

NEW HEART FOR TWICKENHAM

Introduction

The aim of the Twickenham Rediscovered project is to create a new 'heart' for Twickenham, a space that attracts residents and visitors alike and helps to re-shape Twickenham for the better. A world renowned home of sport, there is so much more to Twickenham: its picturesque riverside setting, historic buildings, its working boatyard and Eel Pie Island's long music tradition and now creative and high tech industries. By regenerating the area we aim to fulfil the vision of the Twickenham Area Action Plan (TAAP) and celebrate all that makes this place unique.

A lot has changed since we first consulted on a concept for the site in 2015. Since 2015 there have been four rounds of formal public consultation. Over the summer of 2016 we ran a consultation on the key development issues and a series of themed workshops, which informed the development of three proposals presented to local residents in November/December 2016. The products of this engagement helped inform the proposal which was presented to residents in June/July 2017. We are now consulting on a design for the site that is based on residents' further feedback and subsequent conversations with local community groups. The journey to date has been long and not without its complications, but it is an important one and one we need to get right for the future of Twickenham and its residents.

It is the passion and ambition of residents to get the best for this site that has led us to where we are now and we would like to thank them for their continued input and constructive challenge.

This period of consultation will be the last phase of engagement before we submit a Planning Application later in the year. There will of course be a further period of statutory consultation as part of the Planning process, however this is the opportunity to give us your feedback prior to Planning. We are still listening and want your views. I hope we can continue to work together to create a scheme that does justice to this beautiful and iconic part of our Borough.

Cllr Pamela Fleming,
Richmond Council Joint Deputy Leader and Cabinet Member
for Environment, Business and Community

We will engage on these proposals until **Monday 30th October 2017** after which we will review all comments and questionnaire responses to help inform the Planning Application, which will be submitted later this year.

An online questionnaire is available at www.richmond.gov.uk/twickenham_rediscovered and hardcopies will be available at the drop-in events in the **Clarendon Hall, York House, Twickenham, TW1 3AA** on the following dates.

Consultation drop-in events

Monday 9 October, 6pm – 8.30pm

Thursday 12 October, 6pm – 8.30pm

Saturday 14 October, 11am – 4pm

Monday 16 October, 6pm – 8.30pm

Thursday 26 October, 6pm – 8.30pm



The current site



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CONSULTATION TIMELINE

Since 2010 there have been a number of consultations that have gathered views on how best to improve Twickenham. Feedback from all these consultations has informed the proposals presented here today.



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INFORMING THE PROPOSAL

Development of the Design Brief

A number of common themes and key requirements have emerged from our engagement with residents, businesses and local community groups.

Feedback

Layout / Scale / Massing (Site Configuration)



Acknowledge the scale, mass, variety and diversity of surrounding buildings; reflect and enhance the site's historic village setting.



Link the town to the River and Diamond Jubilee Gardens, ensure dedicated pedestrian access from King Street down to the riverside.



Have regard to the existing street layout and the limits of the service road.

- Step down the height of the building/s on Water Lane to reduce their impact on neighbouring properties
- Limit the scale of the Embankment building and consider its impact on Diamond Jubilee Gardens
- A mix of views on the style of architecture and how this could be developed to be in-keeping with the local area – reflecting the range of styles in Twickenham and recognising the influence of the River Thames on the history and future of the site

Community and Open Space



Create a 'hub' for the local community, spaces for enjoyment by all (consider dedicated spaces for children which can be used in all weathers and quiet spaces).



Introduce additional public space at the top of Water Lane and further public space for community uses, a 'town' or 'village' square, potentially with a covered section on one side.



Integrate, enhance and complement Diamond Jubilee Gardens and the existing 'event space'.



Enhance and celebrate the existing raised riverside terrace for informal leisure activities.

- Retain a wide, riverside terrace
- Preference for convex steps up to the riverside terrace from the Embankment
- Consider the design, scale and management of the covered square/colonnade on King Street

Uses



Provide for an appropriate mix of uses, including commercial activity, some retail, community use and some residential, including affordable housing options, and ensure office space can be used flexibly to support start-up and growing businesses and creative workshops in appropriate locations on the site.



Consider accommodation for boating and leisure activities on the riverside.



Reflect the cultural heritage of Twickenham, e.g. music on Eel Pie Island, sport and the vibrant working riverfront.

- Support ground floor building uses: retail towards King Street and restaurants / cafés on the Embankment with business / community uses down Water Lane
- Support proposed seasonal units in the arches on the Embankment, under the riverside terrace

Access and Parking



Respect the current access requirements of the site, including to Eel Pie Island, and ensure that they, and any new requirements are adequately catered for. Ensure the entire development is accessible to all.



Respect the current parking requirements of the site, accommodating the needs of residents and businesses and explore creative parking solutions.



Consider cycling requirements including enhancing cycle and pedestrian access to the site, cycle parking and through routes using the Riverside.

- There was a mix of views on the introduction of a shared surface 'lane' behind King Street (linking Water and Wharf Lanes). Respondents supported the concept of a new pedestrian route into Diamond Jubilee Gardens but some disagreed with the proposed location
- Preference for a more informal approach to landscaping the proposed level access between the Embankment and Diamond Jubilee Gardens
- Importance of the site being as pedestrian friendly as possible
- There have been mixed views about parking outside of the site on the Embankment. Whilst some feedback has expressed a desire to see parking removed, others want to retain existing parking provision

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DESIGN STATUS AND PLANNING APPLICATION

Design Status

We are working towards the submission of a detailed Planning Application for the end of November 2017.

The project design is following the work stages set out by the Royal Institute of British Architects (RIBA) - The RIBA Plan of Work 2013 - and is currently at RIBA work stage 3 which will result in a final Developed Design, including coordinated and updated proposals for structural design, building services systems, outline specifications and cost information.

This is the information required for the proposed detailed Planning Application. Further design development, which will take into consideration comments from the community, will be subject to decisions made by Cabinet.

Twickenham Area Action Plan

Twickenham Riverside has long been established as a key regeneration site of strategic importance. The planning context for the site is set out within the Twickenham Area Action Plan under Site TW 7 – Twickenham Riverside.

‘To bring this derelict site back into active use, taking advantage of its riverside location and improving links between this area and the core of the town.’

The various objectives relevant to the application site as referenced throughout the Twickenham Area Action Plan have been summarised below:

- Maintain ground floor retail frontages on King Street and provide residential uses above
- Provide new specialist retail, leisure and community uses
- Create a range of new open spaces
- To improve the Water Lane and Wharf Lane links from the town centre to the Embankment
- To provide a link between the service road and Water Lane
- To achieve high quality traditional design
- To conserve and enhance the Twickenham Riverside Conservation Area and the Queens Road Conservation Area
- All new uses to take account of the unique riverside setting
- Redevelopment on King Street with setback or inset to create a public / civic space with active frontage at ground floor level and residential development above
- Height and design of proposals appropriate to the location of the site
- Development on Water Lane frontage to complement existing residential development and to include town centre uses where feasible.

The proposals presented here seek, as far as possible, to address these objectives.

Proposed Planning Application

The Planning Application will be accompanied by a set of supporting technical documents including a Flood Risk Assessment, Daylight and Sunlight Report, Transport Study etc.

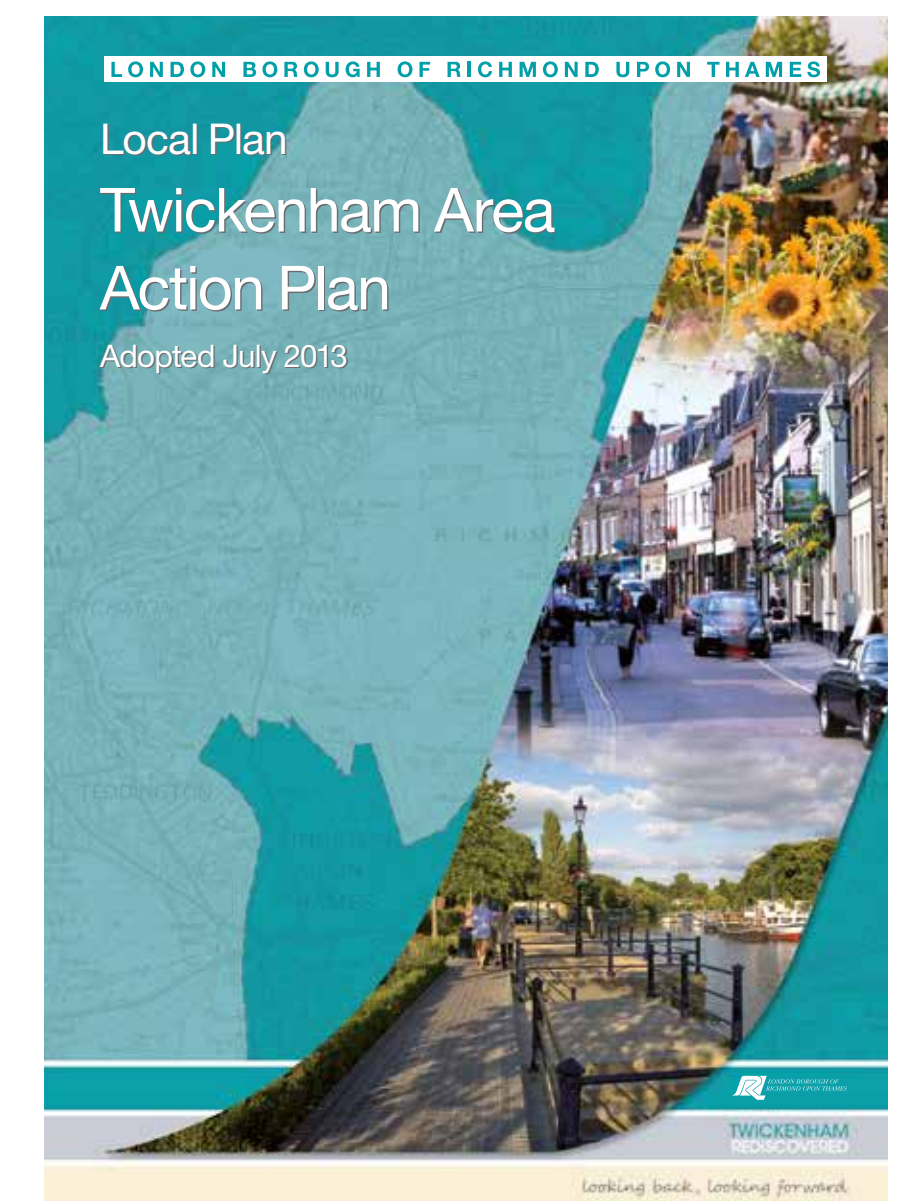
The studies and technical input will demonstrate how the proposals are acceptable in Planning terms and will continue to influence the design proposals as they evolve.

Following this consultation on the Developed Design proposals, a further period of formal public consultation will take place shortly after the Planning Application submission has been validated by the local authority planners. The current target date for the detailed Planning Application is the end of November 2017.

Map 7.12 Twickenham Riverside and Approaches Principles (TAAP, p. 56)



- Riverside Park
- Shared Surface/Pedestrian Priority
- ... Servicing Facilities for Eel Pie Island
- Access/Service Road
- ~ Review Existing Parking Spaces
- Development Sites
- Active Frontage
- Building Setback
- * Enhanced Public Space
- W Screening and/or Improvements to Rear Courtyards
- Reuse/Redevelopment of Existing Buildings
- Public Realm Improvements (including pavement widening)



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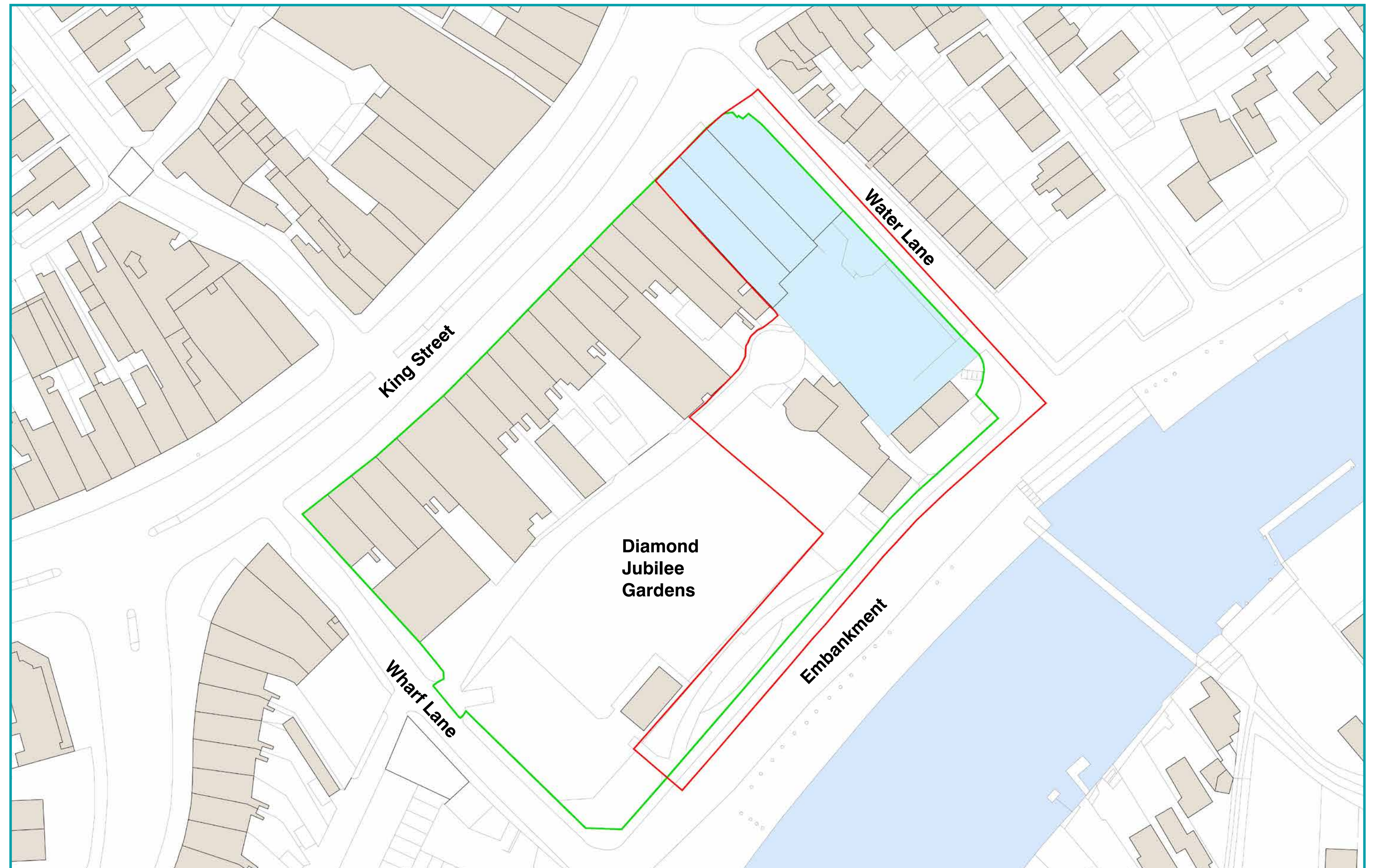
EXISTING SITE

The proposal site is shown edged in red adjacent. This site includes:

- 1, 1A, 1B King Street and 2/4 Water Lane that were acquired by the Council in 2014
- the site of the remaining former swimming pool buildings on the riverside (which has been derelict for over 30 years), and
- a river-facing parcel of land in front of Diamond Jubilee Gardens

The green edging indicates the area covered by Plan TW 7 of the Twickenham Area Action Plan (a copy of the TAAP can be found at: www.richmond.gov.uk/twickenham_area_action_plan). This was adopted by the Council on 2nd July 2013.

Diamond Jubilee Gardens adjoins the site. The Gardens are leased and managed by the Twickenham Riverside Trust and is not part of the proposed application site. However, a key aim of the proposals is to enhance access to the Gardens from King Street, Water Lane and the Embankment.



KEY

- GREEN LINE INDICATES AREA DEFINED BY MAP TW7 OF THE TAAP (TWICKENHAM AREA ACTION PLAN 2013)
- RED LINE INDICATES POTENTIAL SITE FOR PLANNING APPLICATION. SITE ENTIRELY IN COUNCIL OWNERSHIP
- BLUE FILL INDICATES SITE THE COUNCIL ACQUIRED IN 2014

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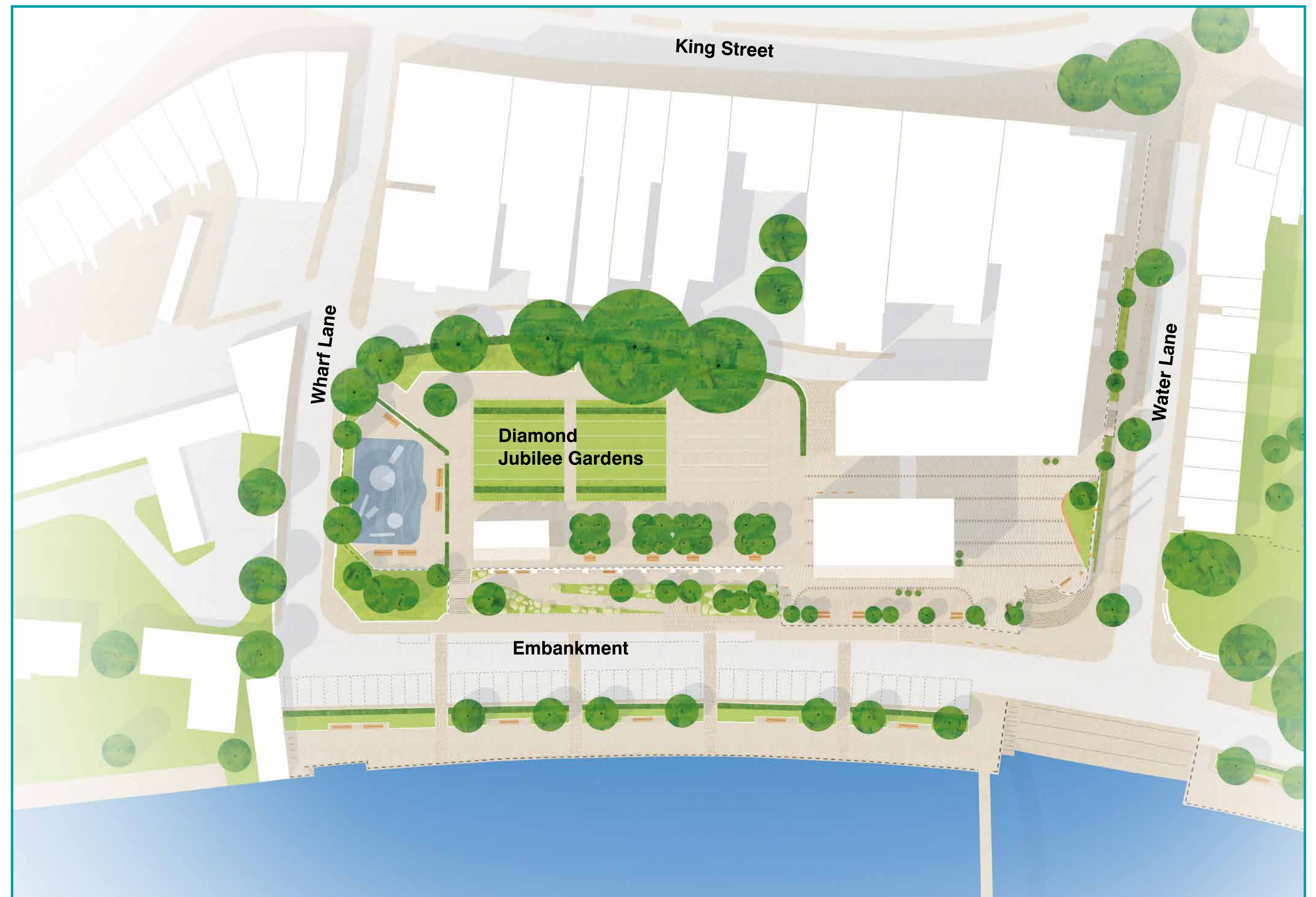
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PROPOSED SITE PLAN

Further to the feedback from the last public consultation, the Council has reviewed the footprint of the scheme and how the building elements respond to the local context. As can be seen the footprint has been reduced.

The proposed masterplan highlights key aspects of the scheme which have been improved based on community feedback whilst still meeting the requirements of the original brief. The below outlines these improvements:

- Retaining a colonnade at King Street and wider pedestrian routes down Water Lane to improve the connection between the River and King Street.
- Introduction of a substantial square, just under the size of two tennis courts, on the corner of Water Lane and the Embankment. This significantly reduces the footprint of the building directly facing the Embankment.
- Review of servicing facilities to the rear of King Street, introducing a turning head that allows for ease of maintaining and servicing all the buildings. As per the previous proposals, the service road will be controlled at the Wharf Lane end to limit the time of day and type of vehicles that have access.
- Proposal for refined landscaping which complements the existing Diamond Jubilee Gardens as well as optimising uses of the square. This includes landscape treatments to the walls facing Water Lane and the Embankment to soften the appearance.
- Flexible commercial space is to be provided at ground floor on all buildings, with predominantly restaurant / café uses surrounding the square. This will bring activity to the square creating a central hub that will provide the opportunity for retail, office space and community uses.
- Proposed visitor cycle storage located on Water Lane, the Embankment, King Street and around the square, in addition to provision for the new residential and commercial uses (located in the under podium car park).
- Proposed seasonal units “boathouses” to the Embankment frontage.



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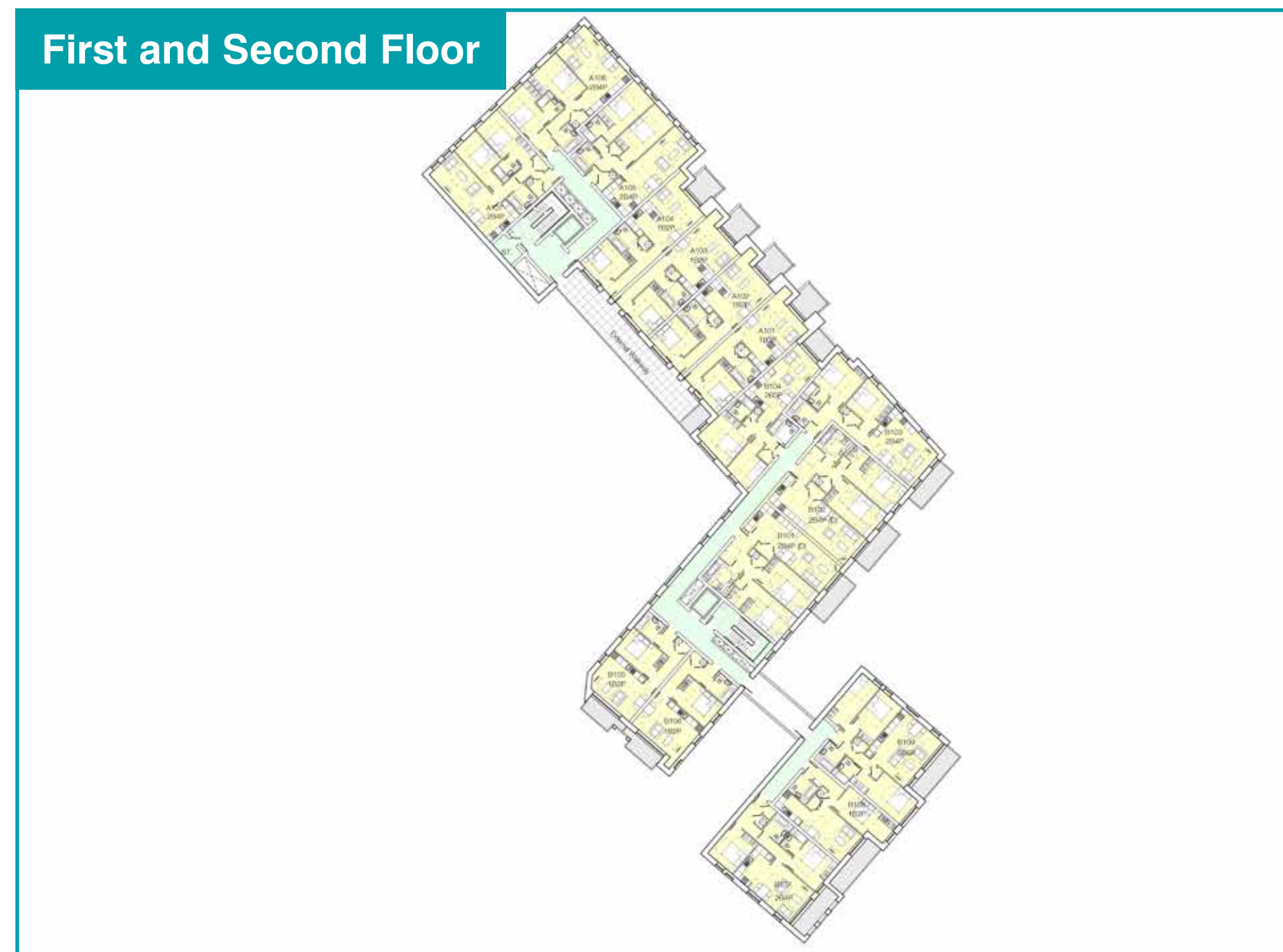
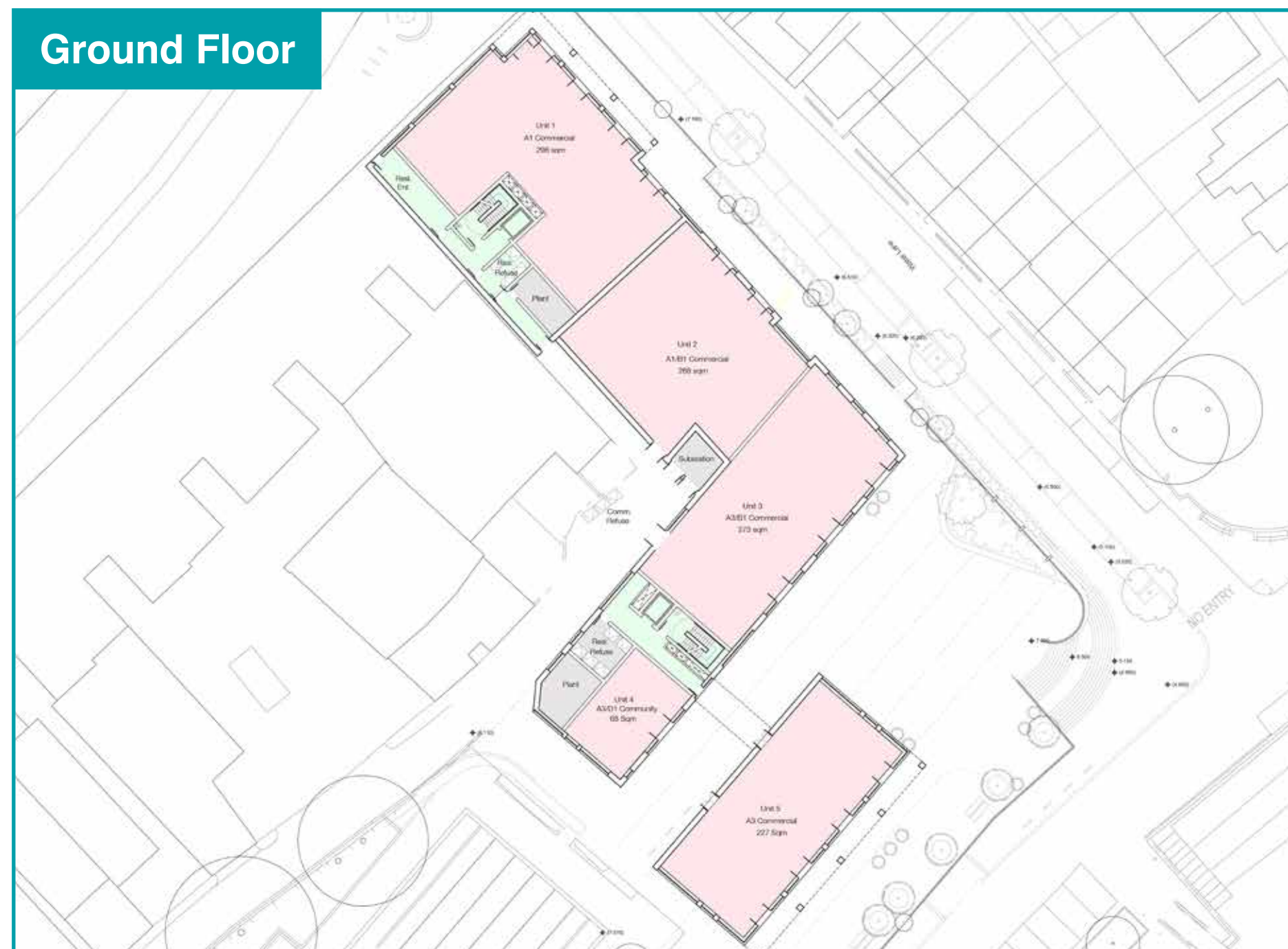
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BUILDING LAYOUT

The proposed plans have been developed in line with the London Housing Design Guide, local Planning Policy and liaison with the Borough's planning officers. The changes incorporated are a direct response to statutory requirements. The below floor plans show the mixed-use facilities across the site.



Ground Floor

The ground floor plan is predominately flexible commercial space with additional access and servicing for the residential accommodation located on the upper storeys. The King Street elevation proposes shops and retail outlets (use type A1) which is in keeping with the existing uses.

The Embankment and newly proposed square are surrounded by café / restaurants (use type A3), which will draw people to the area and provide active frontage to two sides of the square. The smaller unit adjacent to Diamond Jubilee Gardens has the potential for either café (use type A3) or community uses (use type D1) e.g. museum, public art, public / exhibition space. The units with Water Lane frontage could provide space for offices, start-up or growing businesses (use type B1). All the commercial space provided at ground floor is flexible and can be adapted based on the area requirements of future uses.

There are two main entrances to the residential accommodation, one located on King Street and the other off the street running towards Diamond Jubilee Gardens. Each core serves apartments and has lift and stair access (fully compliant with the Disability Discrimination Act requirements) as well as individual refuse stores.

First, Second and Third Floor

The layout of the first and second floors across both buildings are the same and consist of seven 1-bed, eight 2-bed and one 3-bed apartments, of which two per floor are accessible or adaptable. The northern stair core on King Street serves the apartments which directly look out onto King Street and Water Lane. This stair core also extends to the third floor, which has a smaller footprint due to the drop in building height towards the River. At this level there are four 1-bed and three 2-bed apartments. In addition at this level there is a roof terrace which provides additional shared amenity space.

The southern stair core serves the remaining apartments at first and second floor level, six of which are located in the building nearest the Embankment. These units are accessed via an open bridge link at first and second floor. This design enables the view to Diamond Jubilee Gardens from the square to be seen through the arching structure, creating a unique feature. It also enables more flexible space on the ground floor of the Embankment building and more active frontages on the walk through to the Gardens.

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BUILDING PROPOSALS – KING STREET

The King Street elevation maintains many of the design features previously presented at the last consultation, however it simplifies the window treatments and exterior openings keeping continuity with the existing terraced street. Instead of breaking the building with various heights and massing the proposal aims to continue the existing street scene. Breaking the elevation with simple brick piers and proportioning these to reflect the current environment.

The proposed façade has a base, middle and top, the stonework defines the retail space at ground level as well as the colonnade that wraps King Street onto Water Lane maintaining a strong street edge and active frontage. The red brick for the residential accommodation above has simple and modest window treatments; it replicates the existing proportions of the King Street buildings. This is also the case with the roof design that proposes a mansard roof that houses the third floor of residential accommodation.

This building completes the urban street scene providing the final 'book end' piece to King Street.



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BUILDING PROPOSALS – WATER LANE

The colonnade and proposed King Street window treatment wraps the corner of Water Lane. At the point where the colonnade ends the building steps back slightly, this is to ensure the more contemporary proposal is sympathetic to the colonnade and the existing context on King Street.

The Water Lane elevation proposes active frontage at both ground and the upper floors by providing business space at ground with projecting balcony bays above. The balconies are open to the southern side optimising the River views.

The materiality for this building is consistent with the corner element, using red brick and stonework in a slightly more contemporary way allows the flow of the streetscape to continue without feeling at odds with the surrounding context.

The elevation shows that the two buildings, at the end of Water Lane, are connected via a bridge link at first and second floor. This bridge link frames the view into Diamond Jubilee Gardens, a unique feature. It also enables more flexible space on the ground floor of the Embankment building and more active frontages on the walk through to the Gardens.



Please note the elevation is drawn flat on to Water Lane, it takes into account the splaying of the plan which gives the (false) impression that there is a gap between the bridge and the building.

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BUILDING PROPOSALS – THE EMBANKMENT

The Embankment building extends the urban character of Twickenham, whilst also acting as a transitional element between the Village, the River and Eel Pie Island. This is achieved through the use of different materials, tones and textures. The detailing is reminiscent of wharf buildings to reflect its waterside setting. The resulting building is rich in quality and creates a distinct riverside character through scale and materiality.

The main change from the previous consultation is a significantly smaller riverside building, providing the potential for the square. Additional seasonal “boathouse” style storage units will be provided to the Embankment frontage.



Embankment building



Return of Water Lane building, behind the Embankment building

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BUILDING PROPOSALS – DIAMOND JUBILEE GARDENS

The connection between the proposed buildings and Diamond Jubilee Gardens is important in providing a coherent design which links the square to the Gardens. The Embankment building has a restaurant/ café use at ground floor which activates the frontage and optimises views to the Gardens, whilst the main building has a smaller unit that directly links to the Diamond Jubilee Gardens event space which could be a café or utilised for other community purpose e.g. museum, public art, public/ exhibition space.

Through materiality, design and the bridge link between the two buildings they complement one another as well as creating a street, and view, from the square to Diamond Jubilee Gardens.

To allow for maximum flexibility on the ground floor of the smaller building on the Embankment a bridge link is proposed. This link will provide access to the upper floors, with stair and lift access contained in the adjacent building.



View from Diamond Jubilee Gardens

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LANDSCAPE & PUBLIC REALM 1



Landscape Masterplan

1. Square - public space for performances, markets and sitting out. Potential for water features, event lighting, and tree planting.
2. New trees and planting to Water Lane.
3. Feature seating steps and 'lookout' space
4. Terrace - public space with outdoor seating, space for sitting and watching the River.
5. Level access created between the Embankment and Diamond Jubilee Gardens.
6. Car park entrance, pavements widened.

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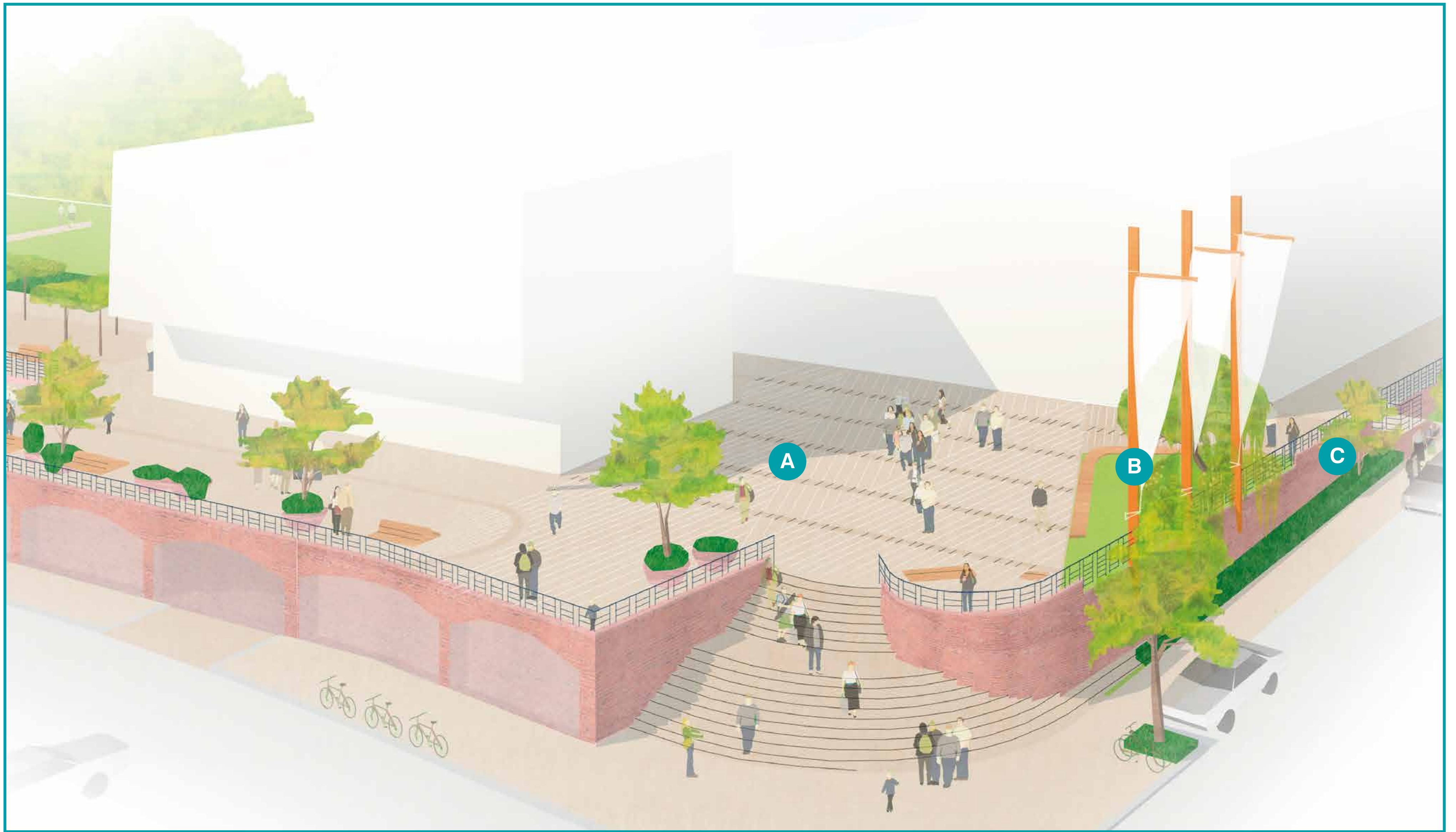
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LANDSCAPE & PUBLIC REALM 2

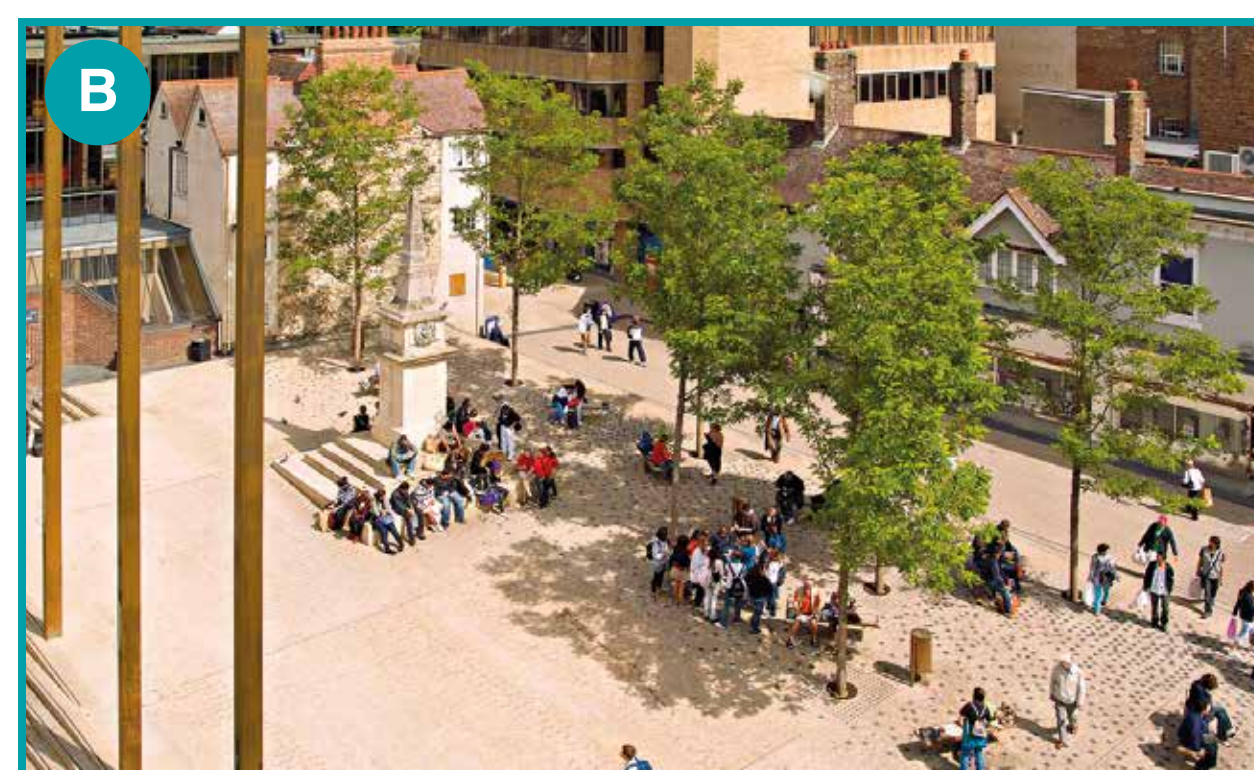


The above image shows what some of landscaping could look like. To the left is the informal walkway from the Embankment to Diamond Jubilee Gardens, which was the preferred option from the last consultation. The terrace, in front of what is likely to be a cafe or restaurant, will have benches and planters, offering a place to sit and enjoy the view of the River, the fact that it is raised allows for a better River panorama. To the right of the image is the square which is framed by 'masts'. These 'masts' reflect the River location, as well as providing a source of light, with lights built into them, for evening events. Below the 'masts' is an area of planting that will offer seating looking into the square and help to further frame the space.

LANDSCAPE & PUBLIC REALM 3



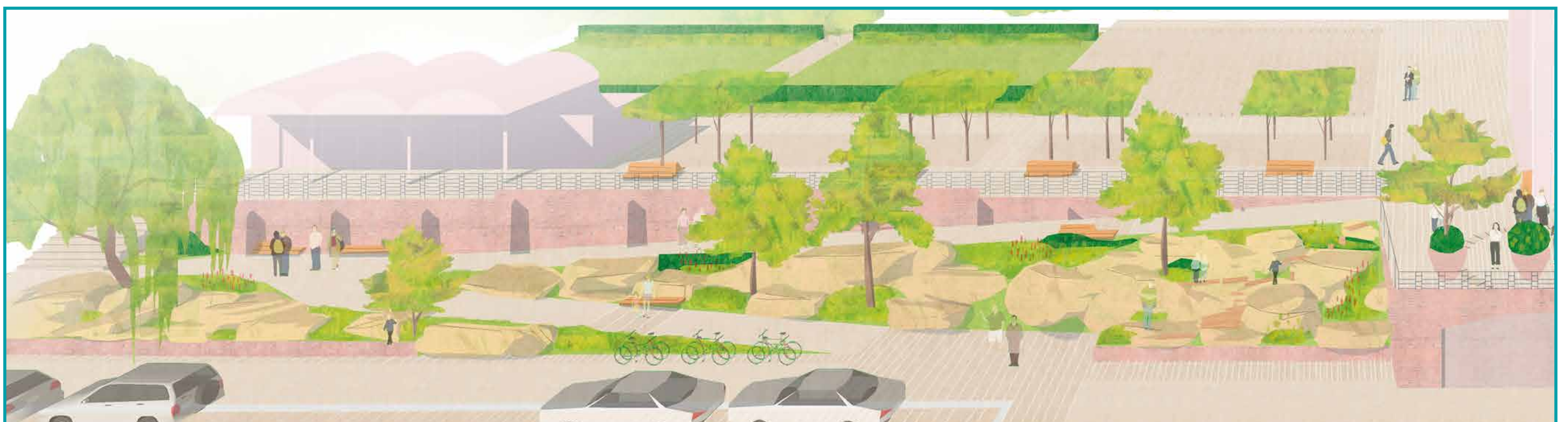
The square could have a water feature (indicative image above)



The square provides new opportunities for events and a place to meet. Potentially new dedicated lighting masts (indicative image above)



Water Lane footpath and steps



Sensitive integration with the Gardens, new access from the Embankment

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SERVICING, ACCESS AND PARKING

Existing Arrangements

The diagram shows the current parking provision in the area surrounding the site, which includes a mixture of resident, shared use, pay and display and business bays. Key areas for servicing and deliveries include the service road at the back of the King Street shops and three dedicated loading bays near Eel Pie Island Bridge.

The current traffic arrangement allows one-way traffic on Water Lane and Wharf Lane (with a contraflow cycle lane), whilst two-way traffic is permitted along the Embankment and along the service road. It is essential to recognise the role that these streets play in serving all road users, including pedestrians, cyclists and drivers. The Embankment, in particular, is crucial for local residents and businesses, including those on Eel Pie Island, as it caters for essential traffic movements in the area and attracts large numbers of visitors, particularly in the summer months.

Traffic and parking surveys were undertaken in November 2015, June 2016 and November 2016.

Key findings from surveys:

- At their busiest, the parking bays on Water Lane, Wharf Lane and the Embankment are 80% utilised
- Resident bays are used the most (84%-100% utilisation)
- There is spare capacity in shared use and pay and display bays
- There is spare capacity in Church Lane Car Park and on Riverside
- Loading arrangements should be improved to minimise conflict with pedestrians and cyclists
- Existing service road traffic should be minimised

	Existing	Proposed
Shared Use	53	43
Pay & Display	8	2
Business	7	7
Resident	14	19
Loading	3	5
Motorcycle	1	1
Ice cream	1	1

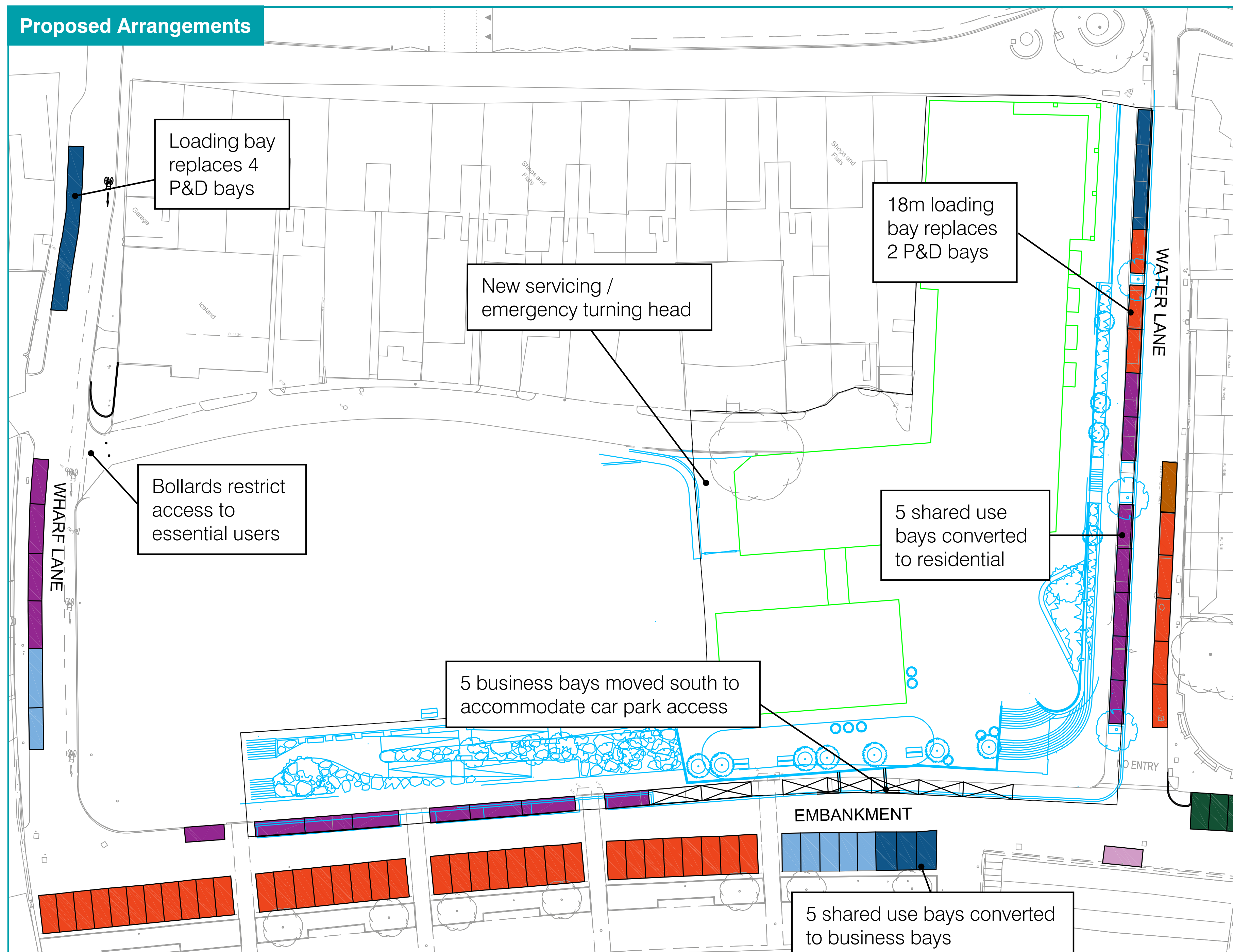
Existing versus proposed parking
(see next board for proposed)

Key

- Resident and P+D bay
- P+D bay
- Business bay
- Motorcycle bay
- Loading bay
- Resident only bay
- ST171 permit bay



SERVICING, ACCESS AND PARKING



Proposed Arrangements

We are looking to rearrange some of the parking spaces which fall outside of the area that will be under consideration as part of the Planning Application. This re-designation of parking bays is based on the transport surveys that have been carried out to date.

We are aware that parking on the Embankment has had mixed views and so separate to the Planning Application the Council, as Highway Authority, has commissioned further parking studies in the wider area.

These parking studies will not just look at current local parking needs but will consider demand going forward. We recognise that there have been calls for increasing the provision of underground parking, but it is more relevant at this time to consider a wider approach to parking in the area.

Key proposals:

- Five additional on-street resident car parking spaces
- All existing on-street business bays retained
- All existing parking demand to be accommodated with 10% spare capacity
- New turning head provided for servicing and emergency access, with bollards restricting access to essential users
- Two new large loading bays provided, minimising service road traffic and improving pedestrian / cyclist safety on Wharf Lane
- Parking for the new residential and commercial units will be accommodated within the under podium car park

Cycling

Through the provision of a new dedicated loading bay on Wharf Lane, delivery vehicles will no longer have to stop on the eastern side of the road. This will ensure the contraflow cycle lane is kept clear at all times, improving cyclist safety.

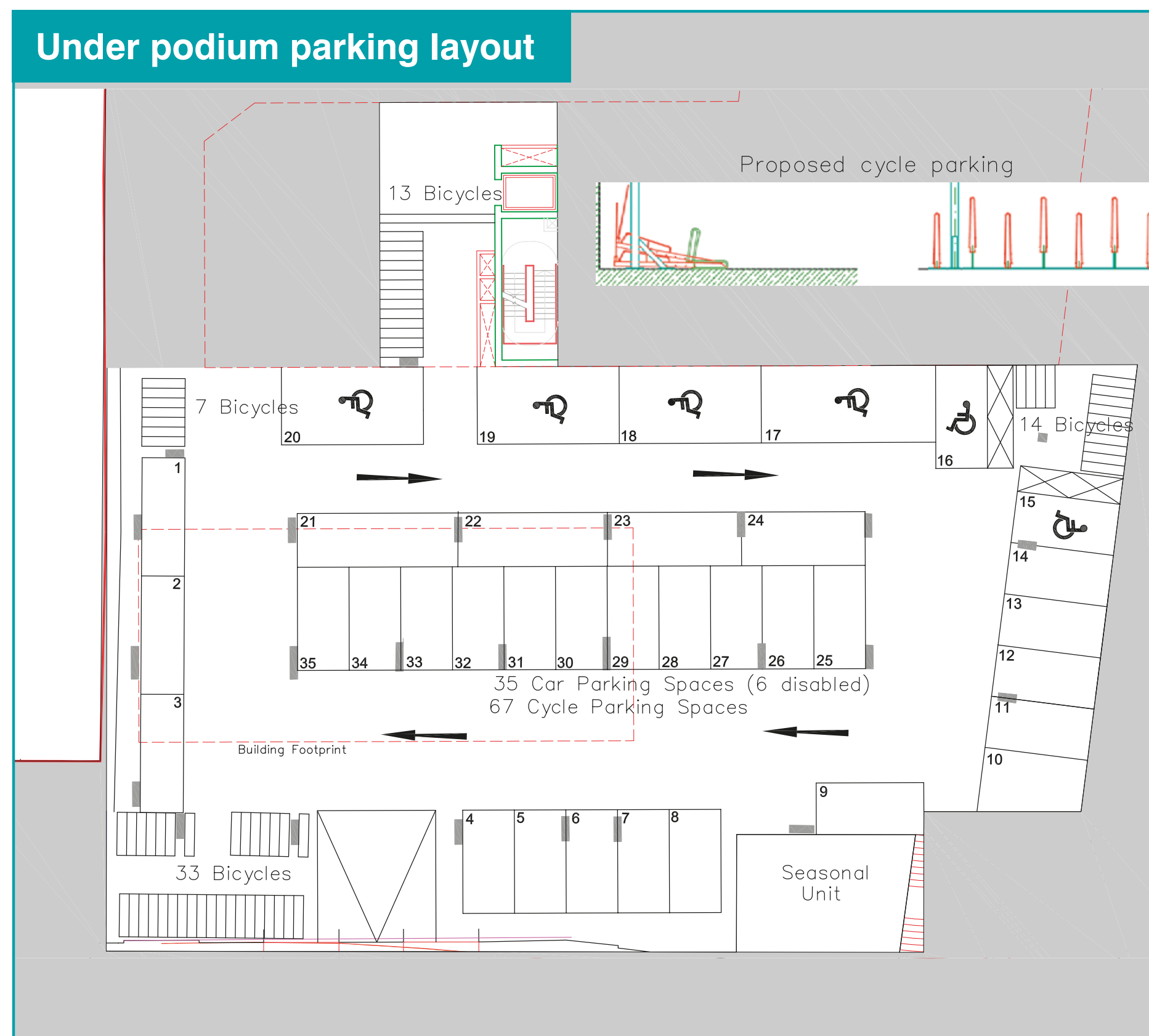
The proposed changes to the service road will limit vehicular activity to outside the peak hours, creating a safe route for cyclists to access the site from the west, without the need to dismount or use ramps.

There will also be 36 new short stay cycle parking spaces (see next board).

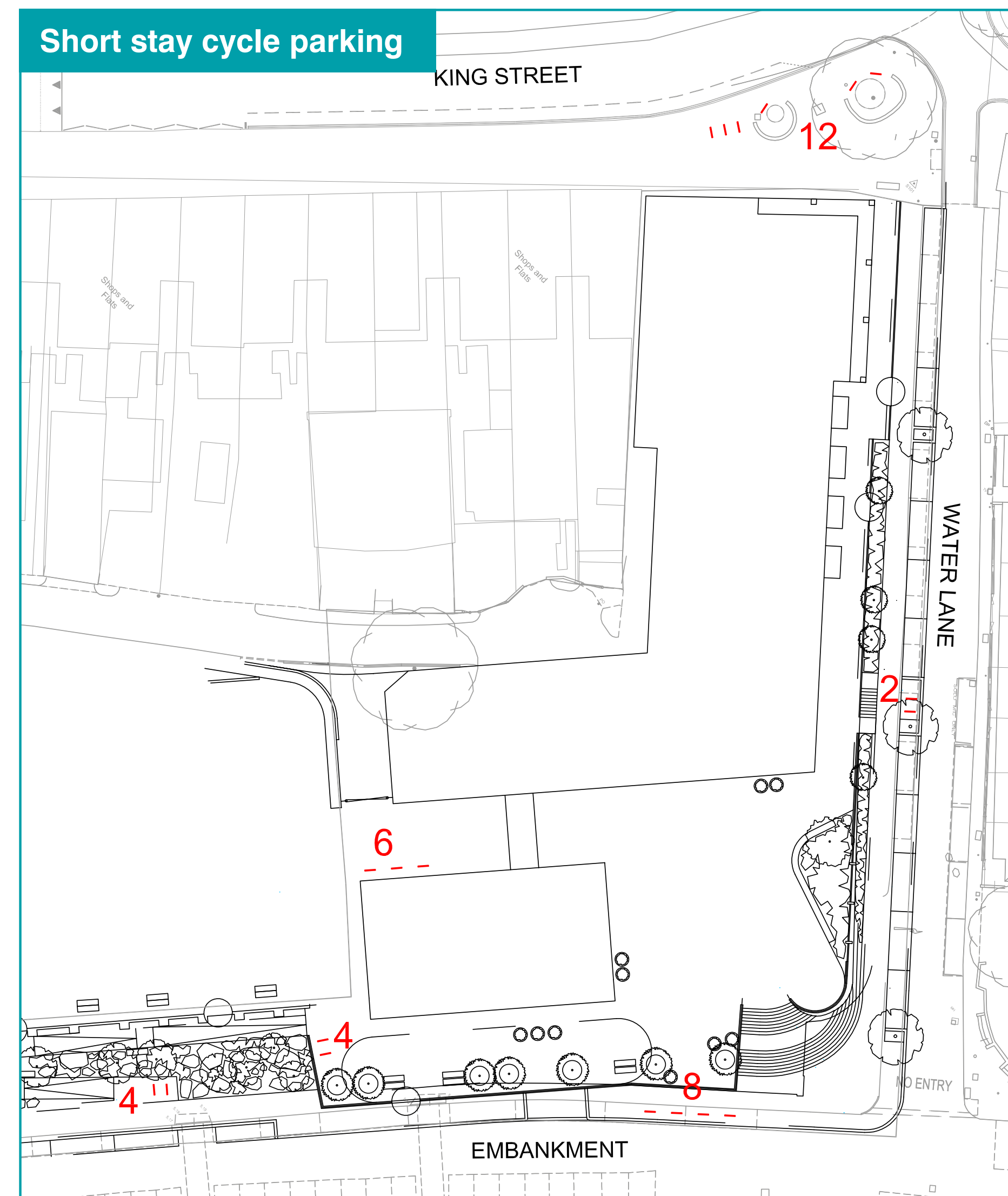
Key

*See previous board

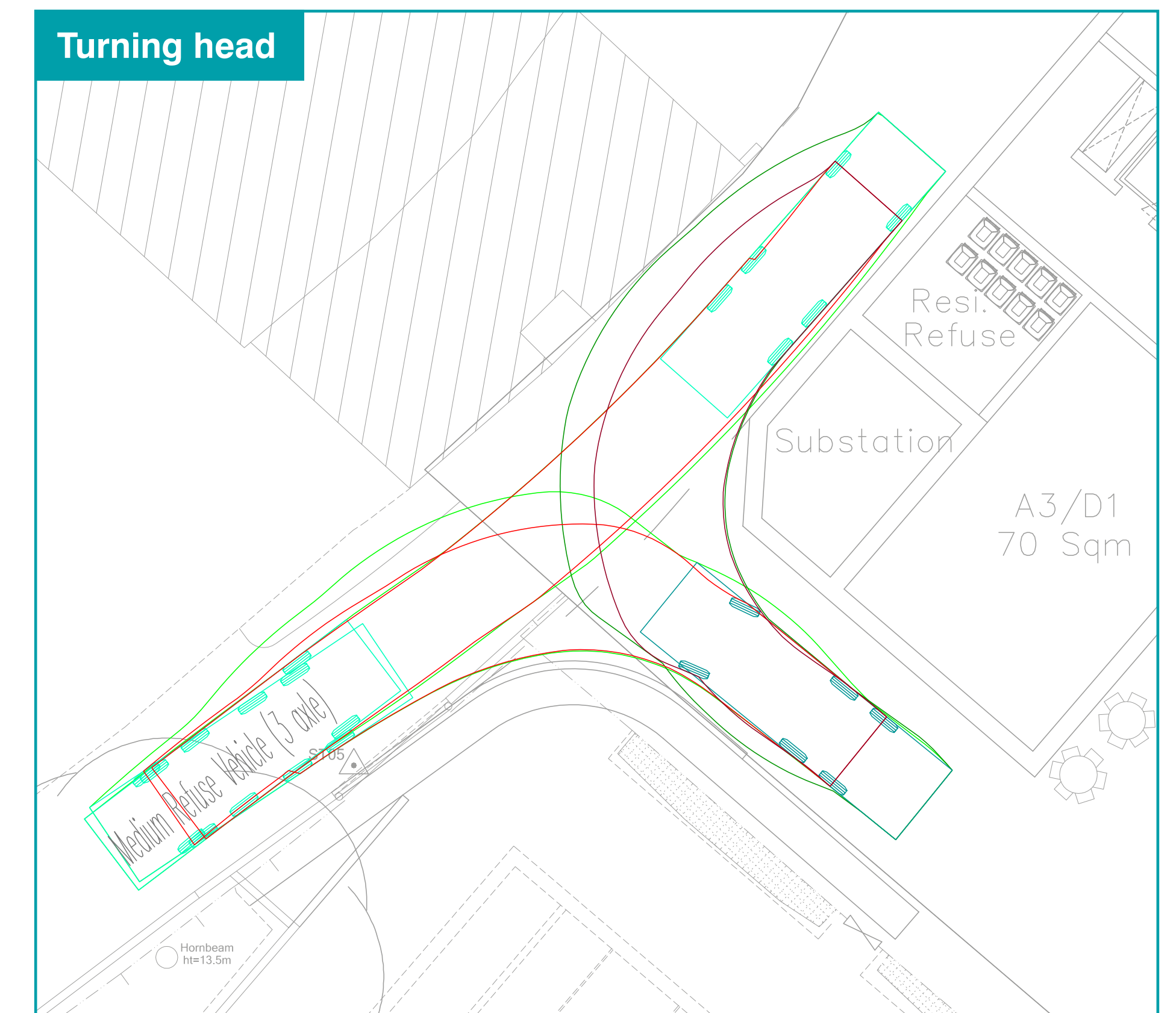
SERVICING, ACCESS AND PARKING



- 35 parking spaces (including six disabled spaces)
- 67 secure cycle parking spaces for the new residential and commercial units
- Vehicles access from the Embankment
- 'Seasonal' unit with access from the Embankment



- Red lines show the positioning of the proposed short stay cycle parking spaces (36 spaces)
- The numbers in red indicate the number of spaces available
- The 10 spaces on King Street at the top of Water Lane are new
- The eight spaces on the Embankment will be on the proposed extended footway

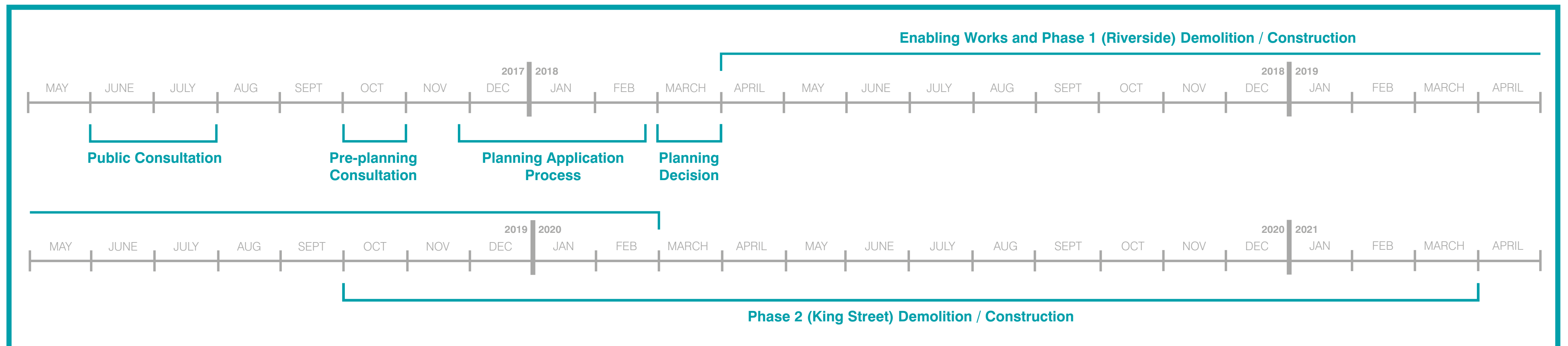


- Access to the service road, to the rear of King Street, will be restricted to essential users, with a rising bollard/s (or similar) at the Wharf Lane end
- The size of vehicles as well as the time of day that vehicles have access will be restricted
- Additional on-street loading bays will also be provided
- The servicing strategy will be underpinned by a Delivery and Service Management Plan

FURTHER CONSIDERATIONS AND NEXT STEPS

Timeline

The timeline below represents a target programme for design, planning determination and construction. The proposed next step is the submission of a detailed Planning Application by the end of November 2017. This programme is indicative and may change.



Development Key Issues

Flood Risk

The Environment Agency's indicative flood map shows that the site lies in Flood Zone 3 having an annual probability of river flooding greater than 1%. As a part of the Planning Application engineers will carry out a Flood Risk Assessment (FRA) focusing on the flood risk from watercourses and a detailed modelling exercise will take place to ascertain the flood levels at the site. Flood risk from surface water, groundwater, reservoirs and sewers will also be assessed.

The FRA will ensure that suitable flood mitigation measures are incorporated into the design and that flood risk is not increased elsewhere, to surrounding developments. Furthermore, a flood warning and evacuation strategy will be outlined, dealing with matters of evacuation, refuge and resilience measures to demonstrate that the development's users will not be exposed to flood hazards.

Financial Viability and Delivery

The financial appraisal needs to consider a number of elements: improvements to the public realm and uplift to the general Twickenham area; sympathetic development density; and the quality aspirations for the development. A straight financial appraisal of the development proposals, of cost versus direct revenues can only be undertaken when the scheme is fixed. Further work is continuing on refining costs and estimating revenues.

The Council, subject to further Cabinet decisions, is looking to take a long-term view on the development, even if this means providing some subsidy to the scheme to unlock the wider benefits for the town. A full viability assessment will be included in the detailed Planning Application. The options for procurement and delivery of this scheme are the subject of a paper that will be considered by Cabinet this month.

The Council is keen to retain control of the quality outcomes expected from the scheme and to this end, will play a leading role in the delivery of the scheme. Given the financial viability considerations noted above this may include (subject to future Cabinet decisions) taking more development risk to mitigate the cost of involving private developers.

Construction and Phasing

The proposal is to deliver the new buildings and public realm in two principle phases. A diagram showing the extent of the proposed phases is shown below.



Phase One: The first phase would include a preliminary demolition / enabling project in early 2018 and subsequent relocation of an electrical substation. The main works would commence shortly after (target June 2018), comprising: the development of the under podium car park; approximately half of the residential units and some commercial units; the space in front of Diamond Jubilee Gardens; the new square; and adjacent public realm improvements.

Phase Two: This phase would likely commence about 18 months after the commencement of phase one, with phases overlapping for approximately 6-9 months. Phase two would include: demolition of the existing commercial units; delivery of the remaining new build residential and commercial buildings on King

Street and Water Lane; and adjacent public realm improvements.

The entire construction phase is expected to be around 36 months in duration with a target completion date of the end of Q1 2021. We will seek to keep disruption to a minimum during the construction works. Construction access will use the existing one way road system with deliveries entering via Water Lane and then departing via Wharf Lane. As far as possible, all works and deliveries will be contained on the site.

Engineering considerations will include a site wide drainage scheme, developed to manage surface water up to a 1 in 100 year storm event, including the utilisation of Sustainable Drainage Systems (SUDS), such as green roofs, permeable pavements and rainwater harvesting.

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Transforming Twickenham

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AND ASSOCIATES

carey jones
chapman tolcher

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