

SECURE BY DESIGN

4.2.14 The development has been designed in conjunction with the Council's Secure by Design officer. In summary, the development provides the following:

- All public areas will be overlooked by balconies and windows of apartments.
- The ground floor commercial uses in Blocks A and B will provide active frontages that will assist in providing natural surveillance across London Road and the Station Plaza in particular.
- The cycle store for station users will be managed in order to reduce the risk of theft, whilst the residential cycle stores will be secure.
- The new route towards Moormead Park will be overlooked by residential properties in Block C.

4.2.15 In addition, figures 4.8 and 4.9 show the degree of overlooking that the proposed development exhibits. It is clear that all public areas are covered by natural surveillance from the residential apartments and ground floor commercial uses. This natural surveillance also extends to the riverside walk.

Figure 4.8
Safety strategy - riverside level

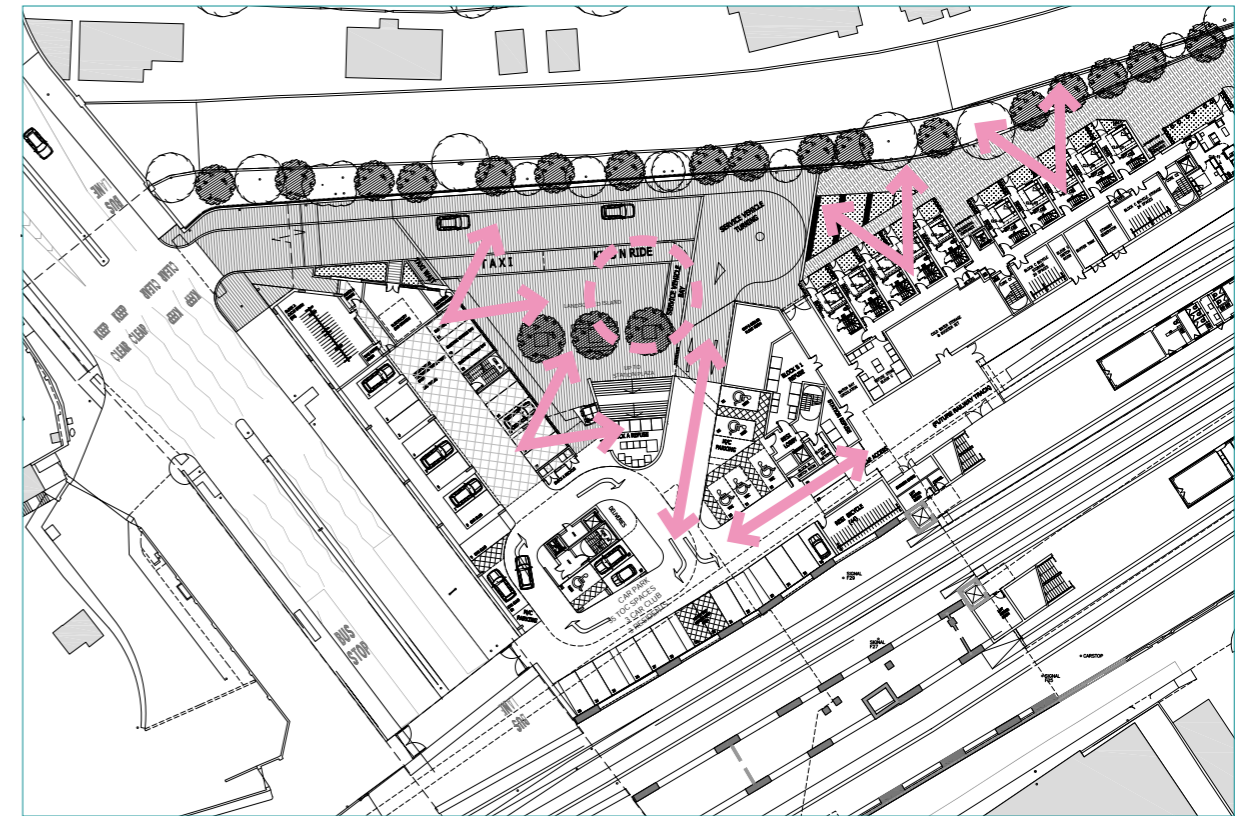


Figure 4.9
Safety strategy - bridge level



RESIDENTIAL LAYOUT

4.2.16 The residential layout of the development has been carefully considered in line with comments from CABI, the GLA and the Council. The layout has been designed to take into account overlooking, overshadowing, accessibility and sunlight and daylight issues. The proposed layout of the apartments is explained in more detail below:

Building Cores

4.2.17 There will be a total of 6 cores within the development. Each core will serve up to 35 flats. The use of multiple cores, enables the residential layout to be flexible enough to provide mostly dual aspect flats and eliminate the use of long internal corridors.

Orientation

4.2.18 There will be no single aspect, north facing flats within the proposed development. Given the orientation of blocks A and B, the vast majority of flats will face either in an easterly, southern or westerly direction. Those flats that do include an elevation facing north will be dual aspect. Notably, the flats within block C will all include north and south elevations.



Figure 4.10
Residential Core and Orientation Diagram



- Residential apartments accessed from one core
- Residential apartments accessed from two cores
- Cores
- Dual aspect flats (with one elevation facing north)

4.3 SCALE

- 4.3.1 The scheme has been designed to take into account the surrounding built environment and reflect its town centre location, whilst still taking into account the residential nature associated with Cole Park Road to the north and Mary's Terrace to the south.
- 4.3.2 Each of the three blocks has been designed to reflect its immediate surroundings in terms of scale and massing. When considered together however, these blocks will form a comprehensive and coherent development that provides a sense of place for both residents and rail passengers alike.
- 4.3.3 The general approach to the scale and massing of the proposal is to reduce the height and bulk of buildings as they stretch across the site, with the tallest building reflecting the urban scale of London Road and neighbouring buildings and the shortest buildings reflecting the more suburban form of properties along Cole Park Road. There is a significant opportunity to provide a key gateway building for the town centre, and its scale and massing must be representative of this fact, whilst still considering the general shift in built form from urban to the south and suburban to the north.
- 4.3.4 The characteristics of each block are dealt with in turn:

Block A

- 4.3.5 Block A fronts London Road and rises up to 6 storeys in height from London Road. Its highest point is to the south, adjacent to the public plaza. It provides a key extension to building frontages along London Road, filling in what is currently under-used town centre space. The stepped nature of the building from south to north also assists in defining the transitional nature of the space from suburban to urban. The distance between the closest building frontages of Cole Park Road properties and Block A is 24.7m.

Block B

- 4.3.6 Block B is located directly over the railway line and rises to 7 storeys in height from London Road. The tallest element of the building is located to the south of the site, adjacent to Regal House (although it is still 2 storeys shorter than this). Again, this block steps up from north to south, at 2nd floor level, and again at 5th floor level. This block is located approximately 25m from the closest residential property on Mary's Terrace, although it should be noted that there are no directly facing elevations.

Block C

- 4.3.7 Block C is located closest to the Cole Park Road properties, and is therefore more representative of these and the surrounding suburban nature. The majority of the block is 4 storeys in height, although it steps down to 3 storeys towards the east of the site, where land narrows, closer to the River Crane. The entire top storey of the block is also set back to reduce its visual impact. Figure 4.11 indicates the distances between facing

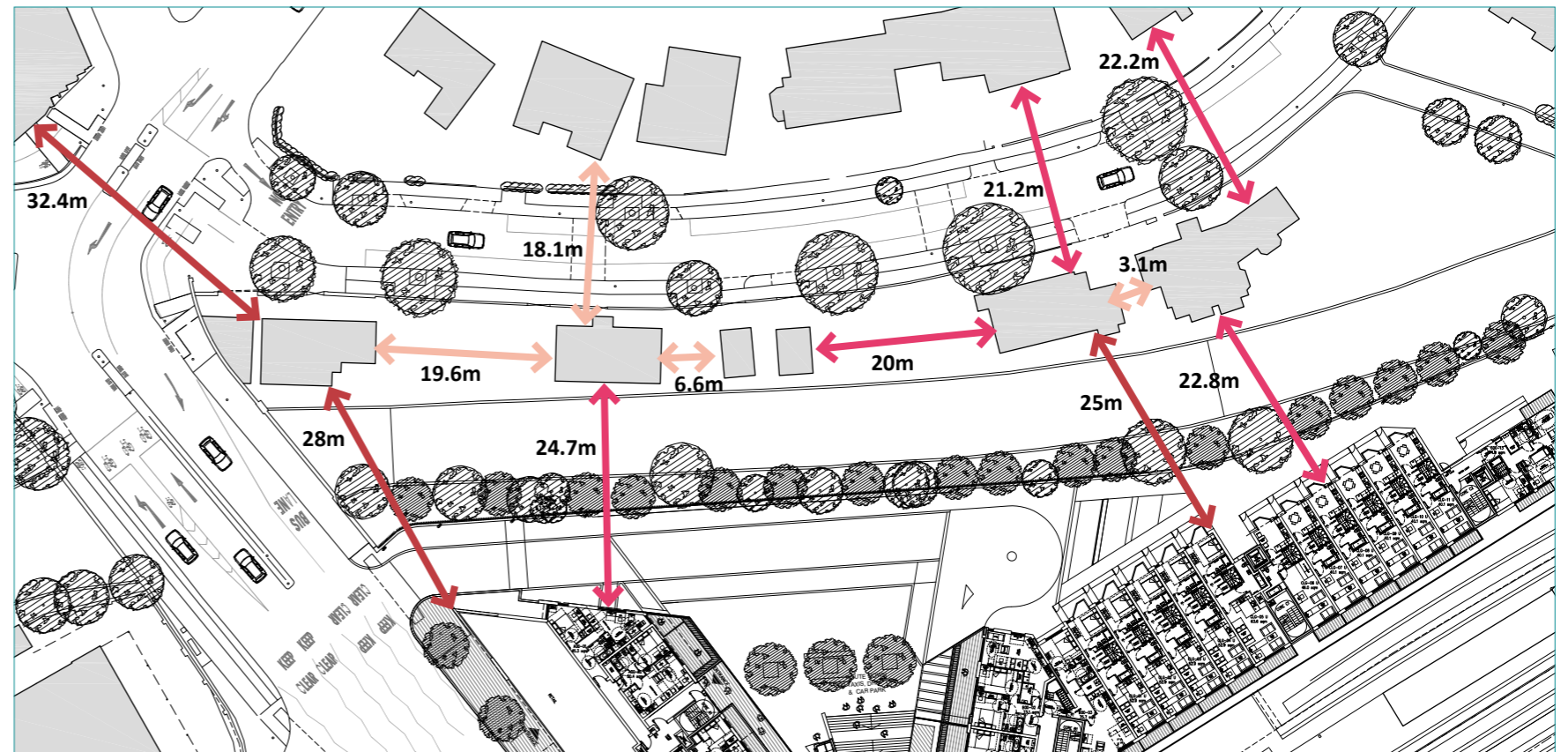


Figure 4.11
Building distance diagram



- Distance of less than 20m between facing walls
- Distance of between 20m and 25m between facing walls
- Distance of above 25m between facing walls

elevations of Block C and Cole Park Road properties. In addition, it should be noted that the distance between facing elevations of Block C and Mary's Terrace is approximately 50m.

VISUAL IMPACT

4.3.8 A key issue associated with the scale of the development is its impact on short and long distance views. The Visual Impact Assessment accompanying the application provides more detail on this with particular regard to the cumulative impact that the development will have when considered together with Regal House and its approved extension.

4.3.9 It is clear that the proposed development will not significantly impact on surrounding views. The images shown in Figures 4.12 to 4.14 illustrate this point (these images are taken from agreed locations with the Council).

4.3.10 To summarise, the Visual Impact Assessment concludes that:

- In conjunction with the Twickenham Station development, the Regal House extension would continue the London Road frontage and link the existing Regal House with the tallest part of the Twickenham Station development.
- The development will provide a street frontage and civic open space onto London Road to the north of the railway.
- The main effect of the Twickenham Station development (of filling part of the open sky which gives a partial sense of openness to the immediate context of Mary's Terrace despite the tall boundary wall to the railway immediately opposite), would not be increased from the existing situation.
- The varied building heights and open space proposals would help relate the developments to their surroundings and with each other.
- The later addition of development on the Royal Mail site would reinforce enclosure of the street along London Road and the bridge, providing a building frontage to the west side. It would be set back sufficiently to give a spacious quality to the street, while strengthening the visual connection between London Road to the south of the bridge and to the north at its junction with Whitton Road.

4.3.11 It is clear from the images (figures 4.12-4.14) that the development will create a "place of a high architectural and urban design quality", as advocated in Core Strategy policy CP7. The above summary indicates that the development will reinforce and improve the character of London Road, both in terms of mid, and short distance views through improving frontages and providing a cluster of buildings that define the area and provide a landmark for the town centre.



Figure 4.12
Photo montage of the view of the site from Richmond Hill



Figure 4.13
Photo montage of the site looking east from The Albany public house, Queens Road



Figure 4.14
Photo montage of the site looking north from pedestrian crossing at junction of Arragon Road and London Road.

SUNLIGHT AND DAYLIGHT

- 4.3.12 The accompanying Sunlight and Daylight report (prepared by Behan Partnership) concludes that all apartments have adequate levels of daylight distribution and all apartments have adequate levels of sunlight.
- 4.3.13 Importantly, the Sunlight and Daylight assessment has been prepared taking into account the extension to Regal House and it is clear that the construction of this will not impact on sunlight and daylight levels entering apartments.
- 4.3.14 Lastly, the report states that the River Crane does not fall under any permanent shadow resulting from the development.



Figure 4.15
Photo montage of the site looking south from London Road.

4.4 LANDSCAPE

LANDSCAPE PROPOSALS

4.4.1 Figure 4.16 provides details of the landscape proposals for the site, which have been developed by Whitelaw Turkington (full details accompany the application). The key intention is to provide a high quality public realm that offers:

- a transition between the more civic town centre space in front of the station ticket hall (the 'Station Plaza'), and the more intimate environment along the River Crane (the 'Riverside Square'), creating a new amenity destination on the riverside walk;
- the ability to accommodate the high number of pedestrian flows that occur at match days at Twickenham Stadium; and
- a pedestrian link via a nature walk leading to Moormead Park, alongside the River Crane.

BOUNDARY TREATMENT AND TREES

4.4.2 The existing trees alongside the River Crane will be retained, and a new path linking the Lower Plaza to Moormead Park will be provided. A robust timber screen along the edge of the Riverside Square will provide safe edge; a robust metal fence along the nature walk will protect the adjacent habitat. The creation of this path will open the currently neglected area along the River Crane to the public and improve the network of pedestrian routes within Twickenham.



Robust metal safety fence to the nature walk, ht 1.2m



Robust horizontal rail timber screen to edge of riverside square, ht 1.2m



Figure 4.16
Landscaping Masterplan (NTS)



- New riverside walk
- Existing tree
- Proposed tree
- Timber screen
- Metal rail fence