

# Design Response

## Views & Vistas

View east along Station Road



Although softened by the presence of a band of semi-mature trees and the substation and railway cottages, the view from Station Road across the railway tracks towards the development is relatively open. In recognition of this, a sensitive approach has been adopted, placing terraces perpendicular to the railway allowing visual permeability through the Site, rather than a wall of development when viewed from the south. The visible end / gable houses are articulated to form a series of similar incidents along this aspect of the development.

View north along London Road



Both Regal House and Bridge House dominate the streetscene along London Road in the foreground from the south. The approved Rail Station proposals sit close to the pavement edge - further emphasised by Regal House being setback - and will form something of a vista-stopper when built. The Site proposals are setback from the pavement edge to accommodate the vehicular access into the Site, and also to allow unencumbered views along the road, as well as allowing the formation of a new public open space.



View south from junction of London Road & Whitton Road



The junction of Whitton Road and London Road provides the first view of the Site when approaching from the north. The presence of traffic lights at the junction means pedestrians and motorists will access views from this location. The formation of a new space on this frontage, the location of the buildings away from the frontage, and the stepping-down of the built form helps create an appropriate scale of building in this setting and respects the setting of Heatham House.

View north from Railway Approach



The view from Railway Approach looking north across the bus lay-by and railway lines is open; although the possible construction of a multi-storey carpark on this parcel of land, as proposed in the TAAP, could alter the view. A clear view of the Community Building and Mixed Use Building behind is available, although a landscape buffer along the boundary would offer a softer appearance at ground level. These buildings are generally limited to 4 storeys in height, with the Mixed Use Building having a lightweight setback element to the corner. The Rail Station proposals would also be clearly seen across London Road to the right of the image.

# Design Response

## Re-stitching the urban fabric

Figure Ground



During design development numerous options were explored to orientate and place the buildings in different locations across the Site. A fundamental desire was established early on in the process to integrate and knit as fully as possible the development into its surroundings. In this respect, short terraces of housing are orientated perpendicular to the railway line to replicate the 'finer' urban grain to the south of the Site. The footprint of large buildings exist along the commercial corridor of London Road, therefore the mixed use, higher density element of the scheme is proposed in this location. Following guidance in the Twickenham Rail Station and Surroundings SPD proposed buildings will have a closer relationship with the street, helping to define this important arterial route into Twickenham.

The overall layout of the Site gained its shape through extensive investigation into various forms and functions required by the new development, explained over the following pages, such as:

- Figure ground context
- Frontage and structure
- Views and vistas
- Heights, scale & massing
- Movement & circulation
- Uses & placemaking



### Frontage & Structure



The buildings are arranged to clearly define a series of spaces through the Site, and to articulate public / private realm. Navigation through the Site will be easy with active frontages defining public spaces and routes, particularly along the river frontage and at the more public eastern end of the Site. The Mixed Use Building faces out in four directions, and contains a courtyard garden at its centre. Gardens back onto each other with houses fronting onto a series of landscaped courtyards.

Consultation with the Environment Agency (EA) took place in March 2011. Matters arising from this consultation which were incorporated into the scheme designs included an agreement in principle to a reduction in the 8m buffer zone between the River Crane and the proposed building. It was recognised by the EA that the proposals would significantly improve the River Crane environment in contrast to its existing poor quality state.

— Frontage  
▨▨▨▨▨ Structure




# Design Response

## Movement & Circulation

### Movement & Circulation

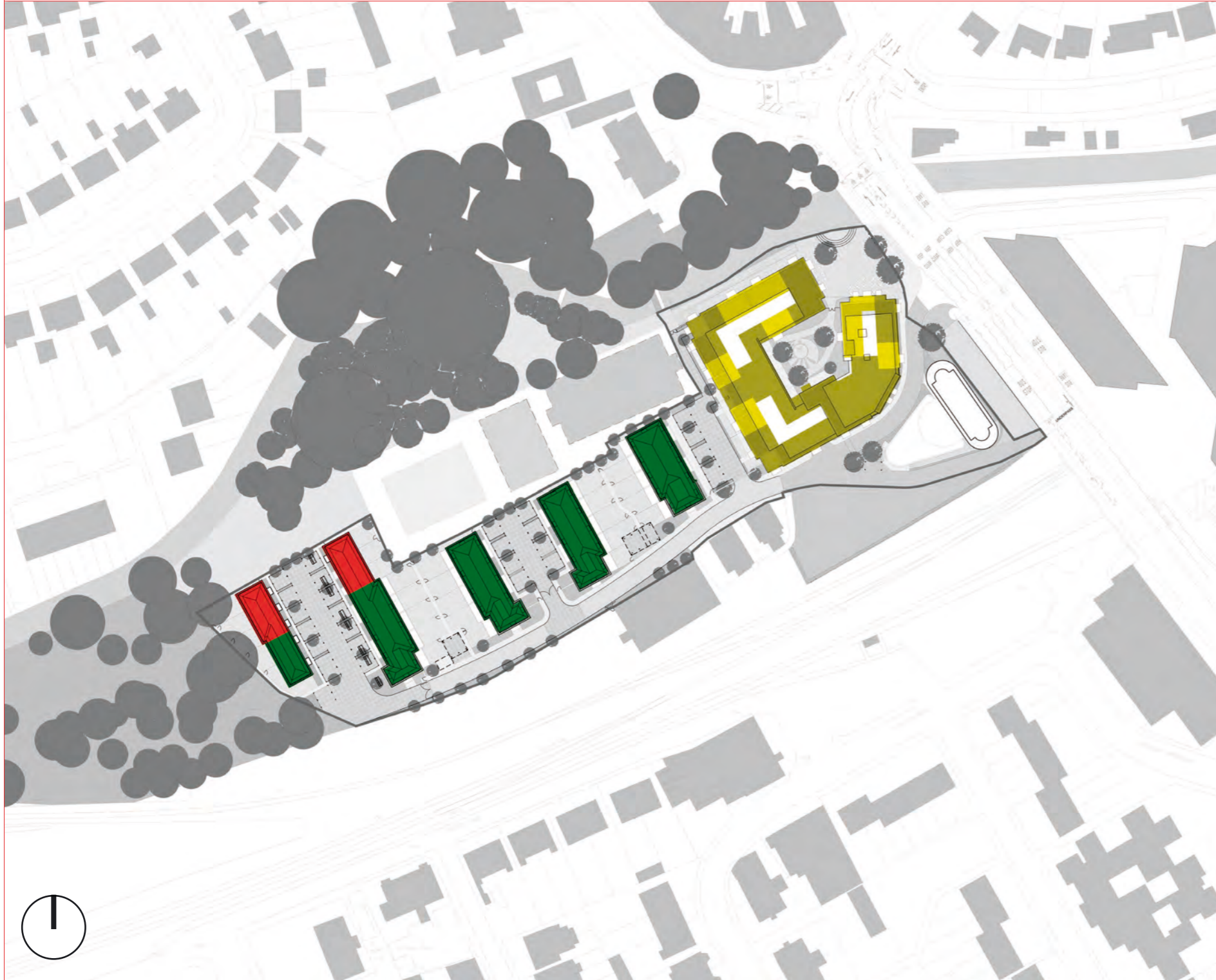


The desire to create public access to the River Crane has influenced the layout. The positioning of the new piazza provides an open environment to the river and access to the adjoining LBRuT land. Pedestrian circulation is possible throughout the development. Vehicular access is limited by sight lines and levels, and passage influenced by the Network Rail owned ramp and access requirements along Brewery Lane; the position of buildings to the south has also created increased housing separation between the railway lines and proposed housing. The three courtyards are semi-private and accommodate parking and landscaping. Turning for service and emergency vehicles will be possible at the end of the access road.

-  Residents Access
-  Vehicular
-  Pedestrian



### Dwelling Mix & Tenure



To encourage a more socially sustainable development and cater for future residents with different age and economic profiles, as well as tastes, a mix of dwelling typology and sizes is provided. Larger houses are accommodated to the west (three and four bed) with private rear gardens. Houses are grouped in small 'clusters' and orientated to face each other, much like traditional terraced streets, encouraging social interaction, neighbourliness and helping foster community spirit.

The majority of apartments (one and two beds) are located above the mixed uses, and all benefit from private balcony space. The larger penthouses which occupy the top floors have access to dedicated roof terraces. Apartment residents also have use of the private central garden courtyard.

- 1 bed apartment
- 2 bed apartment
- 3 bed house
- 4 bed house