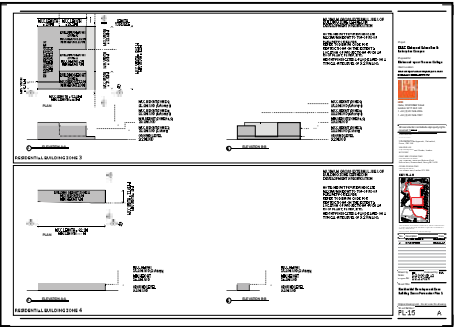


DIAGRAM 6.3.14 PARAMETER PLAN - RESIDENTIAL BUILDING ZONES 3 (PL-15 A)
Residential Building Zone Parameter Plan 2 identifies the maximum extents of Residential Building Zones 3 and 4, illustrated in plan and in elevation, as shown in diagram 6.3.14.

6.3.10 COLLEGE PLAYING FIELDS SPORTS PITCH ZONE

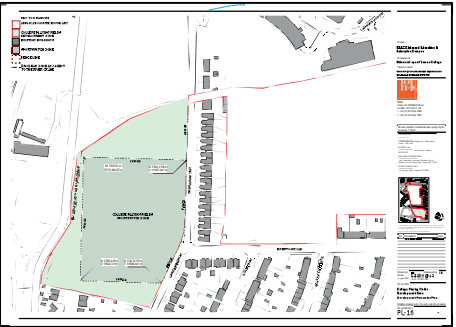


DIAGRAM 6.3.15 PARAMETER PLAN - SPORTS PITCH ZONE (PL-16)
The College Playing Fields Sports Pitch Zone Parameter Plan, shown in diagram 6.3.15, specifically identifies the location for sports pitches on the College Playing Fields Development Zone, by providing northings & eastings for each corner of the Sports Pitch Zone.

This ensures that the sports pitches will be located and set-out in an appropriate and acceptable manner, and will protect and preserve open soft landscape areas surrounding the sports pitches. This plan will also identify constraints on the upgraded Marsh Farm Lane. Further guidance on the redevelopment of the College Playing Fields is provided in the Design Code.

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

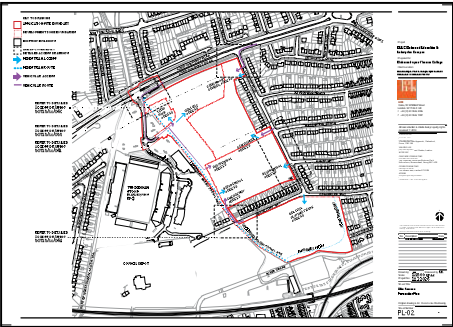


DIAGRAM 6.4.1 PARAMETER PLAN - ACCESS (PL-02)

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

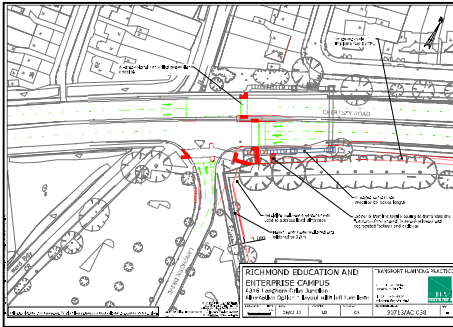


DIAGRAM 6.4.2 DETAILED ACCESS PLAN - JUNCTION OF A316 (Ac/038)

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)

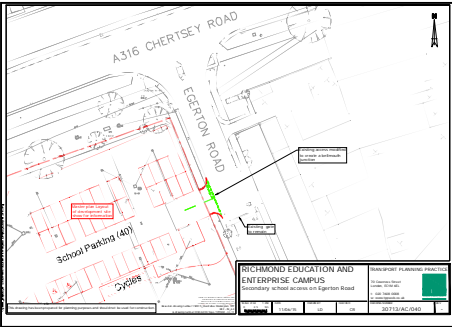


DIAGRAM 6.4.3 DETAILED ACCESS PLAN - EGERTON ROAD (NORTH) (Ac/040)

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)

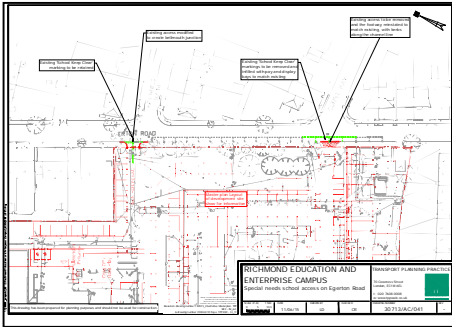


DIAGRAM 6.4.4 DETAILED ACCESS PLAN - EGERTON ROAD (SOUTH) (Ac/041)

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

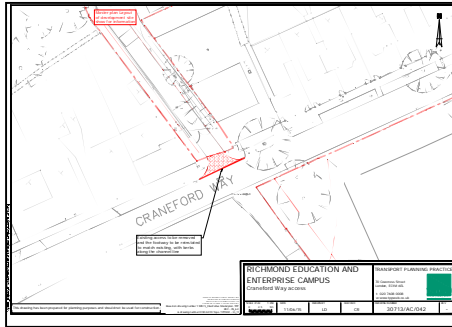


DIAGRAM 6.4.5 DETAILED ACCESS PLAN - CRANEFORD WAY (Ac/042)

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

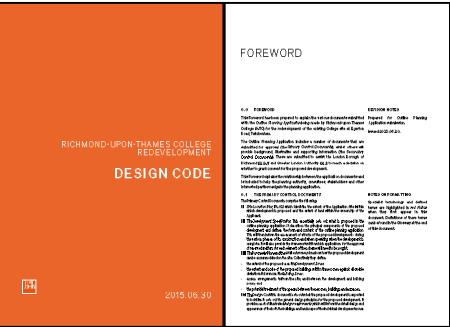


DIAGRAM 6.4.1 THE DESIGN CODE

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 over-riding 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

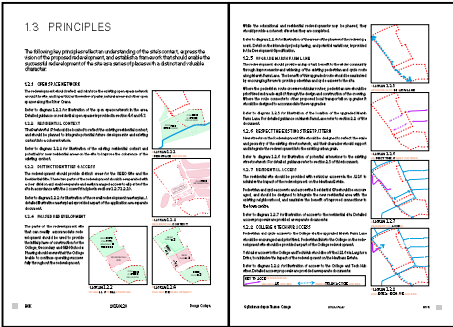


DIAGRAM 6.5.1 DESIGN CODE - PRINCIPLES OF REDEVELOPMENT

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

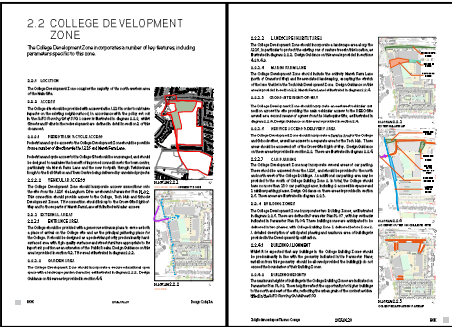


DIAGRAM 6.5.2 DESIGN CODE - DEVELOPMENT ZONES

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

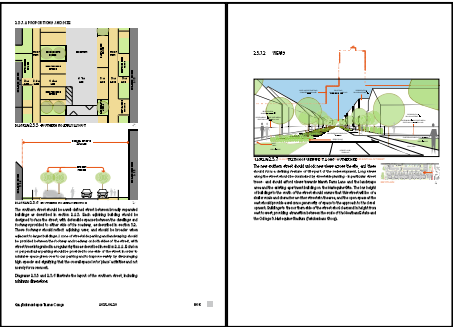


DIAGRAM 6.5.3 DESIGN CODE - STREETS & PATHS

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

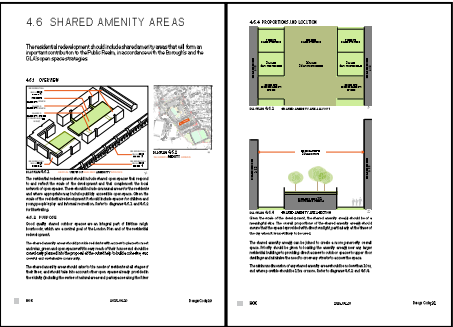


DIAGRAM 6.5.4 DESIGN CODE - OPEN SPACES & LANDSCAPING

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

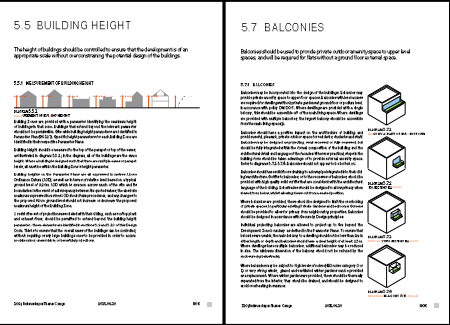


DIAGRAM 6.5.5 DESIGN CODE - BUILDING DESIGN

The Design code includes design guide-lines 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

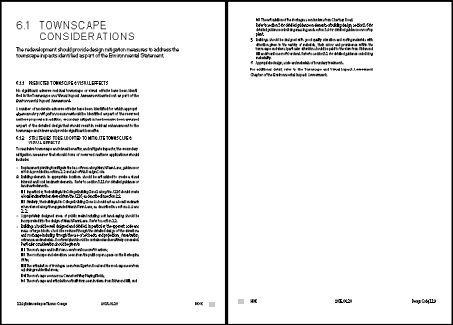


DIAGRAM 6.5.6 DESIGN CODE - TOWNSCAPE

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.



7.1 OVERVIEW OF ILLUSTRATIVE SCHEME

The illustrative scheme explores one way (but, importantly, not the only way) in which the redevelopment might be delivered in accordance with the masterplan presented in section 6. This section presents the illustrative scheme including its design, layout, scale, character and benefits.

7.1.1 PURPOSE

The illustrative scheme presents one design that provides a high-quality and contextually-appropriate redevelopment that accords with the parameters for which planning permission is being sought. While it does not reflect the only proposal that could accord with the design parameters, it reflects a fully-tested indication of current design thinking and consultation and is therefore representative of what the Reserved Matters Applications may look like. Nevertheless, as full design development has not been completed, and as further consultations are intended, the Reserved Matters Applications may vary from the illustrative scheme provided they comply with the parameters for which approvals are being sought.

7.1.2 FORWARD

The design of the illustrative plan is based on and fully accords with the principles of the redevelopment presented in section 6, and readers of this section should familiarise themselves with those principles in order to best understand the scheme being presented. Similarly, readers should be familiar with the structure of the application and the parameters presented in section 6 before reading this section of the Design & Access Statement.

The illustrative scheme should be reviewed in light of the outline nature of the approvals being sought. Therefore, extensive details are not presented as part of the illustrative scheme; rather the scheme is designed to show what the overall character of the redevelopment is intended to be like, without presenting details that at this point in time remain unknown and which might therefore be considered misleading. This is reflected in the extent of information presented as well as in the graphical style used.

7.1.3 OVERVIEW

This section presents the illustrative scheme by focussing on discreet topics which explain the key aspects and benefits of the scheme, before presenting illustrations of key representative views.

Accordingly sections 7.2-7.11 present the following information:

- 7.2 Vehicular Access
- 7.3 Pedestrian & Cycle Routes
- 7.4 Public Realm
- 7.5 Landscape and Habitat Areas
- 7.6 Private Spaces
- 7.7 Sports Facilities
- 7.8 Building Massing
- 7.9 Residential Design
- 7.10 Townscape & Views
- 7.11 SPG Compliance

Considered together with the information presented in chapter 6, the illustrative scheme presents a clear indication of the nature of the buildings and open spaces that make up the proposals in terms of their use, layout, scale, appearance, landscaping and access.



7.2 VEHICULAR ACCESS

The design of the illustrative scheme provides a number of benefits and improvements with regards to vehicular access, in particular a reduction in impact of traffic on the Heatham Estate.

A NEW SIGNALISED JUNCTION TO THE A316

The design of the new signalised junction should provide the following benefits:

- Vehicular access to the College, Tech Hub, and Residential Sites, as well as the Harlequins Site and Council Depot.
- Reduced traffic from redevelopment site through the Heatham Estate.
- A more inclusive local pedestrian and cycle network.
- A right-hand turn off Langhorn Drive onto the A316 Eastbound.
- Reduced travel times for and emissions from eastbound traffic.
- Reduced queuing times for vehicles existing along Langhorn Drive.
- Provide for construction access to the redevelopment.

A NEW REROUTED RIGHT-OF-WAY

Rerouting the existing right-of-way should provide the following benefits:

- Keep vehicles, car parking, and servicing to the periphery of the REEC site.
- Limit conflicts between pedestrian/cyclists and vehicles.
- Enable a coherent car-free REEC campus to be developed away from the noise of the A316.
- Ensure an appropriate offset of new buildings from the existing mature trees along the A316 is retained.
- Retain the benefits of the existing cross-site right-of-way.

ROADWAY ALONGSIDE MARSH FARM LANE

A roadway alongside this part of Marsh Farm Lane should provide the following benefits:

- Vehicular access to the College, Sports Centre, and Residential Site via the A316 and Langhorn Drive.
- A reduction in traffic from redevelopment site through the Heatham Estate.
- Construction access to the Residential Site to be via the A316, limiting impact on the Heatham Estate.
- Additional activity and passive supervision of Marsh Farm Lane encouraging its safe use.

NEW RESIDENTIAL STREETS

The design of the new Residential Streets should provide the following benefits:

- A street pattern that respects the existing street pattern of the Heatham Estate.
- A street-oriented enabling residential redevelopment with legible and secure boundaries and that benefits from passive supervision.
- New views and east-west pedestrian permeability across the site.
- Distributed street-side car parking around the perimeter of the Residential Site.
- Off-street car-parking located beneath podium areas with shared amenity spaces above.



ACCESS OFF EGERTON ROAD (N)

Retaining the existing access point off of the northern part of Egerton Road should provide the following benefits:

- Distinct and separate vehicular access to the Secondary School via the A316.
- Reduced traffic from redevelopment site through the Heatham Estate.
- Retain the benefits of the existing cross-site right-of-way.
- Keep vehicles, car parking, and servicing to the periphery of the REEC Site.
- Provide for construction access to the redevelopment.

ACCESS OFF EGERTON ROAD (S)

Providing an access point off of the southern part of Egerton Road should provide the following benefits:

- Distinct and separate vehicular access to the SEN School.
- Reduced traffic from redevelopment site through the Heatham Estate by ensuring only the SEN School has vehicular access through the estate.
- Keep vehicles, car parking, and servicing to the periphery of the REEC site.

REMOVED VEHICLE ACCESS

Removing two existing vehicular access points should provide the following benefits:

- Reduced the impact of traffic from the redevelopment on the Heatham Estate.
- Additional on-street car parking places on Egerton Road for existing residents.
- Reduced conflicts between vehicles, pedestrians & cyclists.

7.3 PEDESTRIAN & CYCLE ROUTES

The design of the illustrative scheme provides a significant improvements to the local pedestrian and cycle network, in particular through upgrades to Marsh Farm Lane, as well from new access routes across the site.

ACCESSIBILITY IMPROVEMENTS AT THE A316

The design of the new at-grade crossing should provide the following benefits:

- A more inclusive local pedestrian network by providing an alternative to using the footbridge.
- A more accessibility designed connection to Marsh Farm Lane, through making the existing ramped approach less steep.
- A more practical crossing for cyclists.
- Purpose-designed connections to TfL's proposed cycle route along the A316.
- Improved connections to local pedestrian network to either side of the A316.
- Improved access to bus routes along Whitton Road (north of A316).
- Retaining the footbridge, particularly for use on match and event days.

AN UPGRADED MARSH FARM LANE

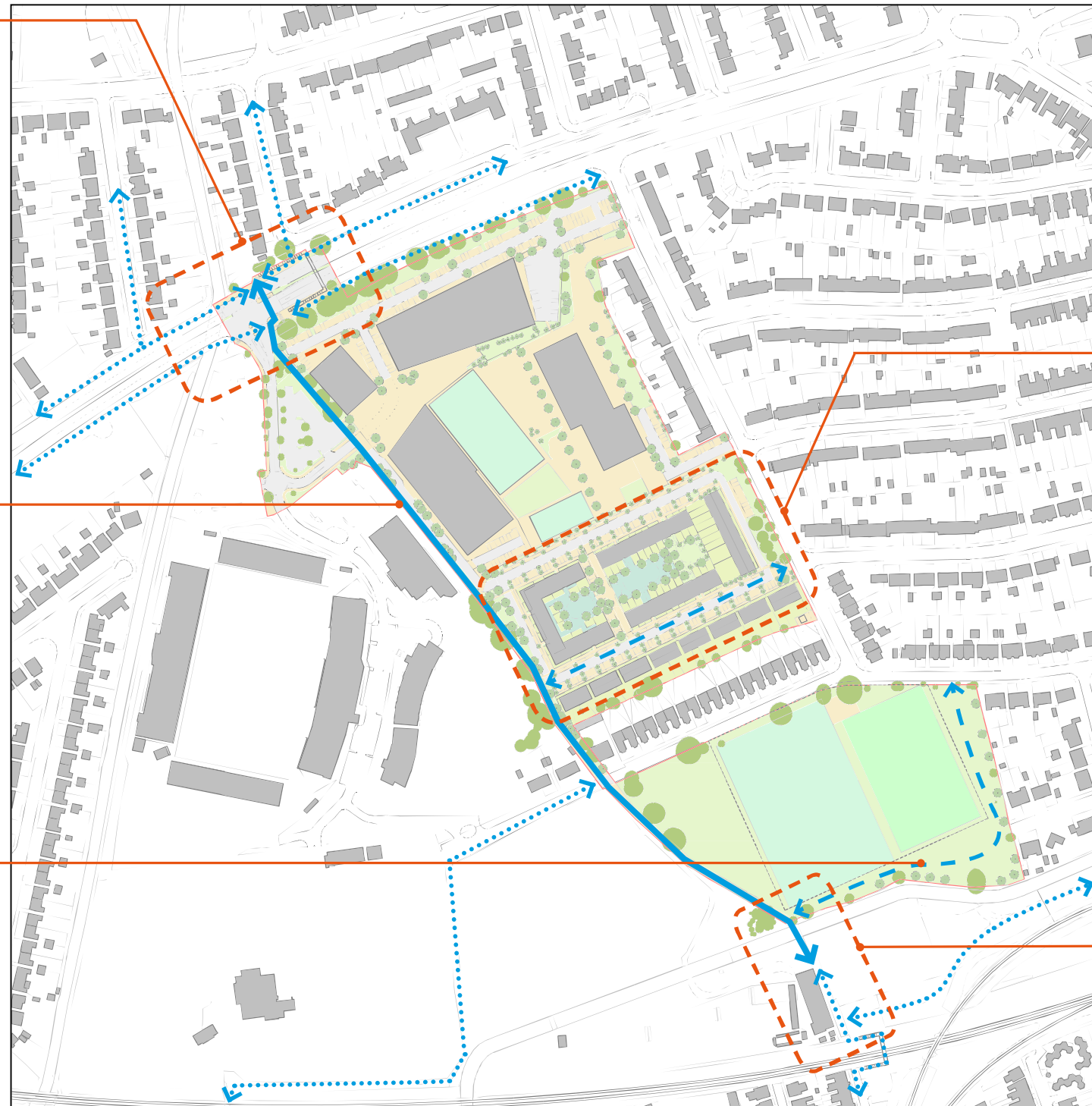
Upgrading Marsh Farm Lane should provide the following benefits:

- Re-orientation of the College to maximise benefits of this improvement and reduce its impacts on the Heatham Estate.
- Transformation of a neglected and unsafe path into an important part of the public realm.
- Substantial improvements in the attractiveness, capacity and safety of the existing route.
- Width increased to a minimum of 3m width at all points, and 5m where appropriate and where space is available.
- A pedestrian-priority shared-use surface for pedestrians and cyclists (or alternatively a segregated pedestrian and cycle paths where space allows).
- Pedestrian priority at all crossings to improve safety.
- Reduced conflicts between pedestrians, cyclists and vehicles.
- Maximised benefits of other improvements to the local pedestrian network by completing an off-road pedestrian and cycle route from the Rail Station to the College.
- Improved accessibility by appropriately-designed level changes.
- Improved access to open spaces along the River Crane and to Twickenham town centre from the redevelopment and the wider area.
- Improved safety through design encouraging greater use, improved visibility and greater passive surveillance through being designed to be overlooked.
- Increased pedestrian capacity to College and for match and event days.

INFORMAL PATH AROUND PLAYING FIELDS

The redesign of the College Playing Fields to create an informal path should provide the following benefits:

- Access to open space and habitat areas for local residents.
- A new pedestrian route, particularly attractive for casual use, such as dog-walking.
- Reduced conflicts between sporting and other uses, and in particular reduced fouling of the sports pitches.
- Increased areas appropriately-designed and set aside for habitat enhancement.



RESIDENTIAL STREET LAYOUT

The design of the redevelopment to provide residential streets should provide the following benefits:

- Integration of the new residential area with the existing context.
- New pedestrian routes across the site.
- Improved connections between the Heatham Estate and other part of the local pedestrian, cycle, and open space networks.

CONNECTIONS TO NEW FOOTPATHS

Upgrading Marsh Farm Lane to connect to other improvements in the local pedestrian and cycle network that are being made and are proposed, - in particular the approved River Crane Footpath - should:

- Reduced College foot traffic through the Heatham Estate by providing attractive new means of access from the Rail Station.
- Improved access to bus routes along Heath Road.
- Reduced conflict between pedestrians, cyclists and vehicles.