

Richmond Education & Enterprise Campus

LOCAL COMMUNITY FORUM

Monday 13th April 2015

www.reec.org.uk



Presentation Agenda

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|---|---------------------------|------------------|
| 1 | Summary of activity | Nolan Smith |
| 2 | Revised phasing plans | Nolan Smith |
| 3 | Langhorn Drive | Nolan Smith |
| 4 | EIA update and mitigation | Topsy Rudd |
| 5 | 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
- Revised phasing plans completed
- Development specification updated
- Design code for residential drafted
- Langhorn Drive study activated
- EIA assessments commenced on new master plan

Summary of activity since the previous meeting

- All phasing plans and development specification issued to planners
- Building heights amended
- Scoping opinion was returned and comment has been made and a consolidated response has been provided to the planning department

Heights

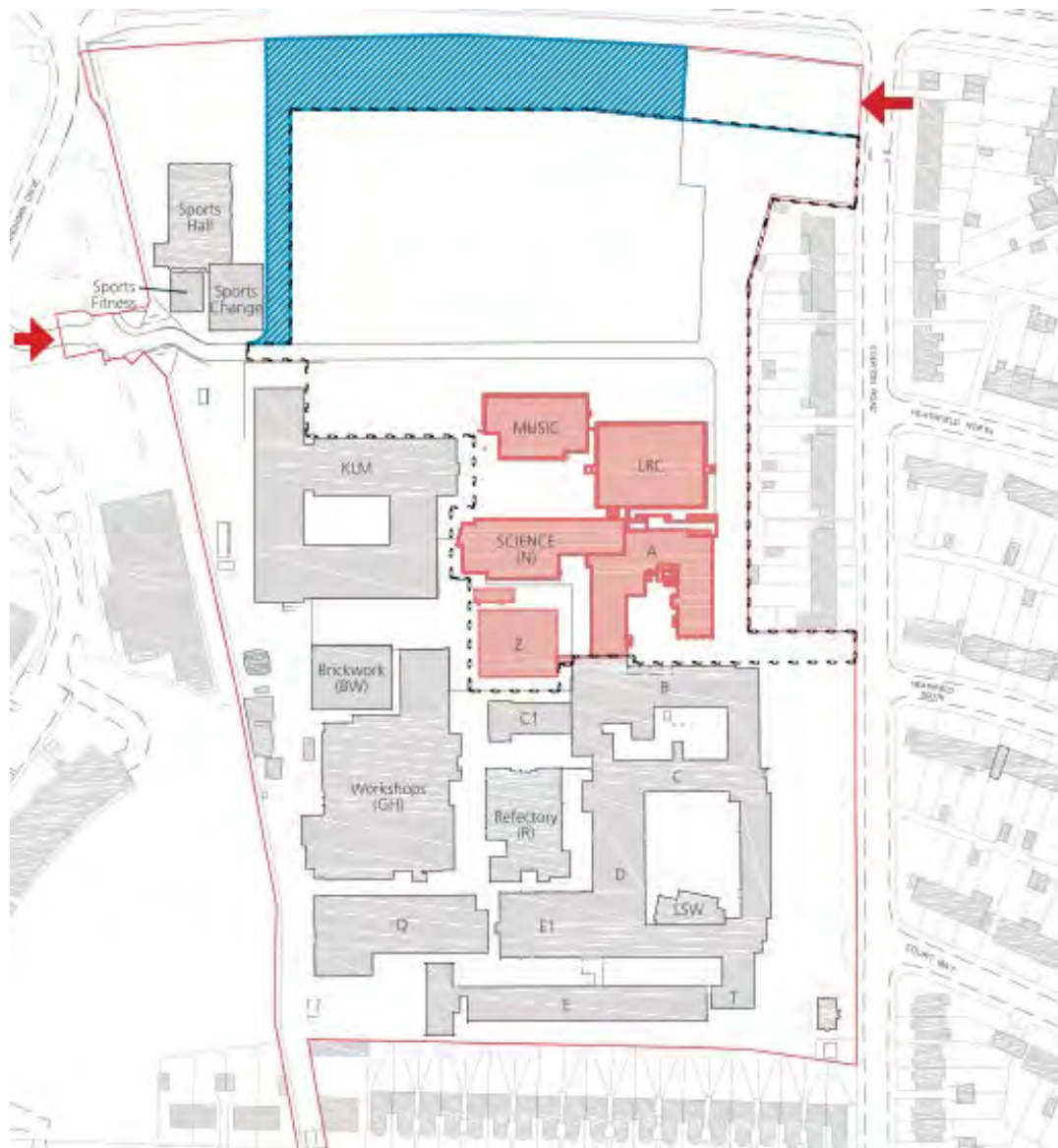


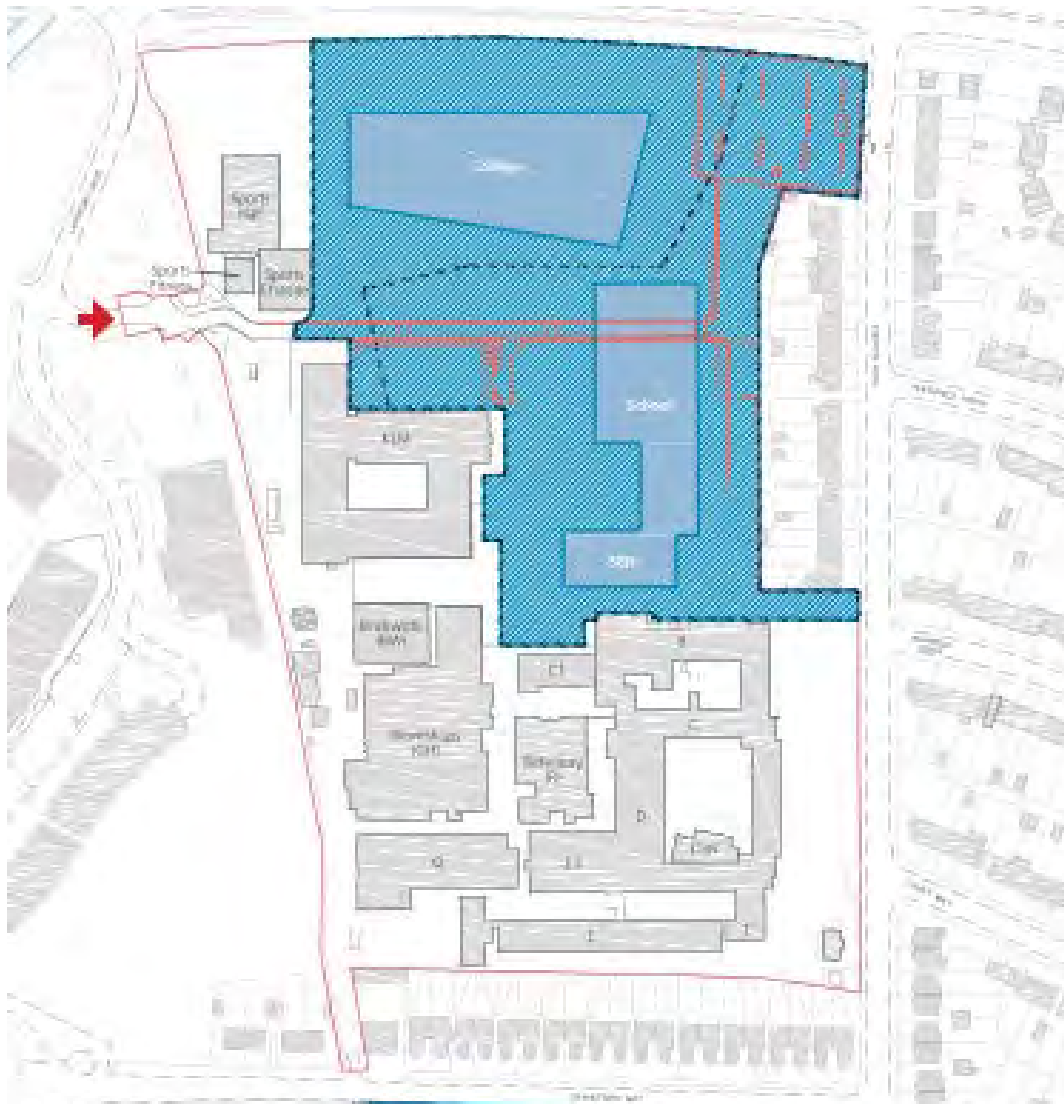
Update on Phasing plans

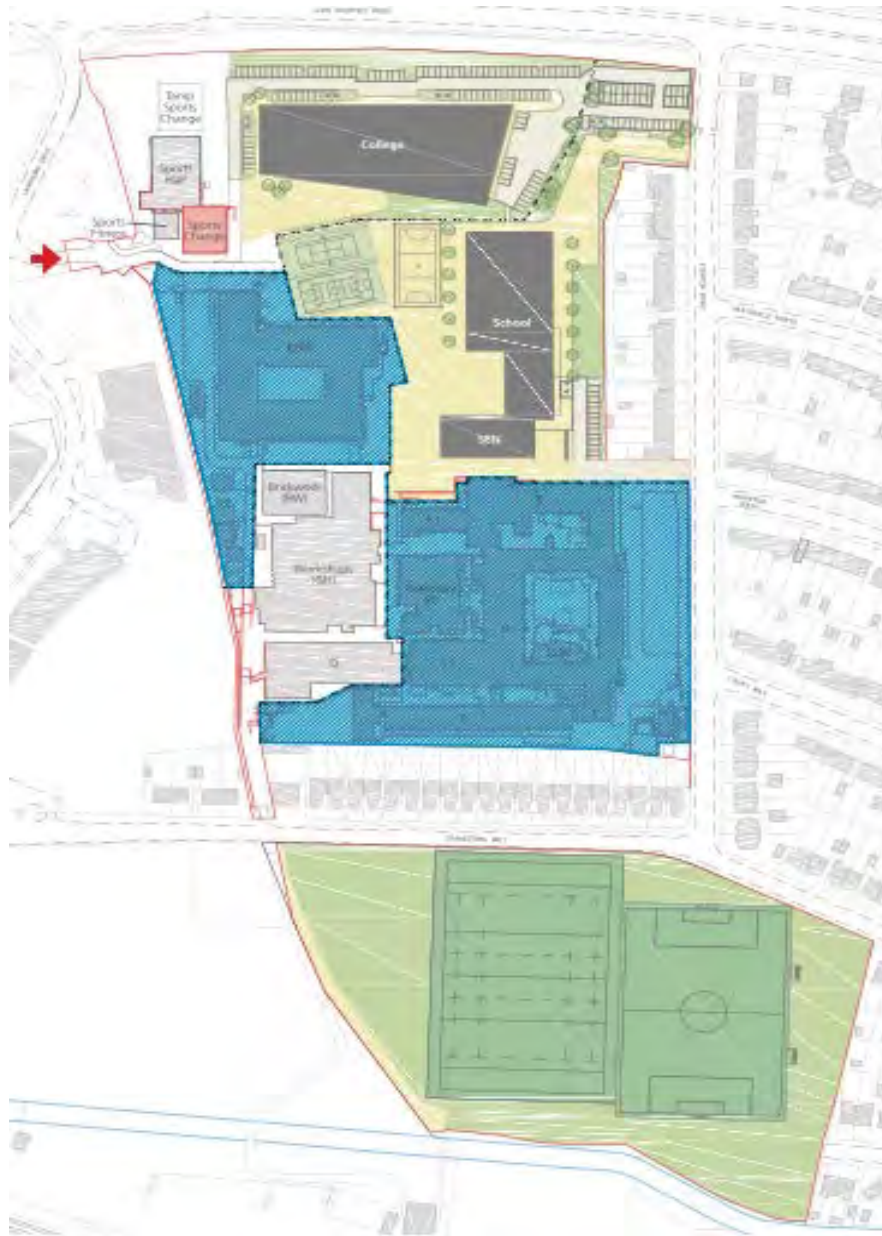
Nolan Smith

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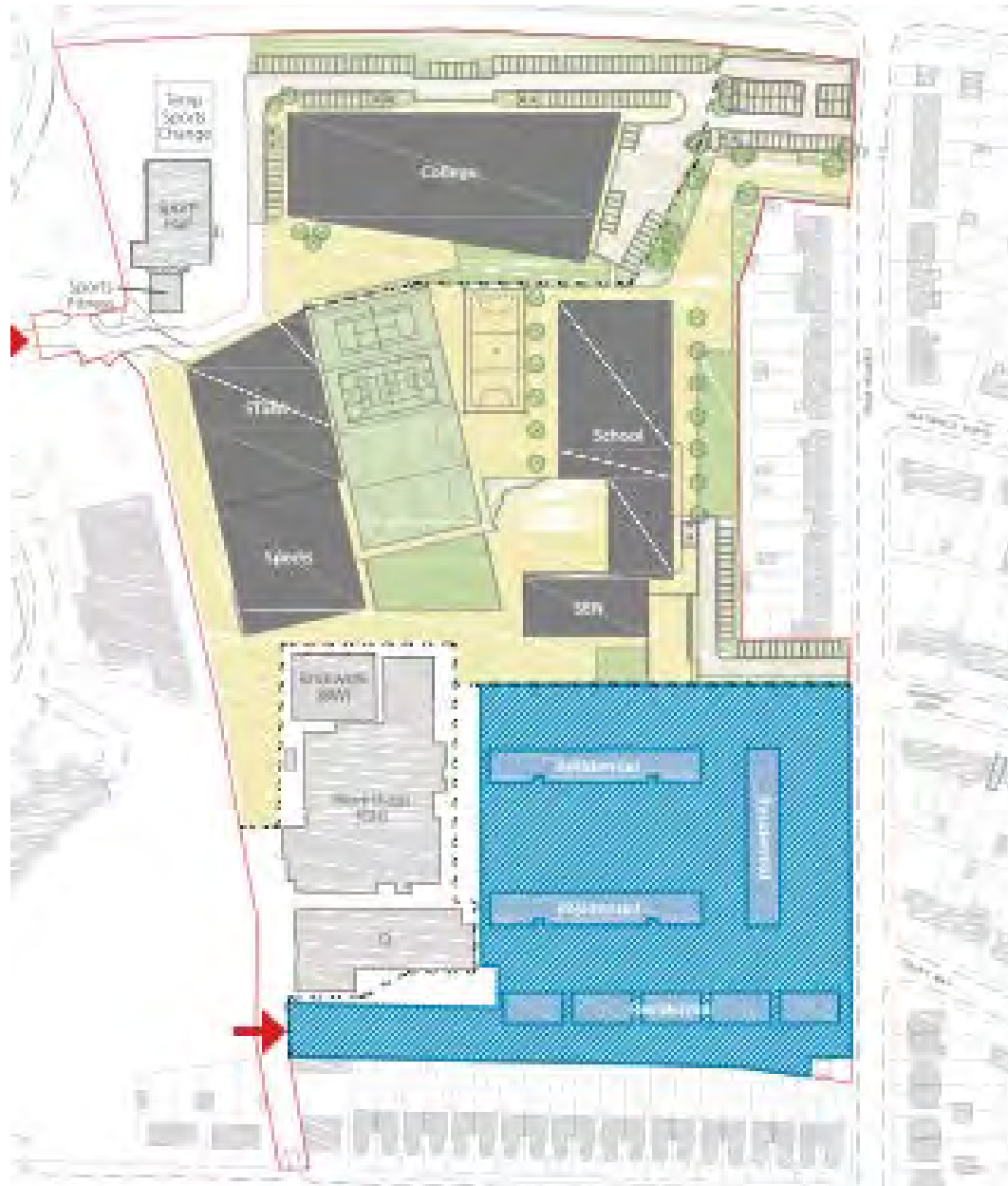


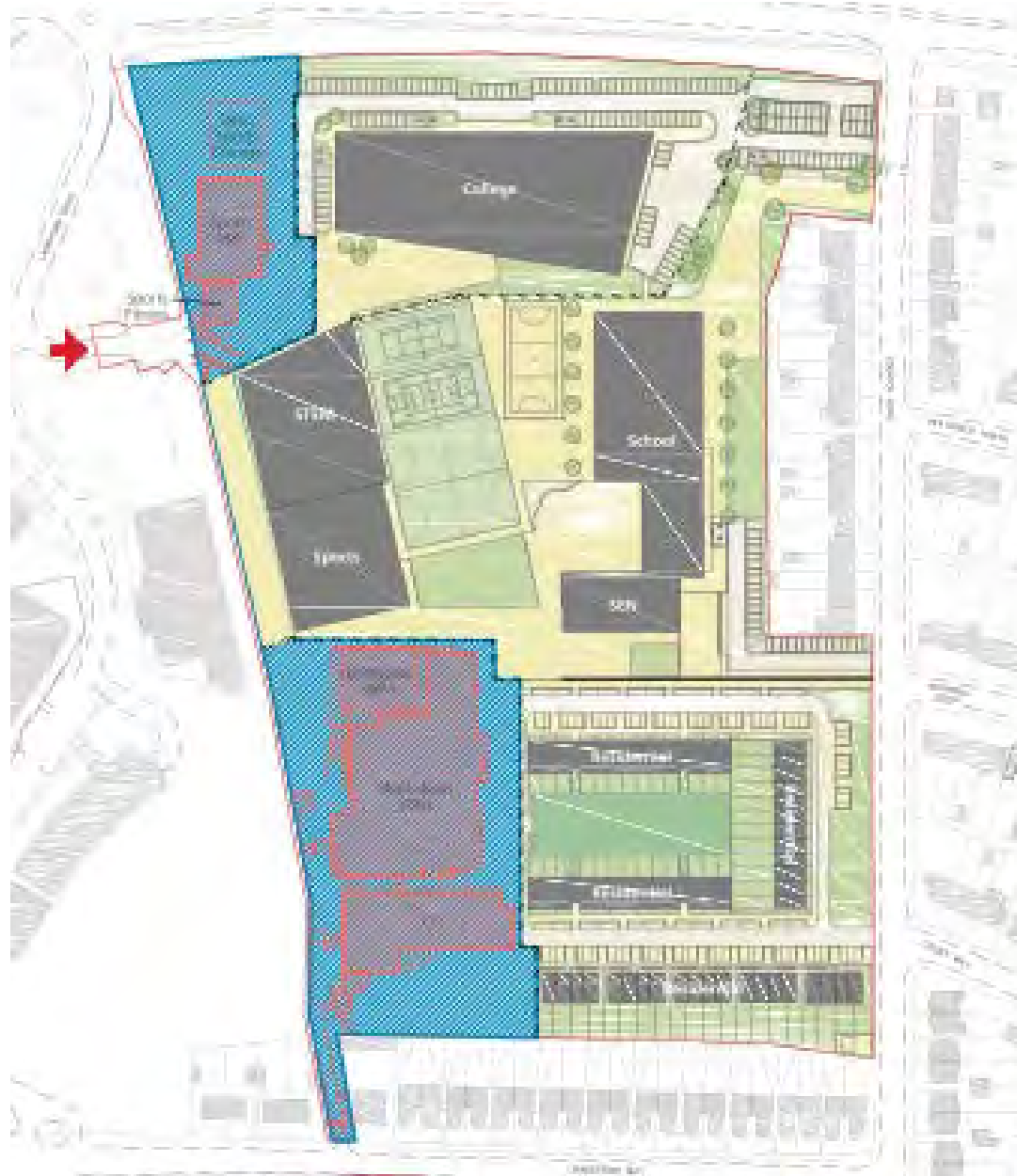


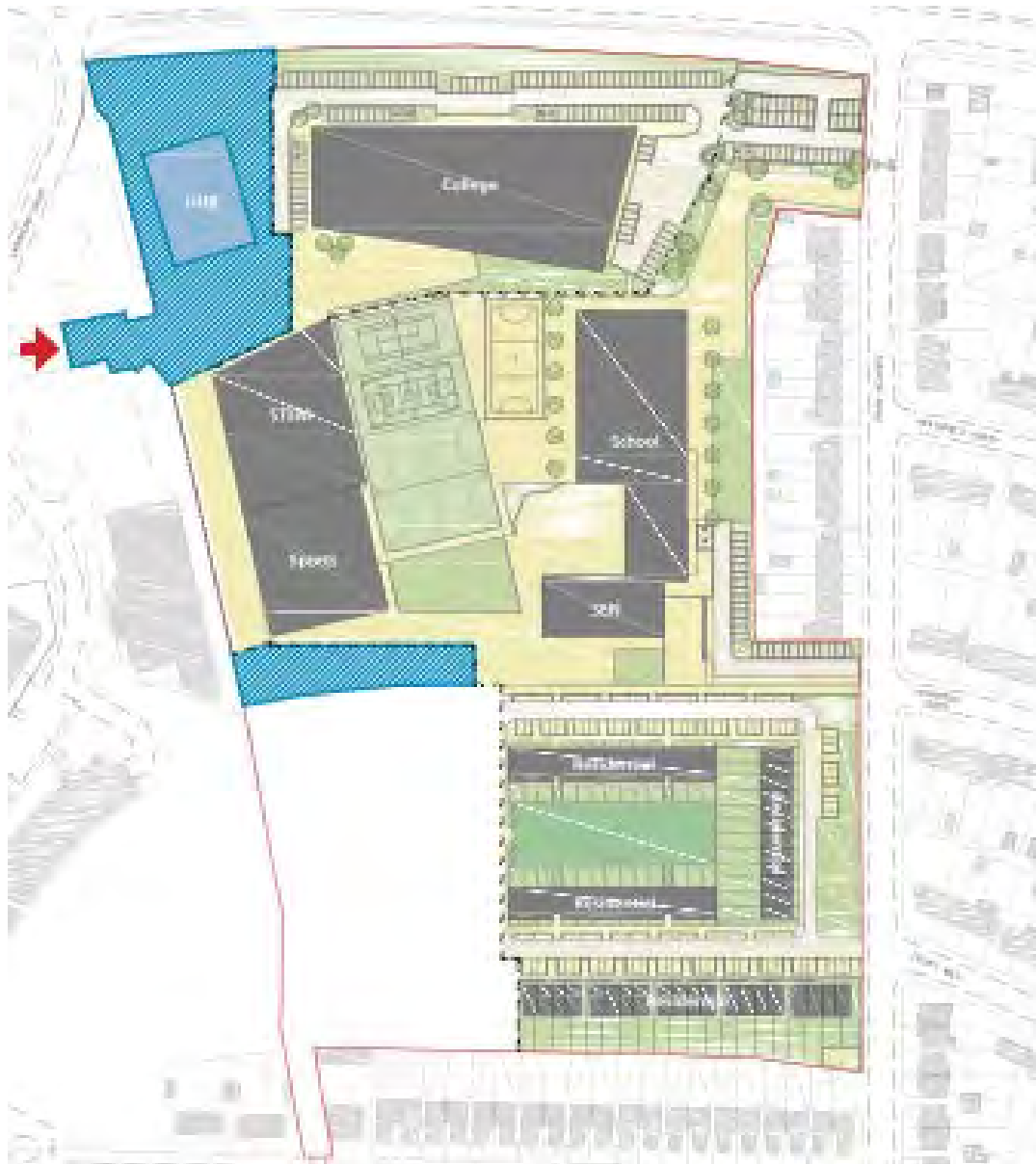
















Langhorn Drive

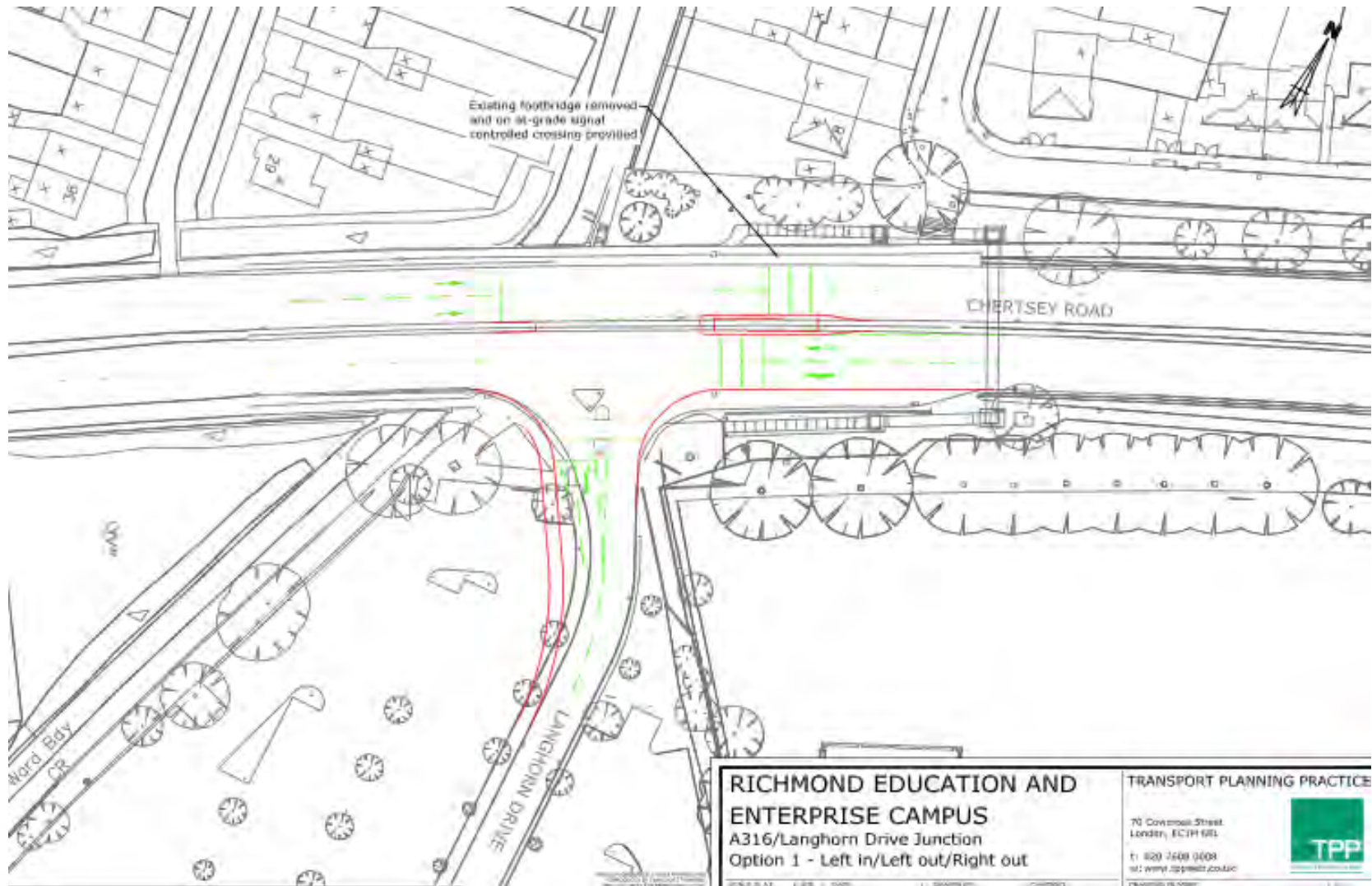
Corey Russell


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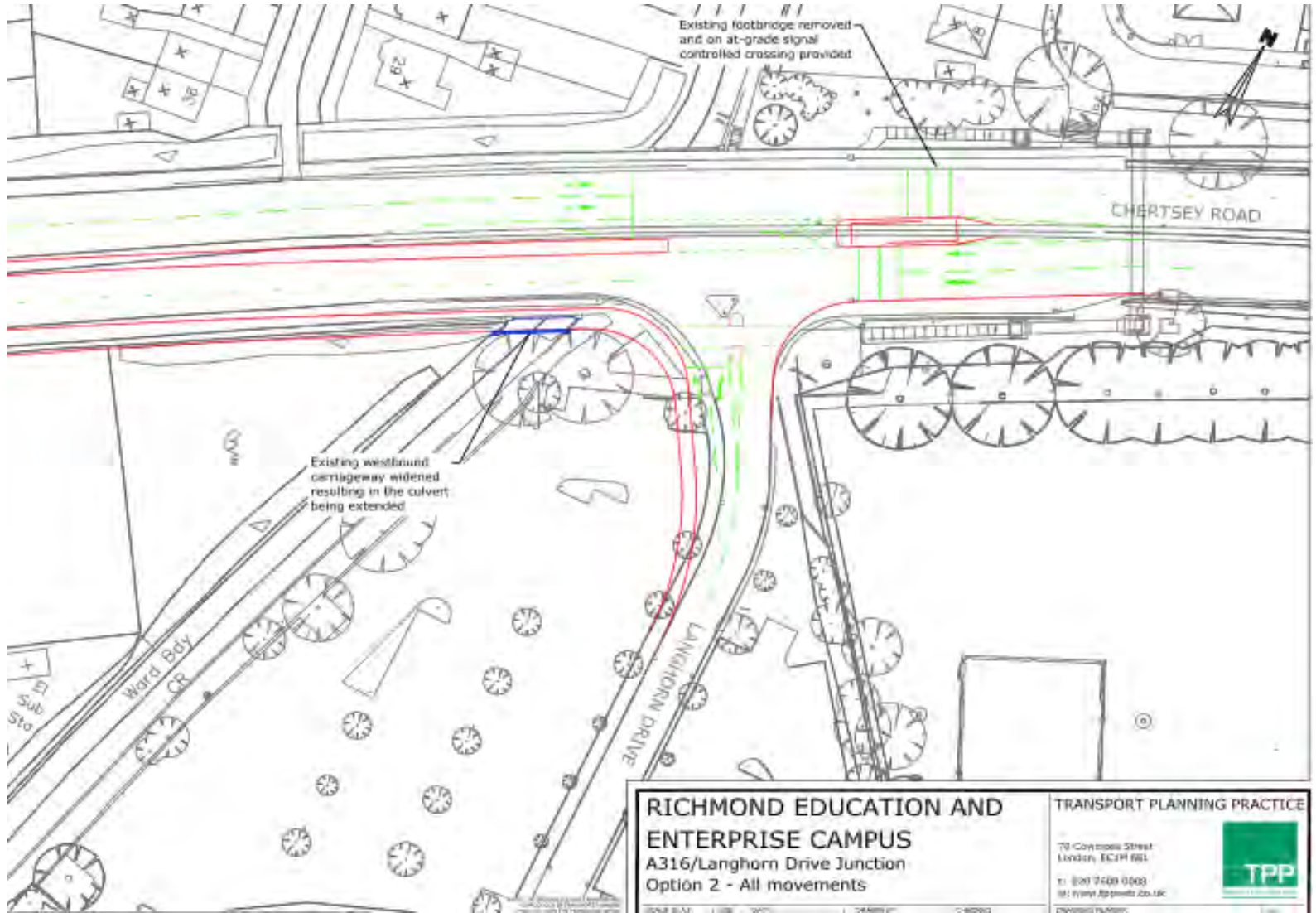


Langhorn Drive/A316 data

- 7 day auto traffic count on Craneford Way/Langhorn Drive
- Questionnaire survey
- Postcode analysis
- If RH turn was available, would you have used it ?
- High percentage of persons would use a RH in and RH out
- Low amount of traffic arising from the development. Traffic generated may not justify a new junction, conversely, it would not disrupt the A316



<p>RICHMOND EDUCATION AND ENTERPRISE CAMPUS A316/Langhorn Drive Junction Option 1 - Left in/Left out/Right out</p>	<p>TRANSPORT PLANNING PRACTICE</p> <p>70 Cowcross Street London, EC1M 6RL</p> <p>t: 020 7408 0608 w: www.tpppltd.co.uk</p> 
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RICHMOND EDUCATION AND ENTERPRISE CAMPUS
A316/Langhorn Drive Junction
Option 2 - All movements

TRANSPORT PLANNING PRACTICE
 79 Cowcross Street
 London, EC4H 6EL
 t: 020 7409 0000
 e: info@tppltd.co.uk
 www.tppltd.co.uk



Langhorn Drive/A316 junction

- Road safety audit required
- Costings and impact
- Environmental impact
- Partner discussions
- Meeting with TfL & GLA

EIA Update and Mitigation

Dr Topsy Rudd

Summary of EIA Work to Date

- Response to LBRuT Scoping Opinion regarding scope of EIA has been issued and assessments incorporated additions where appropriate.
- Additional baseline noise monitoring has been undertaken on Craneford Way.
- Assessments of the redevelopment's adverse and beneficial effects are ongoing for each environmental topic.
- Parameters and Illustrative Masterplan have been revised following initial assessment work:
 - Green corridor along Marsh Farm Lane
 - Habitat value of landscaping has been enhanced (e.g. use of native species, hedgerows providing connectivity)

EIA Preliminary Results – Operational Phase

- Daylight and sunlight (max parameters):
 - Assessment considered impacts of scheme on daylight levels experienced by 237 windows serving immediate neighbouring properties and the sunlight levels experienced by 113 south facing windows.
 - All of neighboring properties fully comply (under worst case) with guidance for daylight.
 - All of the neighbouring properties comply (under worst case) fully with the guidance for annual sunlight in relation to the max development parameters.
 - Three windows would have minor breaches of the guidance in relation to winter sunlight.
- Townscape and Visual (max parameters):
 - Unlikely that there will be significant adverse effects on townscape, views or visual amenity in the long term.
 - May be some initial limited localised moderate effects for some receptors.
- Drainage/Flood Risk (illustrative masterplan):
 - When development is complete the site runoff will be improved in comparison to existing situation.
 - Runoff will be contained on site through a combination of soakaways, additional SuDS features and open spaces.
 - Site drainage management will reduce runoff to rivers ,thus reducing potential flood risk.

EIA Preliminary Results –Operational Phase

- Contaminated Land (max parameters):
 - Records show no significant soil contamination from historical land uses
 - No significant current sources of contamination
 - During excavation unsuitable fill material (ash and clinker) will be removed and disposed of off-site
 - No residual contamination risk from redeveloped site
- Waste (max parameters):
 - Excavation waste reused on site where possible
 - Demolition and construction waste – aim to meet Mayor of London target to reuse or recycle 95%
 - Operational waste servicing provision in line with LB Richmond planning standards and current good practice guidance
 - No significant adverse impacts on existing waste management infrastructure

EIA Preliminary Results – Operational Phase

- Transport (max parameters and illustrative masterplan):
 - Bus Impact (note percentages will decrease if standing room taken into account)
 - During the morning peak period(08:00-09:00), a net increase of 265 bus passengers (12.6% of seats)
 - Evening peak period (17:00-18:00), a net increase of 25 bus passengers (1.2% of seats)
 - Rail Impact (not percentages will decrease if standing room taken into account)
 - Morning peak period net increase of 92 rail passengers (1.6% of seats)
 - Evening peak period net increase of 31 rail passengers (0.7% of seats)
 - Highway Impact
 - Six modelling scenarios based on traffic surveys and trip generation data for peak am/pm periods
 - With full development traffic, cumulative development traffic and future year traffic growth applied, reasonable amount of spare junction capacity still available and minimal vehicle queuing will be experienced
 - Local Footway and Cycle Network
 - Anticipated two-way net increase/decrease by pedestrians and cyclists, assuming 50% staff and students go to station using riverside footpath

Street	AM Peak Hour		PM Peak Hour	
	Pedestrians	Cyclists	Pedestrians	Cyclists
Egerton Road to A316	26	30	-9	3
Court Way	27	21	70	2
Heathfield South	57	11	7	3
Langhorn Drive	188	19	50	11

River Crane Restoration

- Proposed bridge over River Cane has been removed from scheme, will reduce potential disturbance to river corridor.
- REEC committed to making a contribution to improving environment along the river corridor, despite likely low impact from redevelopment.
- Liaison with LBRuT regarding donation via NGO rather than S106 as mechanism to provide this contribution to the river restoration.

Any Other Business

Robin Ghurbhurun

Verbal update on Funding arrangements