

# 4.0 DESIGN PRINCIPLES



4.1 USE AND AMOUNT

- 4.1.1 The redevelopment of the site will offer the opportunity to provide a gateway development for Twickenham town centre, that reflects the importance of the site in relation to local residents as well as visitors (including international visitors) to Twickenham Stadium on event days.
- 4.1.2 The proposed development provides a total of 12,804 sq m of floorspace, to be located in three blocks (A, B and C) across the site. The floorspace is broken down into the following categories:
  - 439 sq m station ticket hall
  - 10,866 sq m of residential accommodation
  - 734 sq m of A1/A3 commercial space
  - 765 sq m of plant, core, cycle store and refuse space

STATION USE

- 4.1.3 The proposal represents significant station improvements. These are identified below:
  - A new, larger ticket hall
  - Refurbished platforms, buildings and toilets
  - The installation of lifts to platform level
  - New direct stairs to platforms

RESIDENTIAL USE

- 4.1.4 In greater detail, a total of 115 residential units (use class C3) will be provided within the proposed development. The residential floorspace is broken down into the following unit numbers:

Total Residential Figures (number of units):

Block	1 Bed	2 Bed	3 Bed
A	17	21	2
B	13	28	10
C	7	17	0
<b>Total</b>	<b>37</b>	<b>66</b>	<b>12</b>



Figure 4.1  
The station entrance

4.1.5 The internal size of the apartments average at the following dimensions (more details of the individual layout of apartments are provided in the following section):

- 1 bedroom: 59 sq m
- 2 bedroom: 77 sq m
- 3 bedroom: 99 sq m

#### RESIDENTIAL DENSITY

4.1.6 The site is 0.96 hectares and therefore has a residential density of 120 units per hectare or 333 habitable rooms per hectare. The residential density of the scheme sits well within the density matrix. It is therefore concluded that the residential density accords with planning policy and is appropriate for the location and accessibility of the site.

#### COMMERCIAL USE

4.1.7 Six commercial units will be located at ground floor level. Three of these (157 sq m, 144 sq m and 133 sq m) will be located within Block A. Three units (244 sq m, 31 sq m and 21 sq m) will be located within Block B. All of these blocks will comprise of either A1, A2,A3 or D2 uses.

4.1.8 The commercial units will increase the level of active frontages along London Road, and assist in making the Station Plaza into a lively and active area of public space.

#### AMENITY SPACE

4.1.9 In addition, a significant proportion of the site provides private and public amenity space through the provision of balconies, terraces and winter gardens for the apartments, together with a new public piazza, landscaped areas and the integration of childrens play space at ground floor level across the site.

4.1.10 Private gardens will be provided for 11 residential units in Block C at river level. In addition, 4 units within Block A, and 2 units within Block B will include private front gardens at bridge level.

4.1.11 All residential units (except 1) will include a private garden, balcony or roof terrace.

#### CAR AND CYCLE PARKING

4.1.12 A total of 41 car parking spaces are to be provided at river level underneath the building. 35 of these spaces replace the existing station car parking on the site. The residential element of the proposal will be car-free, with the exception of the provision of 3 disabled car parking spaces. In addition, 3 spaces will be made available for car club use.

4.1.13 A total of 250 covered cycle spaces will be located for station users, whilst a total of 160 covered cycle spaces will be provided for the residential element of the proposal.



**Figure 4.2**  
The station viewed from London Road



**Figure 4.3**  
The development seen from London Road, with the River Crane to the left

## 4.2 LAYOUT

4.2.1 The proposed development is split into three blocks (A,B and C) which are linked by a high quality area of public space. In greater detail, the elements of the development can be broken down as follows:

### RIVERSIDE LEVEL

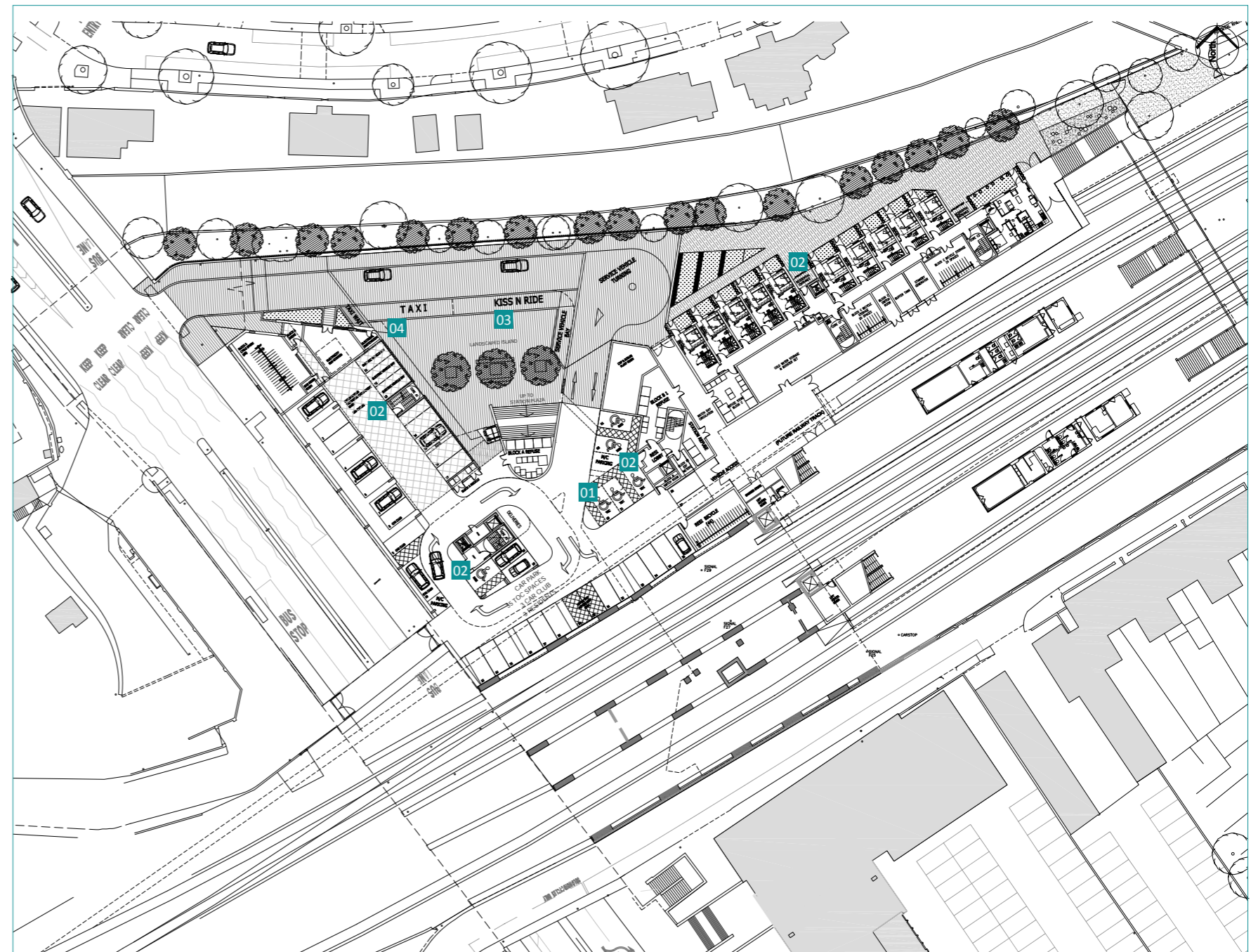
- 4.2.2 The riverside level of the development will comprise two functions; it will provide car parking and servicing facilities, generally underneath a new podium constructed across the railway tracks and it will provide a landscaped riverside walkway and area of shared surface open space.
- 4.2.3 Vehicular access remains from London Road. Cars entering the site will travel directly into the undercover car park, through an area of shared surface which also contains a kiss and ride area to drop off/pick up passengers.
- 4.2.4 An exterior staircase and lift will lead station users to the 'bridge' level and the station entrance.
- 4.2.5 Direct access to the residential cores of Blocks A and B will be obtained from the car park area. In addition, separate and secure cycle parking areas will be provided for the apartments.
- 4.2.6 The area of shared open space narrows towards the east and becomes a footpath that runs along the River Crane to link the site with Moormead Park.

### Block C

4.2.7 Access into the two residential lobbies of Block C will be provided from this area of open space. The ground floor properties will also have private front garden space that is representative of the more domestic scale of the block. The block will contain a total of 24 units, of which 22 will be dual aspect, duplex units (over two floors). The height of Block C will rise to a maximum of 4 storeys in height, with the top floor being set back from the northern elevation by 3m.

### Crowd Control

4.2.8 The layout of the site has also been designed to accommodate for event day crowds, with a specific area (between blocks B and C) set aside as a crowd control route that opens when crowd control is necessary. This is in addition to the opening up of the bridge linking platforms that also opens on match days. The intention is that crowds will have use of a much more efficient space than at present, and that people can be correctly managed to easily and quickly access the platforms.



**Figure 4.4**  
Site Layout Plan - Riverside Level

- 01 Disabled parking spaces area
- 02 Entrance to residential core
- 03 Pick up/drop off area
- 04 Taxi stand



**BRIDGE LEVEL AND ABOVE**

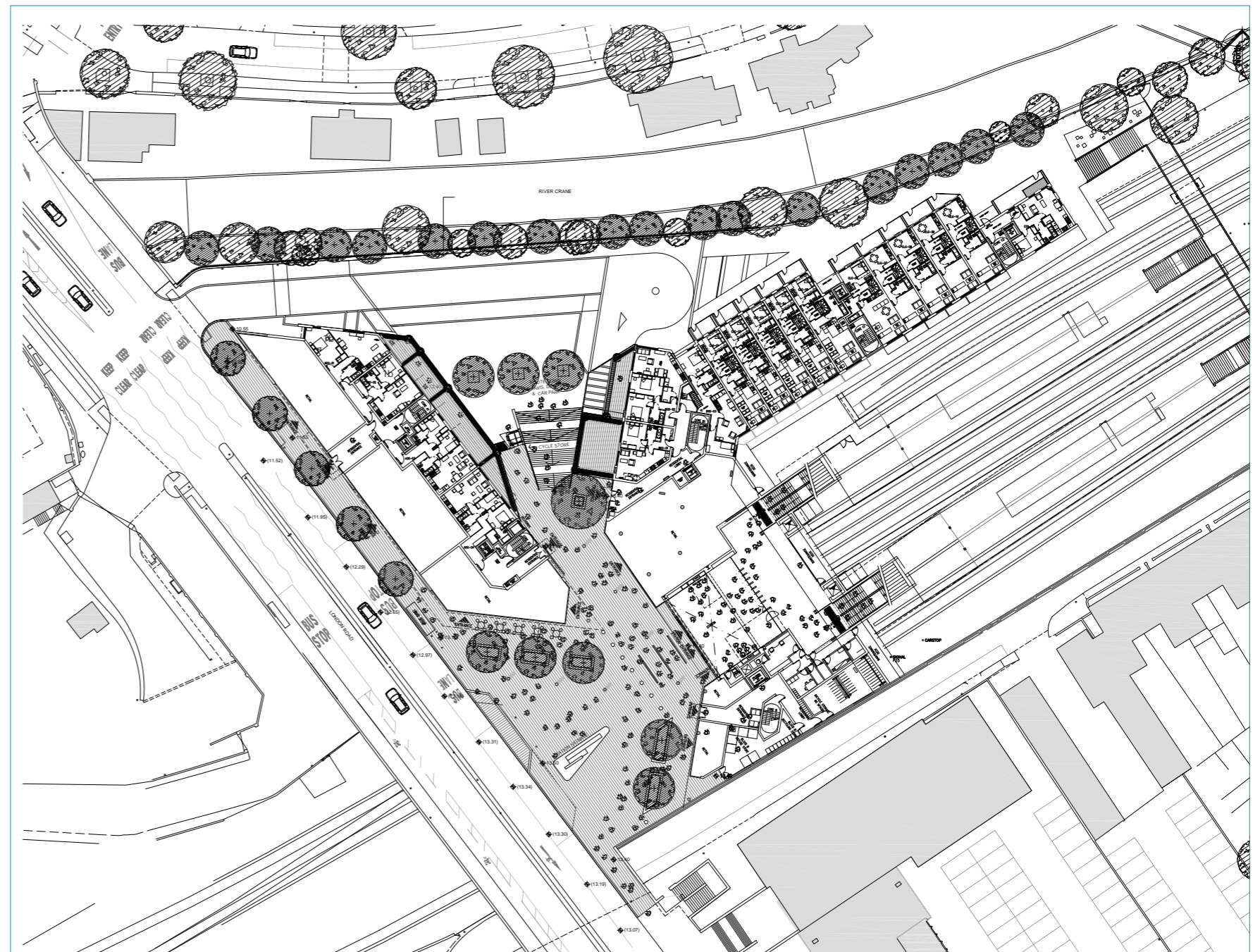
- 4.2.9 The bridge level of the development includes a public plaza, from which the station ticket hall and the residential elements of Blocks A and B are accessed.
- 4.2.10 The plaza can be accessed direct from London Road or from the staircase that rises up from the riverside level. The plaza itself will contain areas of hard landscaping and will provide an area of public space that is befitting of the gateway location into Twickenham.

*Block A*

- 4.2.11 Located parallel to London Road, Block A rises between 2 and 6 storeys above street level, it will contain a total of 40 residential units. At ground floor level, the block will include three commercial units that front London Road. Two cores will provide access to the residential apartments above. The core furthest to the south will provide access to 26 units, between ground and 5th floor, whilst the core further north will provide access to 14 units between ground and 4th floor.

*Block B*

- 4.2.12 Block B accommodates a total of 51 residential units, accessed by two core areas and rises to between 2 and 7 storeys above street level. One core is located to the north, and includes a lift and stairs that provide access to the 16 units which are located between ground and 4th floors. Another core is located immediately to the south, which provides stair and lift access to 35 apartments between 1st and 6th floor level.



**Figure 4.5**  
Site Layout Plan - Bridge Level

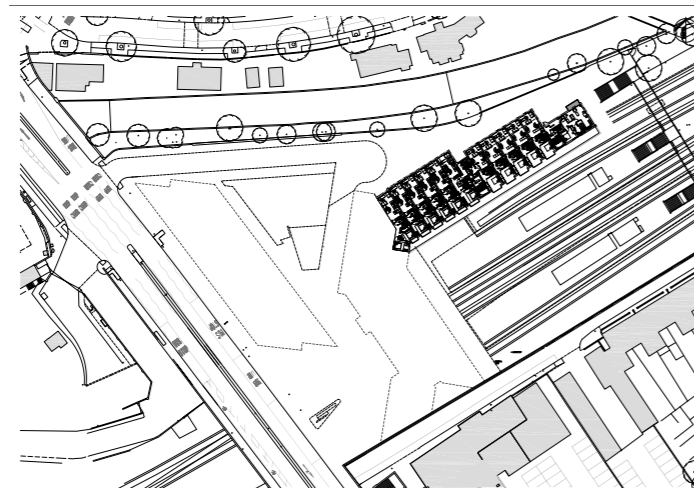


*Ticket Hall*

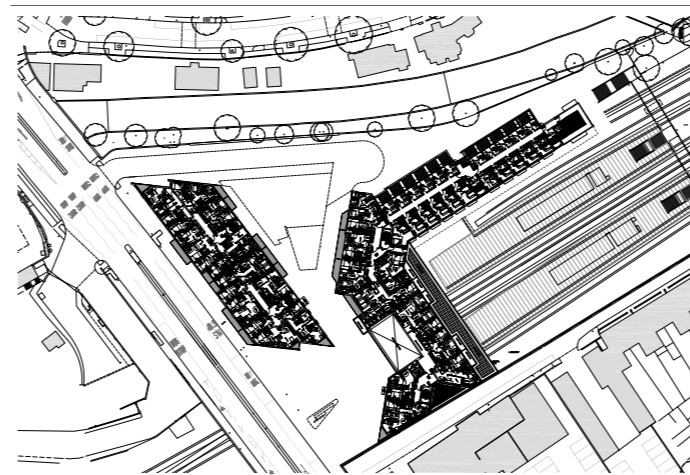
4.2.13 The station ticket hall will be relocated from its present location to be situated directly above the railway tracks. This will result in a significantly enhanced and faster route for rail passengers. The station entrance will be clearly signposted from London Road. Upon entering the ticket hall, rail passengers will travel directly through a row of ticket barriers and then descend by stair or lift to platform level. The ticket hall will include a ticket office, two rows of ticket machines and ancillary staff areas.



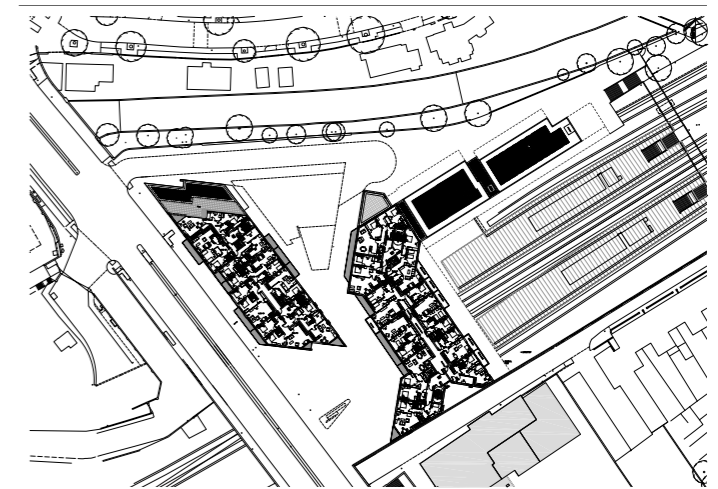
**Figure 4.6**  
The ticket office entrance



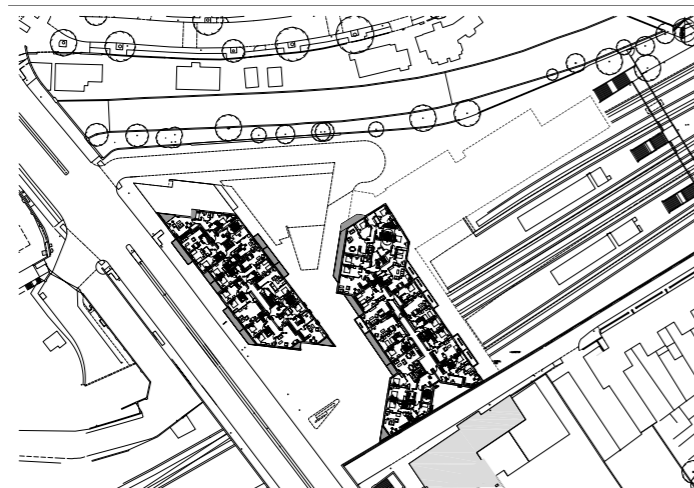
Upper Ground Floor Plan



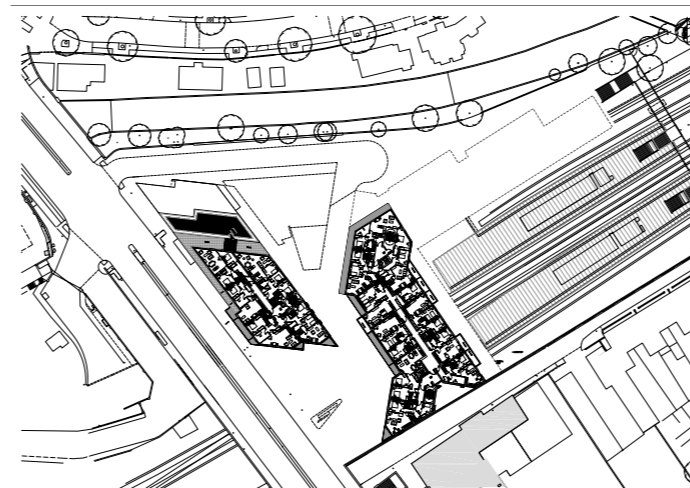
First Floor Plan



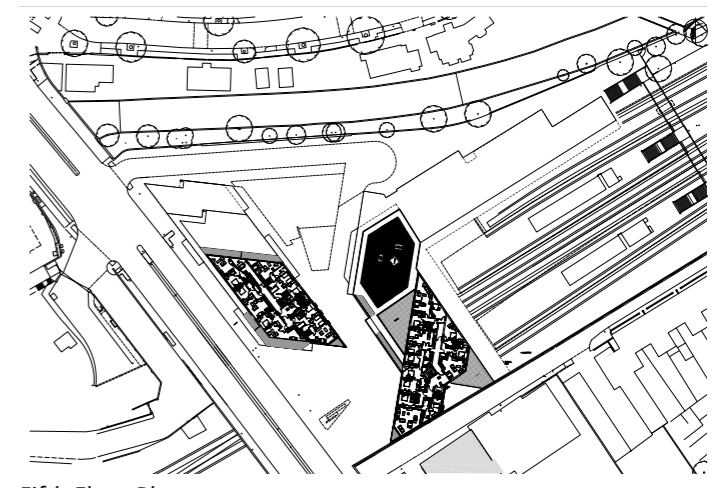
Second Floor Plan



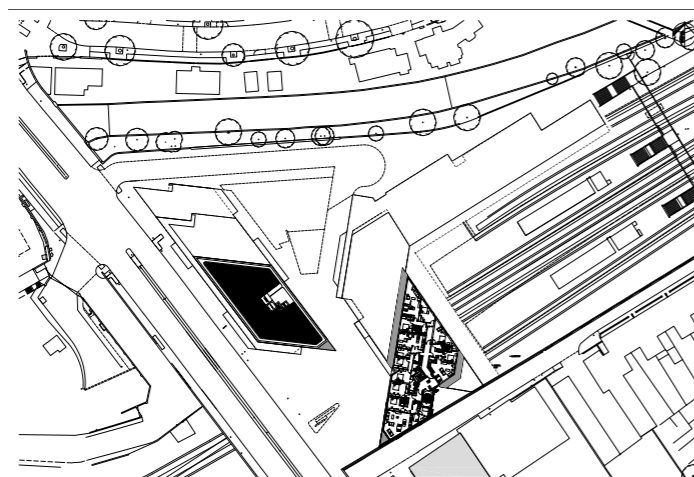
Third Floor Plan



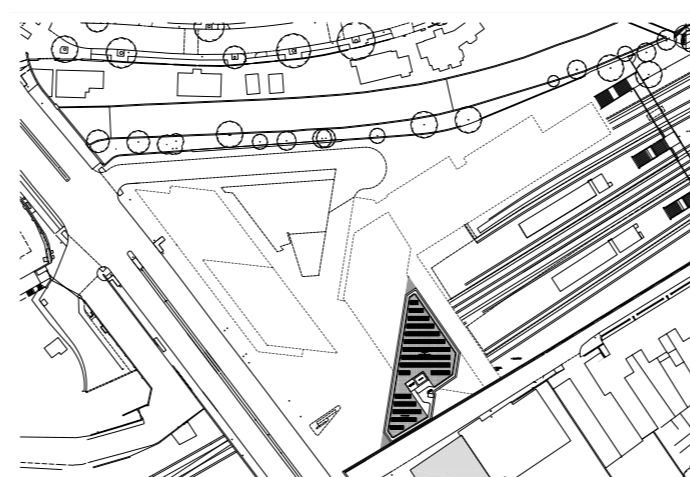
Fourth Floor Plan



Fifth Floor Plan



Sixth Floor Plan



Roof plan

**Figure 4.7**  
Floor plans

