

Townscape element & sensitivity	Changes due to the construction phase; magnitude of change	Assessment of significance Construction
The character of the residential areas to north and south, their residential amenity, setting and tranquillity: High	<p>While there would be no direct impacts on the areas themselves, their context would be changed by the activities and features of the construction period. To the south, the changes would be relatively unapparent, mainly affecting Mary's Terrace as noted.</p> <p>To the north, the immediate context of the Cole Park Road area would be changed from the start of the construction process, with establishment of the site offices, compounds and facilities on the car park, and the 2.4m site hoarding. The main changes would occur during construction of Block C, which would be completed within the first 18 months, and later with construction of Block A and the higher levels of Block B in the latter 12 months. The end of the construction period would be marked by the activities of removing the site facilities and compounds, and completion of the plazas and riverside walk along the River Crane.</p> <p>There would be medium adverse change in the character of the setting of Mary's Terrace to the south, quickly reducing to just discernible or negligible with distance from the development. There would be considerable adverse change to the setting of the western part of Cole Park Road throughout the construction period, reducing for those to the east because of distance, orientation and intervening vegetation.</p>	Negligible generally, except at Mary's Terrace, as noted Major, adverse, throughout the construction period, at the western part of Cole Park Road, reducing to moderate or negligible beyond this immediate area, and short term
The townscape character in the vicinity of London Road bridge: High	<p>The immediately noticeable effect during construction would be the enclosure of the site with a 2.4m hoarding, the replacement of the pedestrian link from London Road to the platforms, and lane closures, materials delivery and cranes for construction of foundations and platform extensions. Construction of Blocks A and B over the following 12-14 months, accompanied by further lane closures, deliveries and cranes, would provide continuing activity and gradual change in the open character. Finally, the landscape works would establish the new character of the street with street trees and public plaza to the new station entrance.</p> <p>The disruption, activity and change would vary in degree throughout the construction, with periods of considerable adverse effect and an overall transition from the present open character to the new built form and street frontage.</p>	Major, adverse, at times during the construction period, reducing towards the end of the period as the new character emerges, intermittent and short term

Townscape element & sensitivity	Changes due to the construction phase; magnitude of change	Assessment of significance Construction
The amenity of passengers and others using the railway station: Medium	Passengers would experience very large changes during the construction period, with changes to the platforms initially, followed by the change to a temporary station facility for most of the period while the development is constructed, the disruption and intrusion likely to vary in degree through the construction period.	Major, adverse, at times during the construction period, reducing towards the end of the period as the new character emerges, short term
The character and setting of the public rights of way crossing the railway: High	The footbridges are local incidents on the routes of the public rights of way, and the effects of construction of the development would be localised and intermittent for the more distant routes, more noticeable from the route between Cole Park Road and Beauchamp Road to the east of the site.	Slight adverse or neutral, short term
The character and setting of the cycleway LCN 174 along Mary's Terrace and Amyand Park Road: Medium	The changes during construction would be most noticeable along Mary's Terrace when cranes would be located there and during construction of Block B, but due to distance and separation by intervening features, there would be little or no effect on the experience of the rest of the route, resulting in negligible change in its character and setting.	Negligible
The site: Low	The site would be a scene of constant change and activity for the duration of the construction period, resulting in a very large disruption of its features, elements and character. Major construction projects are not uncharacteristic of urban areas but the nearly 3-year construction period is a considerable duration, albeit ultimately resulting in townscape benefit.	Major, adverse, short term and reducing towards the end of the period as the new townscape is established

3.3 Impacts on views and visual amenity

3.3.1 In Tables 11 and 12, the view of the development available at each of the eleven viewpoints detailed in section 4.4 above is described, and the degree and nature of the change in the view due to the development analysed, to arrive at an assessment of the significance of the impact on the view of the proposed development, first after construction while the development in operation (Table 11) and then the effects during the construction period (Table 12). For each viewpoint, the existing view and a photomontage of the view with the development are set out on Figures L06-L16. A winter view is also provided for viewpoint VP8, from Cole Park Road, on Figure L23 and described in the tables. Section 5.2 draws the visual impact assessment together and relates the assessment to the main receptor groups, i.e. the people who would experience the views.

Table 11 View with development and assessment, in operation

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Operation
1	Pedestrians and people working in and using local facilities: High Others: Medium Passing traffic: Low	The development would be seen in the middle ground to the right of centre of the view beyond Regal House in the right foreground. Blocks A and B would be seen, continuing the building frontage to London road. The way into the station plaza formed by the two blocks would be apparent, and the new trees proposed to the front of Block A and returning into the plaza. The development would screen part of the large expanse of sky now seen over the horizon of the bridge. The change in the view would be considerable. Although the loss of the openness at the bridge would be noticeable, the street would be contained and defined by buildings of an appropriate scale and form, with discernible benefit to the townscape.	Pedestrians: Major, beneficial Others: Moderate, beneficial Passing traffic: Moderate, beneficial
2	Pedestrians and people using local facilities: High Others: Medium Passing traffic: Low	The main changes in the view would arise from Block A, its effect to provide enclosure of the street as it rises over the bridge in the middle ground and a continuation of the street façade of Regal House. In front of Block A, the proposed street trees would extend the tree canopy along the river into and along London Road. The bridge parapets and the vegetation along the River Crane would screen Block C from view and Block B would be screened by Block A. In this angle of view, the stepping back of each floor level reflects the rising slope of the bridge approach from Whitton Road. As noted for viewpoint 1, although the loss of the openness at the bridge would be noticeable, the street would be contained and defined by buildings of an appropriate scale and form, with discernible benefit to the townscape.	Pedestrians: Major, beneficial Others: Moderate, beneficial Passing traffic: Moderate, beneficial
3	Residents: Very high	Block B would be seen in the extreme left of the view, and part of the upper storey of the residential Block C to its right, with a narrow view of part of Block A beyond these. They would be seen obliquely from the properties along Mary’s Terrace, above the railway boundary wall that dominates the view. Due to the effects of perspective and the design of the buildings to descend in height to the north, much of the rest of the development would not be visible. The development would be an important addition to the view and would screen part of the open sky visible in the confined view from the street. It would represent a medium change which might initially be perceived as moderately adverse, but would be neutral in effect in the long term.	Residents: Moderate to Major, neutral

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Operation
4	Residents of Richmond Hill, people using the Gardens, a landscape of acknowledged importance and the visual qualities of the protected view, all: Very high	The proposed development would be seen to the right of Regal House, its roofline descending gently towards the right and largely absorbed by the tree canopy extending through the view. It would give emphasis to the centre of Twickenham in the view, but would not adversely change the visual qualities for which the view is celebrated. The change in the view would be localised, but not adverse.	Minor, neutral
5	Residents: Very high Others using the playing fields, allotments and the footpath link: High	The proposed development would be just discernible above the roofs of residential properties bordering the open space, in the background of the view. It would be an unimportant addition to the view, resulting in negligible change.	Negligible, neutral
6	Residents of the area: Very high Others using the footbridge: High	The proposed development would be seen to the left of the existing tall building, Regal House, in the background of the view, above the vegetation receding into the background along the River Crane and the railway. It would be a relatively unimportant addition to the view, resulting in localised, but not adverse, change.	Residents : Minor, neutral Users of the footbridge: Minor to negligible
7	Residents: Very high Pedestrians using the footbridge: High Views from the train: Low	The proposed development would be seen to the right of the existing tall building, Regal House, in the background of the view, separated by the vegetation along the railway. Its roof profile would descend gently to the right just above the lower rooflines of residential buildings in the middle ground. It would be an unimportant addition to the view, resulting in localised, but not adverse, change.	Residents: Minor, neutral Users of the footbridge: Minor to negligible Views from the train: Negligible

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Operation
8	Residents: Very high Pedestrians: High Buildings of townscape merit: Medium	<p>The development would extend through the arc of the view, from this viewpoint, filtered by the intervening vegetation and interrupted by the houses and garages on the south side of the street. In winter, more of the existing houses would be visible, framing the view through to the proposed development.</p> <p>The existing vegetation would break the roof profile of Block A in the right of the view, which would also step down further to the right, behind house nos. 2b and 2. In the centre of the view, part of Block B would be seen, forming the northern plaza. The lower, residential Block C and much of the lower storeys of Blocks A and B would be completely screened from view in the summer by the intervening vegetation. In winter, more of the buildings would be visible, filtered by the tree branches and winter twigs, with Block C seen extending to the left behind house nos. 2a and 4. From the houses and gardens, the riverbank and garden vegetation would provide partial screening and filtering. Bridge House, Regal House and the rear of the existing station buildings, are partly visible through the canopies at present, but would be replaced by the nearer buildings of the proposed development.</p> <p>As noted, the houses along this part of Cole Park Road (nos. 2, 2a, 2b and 4) face the site directly and some have less screening where the river bank vegetation is more intermittent. The additional planting proposed to the riverside and trees within the plaza would reinforce the screening and filtering effect within the medium term. The change in the view would be considerable and is likely to be regarded initially as a moderate adverse change from the present relative openness. The visual effect would be mitigated by the landscape design, the form of the buildings, stepping down in height and classical treatment of the terrace façades, and the additional planting proposed along the riverbank to east and west and within the northern plaza, which would be effective in the medium term in providing sufficient screening to reduce the effect to neutral.</p>	Residents: Major to moderate initially, becoming moderate in the medium term, neutral, for the residents on this nearest part of Cole Park Road Pedestrians: Moderate, neutral Buildings of townscape merit: Moderate, neutral
9	Residents: Very high School users: Medium Conservation	The houses along Cheltenham Avenue and associated vegetation would screen the development from view. The houses themselves are oriented towards Regal House, which is located immediately behind them, the houses on Amyand Road backing onto those on Cheltenham Avenue and, combined with the effects of perspective, providing mutual screening. Part of the roof garden	Residents: Negligible School users: Negligible Conservation area: Negligible Buildings of townscape

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Operation
	area: High Buildings of townscape merit: Medium	on the top floor of the residential block facing onto the river would be discernible above the roofs of Mary's Terrace and the nearer garden vegetation. The change in the view would be small and unimportant.	merit: Negligible

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Operation
10	Residents: Very high to high Users of the Albany: Medium Views from a conservation area: High	The proposed development would be a prominent addition to the view, seen above London Road bridge, to the right of Bridge House. The colour palette used in the proposed development would reflect those within the view. The new buildings would give enclosure and definition to a rather formless space. As noted previously, although the loss of the openness at the bridge would be noticeable, there would be discernible benefit to the townscape.	Residents: Moderate to Major, beneficial Users of the Albany: Moderate, beneficial Views from a conservation area: Moderate, beneficial
11	Users of the park and public rights of way: Medium	The proposed development would be barely distinguishable above the trees at the southern end of the park, even in winter, because of the density of vegetation in the open space beyond. The change in the view would be negligible.	Users of the park and public rights of way: Negligible.

Table 12 View with development and assessment, during construction

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Construction
1	Pedestrians and people working in and using local facilities: High Others: Medium Passing traffic: Low	The changes in the view during construction would be very apparent from London Road. The activities, delivery of materials, the cranes and other plant associated with the construction would occur in this view throughout the construction period. The construction of Blocks A and B would be prominent, especially as the superstructure rises to fill part of the open sky above the bridge. The changes in the view would be medium initially becoming considerable in the latter half of the construction period and, as construction activities are likely to be disruptive to the visual amenity, adverse.	Pedestrians: Moderate to major, adverse Others: Moderate, adverse Passing traffic: Minor to moderate, adverse All: short term
2	Pedestrians and people using local facilities: High Others: Medium Passing traffic: Low	As with viewpoint 1, the changes in the view during construction would be very apparent from this area. The activities, delivery of materials, the cranes and other plant associated with the construction would occur in this view throughout the construction period, as Block A, which is most visible in this view, would not be constructed until the last year of the construction period. Its construction would	Pedestrians: Moderate to major, adverse Others: Moderate, adverse Passing traffic: Minor to moderate, adverse All: short term

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Construction
		be prominent, especially as the superstructure rises to fill part of the open sky above the bridge. The changes in the view would be medium initially becoming considerable in the latter half of the construction period and, as construction activities are likely to be disruptive to the visual amenity, adverse	
3	Residents: Very high	Parts of the development under construction would be visible throughout the construction period: the upper storey of Block C, as it emerged above the concrete footbridge within the station, the cranes and delivery vehicles that would be using the part of Mary's Terrace between Regal House and the station, the construction of Block B, which would become prominent from the latter half of the construction period. That would largely screen the construction of Block A beyond. The view available from the properties would be oblique, and limited by the railway boundary wall opposite the houses. The construction activities would represent a medium change, partially affecting the visual amenity of the residential area.	Residents: Moderate to Major, adverse and short term
4	Residents of Richmond Hill, people using the Gardens, a landscape of acknowledged importance and the visual qualities of the protected view, all: Very high	The changes in the view during construction would be barely discernible as the superstructure of the taller parts of the development were under construction, and well contained within the wider panorama	Negligible, short term
5	Residents: Very high Others using the playing fields, allotments and the footpath link: High	Construction activities during construction of the superstructure of the taller parts of the development would be just discernible above the roof tops and tree canopy, in the latter part of the construction period	Residents: Negligible Others: Negligible All: short term
6	Residents of the area: Very high Others using the footbridge: High	The construction activities would result in localised changes in the view, likely to be an unimportant change for residents and a passing view for users of the footbridge	Residents : Minor or negligible Users of the footbridge: Minor or negligible All: short term

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Construction
7	Residents: Very high Pedestrians using the footbridge: High Views from the train: Low	The construction activities would be just discernible, glimpsed by residents and a passing view for users of the footbridge	Residents: Negligible Users of the footbridge: Negligible Views from the train: Negligible or none All: short term
8	Residents: Very high Pedestrians: High Buildings of townscape merit: Medium	The changes due to construction would commence with the enclosure of the station car park and establishment of the site offices and facilities. The activities and changes due to construction of all three blocks would be apparent at different times through the construction period, starting with Block C, which itself would screen the construction works of the rest of the development from view from the houses east of no. 4 Cole Park Road. Construction of Blocks A and B would be apparent through the second and third years from nos. 2, 2a and 2b on the south side of the road and 1-5 on the north side, the cranes initially and as the superstructures emerged above the tree canopy along the River Crane. The riverbank and garden vegetation would provide partial screening and filtering, but construction of the development would be apparent through the panorama of the view. The changes in the view would be considerable through most of the construction period for the western part of Cole Park Road, diminishing for those to the east once Block C was constructed, and intermittent for pedestrians.	Residents: Major, adverse Pedestrians: Moderate, adverse Buildings of townscape merit: Moderate, adverse All: short term
9	Residents: Very high School users: Medium Conservation area: High Buildings of townscape merit: Medium	The construction activities would be barely discernible in this view	All: Negligible or none
10	Residents: Very high to high Users of the Albany: Medium	The construction activities and changes as the development proceeded would be prominent in the view, occupying a significant part of the panorama. They would be apparent throughout the construction period, and likely to be	Residents: Moderate to Major, adverse Others: Moderate, adverse All: short term

VP ref	Receptors and sensitivity	View with development, role and importance; magnitude of change	Assessment of significance Construction
	Views from a conservation area: High	intrusive in effect.	
11	Users of the park and public rights of way: Medium	The changes and activities of the construction period would be barely distinguishable above the trees at the southern end of the park.	Users of the park and public rights of way: Negligible.

4 CUMULATIVE IMPACT ASSESSMENT

4.1 Introduction

- 4.1.1 Two other developments were considered in relation to cumulative impact: a proposed extension to Regal House to the south of the railway for a hotel development and redevelopment of the Royal Mail site to the west of the London Road bridge.
- 4.1.2 The Regal House extension has the benefit of full planning permission and information about the development was obtained from the documents submitted as part of the planning application (ref: 08/3063/FUL). This was the basis for incorporation into the computer model from which the photomontages were generated. Photomontage views of the proposed Twickenham Station development with the Regal House extension added are illustrated on Figures in 3-1, 3-2 and 3-3 (ES Volume II: Townscape and Visual Impact Assessment contains the full set of verified images).
- 4.1.3 The Regal House extension has been designed in form, materials and colour similar to those of the existing buildings and thus would appear as a continuation of the original building. In plan, it would extend from the north-west elevation of the existing building to the boundary with Mary's Terrace and north-eastwards to the boundary with a garage court, beyond which are the houses on Mary's Terrace. The area to be occupied by the extension is currently surface car parking at the lower Mary's Terrace street level, bounded by a 1.5m high (approx.) wall to the street. The building is proposed to be stepped in height, the tallest, 10 storey, part along the London Road frontage, stepping down to 3 storeys next to the garage court.
- 4.1.4 The Royal Mail development is in the very early stages of planning and insufficient information about it was available for detailed illustration and assessment purposes. Architects Rolfe Judd have outlined a possible form for the development taking into consideration current policy and guidance. Royal Mail has been consulted but has had no input into this design solution. The possible scheme indicate a series of development blocks at the lower level of the site, set back from London Road and bridge, larger blocks facing onto London Road and sweeping in a curved frontage to an open area along the River Crane, forming the northern side of the site. Smaller blocks would be arranged in streets and courts, forming a street frontage to railway cottages on Brewery Lane on the southern side of the site.

- 4.1.5 Maximum block height is envisaged to be 5 stories. For the purposes of the assessment, it is assumed that materials and finishes would be consistent with those of the surroundings, including the Twickenham Station development.
- 4.1.6 The Sustainable Urban Development Study prepared by Turley Associates on behalf of the Council to inform the Core Strategy states that: *"There is an opportunity to create a cluster [of tall buildings] around the station area which would create a landmark and aid the legibility within the local area. Any future tall buildings should not exceed generally nine storeys in height in order not to break the horizon as viewed from the Arcadian view on Richmond Hill. Also a range of heights should be pursued to ensure more interesting and varied skyline"*.

Cumulative effects

- 4.1.7 Cumulative effects may be defined as:
- Combined: townscape and/or visual effects of the Twickenham Station proposal added to those of other developments, e.g. where Twickenham Station could be seen with other similar developments from particular vantage points, either within the same angle of view or in different angles of view from the same point
 - Sequential: visibility of first one development and later another, at different places as one moves through the area
 - Temporal: effects accumulating over a period of time on the townscape or visual amenity, from this proposal and other developments.
- 4.1.8 Construction of the Twickenham Station scheme would commence while the Regal House extension was in progress, which would be completed part way through construction of Block C of the Twickenham Station development. The townscape changes of the two developments would, therefore, be part of a continuum, and unlikely to be perceived as a separate, sequential cumulation of effect or a cumulation of effect over time – except the time period of their construction. Because of their proximity, where the two developments were visible, they would be seen in the same angle of view at any viewpoint. Therefore, the cumulative effects would be the combined effects of the Twickenham Station development in conjunction with the Regal House extension.

- 4.1.9 It is likely that both these developments would be completed and in operation by the time the Royal Mail Sorting Office Site development commenced. Twickenham Station and Regal House together would effectively screen and separate the Royal Mail Site development from the areas to the east of the station. Cumulative effects in combination with Twickenham Station development may be experienced on London Road and the London Road/Whitton road junction and from the eastern edge of Queen's Road conservation area.
- 4.1.10 As the Royal Mail Sorting Office Site development would follow completion of the Twickenham Station development, there would be temporal effects. Because of proximity, the Royal Mail Sorting Office Site development would be seen in the same angle of view as the Twickenham Station development. In moving around the area, from east of Twickenham Station development, the Royal Mail Sorting Office Site development would be screened but would come into view as one emerged onto London Road or passed from Mary's Terrace to Station Yard under London Road bridge. There would therefore be sequential visual effects.

4.2 Townscape effects

- 4.2.1 In conjunction with the Twickenham Station development, the Regal House extension would continue the London Road frontage of tall buildings and link the existing Regal House with the tallest part of the Twickenham Station development. Without the Regal House extension a relatively wide gap would remain between the two buildings, which would be partially filled by the extension, leaving only a narrow gap at Mary's Terrace. The openness to the west of the bridge would be retained along the railway lines and Station Yard, but the Royal Mail Sorting Office development would establish a street frontage to the west between the railway and the River Crane. The green space proposed along the river Crane west of Coles Bridge would complement the plazas associated with the Twickenham Station development and enhance the value of the new footpath link along the River Crane, linking the areas to east and west of London Road separate from the road network.

- 4.2.2 The Regal House extension would bring the tall buildings of the town centre closer than the Twickenham Station development to the smaller scale residential area of and surrounding Mary's Terrace. However, the main effect of the Twickenham Station development would be to fill part of the open sky which gives a partial sense of openness to the immediate context of the terrace despite the tall boundary wall to the railway immediately opposite. That effect would be not be increased. The orientation and stepping in height of the Twickenham Station development away from Mary's Terrace would be effective in retaining some of that openness. The Royal Mail Sorting Office Site development would not affect this area and there would be no cumulation of effect with it.
- 4.2.3 The Twickenham Station development would screen the Regal House extension from the Cole Park Road area and there would be no additional effects. As the Royal Mail Sorting Office Site development would follow some time after the Twickenham Station development, it would be screened from the Cole Park Road area, and is likely to be apparent only from the area of the junction of Cole Park Road and London Road. The Royal Mail Sorting Office Site development might be more apparent from the Grade II listed Heatham House, but mature trees within the grounds of Heatham House and the vegetation associated with the River Crane would provide separation and screening from the development.
- 4.2.4 The minor adverse or less effects of the Twickenham Station development on other sensitive receptors such as conservation areas, listed buildings, or public rights of way, would not be increased when assessed in conjunction with the Regal House extension or Royal Mail Sorting Office Site development. The three developments together would create a new townscape character in the centre of Twickenham, forming a gateway between the areas of Twickenham to south and north of the railway and River Crane and accentuating the centre of the town in views from the surrounding area. The varied building heights and open space proposals would help relate the developments to their surroundings and with each other.

- 4.2.5 During the construction period of the Twickenham Station development, short term major adverse effects were assessed on the immediately surrounding areas. Construction of the Regal House extension would be in progress during the foundation works within the Twickenham Station development and, as noted, would therefore form a continuum. Construction of the two developments in conjunction is unlikely to increase the effects assessed, either on the immediate surroundings or further afield. Construction of the Royal Mail Sorting Office Site development would not occur until after both the Twickenham Station and Regal House developments were in operation, so there would be no cumulation of construction effects in combination. There would be temporal cumulation of construction effects, over a time period beyond the construction of the Twickenham Station development, but not experienced as greater adverse effect, as the RMG development site is separated from the Station site by London Road and bridge, and the effects are likely to be well contained by the site's boundary features.

4.3 Visual effects

- 4.3.1 The beneficial visual effects for people in the immediate surroundings of the Twickenham Station development would be slightly enhanced by the addition of the Regal House extension, in views from east and west, where the gap between the buildings would be reduced by the Regal House extension and they would appear as an integrated cluster. The later addition of the Royal Mail Sorting Office Site development 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.
- 4.3.2 There would be no additional adverse visual effects on Cole Park Road residents in conjunction with Regal House extension and Royal Mail Sorting Office Site development, as the Twickenham Station development would completely screen Regal House extension from view and only oblique views from the junction of Cole Park Road and London Road. From Mary's Terrace, Regal House extension the Twickenham Station development would be seen in conjunction only in a narrow framed view along the street, with the Regal House extension to the left and from the Twickenham Station development to the right. The houses are oriented away from the developments and any views available would be oblique. Currently Bridge House is seen above the roofline of Mary's Terrace, which would be replaced by the Regal House extension, stepping down in height towards the houses.

- 4.3.3 From the Queen's Road-Station Yard area, the RMG development would be seen as a continuation of similar development in the left of the view, beyond the railway.
- 4.3.4 Any adverse visual impact assessed would not be increased when the impacts of Twickenham Station development is considered cumulatively with those of the other two developments.

4.4 Conclusion

- 4.4.1 Adverse effects of the Regal House Extension and Royal Mail Sorting Office Site developments cumulatively with the Twickenham Station development would be short term, associated with the construction phase. Once established, the three developments together would create a new townscape in the centre of Twickenham and, as anticipated in the Sustainable Urban Development Study, would combine in the long term to provide enhanced public realm, pedestrian links and green space.

5 SUMMARY AND CONCLUSIONS

5.1 Summary of townscape impacts

- 5.1.1 The principal effects of the proposed development would be on the local townscape, replacing the openness and views of large skies with large buildings, which would link the larger buildings of the town centre to the south of the railway with the domestic scale buildings to the north. The development would continue the built frontage along London Road, across the open area associated with the bridge, varying in height to relate to the different scale buildings immediately adjacent to the site. The layout of the development in three main blocks provides generous public open space with plazas to the two main entrances, from London Road and from the River Crane frontage to the north. The development would provide an appropriate station approach and frontage, and street trees along London Road and in the plazas. As part of the development, a footpath link would be provided between the northern plaza along the River Crane north-east to Moor Mead Park. These have all been assessed as beneficial impacts on the townscape: a major benefit to the townscape around London Road bridge, in the character of the station site and in the amenity of users of the station, and a moderate benefit to public rights of way in the area.
- 5.1.2 Moderate to major impacts were assessed on the character of the setting of the western part of Cole Park Road residential area to the north, bringing a large built development of mixed uses closer to them. However, it was assessed that that adverse effect would be localised and adverse effects would reduce with distance from the development, especially as the existing vegetation and proposed planting along the River Crane becomes effective in providing strong separation and screening. The effect on the character and setting of the residential area of Mary’s Terrace (and the buildings of townscape merit there) was assessed as moderate, due to loss of the openness currently provided by the station site, although the major part of the development would not be apparent.
- 5.1.3 Townscape effects on other sensitive receptors such as conservation areas, listed buildings, or public rights of way, were assessed as minor adverse or less.

5.1.4 During construction, short term major adverse effects would result from the activities, disruption and changes during the construction period, principally on the immediately surrounding areas: on the townscape of London Road and on the character and setting of the residential areas of Mary’s Terrace, at times during the period, and within the site and on the western end of Cole Park Road, throughout the period. At other times and further afield, the effects would be moderate adverse or less, and short term.

5.2 Summary of impacts on visual amenity

- 5.2.1 Major beneficial visual impact was assessed for pedestrians and viewers in the London Road area, where, although the loss of the openness at the bridge would be noticeable, the street would be contained and defined by buildings of an appropriate scale and form, with discernible benefit to the townscape. Moderate beneficial visual impact was assessed for residents in The Albany public house-Queens Road area, from where the development would provide containment as well as townscape improvement, with moderate benefit for viewers from the public house and conservation area and for pedestrians and people using local facilities in the London Road area.
- 5.2.2 The visual impact as assessed as major to moderate adverse initially for the nearest residents in Cole Park Road, reducing to moderate for residents further away, and major to moderate for pedestrians and residents in the Mary’s Terrace area. Adverse effects would reduce to neutral in time as the development matures and proposed planting provides effective screening in the medium term, especially to Cole Park Road.
- 5.2.3 Elsewhere visual impacts were assessed as minor or less.
- 5.2.4 During construction, the short term visual effects were assessed as adverse: major to moderate for nearby residents and moderate for people using local facilities in the London Road area and the Albany public house-Queens Road area. Elsewhere the visual impacts of construction were assessed as minor or less.

5.2.5 The principal visual receptors identified, their relative location and sensitivity, were:

Receptors	Immediate surroundings, viewpoints 1, 2, 3, 8, 9, 10	Further away, viewpoints 5, 6, 7, 11	Distant, elevated, viewpoints 4	Sensitivity
Residents	✓	✓	✓	Very high
People using Richmond Gardens, landscape of acknowledged importance, protected view			✓	Very high
Pedestrians, generally	✓			High
Statutory designations	✓			High
Users of local facilities, school, allotments, public house	✓	✓		High to Medium
Users of allotments, playing fields, public open spaces		✓		High to Medium
People using public rights of way, footbridges, cycle routes	✓	✓		High to Medium
Local designations	✓	✓		Medium
Passing traffic, trains	✓	✓		Low

5.3 Policy consideration

- 5.3.1 The policies applicable to the townscape and visual considerations of the proposed development are summarised in section 2 above. They deal with planning and design for tall buildings, green open spaces, views and vistas, and a particular policy for this site, UDP policy T17.
- 5.3.2 In relation to tall buildings policies, the proposed development is to be located in an area identified as suitable in the Turley Associates report. Other policies seek that tall buildings should be acceptable in their impacts on their surroundings, their relationship to other streets, buildings and open spaces, their attractiveness and contribution to an interesting skyline or in consolidating clusters of tall buildings. The townscape impact assessment identified that there would be major benefit to the townscape qualities of the surroundings generally. Major adverse effects would be localised and confined to the short or medium term, reducing to neutral in the medium term with development of the proposed planting. The development would be located close to existing buildings of similar scale at Regal House and Bridge House, and the heights of the blocks that make up the development would vary to relate to the neighbouring buildings. It would be a skyline element in many views, but would be seen in relation to the neighbouring buildings.
- 5.3.3 The green space policies are reflected in the proposals for two public plazas with street tree planting extending into London Road, one relating to the River Crane corridor, from which a new public footpath is to be provided along the Crane to link with Moor Mead Park to the north-east.
- 5.3.4 The proposed development would not occur in any of the designated views or vistas, except for the statutorily protected view from Richmond Hill. The assessment identified that the visual impact on this view would be minor and neutral.
- 5.3.5 The development would not be within any conservation area or directly affect any listed building, historic park or garden or buildings of townscape merit. Moderate adverse townscape impact was identified on the setting of the buildings of townscape merit in Mary's Terrace, no other adverse effect on other designated areas or buildings.

5.4 Conclusion

- 5.4.1 The development has the potential for major beneficial effects on the townscape qualities of its London Road context in improvement to the street frontage, including additional street trees, generous public plazas to the two main entrances, an appropriate station approach and frontage, and a footpath link to Moor Mead Park.
- 5.4.2 Only localised short to medium term adverse effects were assessed, on the character of the setting of Cole Park Road (major-moderate) and Mary's Terrace (moderate). The mitigation strategy was to alter the design to avoid or reduce adverse effects, provide enhanced pedestrian access and public open spaces, additional planting along the River Crane, providing screening as well as for ecological benefits.
- 5.4.3 Cumulatively with the Regal House extension, there would be no additional adverse townscape or visual effects, and minor beneficial effect in the reducing the gap between the developments and integrating them as a cluster.
- 5.4.4 The proposed development would be within an area identified as suitable for a tall buildings development. Mitigation measures incorporated into the design, including enhancing the vegetation along the River Crane would mitigate the localised adverse effects identified in the medium term. Overall, the proposed development would have major benefits for its townscape context.

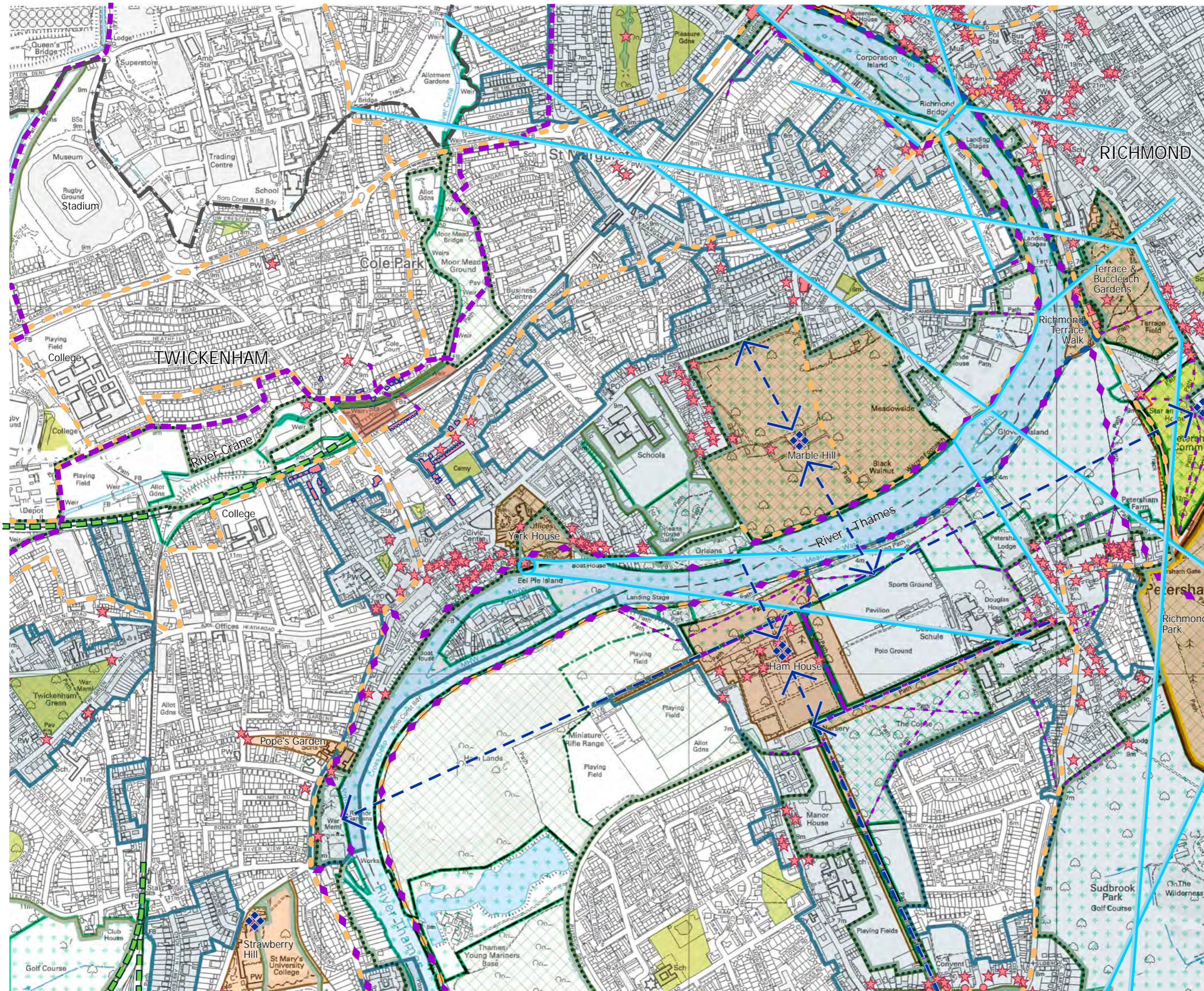
6 REFERENCES

- i *Local Development Framework Core Strategy* (adopted April 2009), London Borough of Richmond upon Thames website:
http://www.richmond.gov.uk/home/environment/planning/planning_guidance_and_policies/local_development_framework.htm (September 2010)
- ii *Unitary Development Plan Review* (2005), London Borough of Richmond upon Thames website:
http://www.richmond.gov.uk/home/environment/planning/planning_guidance_and_policies/unitary_development_plan.htm (September 2010)
- iii *The London Plan, consolidated with alterations since 2004* (2008) GLA Group Website: <http://www.london.gov.uk/thelondonplan/> (September 2010)
- iv Turley Associates, *Borough-Wide Sustainable Urban Development Study*, London Borough of Richmond upon Thames 2008
- v *Guidelines for Landscape and Visual Impact Assessment 2nd Edition* published by The Landscape Institute and the Institute of Environmental Management & Assessment in 2002
- vi The data quoted were obtained from The Met Office website:
<http://www.metoffice.gov.uk/climate/uk/averages/>. The data are for the Wisley weather station.
- vii *Supplementary Planning Document on Design Quality* (February 2006), London Borough of Richmond upon Thames website:
http://www.richmond.gov.uk/home/environment/planning/planning_guidance_and_policies/supplementary_planning_guidance/design_quality_supplementary_planning_document.htm (September 2010)

Solum Regeneration

Twickenham Railway Station

Policies and Designations **L.01**



- Site study area
- Borough boundary
- LBRuT Unitary Development Plan Review**
- Metropolitan Open Land
- Public Open Space
- Other open land of townscape importance
- Green chains Green corridors
- Landmark Vista View
- Public access**
- Open access land
- Long distance footpath
- River Crane Walk
- Public footpath Bridleway
- National Cycle Network Route (proposed)
- Other cycle routes
- Historic townscape**
- Registered Historic Park / Garden
- Listed Buildings
- Buildings of Townscape Merit (within the vicinity of the site)
- Conservation Area
- Nature conservation**
- SAC, SSSI & National Nature Reserve
- Local Nature Reserve
- Site of Importance for Nature Conservation

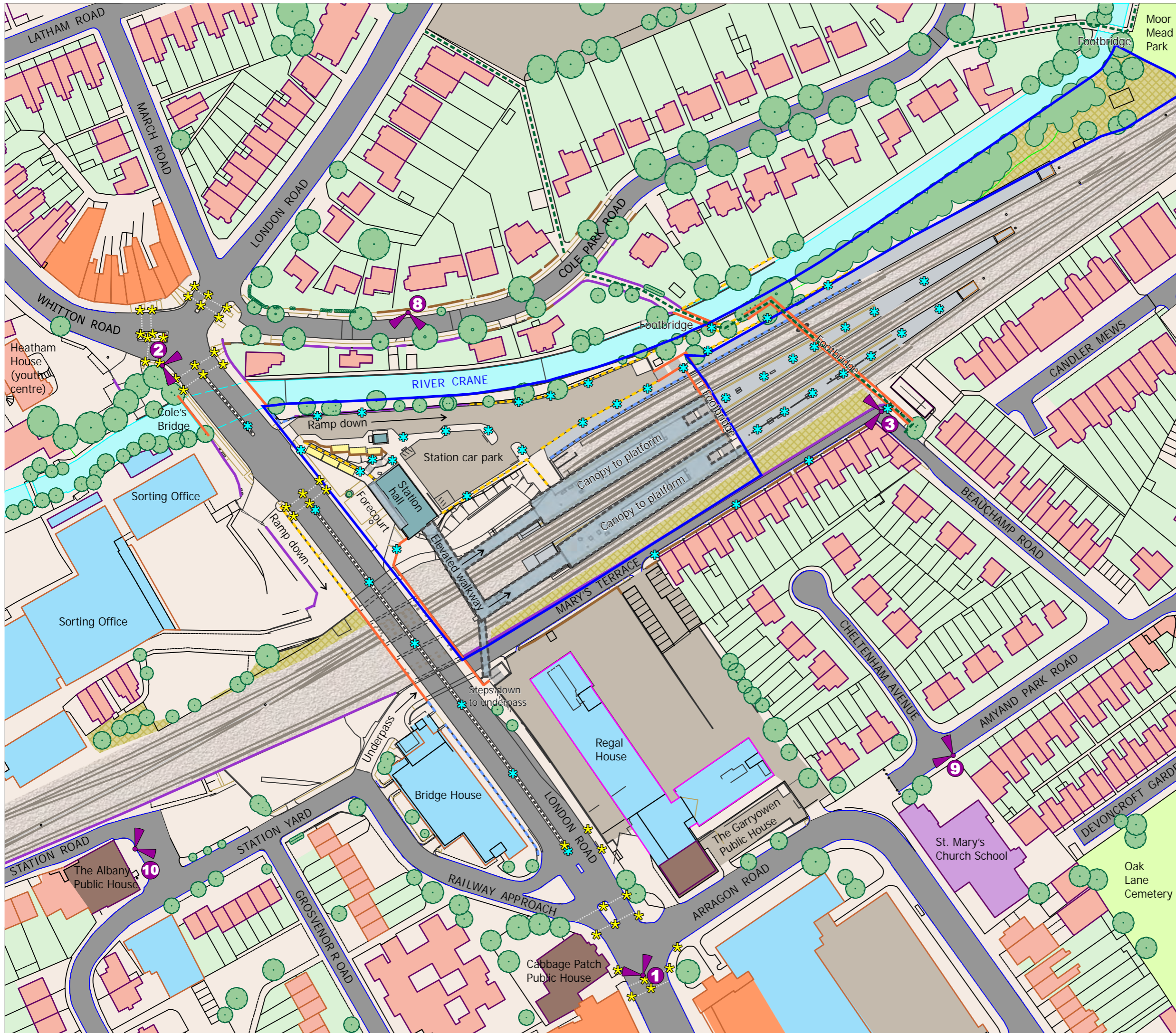


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























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Solum Regeneration
Twickenham Railway Station

Features of the site and context L.02

-  Site study area
-  Station buildings
-  Station platform
-  Cycle shelters
- Boundaries**
-  Tall wall
-  Tall fence/railings
-  Bridges/parapets
-  Low wall
-  Low fence/railings
- Street Furniture**
-  Traffic lights
-  Lighting column
-  Pedestrian crossing
-  Guard rail
- Vegetation**
-  Trees
-  Gardens
-  Scrub
- Surfaces**
-  Roads
-  Car park
-  Green space
- Building use**
-  Residential
-  Commercial
-  Retail
-  School
-  Public house
- Building height**
-  1-2 storeys
-  3-5 storeys
-  >5 storeys (Tall building)

 North

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Solum Regeneration
 Twickenham Railway Station

Site & Context Photographs **L.03.1**



London Road frontage



Car park entrance from London Road



Car park & rear of station



Land between River Crane & railway



Boundary with Mary's Terrace



Panorama over station



Pedestrian bridge from London Road



Platforms & railines



Solum Regeneration
Twickenham Railway Station

Site & Context
Photographs **L.03.2**



London Road south of railway



Whitton Road & Heatham House



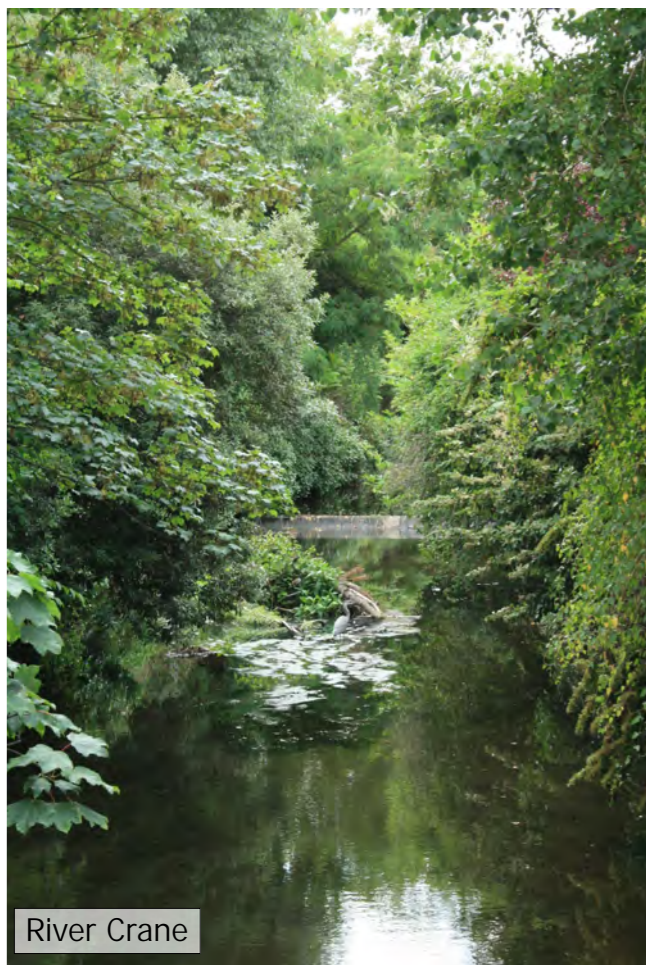
Mary's Terrace



Royal Mail site



The Albany & Queens Road area



River Crane



Garden of 2 Cole Park Road

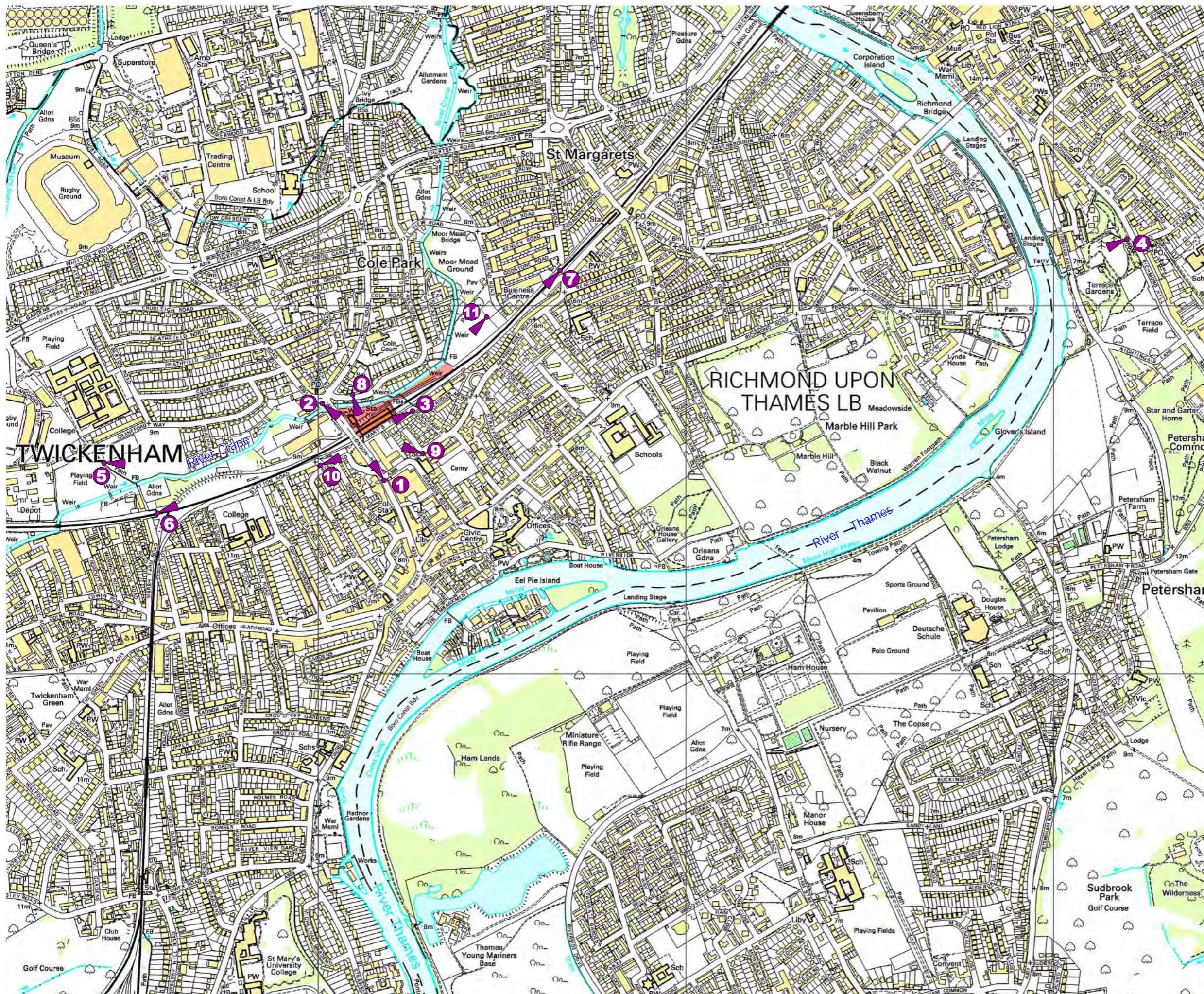


Cole Park Road

Solum Regeneration

Twickenham Railway Station

Viewpoint Location Plan **L.04**



Key

Site study area

Viewpoint photograph locations



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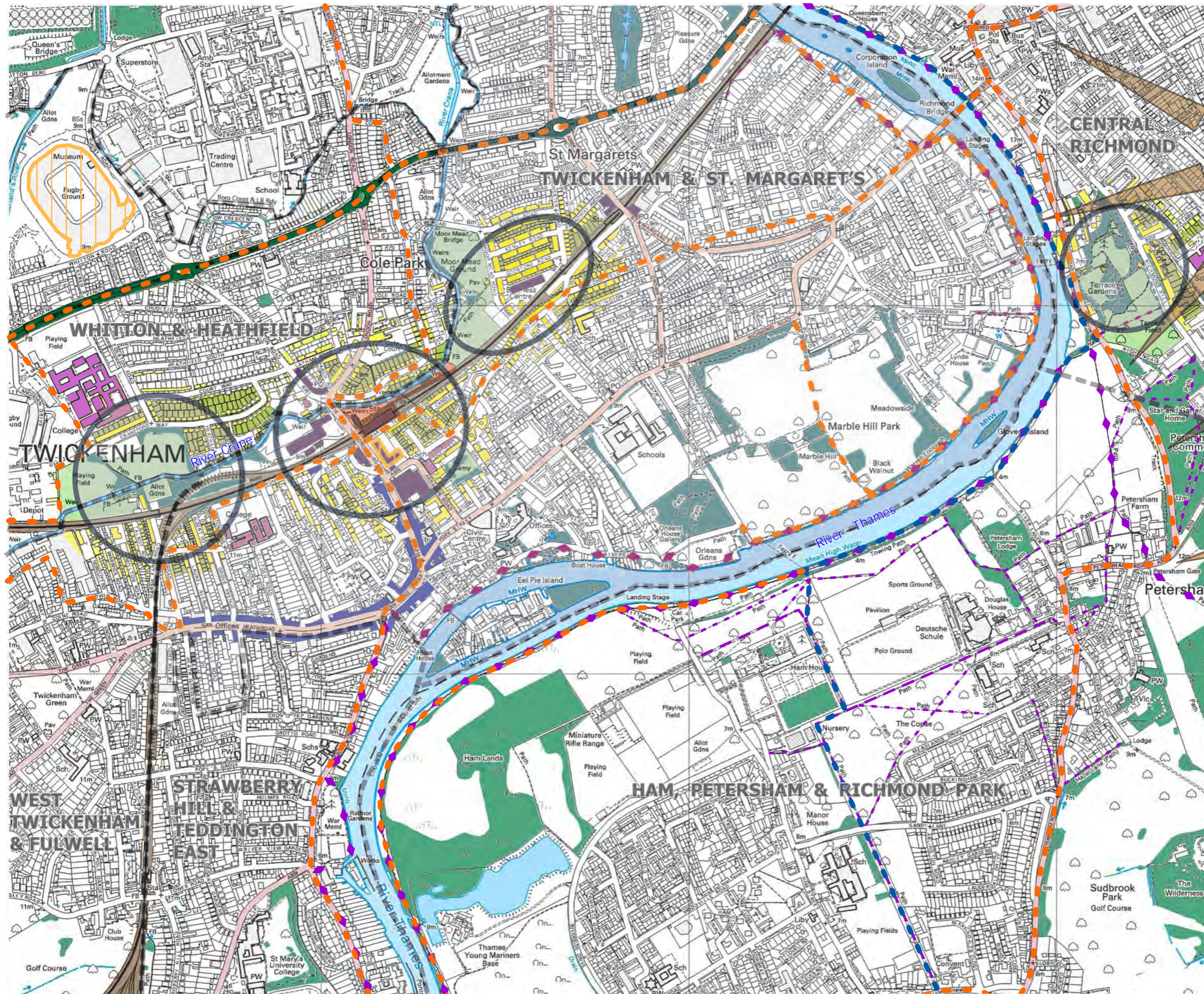
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Solum Regeneration

Twickenham Railway Station

Townscape Summary **L.05**



- Site study area
- Townscape context of viewpoints
- SPD Landscape Character Areas
- Landuse**
- Residential
- Commercial, offices
- Mainly retail
- Educational, institutions etc
- Public open space
- Gardens
- Stream, river
- Access & circulation**
- Main roads
- National Cycle Network Route 4
- Other cycle routes
- Public footpath
- Bridleway
- Long distance footpath
- Features**
- Landmark buildings
- The railway corridor
- Significant tree cover



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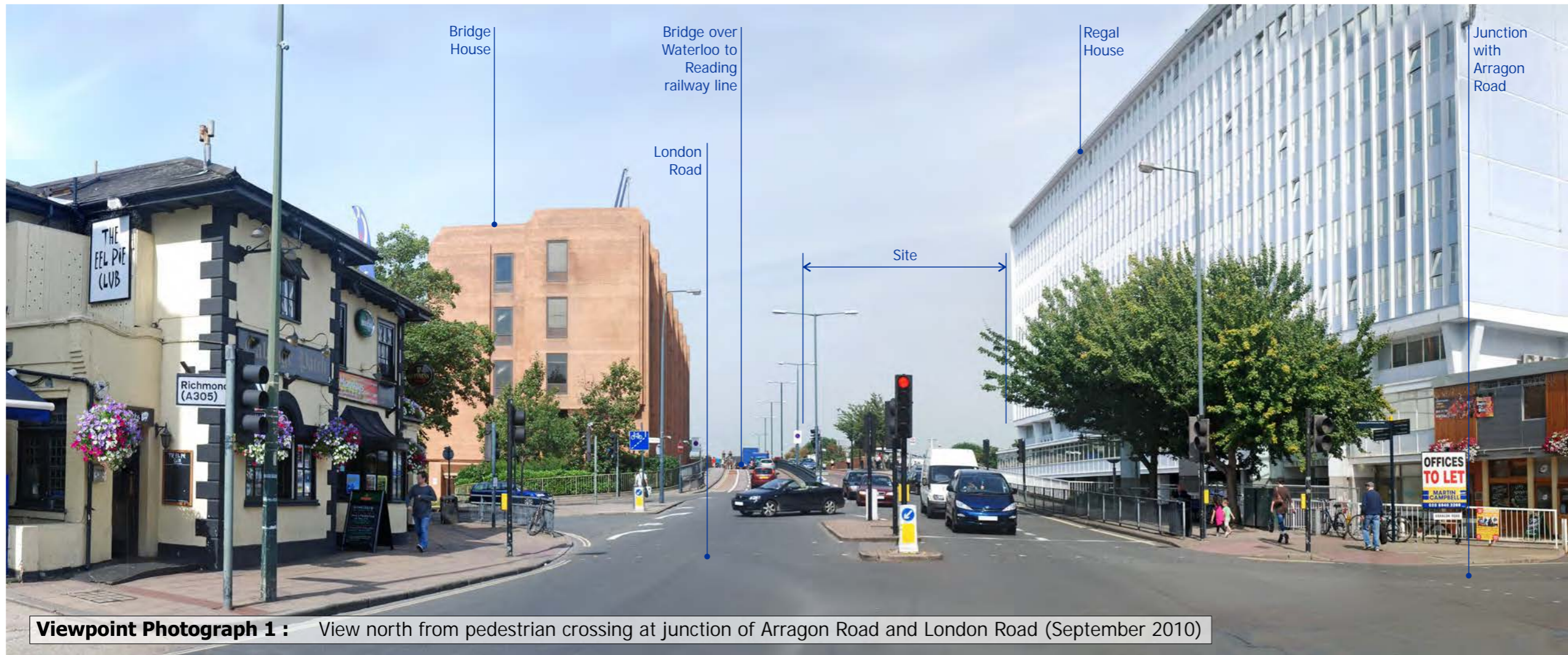
Solum Regeneration

Twickenham Railway Station

Viewpoint Photographs & Photomontages

- L.06[A] Viewpoint Photograph 1
- L.07[A] Viewpoint Photograph 2
- L.08[A] Viewpoint Photograph 3
- L.09[A] Viewpoint Photograph 4
- L.10[A] Viewpoint Photograph 5
- L.11[A] Viewpoint Photograph 6
- L.12[A] Viewpoint Photograph 7
- L.13[A] Viewpoint Photograph 8
- L.14[A] Viewpoint Photograph 9
- L.15[A] Viewpoint Photograph 10
- L.16[A] Viewpoint Photograph 11

February 2011



Viewpoint Photograph 1 : View north from pedestrian crossing at junction of Arragon Road and London Road (September 2010)



Viewpoint Photograph 1 : Photomontage view with proposed redevelopment of Twickenham Railway Station

Viewpoint Photograph 1 **L.06[A]**

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February 2011

