

# Richmond College – Residential Development Zone

## Non-Technical Summary

Prepared on behalf of Clarion Housing Group

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## 1.0 INTRODUCTION

- 1.1 Clarion Housing Group (the Applicant) is applying for detailed planning permission for the demolition of the existing buildings and the construction of 212 residential dwellings, with associated parking, infrastructure, landscaping and access (referred to as the “Development”) at Richmond upon Thames College in Twickenham, Richmond (referred to as the “Site”). The Site is located within the administrative area of London Borough of Richmond upon Thames (LBRuT). The Site extends to approximately 1.9 hectares (ha) and is shown on Figure 1.
- 1.2 An Environmental Statement (ES) has been prepared to support the planning application. An ES is the report of an Environmental Impact Assessment (EIA) carried out as required by national law known as the “EIA Regulations”<sup>1</sup>. EIA is the process by which development proposals deemed likely to have significant environmental effects are appraised. This document is the non-technical summary of the ES and summarises the content and conclusions of the ES.
- 1.3 Outline planning permission<sup>2</sup> was granted at the Site by LBRuT in August 2016 for the demolition of existing college buildings, removal of hard surfacing, site clearance and groundworks, together with the redevelopment of the Richmond College site to provide a new campus for education and enterprise purposes, a new secondary school, a new special educational needs (SEN) school, a new ancillary 'Technical Hub', a replacement on-site sports centre, upgrading of the existing playing fields at Craneford Way, and a residential development of up to 180 units (LBRuT ref: 15/3038/OUT). A subsequent reserved matters approval<sup>3</sup> was granted by LBRuT on 2<sup>nd</sup> August 2019 for 180 residential units within the Site (LBRuT ref: 18/4157/RES). Following review of the reserved matters approval, the Applicant is proposing a number of amendments to the approved scheme, including a minor increase in residential units. No significant changes to the height and massing of the previously approved development are proposed. A full planning application has therefore been submitted for the revised scheme and is supported by this new ES.
- 1.4 The ES is available for public viewing at the following address:

London Borough of Richmond upon Thames  
Civic Centre  
44 York Street  
Twickenham  
TW1 3BZ

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<sup>1</sup> SI 2017/571 as amended by SI 2018/695 and SI 2020/505

<sup>2</sup> Approval for the principle and use of a development with the detailed design kept (reserved) for approval at a later date

<sup>3</sup> Approval of details including layout, appearance and landscaping etc of the buildings and surrounds

Tel: 020 8891 1411  
Email: [customer.services@richmond.gov.uk](mailto:customer.services@richmond.gov.uk)

- 1.5 Comments on the planning application can be made via the Council's website (<https://www.richmond.gov.uk/services/planning>) or can be forwarded to the Planning Department at the address above.
- 1.6 Paper copies of the full ES (chapters and figures) and appendices can be purchased at a cost of £250 and £350, respectively. Paper copies of the non-technical summary can be obtained for £15. Copies of the full ES can be obtained on memory stick for £20.
- 1.7 For copies of any of the above please contact the Environmental Planning Team at Barton Willmore:

Environmental Planning Team  
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## 2.0 EIA METHODOLOGY

- 2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written into an ES which is submitted with the planning application.
- 2.2 The ES provides the local planning authority (in this case LBRuT) with sufficient information about the potential environmental effects of the development before a decision is made about the planning application. Effects may arise during the construction and operational phases of the development.
- 2.3 The ES predicts what the significance of each environmental effect would be, which is determined by two factors:
- The sensitivity, importance or value of the environment; and
  - The actual magnitude of change taking place to the environment (i.e. the size or severity of change taking place).
- 2.4 Most environmental disciplines classify effects as negligible, adverse or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance.
- 2.5 The ES also includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the development are assessed.

### EIA Scope

- 2.6 An ES should focus on the likely significant effects of the Development on the environment during the construction and operational phases. An EIA Scoping Report was submitted to LBRuT on 14<sup>th</sup> January 2021 in support of a request for an EIA Scoping Opinion<sup>4</sup> in accordance with Regulation 15 of the EIA Regulations. To date, no formal EIA Scoping Opinion has been issued by LBRuT. As set out in the EIA Scoping Report, the following subject areas have been included in the ES:

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<sup>4</sup> Prior to making a planning application, a developer may ask the local planning authority to state in writing in their opinion as to the information to be provided in an Environmental Statement. The opinion given is called a 'scoping opinion'.

- Townscape and Visual Effects;
- Transport and Access;
- Noise; and
- Air Quality.

### Consultation Process

- 2.7 The planning application is the culmination of an extensive design process which has involved extensive consultation with LBRuT, statutory consultees, the local community and other local stakeholders.
- 2.8 Public exhibition webinars were held in January 2021. A series of presentation boards were presented live during the virtual public exhibitions, allowing attendees to learn about the Development. Attendees were able to provide feedback by completing a feedback form on a dedicated project website and could also contact the project team after the event via email. All consultation materials were made available on the project website prior to the exhibition. Pre-recordings of the webinars were also available to stream or download from the website.
- 2.9 In addition to the virtual public exhibitions, focussed engagement has also taken place with local councillors, local community groups and organisations. An online session was arranged in January 2021 with Ward Councillors to allow questions to be put to the Applicant regarding the Development. Online sessions were also organised with Friends of the River Crane Environment (FORCE) in February and March 2021, to allow the organisation to set out its aspirations for the wider area around Richmond College and for the Applicant to discuss the Development in greater detail and explain the extent to which the planning application might be able to support FORCE in the delivery of its aspirations for the area. The Applicant also attended the Richmond College Development Group meeting in February 2021 to provide an update on the Development.
- 2.10 Full details of the consultation undertaken and a full analysis of the comments received is contained in the Statement of Community Involvement (SCI), submitted separately in support of the planning application.

### Cumulative Effects

- 2.11 An EIA must assess the potentially significant effects of a development that may arise cumulatively (when combined with) other major development with planning permission or

under construction in the local area. The EIA Regulations state that 'existing and/or approved'<sup>5</sup> developments should be considered. The following schemes have been assessed cumulatively in the technical chapters of the ES (locations are shown on Figure 2):

Table 1: Cumulative Schemes

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the Site
<b>Approved Applications</b>			
Land At Junction Of A316 And Langhorn Drive And Richmond College Site (Including Craneford Way East Playing Fields And Marsh Farm Lane) Egerton Road Twickenham  (Ref: 15/3038/OUT)  A subsequent reserved matters approval was granted by LBRuT on 2 <sup>nd</sup> August 2019 for 180 residential units within the site (Ref: 18/4157/RES)	Outline application for the demolition of existing college buildings, removal of hardsurfacing, site clearance and groundworks together with the redevelopment of the site to provide: 1) A new campus for education and enterprise purposes, comprising; Replacement College (Use Class D1) of up to 16,000sqm to accommodate up to 3,000 FTE day time students, as well as evening and weekend use; A Science, Technology, Engineering and Maths (STEM) Centre (D1 Use Class) of up to 6,100sqm; 2) A new Secondary School (D1 Use Class) of up to 7,000 sqm for up to 750 students; 3) A new Special Educational Needs (SEN) School (D1 Use Class) of up to 4,000sqm for up to 115 students; 4) A new ancillary 'Technical Hub' for Haymarket Media (B1 Use Class) of up to 1,700sqm; 5) Replacement on-site sports centre (D2 Use Class) of up to 3,900sqm to serve both the college, schools and wider community; 6) The upgrading of existing Craneford Way playing fields for use by the college, schools and local community; 7) Alterations to existing means of access for vehicles, pedestrians and cyclists from the A316 involving the creation of a signalised junction, alterations to the A316 footbridge and minor realignment of Langhorn Drive, alterations of existing vehicular access points on Egerton Road as well as the upgrading of Marsh Farm Lane footpath; 8) Provision of on-site parking (non-residential) for up to 230 vehicles, open space and landscaping, and 9) A new residential development of up to 180 units together with associated parking for up to 190 vehicles, open space and landscaping.	Granted in August 2016 (under construction)  To date the replacement College building, Secondary school building and SEN school have been built out and are therefore included as part of the current surrounding baseline.	Adjacent to the north of the site
Lockcorp House, 75 Norcutt Road, Twickenham, TW2 6SR  (Ref: 19/2789/FUL)	Demolition of existing commercial building and erection of building to provide 15 affordable residential units, together with 12 parking spaces and communal amenity space.	Granted in June 2020	Approximately 100m south of the Site.
Ryde House, 391 Richmond Road,	Demolition of existing building. Construction of a new mixed use development comprising a food store (1,123m <sup>2</sup> sales area) and	Granted in September 2017	Approximately 2km east of the Site.

<sup>5</sup> Regulation 5(e) of the EIA Regulations.

Scheme Name & Application Number	Scheme Details	Planning Status	Approximate Distance from the Site
<b>Approved Applications</b>			
Twickenham, TW1 2EF  (Ref: 16/2777/FUL)	primary school with associated car parking (55 spaces allocated to food store and 1 space allocated to school); alterations to Site entrance, landscaping and associated works.		
<b>Pending Consideration</b>			
Old Station Forecourt Railway Approach, Twickenham, TW1 4LJ  (Ref: 19/3616/FUL)	Proposed redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancements to public realm and associated works.	Pending Consideration	Approximately 600m south east of the Site.



## 3.0 SITE AND DEVELOPMENT DESCRIPTION

### Site Context

- 3.1 The Site is located to the northwest of Twickenham town centre, within the administrative area of LBRuT. The Site is bound by the recently constructed redeveloped Richmond College, including the Science, Technology, Engineering and Maths Centre, a new secondary school, a new SEN school, other educational facilities and a new on-Site sports centre to the north (associated with the Outline planning consent (LBRuT ref: 15/3038/OUT) (refer to Section 1 above)), Egerton Road to the east, residential properties located on Craneford Way to the south and Marsh Farm Lane, a Public Right of Way (PRoW), to the west.
- 3.2 The A316 Chertsey Road runs in an east to west direction approximately 200m to the north of the Site. Craneford Way Playing Fields (which are designated as Metropolitan Open Land) are located to the south of the Site (beyond Craneford Way). The River Crane is located to the immediate south of the Craneford Way Playing Fields, approximately 150m from the Site. Twickenham Stoop rugby stadium (home of Harlequins Rugby Club), is located approximately 100m to the west of the Site, between Langhorn Drive and the Duke of Northumberland's River. Nuffield Health and Fitness Club and Challenge Court are also located to the west of the Site, beyond Marsh Farm Lane.
- 3.3 The wider surrounding area is largely residential in nature. Twickenham Rugby Stadium is located approximately 375m to the north of the Site and Twickenham Train Station is located approximately 650m to the east of the Site.
- 3.4 There are no statutory ecological or landscape designations located on the Site. Ham Lands Local Nature Reserve (LNR) is located approximately 1km to the southeast of the Site. Richmond Park, which is designated as a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC), and National Nature Reserve (NNR) is located approximately 2.75km to the east of the Site.
- 3.5 There are no historical designations located on the Site. The Grade II Listed York House Registered Park and Garden is located approximately 1km to the east of the Site and the Grade II\* Listed Marble Hill is located approximately 1.5km to the east of the Site. The nearest listed building to the Site is the Grade II Listed Heatham House, Walls, Entrance Gates and Piers, located approximately 400m to the east of the Site. The Grade II Listed Knowle House is located approximately 450m to the south of the Site and the Grade I Listed Church of All Hallows is located approximately 500m to the north east of the Site. The Site is not located

within a Conservation Area. The nearest Conservation Area to the Site is Rosecroft Conservation Area, located approximately 250m to the west of the Site.

- 3.6 The Site is located in Flood Zone 1 (at a low risk of flooding from rivers). The Site is not located within a groundwater Source Protection Zone (SPZ) (i.e. an area where groundwater is used for drinking water and is therefore vulnerable to contamination).
- 3.7 LBRuT has declared an Air Quality Management Area (AQMA) across the entire Borough due to exceedances of national objectives for fine dust particles (known as particulate matter) and nitrogen dioxide, which are both pollutants that can be hazardous to health..
- 3.8 The Site is not located within an Archaeological Priority Area (where there is significant known interest of potential for new discoveries).

### Site Description

- 3.9 The Site extends to approximately 1.9ha and comprises a number of operational Richmond College buildings which were constructed in the 1930s, with a further expansion in the 1970s.
- 3.10 The buildings include the main College building and tower within the east of the Site, academic/supported learning blocks within the south of the Site, workshops within the west of the Site and a refectory block within the centre and north of the Site. The buildings vary from one to three storeys in heights, with the exception of the main building tower, which is 5 storeys in height.
- 3.11 The majority of the Site comprises buildings and hardstanding, with the exception of scattered trees and amenity grassland across the south of the Site and within the east of the Site, adjacent to Egerton Road.
- 3.12 Access to the Site is from the southeast, off Egerton Road.

### Description of Development

- 3.13 The Applicant is seeking full planning permission for:

*"Demolition of existing college buildings, removal of hard-surfacing, site clearance and groundworks together with the redevelopment of the site to provide 212 residential units across a collection of buildings up to 5 storeys in height; together with associated parking for 110 vehicles, cycle parking, open space and landscaping."*

## Land Use

### *Residential*

- 3.14 The Development will provide 212 residential dwellings, comprising 182 apartments and 30 terraced houses, located within each Block (1-6) and Terrace (1-4) of the Development. Blocks 1 and 2 are located within the centre of the Development, with Blocks 3 and 4 located within the northern extent of the Development. Block 5 is located within the west of the Development and Block 6 is located within the east of the Development. The terraces are located across the southern extent of the Development (refer to Figure 3).
- 3.15 Dwellings will be provided in a variety of sizes and tenures and the mix is shown in Table 2 below.

Table 2: Residential Unit Mix

Residential Unit Size	Rent	Intermediate	Private	Total Units
1 bedroom	8	28	39	75
2 bedroom	13	42	31	86
3 bedroom	7	10	26	43
4 bedroom	0	0	8	8
Total	28	80	104	212

- 3.16 In total, 51% (108 units) of the Development would be delivered as part of affordable housing (comprising affordable rent (28 units) and intermediate housing (80 units)).

## Building Heights

- 3.17 The heights of the proposed residential Blocks will range from 18.50m Above Ordnance Datum (AOD) (2 storeys) for Terrace 2, located within the south of the Development, to 25.30m AOD (5 storeys) for Block 4, located within the north of the Development.

## Access

### *Vehicular*

- 3.18 The Development will be served by a single vehicular access point from Marsh Farm Lane in the north-west corner of the Site. As part of the Outline planning consent (ref: 15/3038/OUT), Marsh Farm Lane will be upgraded and will connect to the existing access from Langhorn Drive (which will also be upgraded), subsequently linking up to Chertsey Road (A316) to the north of the Site.

- 3.19 A temporary access point off Egerton Road will be used for a period of 12 months, when the first homes are occupied and there is still significant ongoing construction on the remainder of the Site. This access would enable the early occupation of the early phases of the Development prior to the completion of the Development, when all vehicular access would then be gained from Langhorn Drive and Chertsey Road (A316).

#### *Pedestrian and Cycle Access*

- 3.20 There will be two pedestrian and cycle access points: one from Marsh Farm Lane and the other from the existing entrance in the south-east corner of the Site, from Egerton Road. The existing gate in the south-east corner of the Site which already serves as a pedestrian and cycle access point from Egerton Road will be maintained as part of the Development.
- 3.21 The existing Marsh Farm Lane footpath to the west of the Site will also be widened to become a shared cycle footpath.

#### *Green Infrastructure*

- 3.22 The Development will include a large provision of landscaping and open space provision. A total of 10,195m<sup>2</sup> of landscaping will be provided, including 4,440m<sup>2</sup> of hard landscaping and 5,755m<sup>2</sup> of soft landscaping.
- 3.23 The proposed landscape masterplan for the Development (Figure 4) comprises the following elements:
- A central courtyard 'The Orchards' within the centre of the Development;
  - A 6m ecological corridor along the northern boundary of the Development;
  - Egerton Road open space within the east of the Development;
  - Parklets - located along the streets will include seating, incidental play and planting;
  - Apartment front gardens – ground floor front gardens provided external private space for residents;
  - Apartment rear gardens – private gardens consisting of a patio area for residents;
  - Townhouse front gardens – off-street parking provision along with planting beds and small trees;
  - Townhouse rear gardens – including a lawn, patio and trees;
  - Street greening – including rain garden planting and street trees;
  - Pedestrian access to Marsh Farm Lane – a new pedestrian access point to provide improved access to Challenge Court Meadow and the Crane Valley; and

- Pedestrian access to Egerton Road – retainment of the existing access for cyclists and pedestrians.

3.24 A total of 950m<sup>2</sup> of playspace provision will be provided as part of the Development. Play features will include a variety of natural elements and trim trail equipment, which will be integrated within the landscape proposals.

### Parking

3.25 110 parking spaces will be provided in the Development, which will include 9 accessible bays, 22 (20%) Active Electric Vehicle Charging Point (EVCP) bays and a car club bay.

3.26 The Development will include 394 cycle parking spaces, which will include 388 long stay residential spaces in a secure and sheltered store and six visitor cycle spaces (Sheffield stands), to be provided on-street.

### Drainage

3.27 The Site is located within Flood Zone 1 and is at a low risk of flooding. A Flood Risk Assessment (FRA) and Drainage Strategy has been prepared which demonstrates the management of surface water runoff on-site including through the use of Sustainable Drainage Systems (SuDS)<sup>6</sup>.

### Lighting

3.28 Lighting will be installed in accordance with current best practice guidance will be designed to promote safe and animated spaces. Landscape lighting will include column lights of differing heights which will be used along the streets and within the courtyard as well as recessed in-ground lights along key elements of the landscape design.

### Energy, Sustainability and Climate Change

3.29 An Energy and Sustainability Statement has been prepared in order to demonstrate how the Development complies with LBRuT policies, as well as the London Plan<sup>7</sup> and supporting GLA technical guidance on energy. The Energy Strategy describes demand-reduction measures, energy-efficiency measures and renewable energy to demonstrate how the Development

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<sup>6</sup> Drainage systems that aim to control water flows so that they mimic natural processes.

<sup>7</sup> Mayor of London (2021) *The London Plan, the Spatial Development Strategy for greater London*, March 2021.

meets the objectives of the energy hierarchy: Be Lean, Be Clean, Be Green. These measures will be the subject of separate planning conditions attached to a future planning permission so that the detailed design of the energy strategy is agreed with LBRuT before the buildings are constructed.

## 4.0 ALTERNATIVES AND DESIGN EVOLUTION

- 4.1 The EIA Regulations require an ES to outline any alternatives that have been studied by the Developer and explain the choice made with a comparison of environmental effects.

### **The 'do nothing' Alternative**, *Consideration of Alternative Locations and Uses*

- 4.2 Under the 'do nothing scenario' the Site would remain undeveloped. The beneficial and adverse effects outlined in the ES would not occur. This option was not considered. As detailed in Section 1 above, the Site forms part of a wider redevelopment across the entire Richmond upon Thames College campus, that has been the subject of an Outline Planning consent (ref: 15/3038/OUT (dated August 2016)) and a subsequent reserved matters approval (dated August 2019) (ref: 18/4157/RES). Following review of the reserved matters approval, the Applicant now considers that the residential scheme can be enhanced, and thus the new detailed planning application, has been brought forward to do so. Therefore, the Applicant did not consider alternative locations and the intention has always been to develop the Site for residential development.

### *Consideration of Alternative Designs*

- 4.3 The Development submitted for approval is the result of a thorough analysis of environmental constraints and opportunities, access issues and market demand. Consultation with LBRuT, statutory consultees, the local community and other local stakeholders has been a key influence in design evolution. The ES sets out the main alternatives studied by the Applicant and the main reasons for selecting the chosen options.
- 4.4 Further background information is found in the Design and Access Statement submitted in support of the planning application which explains how environmental and technical issues and consultation have influenced the planning application and explains alternatives considered before it was finalised.

## 5.0 CONSTRUCTION METHODOLOGY AND PHASING

- 5.1 Planning for construction is broad at this stage. The assessment of construction phase environmental effects is based on reasonable assumptions and experience.
- 5.2 Demolition works are anticipated to commence in January 2022, subject to gaining planning permission. Construction works would then begin in June 2022 and span approximately 3 years. Overall, the demolition and construction process is expected to be completed by 2025.
- 5.3 Construction will include the following activities:
- Pre-Commencement and Enabling Works;
  - Demolition;
  - Excavation and Sub-Structure Works;
  - Drainage Works;
  - Construction of Residential Dwellings;
  - Fit Out; and
  - Landscaping.
- 5.4 The primary construction materials to be used will include concrete, steel and brick. Where possible, materials and resources used during the construction of the Development will be sourced from the local area.

### Construction Phase Vehicle Movements

- 5.5 Construction vehicle movements will be managed to minimise the impact on the local road network. The HGV movements would be dispersed across the working day outside of the AM and PM peak periods. The arrival and departure of light vehicles would be concentrated during the morning and evening periods but would be less than the predicted levels of traffic during the operational phase of the Development.
- 5.6 During the initial stages, vehicular movements will solely be associated with construction traffic. As the Development plots are completed, there will be a mix of Development and construction traffic. Construction traffic movements during peak periods are likely to be restricted to light vehicles, associated with the movement of construction workers with large HGV movements discouraged.



5.7 All management of construction traffic and access will be carried out in accordance with a Construction Logistics Plan (CLP) as set out below:

- Planning and managing both vehicle (details of proposed routes for HGVs travelling to and from the Site) and pedestrian routes;
- The elimination of reversing, where possible;
- Safe driving and working practices;
- Protection to the public;
- Adequate visibility splays and sight lines;
- Provision of signs and barriers; and
- Adequate parking for off-loading storage areas.

#### Hours of Work

5.8 Working hours on the Site will be agreed with LBRuT through the outline Construction Environmental Management Plan (CEMP) which has been prepared for the Development. However, it is likely that the standard hours of work will be adhered to. These are:

- Monday to Friday, 8am to 6pm;
- Saturday, 8am to 1pm; and
- Sunday and Bank Holidays, no noisy activities on site.

5.9 All work outside these hours will be subject to prior agreement of, and/or reasonable notice to LBRuT as appropriate. Night-time working will be restricted to exceptional circumstances and work internally with buildings. By arrangement, there may be some out of hours construction deliveries made to the Site.

#### Environmental Management

5.10 The outline CEMP sets out the following control measures of managing environmental issues, during construction.

- Temporary surface water management system, for example oil interceptors, holding tanks to remove suspended sediment before discharge etc;
- Equipment maintenance;
- Wheel washing;
- Covering stockpiles; and
- Storage of substances in accordance with applicable legislation.

- 5.11 The above measures will be secured by planning conditions on the future permission, which will require further details to be submitted for approval by way of a detailed CEMP prior to construction of the Development.

## 6.0 TOWNSCAPE & VISUAL EFFECTS

- 6.1 The ES assesses the likely significant effects of the Development on the environment in respect of Townscape and Views.

### Baseline Conditions

- 6.2 The Site lies within two landscape character areas<sup>8</sup> (Langhorn Drive and the Crane Corridor Local Character Areas) and adjacent to three further character areas (Chertsey Road North, Chertsey Road South and Rosecroft Gardens) which lie within the wider Whitton and Heathfield Borough Character Area.
- 6.3 The public open space at Craneford Way and Craneford Way Playing fields (designated Metropolitan Open Land) supports a public footway which in part has views towards the Site, including from an elevated pedestrian crossing over the railway south of the River Crane. This public footway route crosses Craneford Way and continues north, running alongside the Site where views become more expansive.
- 6.4 A further area of public open space directly west of the Site has views towards the Site with limited vegetation screening. Views from Langhorn Drive are also possible, albeit intermittently.

### Construction Phase Effects

- 6.5 There would some moderate adverse effects on townscape and views during the construction phase of the Development. The construction works would cause temporary changes to the townscape character of the Site and within local character areas, particularly Townscape Character Area (TCA) 8, as well as visual amenity in the immediate vicinity of the Site and study area.
- 6.6 The construction works will appear in some close range views where a large amount of the visual envelope will be occupied by the construction activities while in longer views, a much small proportion of views would be occupied by the construction works.
- 6.7 Mitigation which will be implemented during construction will include measures such as controlling the lighting of construction compounds and machinery to minimise upward and

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<sup>8</sup> Discrete geographical areas of a particular landscape type, with a broadly consistent character.

outward light pollution, restricting the movement of stockpiles to minimise vehicle tracking across the Site and Locating compounds and stockpiles in the least visible locations with the Site.

#### Completed Development Effects

- 6.8 The Development would result in some permanent beneficial effects on townscape character (TCA 8) as well as on some close range views. The Development will consolidate the built form on the Site where it would replace the variety of building styles, forms and types with a building frontage that would form a consistent scale, materiality and arrangement. The Development will create a progression in scale and height with three storey elements on the eastern edge set back from Egerton Road behind a landscape buffer enabling it to positively relate to the scale of residential development to the east of the Site.

#### Cumulative Effects

- 6.9 Temporary moderate adverse cumulative effects upon the townscape and visual resource will result from construction activities for the Development perceived in addition to the approved cumulative schemes of Lockcorp House and Ryde House, and the submitted application at Old Station Forecourt.
- 6.10 There would be some beneficial cumulative effects on townscape and view during operation of the Development. The Development will be perceptible in the context of the existing built up area, where it will not contribute to the extension of built elements associated with the approved cumulative schemes.

## 7.0 TRANSPORT & ACCESS

7.1 The ES assesses the likely significant effects of the Development on Transport and Access, with consideration of the impacts on:

- Severance;
- Driver Delay;
- Pedestrian and Cycle Amenity and Delay;
- Fear and Intimidation;
- Accidents and Safety; and
- Public transport.

### Baseline Conditions

7.2 There are a number of local roads which have been identified as key access points or routes to the Site, including the A316 Chertsey Road, Langhorn Drive, Egerton Road and Craneford Way.

7.3 The surrounding area is predominately residential in nature, with vehicle access to nearby residential roads.

7.4 The Site receives a Public Transport Accessibility Level (PTAL)<sup>9</sup> of 2/3 representing a 'medium' level of accessibility.

7.5 Local bus stops are located on Whitton Road (under 500m from the Site) whilst Twickenham Rail Station is located within 650m to the east of the Site and have been identified as key public transport modes.

### Construction Phase Effects

7.6 The construction effects on pedestrian and cycle modes, pedestrian severance and delay, fear and intimidation, amenity are considered to be negligible. The effects of all mode trip generation including construction person and vehicle trips would also be negligible. All construction traffic to and from the Site will be controlled by a routing agreement which will prevent the use of residential roads by construction vehicles.

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<sup>9</sup> Method used to assess the level of geographical areas to public transport.

- 7.7 The outline CEMP for the Development sets out details of the transport related measures to be implemented on-site during the construction phase, including measures to limit parking on-site to control delivery routing, timings and frequencies. These measures will be secured by planning conditions on the future permission, which will require further details to be submitted for approval by way of a detailed CEMP prior to construction of the Development. The detailed CEMP will be supplemented by a CLP and a Construction Method Statement (CMP) to be prepared by the Contractor prior to commencement of the construction works.

#### Completed Development Phase

- 7.8 The completed Development would result in a reduction in traffic flows from that assessed for the Outline planning consent (Reference: 15/3038/OUT). However, in isolation the Development has been assessed and the effect on traffic flows and junction capacity would be negligible. The completed Development would also have a negligible effect on pedestrian severance, delay, fear and intimidation and amenity, parking and on public transport services.
- 7.9 A range of measures have been designed into the Development and/or will be implemented to reduce transport effects and maximise opportunities for the use of sustainable travel modes. There will be improvements to access at Egerton Road for pedestrians and cyclists only including new crossing facilities as well as additional on-street parking provision on Egerton Road including the addition of a car club bay/space. A Residential Travel Plan has also been prepared which proposes to introduce a range of measures and initiatives to discourage car dependency and encourage trips by sustainable modes (walking, cycling and public transport).

#### Cumulative Effects

- 7.10 The cumulative effect of the Development is considered to be negligible for both the construction and operational phases of the Development.

## 8.0 AIR QUALITY

- 8.1. This chapter of the ES assesses the likely significant effects of the Development on the environment in respect of Air Quality.

### Baseline Conditions

- 8.2. As previously noted, LBRuT has declared an AQMA<sup>10</sup> across the entire Borough due to exceedances of national objectives for fine dust (particulate matter) and nitrogen dioxide. The main source of pollution in the AQMA is road traffic emissions.
- 8.3. There are no designated ecological sites of relevance to the Site that would be sensitive to air quality impacts and therefore this topic has been scoped out of the ES.

### Construction Phase Effects

- 8.4. During the construction phase of the Development there is the potential for air quality impacts as a result of fugitive dust emissions from the Site. These were assessed in accordance with the relevant guidance. Assuming good practice dust control measures, which will be implemented through the CEMP, the residual effect of potential air quality effects from dust generated by demolition, earthworks, construction and trackout activities was predicted to be negligible, which is considered to be not significant.

### Completed Development Phase

- 8.5. Potential impacts during the operational phase of the Development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the Site. Modelling was therefore undertaken in order to predict pollutant concentrations at sensitive locations as a result of emissions from the local highway network both with and without the Development in place and the results were subsequently verified using local air quality monitoring data.
- 8.6. The modelling results indicated that effects on annual mean nitrogen dioxide and particulate matter concentrations as a result of traffic generated by the Development were classified as negligible at all receptor locations. The overall significance of potential air quality effects was classified as negligible, which is considered to be not significant.

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<sup>10</sup> Air Quality Management Areas (AQMA) are areas that are likely to exceed the national air quality objective for a specific pollutant.

- 8.7. A number of mitigation measures have been identified to encourage the use of sustainable transport modes and manage vehicle flow around the Site, thereby reducing emissions. These include the implementation of the residential Travel Plan, provision of secure cycle parking and the installation of electric vehicle charging points throughout the Site.

#### Cumulative Effects

- 8.8. The cumulative effects during construction and operation are considered to be not significant.



## 9.0 NOISE

- 9.1 This chapter of the ES assesses the likely significant effects of the Development on the environment in respect of Noise.

### Baseline Conditions

- 9.2 The noise climate of the area is dominated by distant road traffic noise during the day and night from the A316 Chertsey Road together with local road traffic and school activity, although this is significantly screened by existing residential properties and other buildings, including existing college buildings to the north of the Site.

### Construction Phase Effects

- 9.3 Following the implementation of the CEMP and best practicable methods (such as the use of plant and machinery with sound reduction appliances fitted and limited Site working hours), there is anticipated to be a short-term, minor adverse effect at a local level on existing and proposed sensitive receptors in the study area due to construction noise. The effects are not considered to be significant.
- 9.4 In addition, it is considered that the effect for noise generated by construction traffic is negligible, and as a result, no mitigation measures are considered necessary.

### Operational Phase Effects

- 9.5 The Site will comply with guidelines for internal levels without the need for novel or onerous acoustic treatment and will provide external amenity area with noise levels within the relevant guidelines.
- 9.6 The potential noise impacts that could result from the generation of traffic by the use of the completed Development at locations where there are noise sensitive receptors. No significant adverse impacts have been identified in relation to Development generated traffic and the effects are considered to be negligible.

### Cumulative Effects

- 9.7 Works associated with the outline planning permission (Ref: 15/3038/OUT) are in close proximity to the Development as well as the proposed scheme at Norcutt Road Twickenham

(Ref: 19/2789/FUL), located approximately 300m south of the Site. Other developments are further from the nearest receptors and construction noise from those developments, assuming similar mitigation measures, such as the implementation of CEMPs, would not contribute significantly. The residual cumulative effects of construction noise are considered to be minor to moderate adverse.

- 9.8 The assessment of noise impacts from Development generated traffic already allows for cumulative developments, being based on traffic predictions incorporating cumulative schemes. On that basis the cumulative effects from the operational phase are considered to be negligible.

## 10.0 SUMMARY & RESIDUAL EFFECTS

10.1 The Development will result in the following beneficial residual effects:

- Minor to moderate beneficial townscape and visual effects following completion of the Development;

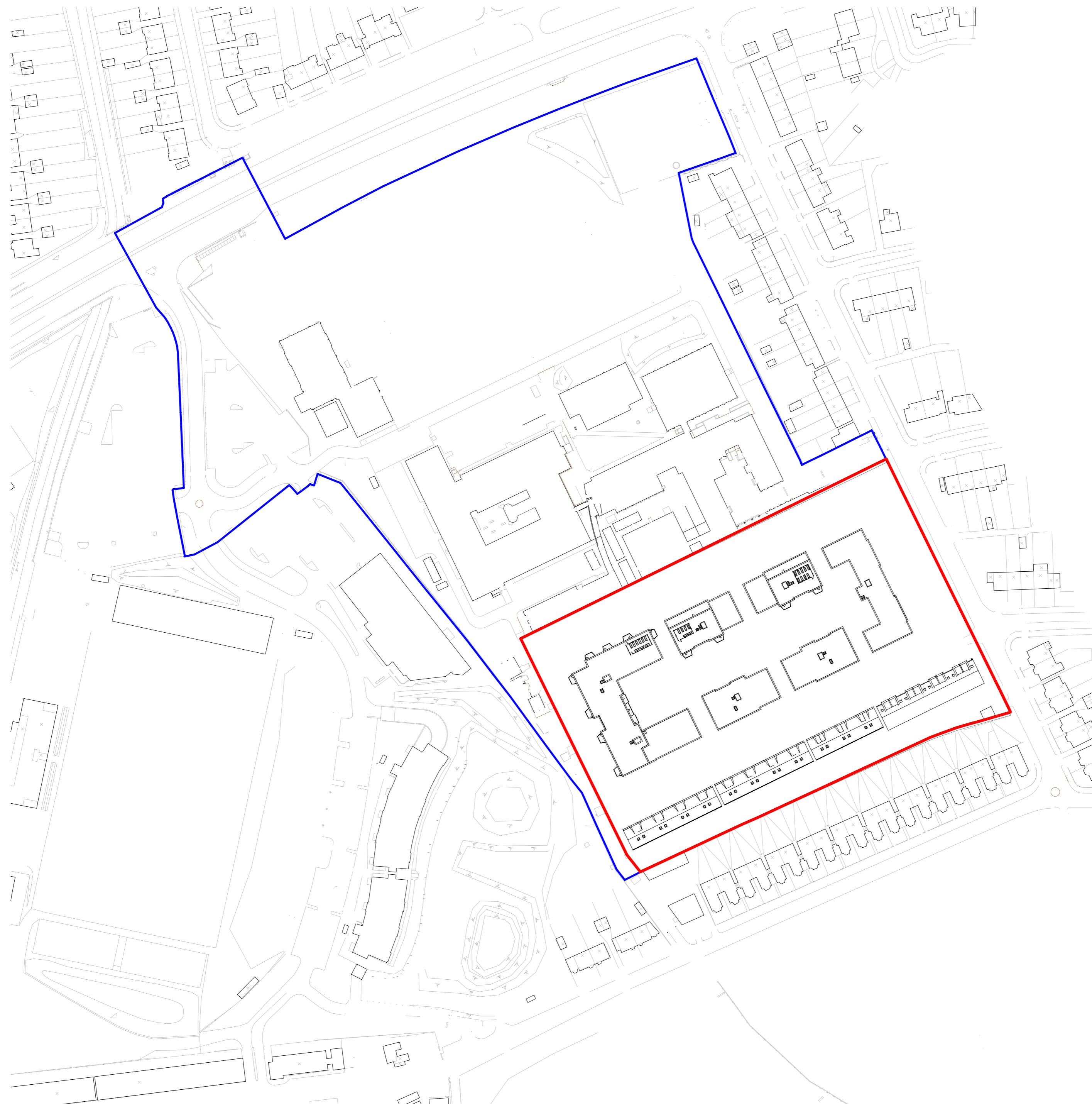
10.2 The ES has also identified the following residual adverse effects:

- Minor to moderate adverse townscape and visual effects during construction of the Development;

10.3 EIA Regulations (4 (2)) state that an ES must include a description of the aspects of the environment likely to be significantly affected by the Development and the interrelationship between these effects. The proposed demolition and construction works, are considered most likely to give rise to potential interactive effects, given the scale of the Development and its urban context. During the demolition and construction phase it is considered that interactions could potentially occur between temporary noise effects and adverse townscape and visual effects on nearby residential receptors. Individually these effects are expected to range from negligible to moderate adverse at worst. It is therefore considered that the interactive effects during demolition and construction on the surrounding area would also range from negligible to moderate adverse at worst. Any moderate adverse effects would be temporary in duration and are likely to be associated only with the peak periods of demolition and construction activity.

10.4 Appropriate mitigation during the demolition and construction phase has been identified in the ES as necessary, such as best practice measures to reduce or eliminate potential adverse environmental effects of demolition and construction as far as possible. Furthermore, the Construction Methodology and Phasing Chapter (see Section 5 above) proposes a programme, which will ensure that the Development would be implemented in the most efficient manner. This includes measures which have been incorporated into the Outline CEMP for the Development. Measures set out in the outline CEMP will be secured by planning conditions on the future permission, which will require further details to be submitted for approval by way of a detailed CEMP prior to construction of the Development. Relevant legislative requirements would also need to be adhered to.

FIGURE 1:  
SITE LOCATION PLAN



**Key:**

	Richmond College Land
	Proposed Site Boundary

**Notes:**  
 Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Rev	Status	Date	Description	Drn	Chkd
C01	A3	30.04.21	Planning Issue	JM	
C02	A3	11.05.21	Planning Issue	PD	JK

Client Name: <b>Clarion Housing Group</b>			
Project Name: <b>Richmond College</b>			
Drawing Name: <b>Site Location Plan</b>			
Drawing Number: <b>RIC3-BPTW-S01-ZZ-DR-A-0100</b>		Rev: <b>C02</b>	Status: <b>A3</b>
Project No: <b>18-103</b>	RIBA Stage: <b>3</b>	Drawn By: <b>TZ</b>	Scale: <b>1:1250 @ A2</b>

**PLANNING ISSUE**

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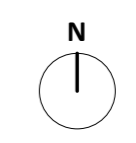
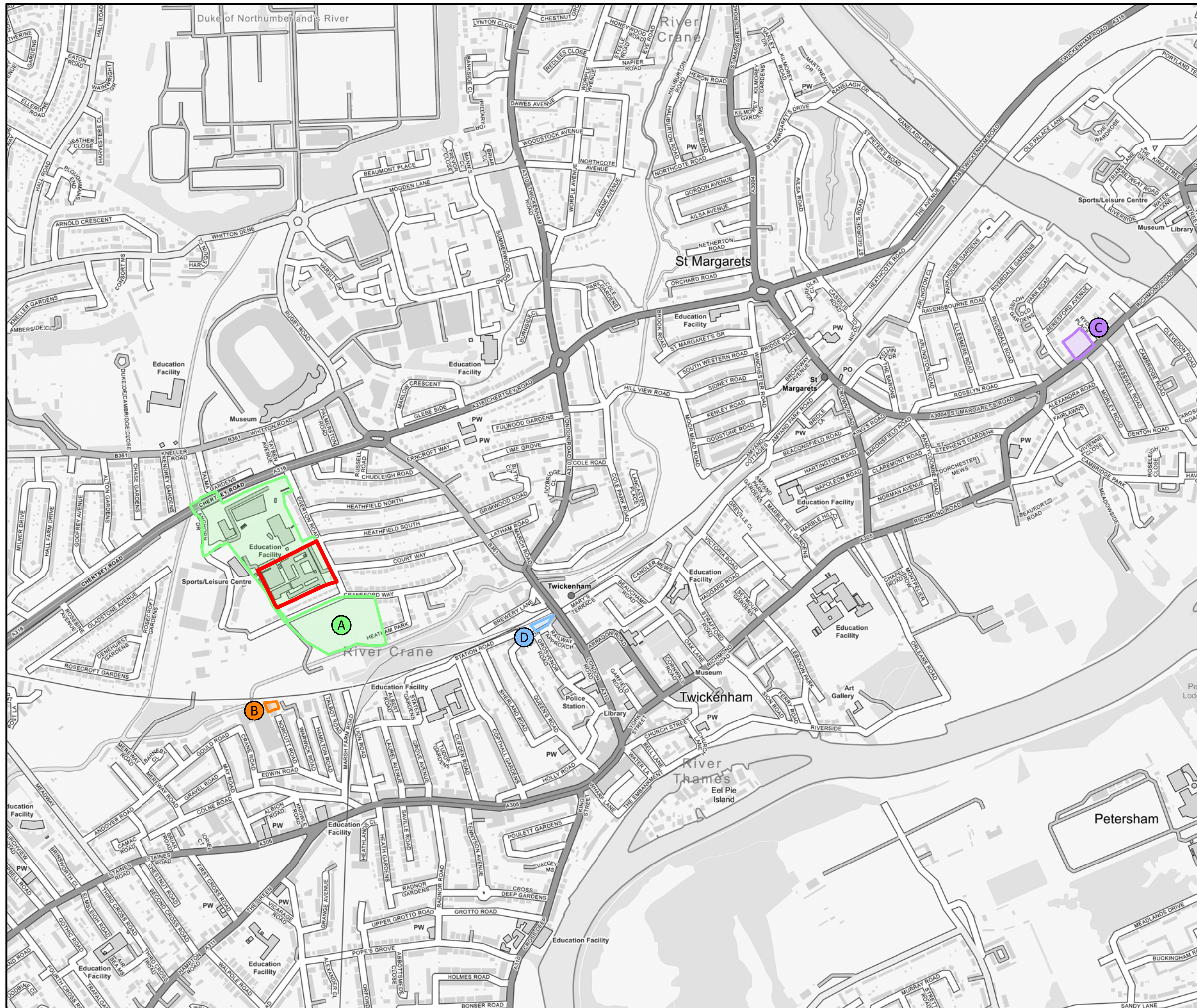



FIGURE 2:  
CUMULATIVE SCHEMES PLAN

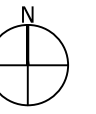


The scaling of this drawing cannot be assured

Revision \_\_\_\_\_ Date \_\_\_\_\_ Dm Ckd \_\_\_\_\_

### LEGEND

- Site Boundary
- Approved Applications
- A Land At Junction Of A316 And Langhorn Drive And Richmond College Site (Including Craneford Way East Playing Fields And Marsh Farm Lane) Egerton Road Twickenham (Ref: 15/3038/OUT)
- B Lockcorp House, 75 Norcutt Road, Twickenham, TW2 6SR (Ref: 19/2789/FUL)
- C Ryde House, 391 Richmond Road, Twickenham, TW1 2EF (Ref: 16/2777/FUL)
- Pending Consideration
- D Old Station Forecourt Railway Approach, Twickenham, TW1 4LJ (Ref: 19/3616/FUL)



## FIGURE 2.1

Project  
**Richmond College,  
 Twickenham**  
 Drawing Title  
**Cumulative Schemes Plan**

Date	Scale	Drawn by	Check by
21.06.2021	1:10,000 @A3	GS	NP
Project No	Drawing No		Revision
28156	LN-E-01		A



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