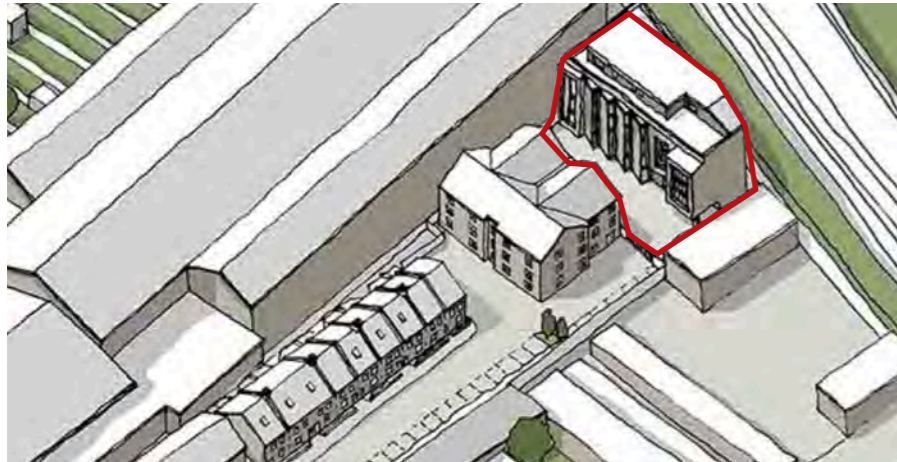


2.8.1 Lockcorp House

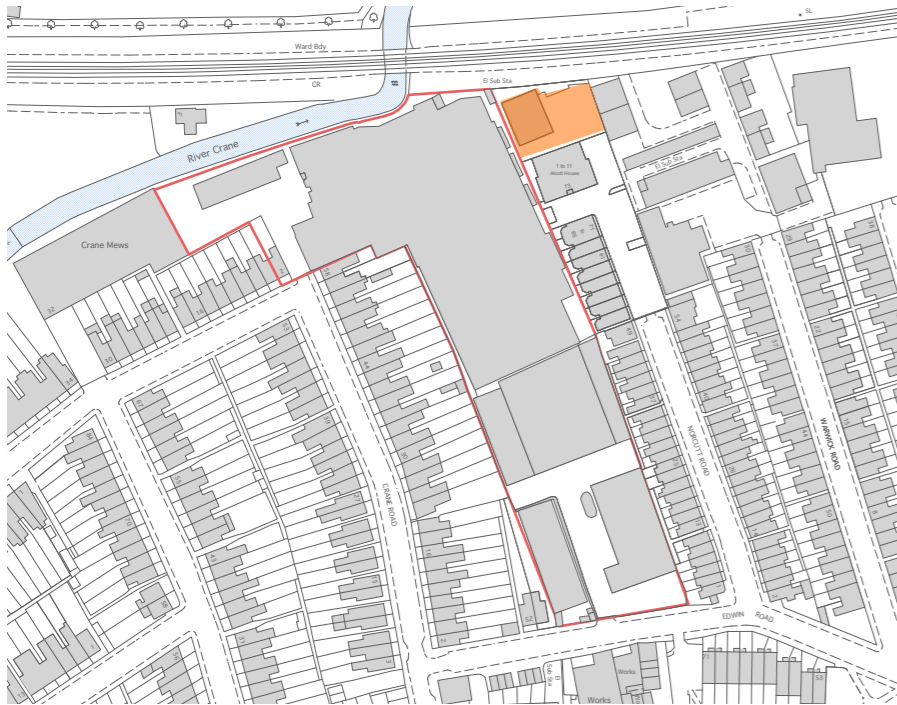
17/1033/FUL was granted permission on appeal having been rejected at committee.

The proposal includes:

- 49 single bedroom en suite student rooms
- 10 sq m -15 sq m bedrooms
- 1,356 sqm GIA
- 5 Storeys high including a set in top floor
- London Stock brick building with metal elements
- 2 accessible parking spaces



Proposed sketch



Key plan



Proposed Block plan








Proposed South elevation

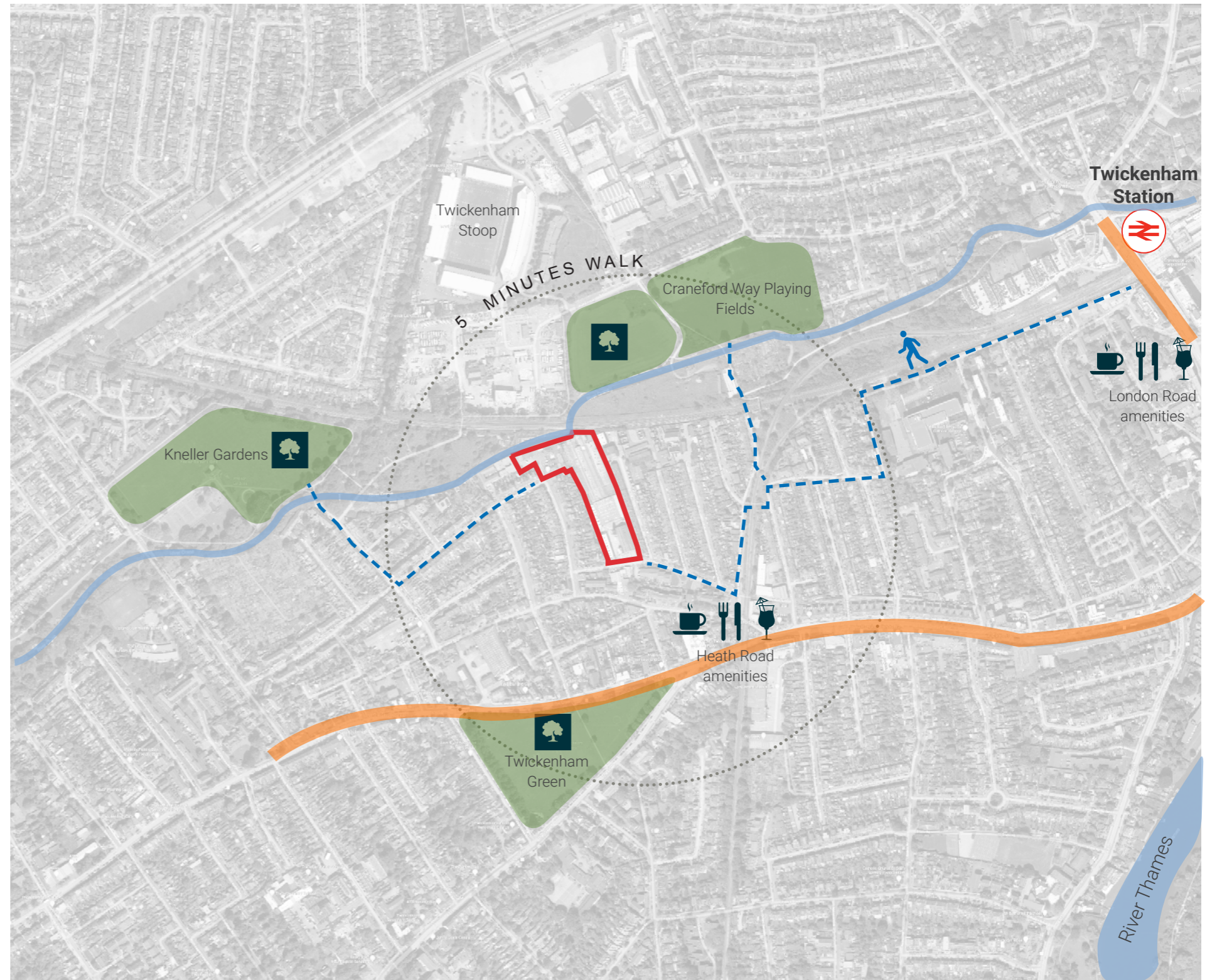
2.9 Local context

This site is ideally located for residential developments. It is within 5 minutes walk to the local shops on Twickenham Green and 5 minutes from Heath Road where local bus services can also be found. Craneford Way Playing Fields to the north can be accessed via a railway bridge and public footpath. Kneller Gardens and Mereway Nature park which are on the River Crane walk are also just 10 minutes by foot to the east and include a cafe and play space.

Twickenham rail station is approximately 15 minutes walk east of the site or a 5 minute cycle.

Key:

-  Public green spaces and play
-  London Road amenities 12 minutes away  
Heath Road amenities 3 minutes away
-  Twickenham station 15 minutes walk away
-  Pedestrian route to station
-  Local bus routes and arterial roads



Local context showing key points of interest

## 2.10 Lower River Crane Restoration Vision

The site borders the River Crane to the north which is a key influence on the site's setting and any future development approach.

A Lower River Crane River Restoration steering group, including Friends of River Crane (FORCE), the Environment Agency, Richmond and Hounslow councils and chaired by Crane Valley Partnership (CVP), launched a Landscape Vision for the Lower River Crane on 13th November 2017. The vision presented ideas for improving the environmental value of the three kilometres of concrete channel of the River Crane running through Twickenham and St Margarets and reconnecting the local people with the river and its wildlife. Following this, further funding was received, a feasibility study was commissioned to report in Spring 2019, and small scale trial improvements at various locations are in the process of being implemented.

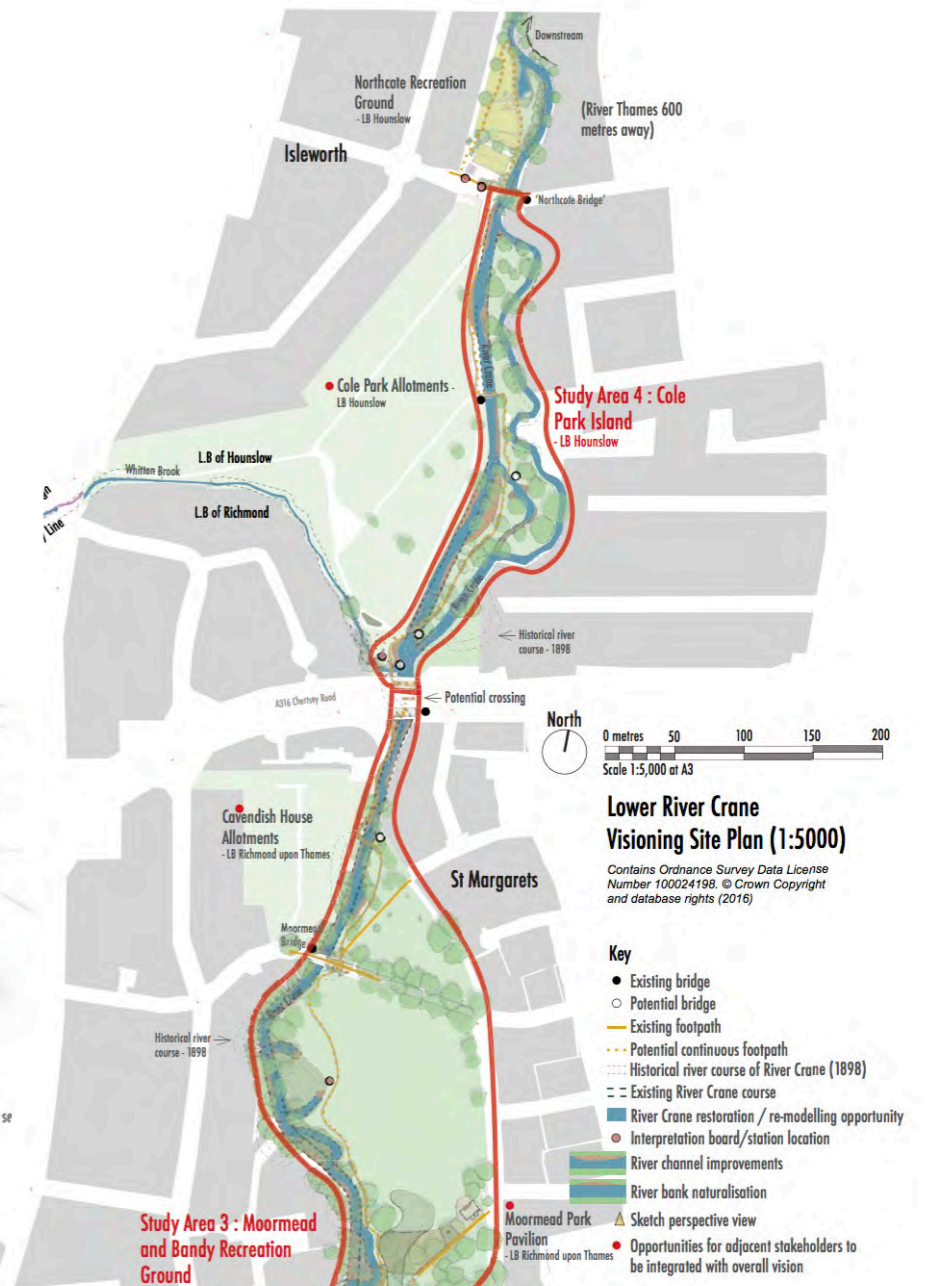
Improvements include:

- Providing a continuous, accessible link between Hounslow Heath and Twickenham Station via a long distance footpath
- Removing fences that obscure the view of, and block public access to, the River Crane where possible, improving access for surrounding communities
- Establish an enhanced wildlife corridor through re-naturalising the concreted lower sections of the River Crane
- Build potential new bridges across the river in locations indicated on the map
- Introducing signage and way marking for walking routes around the River Crane to form a network of leisure routes for local residents

Ultimately there is a great opportunity for the application at the Greggs Bakery site to integrate the elements of the overall Lower River Crane Restoration Vision in the design. As part of the pre-application process, meeting was held with FORCE to discuss the designs and ensure our proposals fit within this wider strategy.



Proposed Vision of River Crane at Coles Bridge



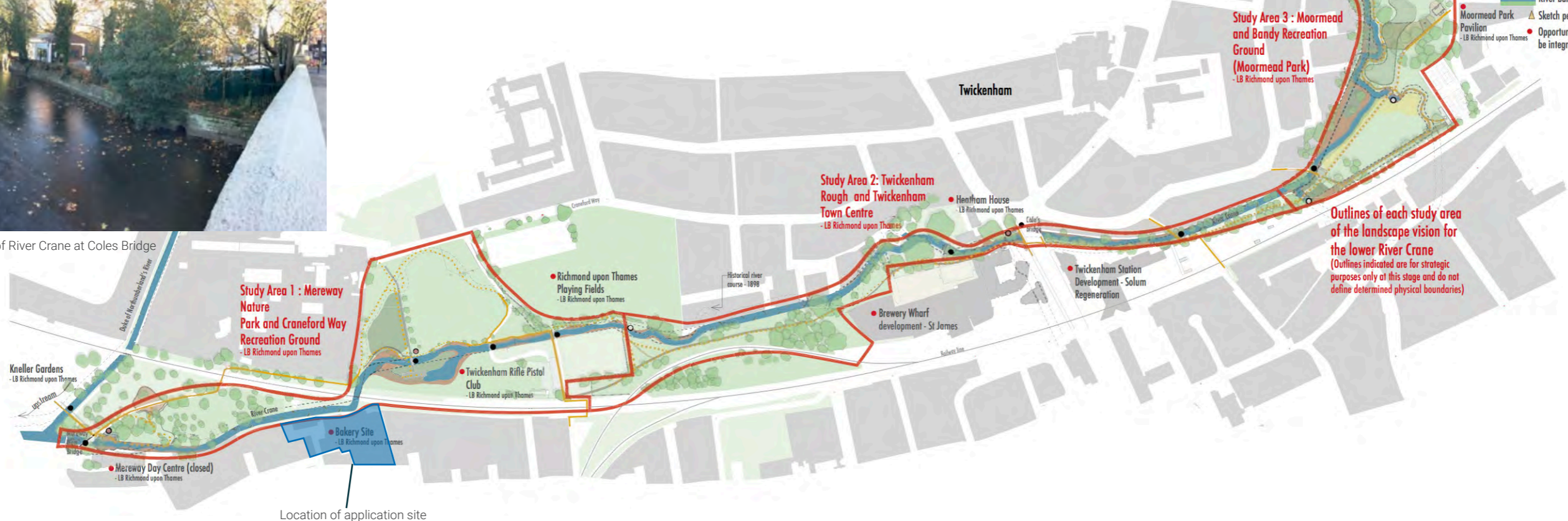
Lower River Crane Visioning Site Plan (1:5000)

Contains Ordnance Survey Data License Number 100024198. © Crown Copyright and database rights (2016)

- Key**
- Existing bridge
  - Potential bridge
  - Existing footpath
  - - - Potential continuous footpath
  - ⋯ Historical river course of River Crane (1898)
  - ▬ Existing River Crane course
  - ▬ River Crane restoration / re-modelling opportunity
  - Interpretation board/station location
  - ▬ River channel improvements
  - ▬ River bank naturalisation
  - △ Sketch perspective view
  - Opportunities for adjacent stakeholders to be integrated with overall vision



Existing View of River Crane at Coles Bridge



Location of application site

### 2.11 Existing buildings

The current site is almost completely covered in built structures and hard standing. The majority of buildings are large span warehouses with brick or metal walls and metal or tiled roofs. They have little architectural value and are dilapidated and in need of replacement. The buildings vary in height between single storey and three storeys, and have a mixture of pitched and flat roofs.

No.1 Gould road is also within the application. This is an end of terrace 2 bedroom house with a white render exterior and front and rear gardens. It is in need of some aesthetic repairs, but is generally in good condition.



Existing house - No. 1 Gould Road



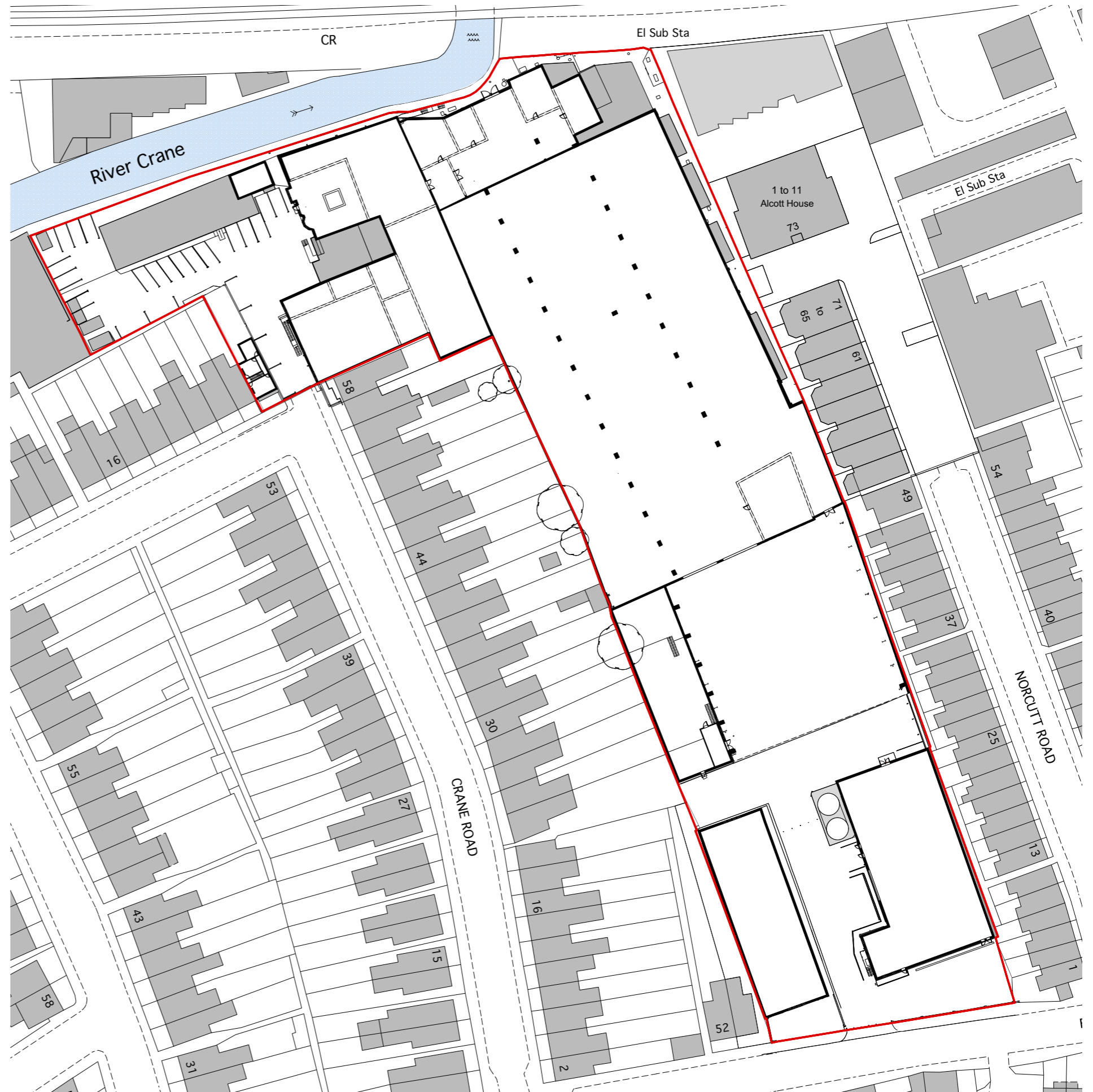
Warehouse frontage



Inside one of the warehouses



View from across the River Crane



## 2.12 Local architecture and materials

There is a large variety of material finishes within the site's immediate context. Most buildings have brick as the main material with some having a painted or rendered finish bringing variation and playfulness to the streetscapes. Additional detailing in the form of stucco window reveals and sills, horizontal banding, engineering brick corners, and a variety of decorative brick courses surrounding windows add further interest.

### Local precedents



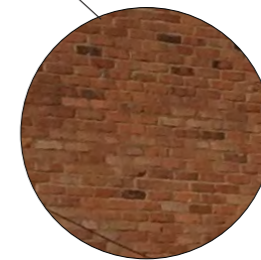
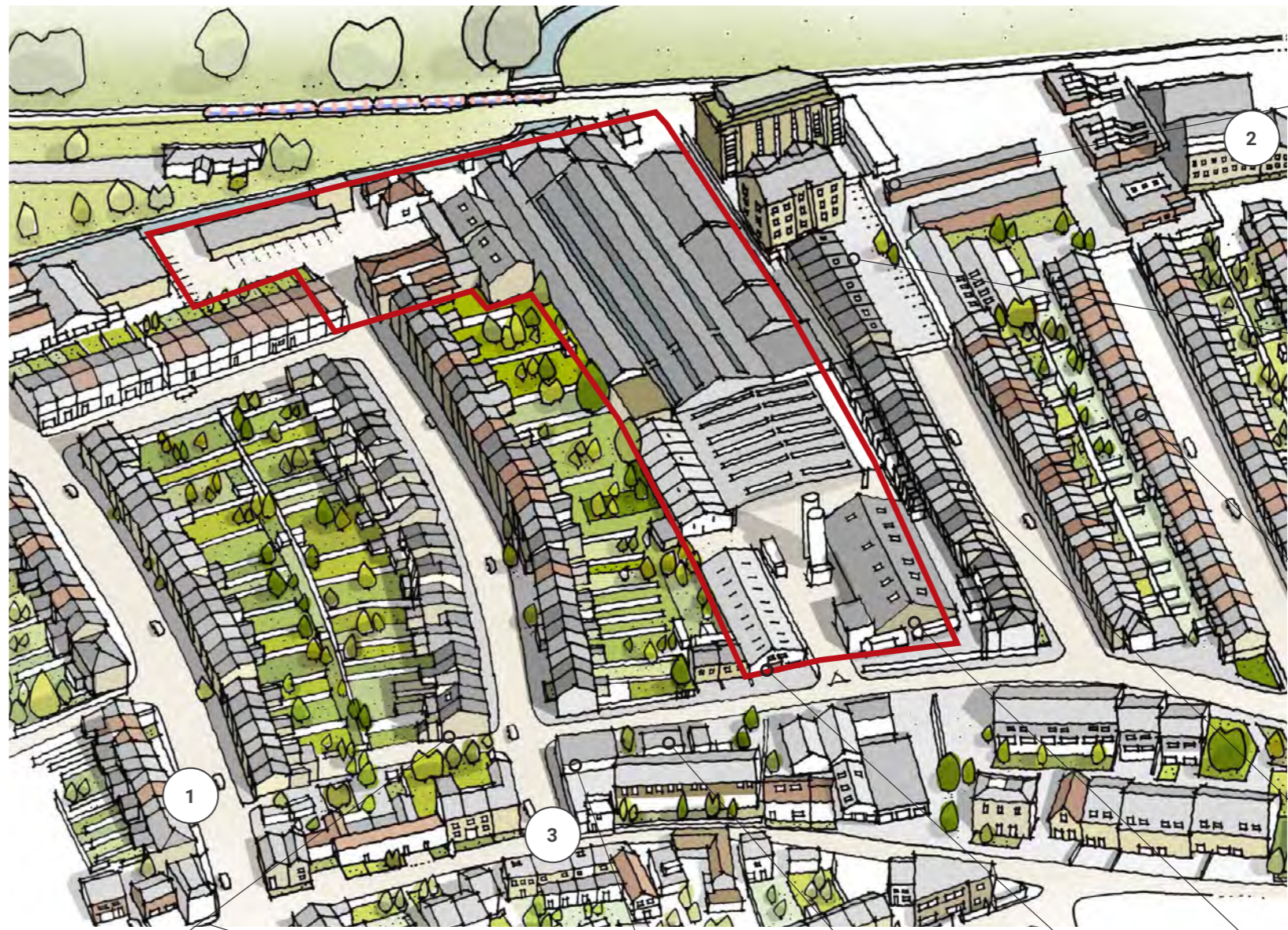
1 Typical townhouse



2 Athelstan place



3 Varied materials, details and colours



Crane Road Elevation showing the variety of finishes and colours