

Richmond Education & Enterprise Campus

LOCAL COMMUNITY FORUM

Monday 12th January 2015

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Presentation Agenda

- | | | |
|---|---------------------------|------------------|
| 1 | Summary of activity | Nolan Smith |
| 2 | Update on Town Planning | Huw Williams |
| 3 | Update on parameter plans | Nolan Smith |
| 4 | EIA update and mitigation | Topsy Rudd |
| 5 | Transport update | Corey Russell |
| 6 | Any other business | Robin Ghurbhurun |

Summary of activity since the previous meeting

Nolan Smith

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Summary of activity since the previous meeting

- Revised parameter plans completed
- Public consultation boards issued
- Meeting with FORCE
- Amendments to the Craneford Way playing fields
- Agreement of a contribution to the River Crane
- Principle of dog walking strip

Summary of activity since the previous meeting

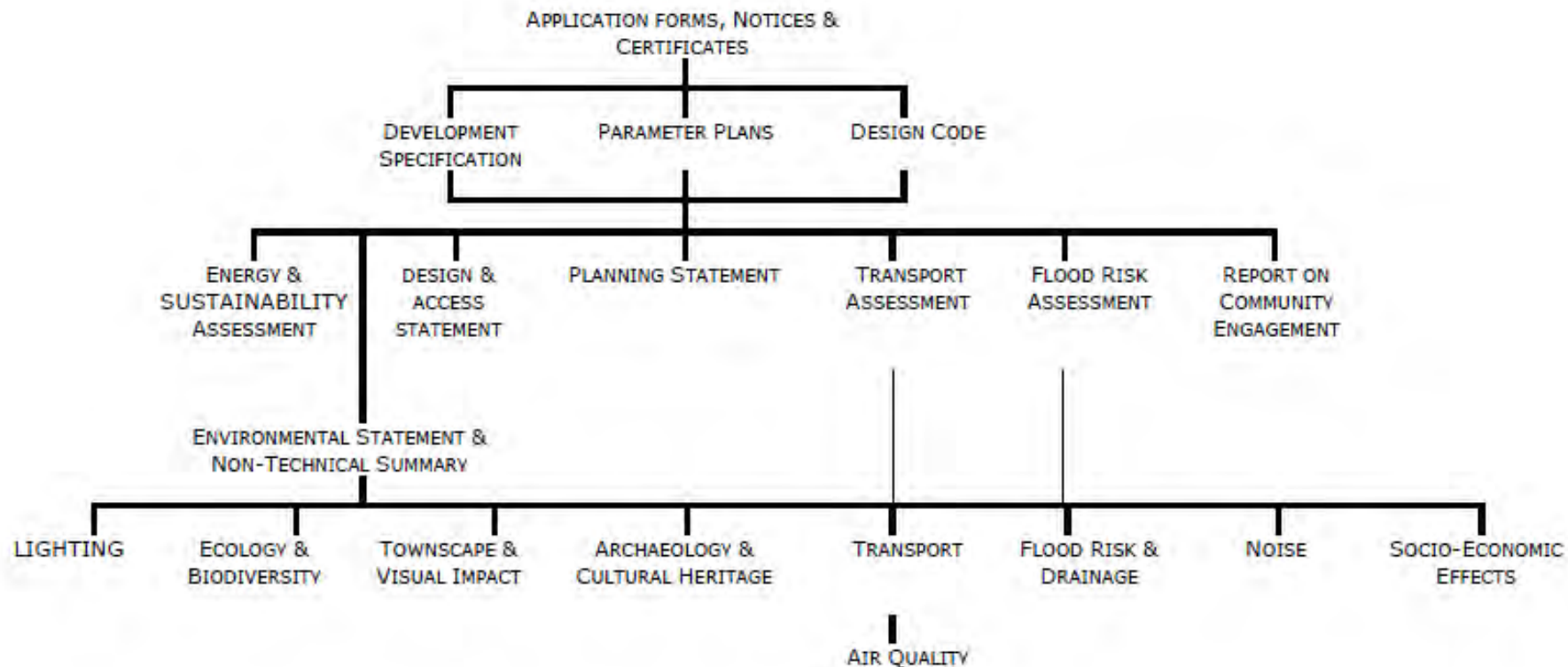
- Date now set for TfL consultation
- REEC partners have employed project design teams
- Request for Sport England consultation lodged
- Completion of additional traffic surveys on Whitton Road
- Commenced viability assessment for the residential site

Update position on the Town planning application

Huw Williams

The proposed Outline Planning Application

Structure of the application



The Planning Application & Environmental Statement

- Awaiting response to the scoping request for the environmental statement
- Ensuring the form and content of the Outline Planning Application is properly aligned with the EIA process;

The Outline Planning Application

- The detailed form and content of the Development specification
- The form and content of the Parameter plans as the various elements of the scheme evolve
- Work is also progressing on the Design Code for the Outline Planning Application

Update on the parameter plans and amendments

Nolan Smith

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Development Zone parameter plan












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The key shows important details about how to read the drawing, for example what the different colours are used to represent. For example, in this drawing, colour is used to help identify different Development Zones.

The Development Zone for Haymarket's Tech Hub is shown in purple to distinguish it from the Education Zones shown in shades of green.

KEY TO DRAWING

-  UNDEVELOPED LAND
-  EXISTING BUILDINGS
-  EXISTING ROADS
-  EDUCATION ZONES
-  COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
-  COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
-  COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
-  COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
-  COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
-  RESIDENTIAL DEVELOPMENT ZONE
-  TECH HUB DEVELOPMENT ZONE



The College Playing Fields will be a separate Development Zone, due to the need to upgrade the College sports fields as one of the first phases in the development.

Boundary lines reflect the proposed extents of each Development Zone. The Residential Development Zone is shown in pink to distinguish it from the Education Zones shown in shades of green.

Building Zone parameter plan

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Building Heights parameter plan

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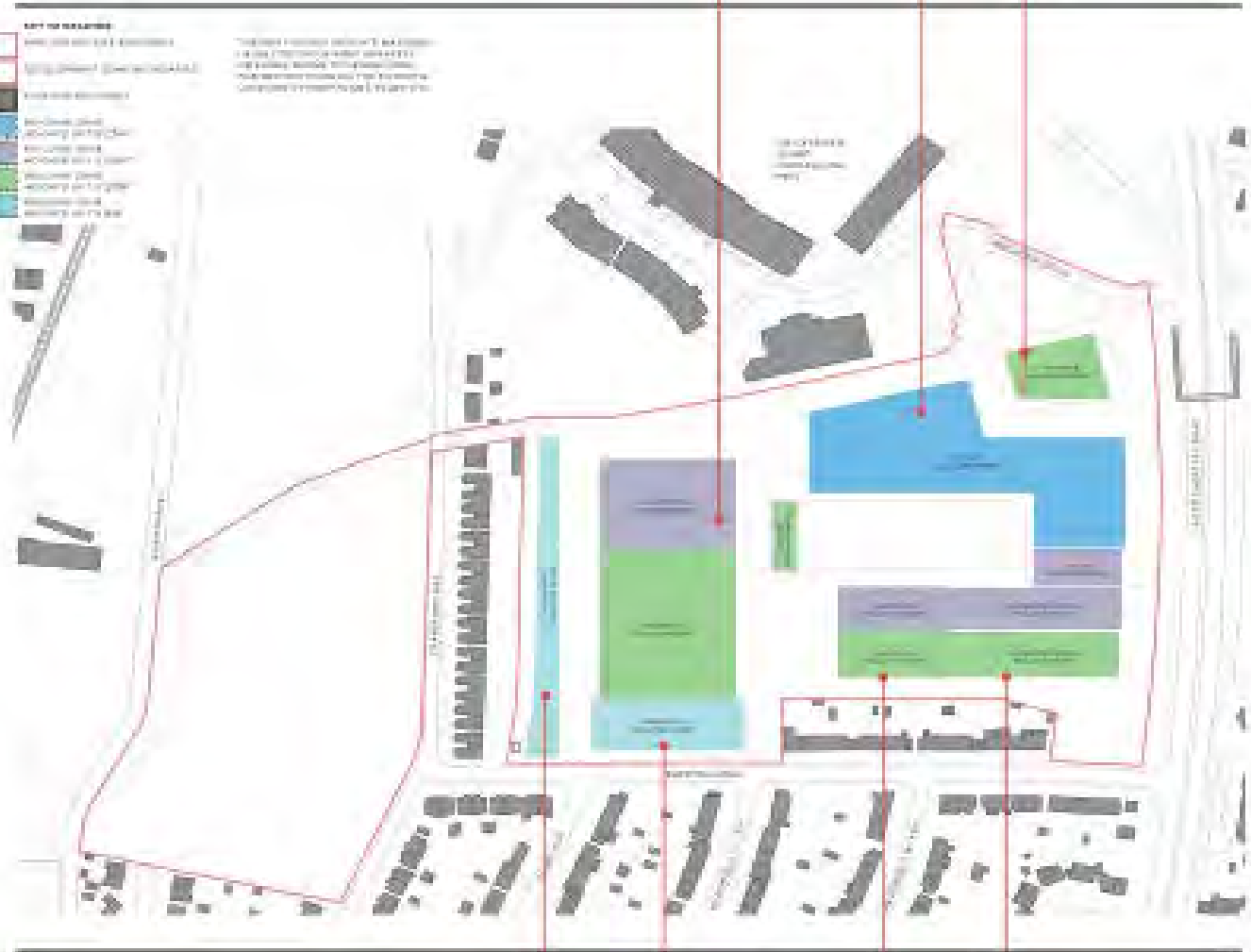
Taller residential buildings may be proposed towards the parts of the site where there are other taller buildings nearby, for example Challenge Court, Twickenham Stoop and the new College buildings.

The new College will be a maximum of 5 storeys in height.

Haymarket's Tech Hub will be a maximum of 2-3 storeys in height.

- KEY TO BUILDINGS**
- Existing residential buildings
 - Proposed residential buildings
 - Proposed secondary school
 - Proposed SEN school
 - Proposed college
 - Proposed Tech Hub
 - Proposed office
 - Proposed retail
 - Proposed leisure
 - Proposed public space
 - Proposed parking
 - Proposed transport

The new College building will be a maximum of 5 storeys in height. The new Tech Hub will be a maximum of 2-3 storeys in height. The new Secondary School and SEN School buildings will be a maximum of 2-3 storeys in height.



The heights of possible residential buildings near the existing neighbouring residential properties will be limited to 2-3 storeys. This is to ensure that they remain in keeping with the scale of the existing context.

The Secondary School and SEN School buildings will be a maximum of 2-3 storeys in height nearer the existing residential properties. The existing College buildings in this area are up to 3 storeys in height.



Craneford Way Playing Fields

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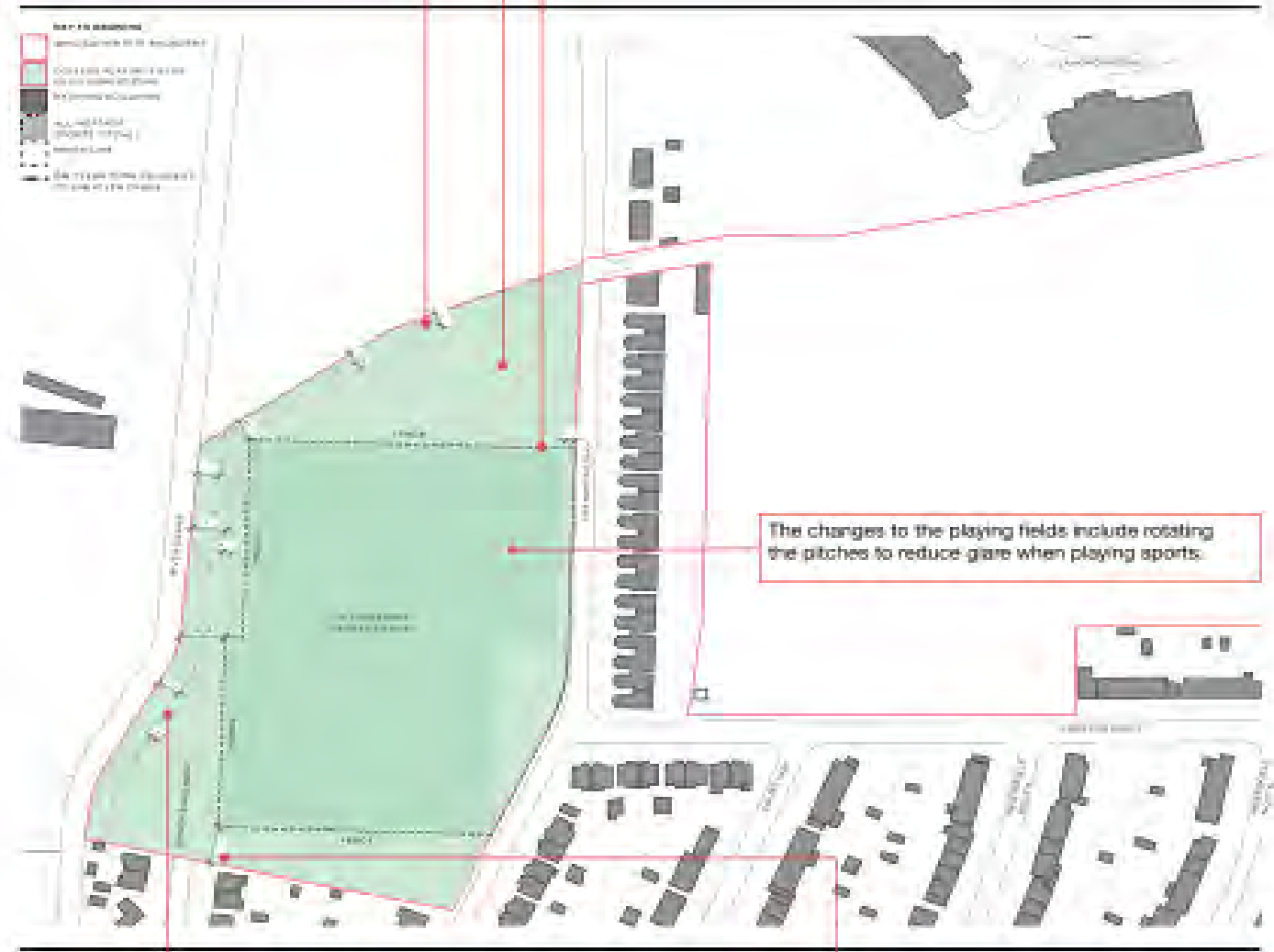
Area for potential public amenity space / access, the extent and design of which remains to be confirmed.

Area for proposed improvements to Marsh Farm Lane.

Boundary fencing will be provided to the new playing fields.

KEY TO SHADING

- Proposed new or to be re-occupied
- Existing playing pitches
- Existing buildings
- Existing roads
- Existing paths
- Existing water
- Existing trees
- Existing walls
- Existing fences



The changes to the playing fields include rotating the pitches to reduce glare when playing sports.

A new path with a minimum 5m setback to the River Crane is proposed as a part of the project.

The revised layout allows potential to provide space for dog walking and informal recreational activity, zone to be defined.



Craneford Way Playing Fields Parameter Plan

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The main vehicle access to the College and Tech Hub will be via Langham Drive.

Vehicle access to the SEN School will be via the southern portion of Egerton Road. This will also provide limited access to the College.

Vehicle access to the Secondary School will be via the northern portion of Egerton Road.

- Proposed new road
- Proposed new path
- Proposed new cycleway
- Proposed new footway
- Proposed new parking
- Proposed new landscaping



It is proposed to upgrade Marsh Farm Lane as part of the project.

Vehicle access to the Playing Fields has been removed.

A new path with a minimum 8m setback to the River Crane is proposed as a part of the project.

Vehicle access to the residential development will be via the southern portion of Egerton Road.

Illustrative Master Plan

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The existing route across the site will be realigned nearer to the A316 to allow for a coherent campus to be developed. Car parking for the College will be incorporated along this route.

The route will be designed with traffic calming measures and controls.



- A - Hatched 100% hardstanding
- B - Hatched open/covered College entrance
- C - Hatched secondary school entrance
- D - Hatched secondary school entrance
- E - Hatched secondary school entrance
- F - Hatched secondary school entrance

- 1 - Hatched 100% hardstanding
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- 8 - Hatched secondary school entrance
- 9 - Hatched secondary school entrance
- 10 - Hatched secondary school entrance
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- 13 - Hatched secondary school entrance
- 14 - Hatched secondary school entrance
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- 16 - Hatched secondary school entrance
- 17 - Hatched secondary school entrance
- 18 - Hatched secondary school entrance
- 19 - Hatched secondary school entrance
- 20 - Hatched secondary school entrance

The illustrative site plan shows what a maximum of 200 units might look like as a mix of houses and flats. Buildings towards the edge of the site would need to reflect the scale of the existing neighbours.

The revised layout allows potential to provide open space to walk around the playing fields.

A new path with a minimum 8m setback to the River Crane is proposed as a part of the project.

The illustrative layout of the playing fields incorporates a rugby and a football sized pitch.

It is proposed to upgrade Marsh Farm Lane as part of the project.

There is potential to introduce an area for dog walking and informal recreational activity, precise zone to be defined.

EIA Update and Mitigation

Dr Topsy Rudd

Summary of EIA Work To Date

- Awaiting LBRuT Scoping Opinion therefore uncertainty over scope of EIA. LBRuT issuing advice in form of pre-application letter prior to formal SO in Jan 2015.
- Illustrative Masterplan updated to reflect conversations with Environment Agency and FORCE regarding restoration of River Crane.
- Construction processes and phasing still being discussed within internal team – will need to be revisited in assessments (Jan/Feb 2015).
- Initial assessments completed for townscape and visual, daylight and sunlight and cultural heritage .
- Further survey work being completed for transport to reflect comments at LCF November 2014, and meeting to be held with TfL in late Jan/early Feb 2015 to discuss draft Transport Assessment.
- Air quality and noise need to be completed with transport outputs.

Summary of Stakeholder Consultation

- Environment Agency/FORCE:
 - Focus on potential for project to contribute to restoration of River Crane.
 - Environment Agency completing work to understand flows along River Crane, and potentially looking to create a two phased channel with bank re-grading.
 - Project to make a contribution to future restoration works via S106 and ensure there is an 8m set back from bank on River Crane to allow for re-grading.
 - Discussions with FORCE also covered: planting and landscaping on site (hedgerows, mowing regime for sward heights, stag beetle loggeries), retention of wall between Craneford Way West and Marsh Farm Lane, and no lighting within River Crane corridor.
- Meetings also being arranged with Transport for London, GLA and Sport England.
- Consultation with English Heritage and Thames Water, and other stakeholders to continue as assessments progress.

Demolition and Construction

- High level programme for construction, approximately 6 years from 2016 to 2022:
 - Phase 1 Q1 2016 – Q4 2017: upgrade of Craneford Way East sports field and construction of new education buildings on northern playing field.
 - Phase 2 Q3 2017 – Q4 2018: demolition of existing site and construction of first part of residential scheme and technical hub.
 - Phase 3: Q1 2018 – Q4 2019: demolition of remainder of existing site (south west corner) and construction second part of residential scheme.
- Typical plant: excavators, crushers, tower and mobile cranes, temporary floodlights.
- Indicative volumes of demolition and construction materials estimate to provide likely HGV movements – average of 16 trips per day over 6 year period, peak in Phase 1 during construction with average of 24 trips per day.
- Working hours in accordance with LBRuT's Considerate Contractors Advice Note: 08:00-18:00 Mon to Fri, 08:00-13:00 Sat, no working on Sun or Bank Holidays.
- Construction Environmental Management Plan to be produced for site.

Main Findings of Assessment Work Completed to Date

Initial outputs of townscape and visual amenity assessment:–

- Assessment completed using appropriate guidelines from Landscape Institute and Institute of Environmental Management and Assessment.
- Sensitive receptors:
 - Townscape: Crane Corridor Local Character Area, Chertsey Road Character Area.
 - Visual receptors are local residents, people using footpath/cycle network, people using open space and protected views from Richmond Hill.
- Potential impacts:
 - Impact of loss of existing trees to be quantified using the arboricultural assessment when complete (being updated with Illustrative Masterplan).
 - Negligible effect on majority of character areas during construction, potential minor adverse at Chertsey Road Local Character Area, potentially significant effects on views.
 - Accurate visual representations to be used to understand impacts of built development.
- Mitigation to include:
 - Landscape strategy, potential feedback into design if accurate visual representations record major adverse impacts.

Main Findings of Assessment Work Completed to Date

Initial outputs of daylight and sunlight assessment:–

- Assessment completed using Building Research Establishment (BRE) report “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011)”.
- Assessment considered both maximum parameters and Illustrative Masterplan.
- Sensitive receptors are neighbouring properties, neighbouring gardens, public open spaces, and new residential properties.
- Potential impacts:
 - Properties on Craneford Way, Challenge Court and the majority on Egerton Road comply with the guidelines for daylight and sunlight.
 - Very marginal breaches of guidelines on some properties on Egerton Road (ground floors) when considering maximum parameters (daylight and winter sunlight).
 - Illustrative Masterplan is entirely supportable from a daylight and sunlight perspective.
- Mitigation to include:
 - Minor adjustments to the scale/layout of certain parameter blocks at reserved matters application to alleviate breaches to ground floors on Egerton Road.

Main Findings of Assessment Work Completed to Date

Initial outputs of cultural heritage assessment:-

- Assessment completed using Institute of Field Archaeologists Standard and Guidance for Archaeological Desk-Based Assessment (1999) and other relevant guidance.
- Assessment considers maximum parameters as worst case.
- Sensitive receptors include Crane Valley Archaeological Priority Area (APA) on site, and Conservation Areas (CA) e.g. adjacent Rosecroft Garden CA, and Listed Buildings in wider area.
- Potential impacts:
 - Potentially significant impact on unknown archaeological deposits within the Crane Valley APA (southern playing field) and northern playing field.
 - Potential minor impact on views and setting of Rosecroft Garden CA (links with visual amenity assessment).
- Mitigation to include:
 - Written Scheme of Investigation with trial holes and trenches to explore and record unknown archaeological deposits in northern and southern playing fields.
 - Landscape Strategy to reduce visual impact on Rosecroft Garden CA.

Transport Update

Corey Russell

Transport Update

- Additional survey work being undertaken on Whitton Road.
- Feedback from highway department at Richmond Council
- Feedback from TfL
 - pre-application meeting being arranged (expected to be in January, will be attended by Richmond highway officer)
 - planned improvements to the A316
 - need for assessment of Whitton Road Roundabout and the Hospital Bridge Roundabout

Current Residential Access Proposals

- Heavy vehicles and College/secondary school traffic to be via Langhorn Drive
- If residential traffic were to egress onto the A316 via langhorn Drive, there are safety concerns
- Residential traffic would cross the student piazza
- Langhorn Drive is not in College ownership
- Residential traffic would need to share Langhorn Drive with Harlequins stadium traffic
- Langhorn Drive/A316 junction operates left in/left out and the hospital bridge roundabout is some 1.8km South of the junction

Current Residential Access Proposals

- Urban Design dictates that the residential should connect to the existing residential accesses
- In urban design terms, having a scheme with a boundary along Egerton Road with no access is considered an issue
- Given the time which could be added to journeys by the left in/left out arrangement at the A316, there is a potential risk that some residents may park on Egerton Road.
- The College has instructed the new design team to re-test all assumptions

Any Other Business

Robin Ghurbhurun

Verbal update on Funding arrangements