

Richmond Education & Enterprise Campus

LOCAL COMMUNITY FORUM

Monday 2nd March 2015

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Presentation Agenda

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|---|----------------------------|---------------------------|
| 1 | Section 10 consultation | Mandy Skinner |
| 2 | Actions since the last LCF | Nolan Smith |
| 3 | Scoping opinion | Topsy Rudd & Huw Williams |
| 4 | Transport & TfL update | Nolan Smith |
| 5 | Revised plans | Nolan Smith |
| 6 | Any other business | Robin Ghurbhurun |

Section 10 consultation update

Mandy Skinner

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Actions since the previous LCF meeting

Nolan Smith

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Summary of activity since the previous meeting

- Atkins are re-testing the parameter plans
- College have submitted a full LEP application
- TfL feasibility study scope defined
- GLA pre application letter now received
- Scoping Opinion returned
- Illustrative master plan
- Internal scheme layouts tested

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Scoping Opinion

Topsy Rudd & Huw Williams

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Summary of EIA Work To Date

- Scoping Opinion received from LBRuT (13 February 2015) – requirement to revise scope of EIA work being reviewed and response to LBRuT being formulated.
- Key issues arising from revised masterplan being considered to allow iterative design process before finalising parameters and illustrative scheme.
- Consideration of the redevelopment’s adverse and beneficial effects to be undertaken in line with relevant assessment guidance for each environmental topic – residual effects chapter will provide a summary.
- Conference call held between Environment Agency and FORCE re: S106 contribution for River Crane restoration.

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LBRuT EIA Scoping Opinion – Key Issues

- Phasing and timeslices:
 - demolition/construction/operation (including occupation) phasing plan for each development zone to be produced.
 - timeslices to consider overlap between demolition/construction and occupation (e.g. occupation of college/schools whilst residential constructed) to ensure any onsite sensitive receptors are considered as necessary.
- Cumulative effects assessment:
 - site allocations for Harlequins FC and Council depot to be considered as necessary. Level of detail of assessment to be agreed with LBRuT.
- Transport:
 - consideration of traffic during matches/major events at Harlequins FC and Twickenham Stadium – how this affects use of college/school and residential.
- Heights:
 - review of heights against LBRuT's Taller Buildings policy (DM DC 3) via townscape and visual amenity assessment.
- Other:
 - consider: noise from Craneford Way East playing field, AQMA, energy centre emissions, treatment of sports pitches (fencing, materials), living roofs/green walls, community use of on site facilities, wind.

Iterative Design Process – Parameters and Illustrative Masterplan

- Heights – being tested via townscape and visual amenity assessment. High level assessment at this stage to determine if heights unacceptable, if unacceptable only in specific locations, how building massing can be changed to reduce effects.
- A316 – width of green corridor along A316 boundary being explored as conflict between amount of space that can be provided for landscaping and need for car parking provision on site.
- Marsh Farm Lane – change in character being reviewed as limited space for landscaping which would turn footpath into an ‘urban’ route bordered by tall building.
- Landscaping – being reviewed in terms of amount of hard landscaping vs soft landscaping along prominent routes around/through site.
- Craneford Way East – treatment/materials to be used, specification of fencing and tree loss being reviewed to reduce impacts to character and openness of MOL.

Approach to Adverse and Beneficial Effects – Residual Effects Summary

- Residual Effects chapter of ES will document adverse and beneficial effects before mitigation, the mitigation proposed, and the residual effect.
- Aim to reduce adverse effects and provide overall balance with beneficial effects where possible.
- LBRuT will use information to decide on whether development is acceptable or not.
- Supported by Planning Statement which looks at compliance of development with relevant policies.
- Potential beneficial effects: restoration of River Crane, onsite ecological enhancements (green roofs, replanting, log piles), improved access to MOL and open spaces – link to Twickenham Rough, circular route around Craneford Way East playing field, improved sports facilities for REEC and community use.
- Potential adverse effects: demolition and construction dust and noise, increased noise from use of Craneford Way East playing field, tree loss, townscape and visual issues because of heights.

NOTE: Assessments have yet to be completed so effects are not confirmed.

Content of Residual Effects Chapter - Example

Construction Phase								
Before Mitigation						After Mitigation		
Type of Change and Impact	Magnitude	Adverse/Beneficial/Neutral	Permanent/Temporary	Duration	Overall Significance	Mitigation	Residual Impact	Significance of Residual Impact
<i>Noise and vibration</i>								
Disturbance to residential properties from daytime construction noise	High	Adverse	Temporary	30 months	Major adverse	Follow advice contained in BS 5228 Code of Practice for noise and vibration control on construction and open sites, erection of hoardings around construction compound, careful selection of piling techniques	Temporary disturbance to residential properties during day	Minor/moderate adverse
<i>Transport</i>								
Increased HGV movements impacting on the local road network	High	Adverse	Temporary	30 months	Major adverse	Restricted hours of operation; set number of deliveries per day; deliveries scheduled to avoid peak hours; designated access routes for HGVs	Temporary increased HGV movements on local road network	Moderate adverse
Operation								
<i>Flood Risk</i>								
Reduction in tidal overtopping (during an extreme event) leading to flooding of Rhyl	High	Beneficial	Permanent	Permanent	Major beneficial	None	Reduced risk of flooding	Major beneficial
<i>Navigation</i>								
Improved pontoons, berthing and access to Foryd Harbour	Low	Beneficial	Permanent	Long term	Minor beneficial	None	Improved pontoons, berthing and access to Foryd Harbour	Minor beneficial

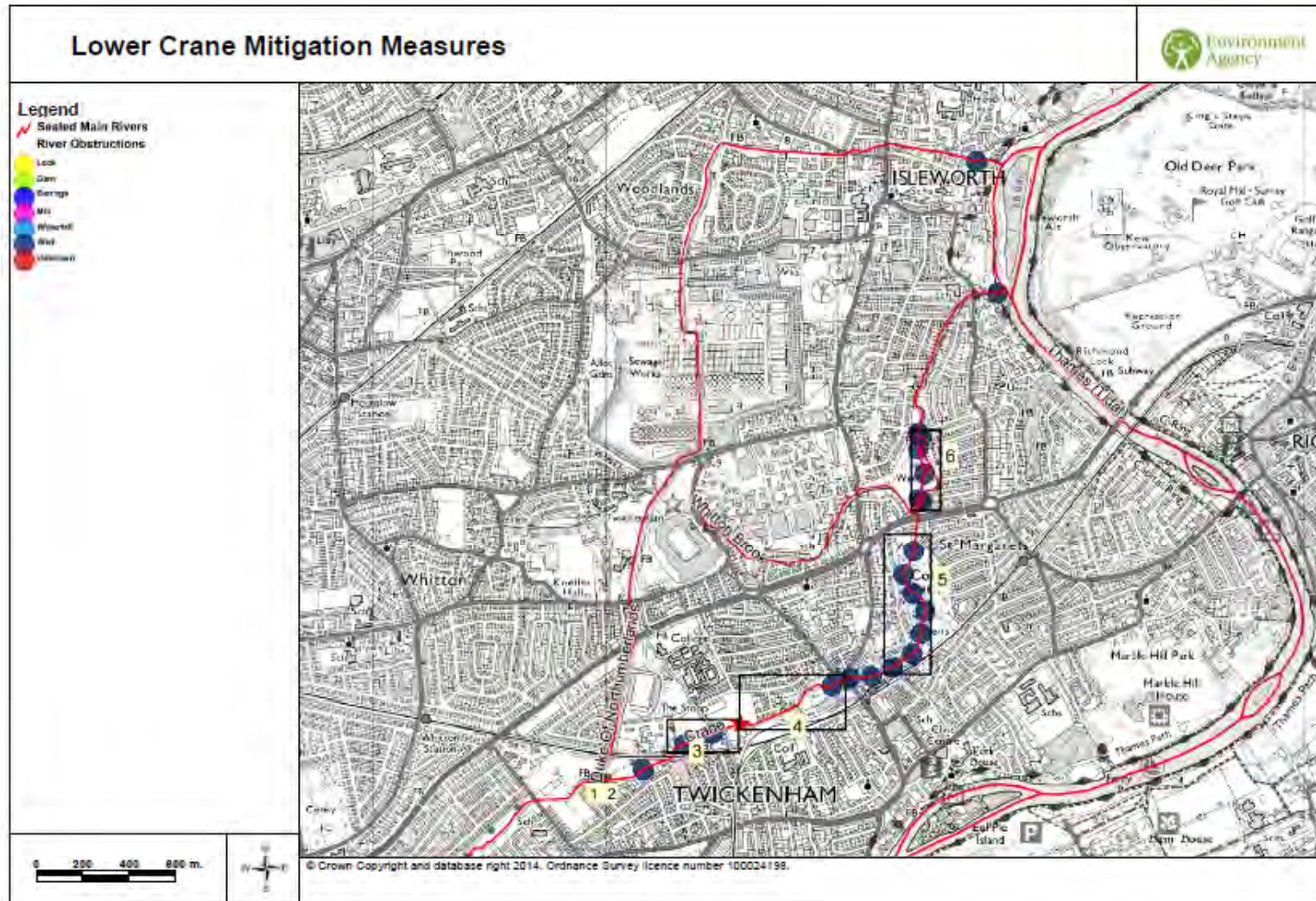
River Crane Restoration

- REEC making a contribution to improving environment and access along this strategic corridor, despite impacts from redevelopment itself being limited (bridge).
- Flow between Duke of Northumberland's River and River Crane key to understanding best approach to restoration – whole reach approach rather than piecemeal per development.
- Environment Agency releasing report on flow investigation in next couple of months.
- S106 to be used to secure use of funding within River Crane catchment and specific measures to be documented in this:
 - Monies to be delivered either during the 'process stage' to support the completion of the Environment Agency's feasibility study; and/or
 - Monies to be used during the 'implementation stage' to undertake specific measures.

River Crane Restoration – Current Situation



River Crane Restoration – Draft Mitigation Measures for RBMP2



River Crane Restoration – Draft Mitigation Measures for RBMP2

1. Increase flow in the lower Crane particularly during low flow periods.
2. Install fish pass at Mereway Road weir.
3. Remove concrete channel to restore 330m of river in Craneford Playing Fields on the left bank and Old Shooting range site on the right bank.
4. Remove concrete bed and bank and restore natural two-stage channel along 500m through Twickenham Rough.
5. Remove concrete channel to restore 600m of river in Moor Mead Park.
6. Remove concrete channel to restore 300m at Cole Park Island.
7. Fish easement for 19 weirs between Mereway Road and the Thames (i.e. remove or modify weir).
8. In channel habitat enhancements to improve morphological diversity in reaches between Mereway Road and the R. Thames that cannot be fully restored.

Transport & TfL Update

Nolan Smith

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TfL feasibility study

- Investigate possible junction facilities
- Produce a model explaining traffic impact
- Model should consider worst case scenarios taking into account peak times
- Consider various junction options
- Modelling should use current data
- Utility relocations
- Cost estimates
- Environmental assessments
- 1:200 drawings
- Consider if lighting needs to be improved

Update on the proposed plans and amendments

Nolan Smith

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Any Other Business

Robin Ghurbhurun

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