

The Masterplan



Masterplan Key

1. Vehicular access
2. Network Rail-owned access ramp
3. Public piazza
4. Amphitheatre
5. Garden courtyard
6. Riverside walkway
7. Existing external playing pitches
8. 5 Storey Community Building
9. Vehicle entrance to basement car park
10. Railway cottages
11. Existing substation (owned by Network Rail)
12. Car barn parking
13. Courtyards accommodate parking to houses
14. Private rear gardens
15. Metropolitan Open Land
16. Turning head
17. Heatham House and grounds
18. LBRuT owned land for use by Heatham House
19. Resident access to rear gardens
20. Part 3,4 & 5 storey Mixed Use Building
21. 3 / 3.5 storey family houses

Proposed Development

- 592sqm class A3 floorspace (Restaurant)
- 82 apartments with basement car park providing 68 car parking spaces and 142 cycle spaces
- Community Building with 1265sqm flexible community floorspace
- 28 family houses with associated parking spaces
- New public piazza with riverside walkway

Design Response

Height, Scale & Massing

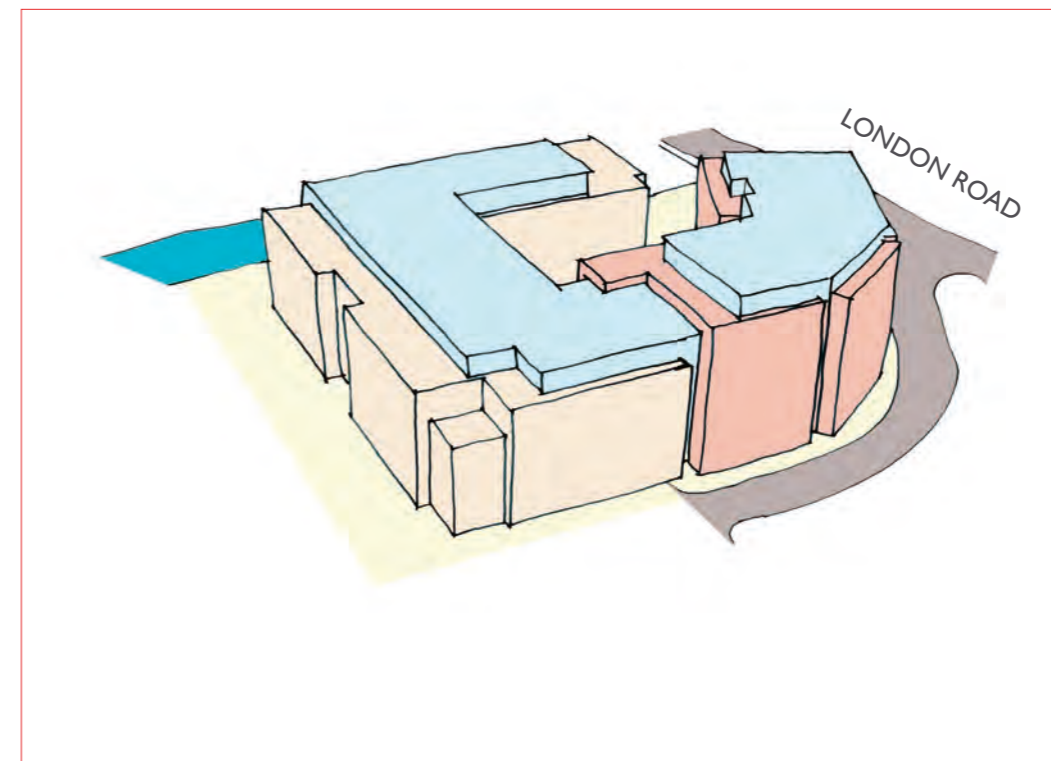
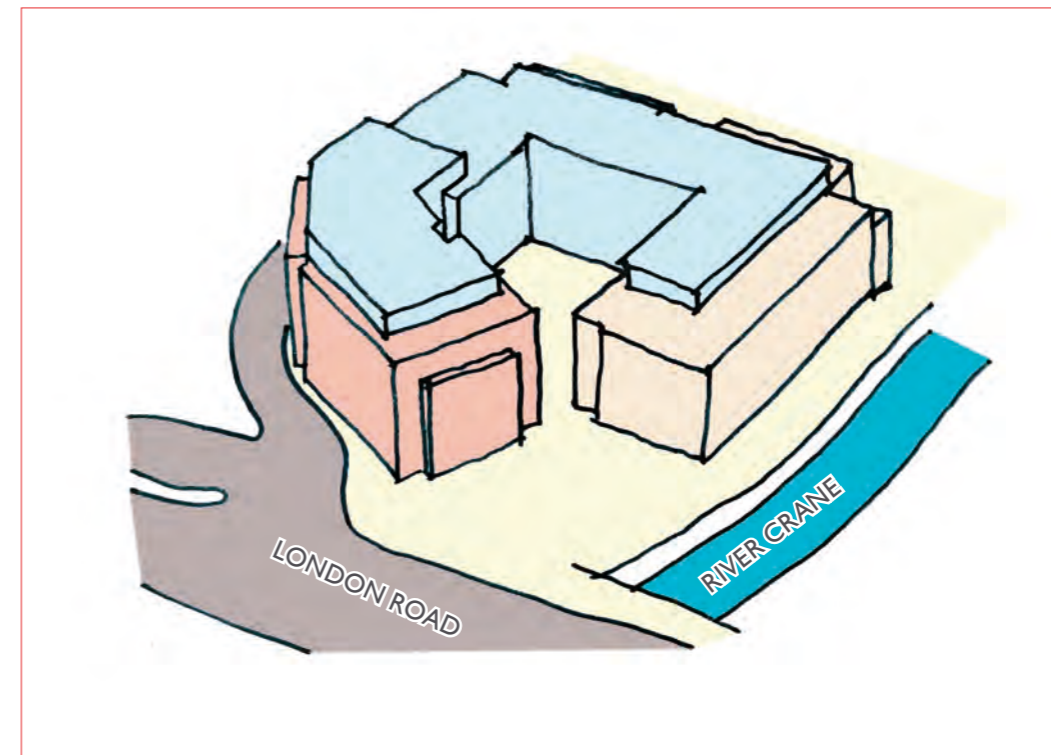
The proposals form a design-led solution that responds to the context of the Site whilst seeking to adhere to the Twickenham Rail Station and Surroundings Design Standards SPD.

Building heights have been articulated to respond to a number of different factors – the change in level from London Road to Site level, existing surrounding buildings, planning policy and the relationship with the approved Rail Station proposals.

Buildings fronting London Road have been designed to be lower than the approved Twickenham Rail Station scheme as well as both Regal House and Bridge House. They engage with the streetscene, forming a suitable definition to London Road without dominating and creating a canyonising effect whilst also addressing the viewpoint at the junction of Whitton and London Road. The taller parts of the development are proposed to be located to the south-eastern corner closer to the commercial frontage of London Road and the expanse of space across the railway towards Railway Approach.

Massing is lower towards Heatham House and the River Crane corridor to prevent an overshadowing to this area and respond to the LBRuT's desire to open up the riverside environment. The buildings are articulated to create a visually-appealing skyline and to help define them as a series of joined elements rather than a single block.

Towards the rear (western end) of the Site, the architectural approach responds more closely with the nearby residential properties on Station Road and Craneford Way through the delivery of family housing. This is an appropriate typology given the height restriction of three storeys. Responding to the Georgian houses on Station Road, proposed dwellings have a room within the pitched roof. The form is repetitive in nature which in turn helps articulate a clarity of approach and define this as a character area.



Massing diagrams showing hierarchy of built elements at front of Site