

This page identifies specific design considerations from adjoining neighbours and shows how we have addressed these:

Comments

Crane Road residents' privacy and aspect

- Some residents who live towards the northern end of Crane Road were concerned about potentially being overlooked by new residents
- There was also concern over the height of the proposed apartment buildings and the impact that would have on their views and aspect

Our response

Crane Road residents' privacy and aspect

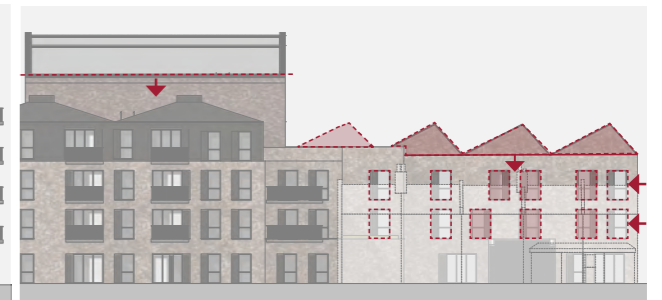
We met with two residents on Crane Road at their homes to better understand their concerns and discuss opportunities to address them.

The following amendments were subsequently made to the proposals to address concerns about overlooking and aspect:

- The saw-tooth roof along the western edge (backing onto Crane road gardens) was removed and the eastern edge reduced
- The size and number of windows overlooking Crane Road gardens from apartment buildings were reduced in size or removed altogether where possible
- The accessible area of roof terraces were set back from the roof edge to avoid overlooking
- Floor to floor heights were reduced to minimise the overall building height
- Existing boundary factory walls where on the red-line boundary have been retained where structurally possible to maintain existing condition for neighbours
- Look at improving privacy further by introducing a trellis to boundary walls



Previous south elevation - revisions highlighted



Previous west elevation - revisions highlighted



Revised south elevation



Revised west elevation

Gould Road residents' privacy and aspect

- Residents who live towards the eastern end of Gould Road were concerned about potentially being overlooked by new residents
- There was also concern over the proximity of the proposed apartment building backing onto their gardens and loss of views, light and overshadowing

Gould Road residents' privacy and aspect

This small apartment building was designed to change the configuration to directly address these concerns.

- The building footprint was moved off the site boundary edge with back-to-back gardens similar to the condition elsewhere in the area
- The massing of the proposals was considerably reduced so that it is now just one storey adjacent to the boundary, stepping up to two storeys as you move further away
- The proposal accommodates accommodation in the first floor roof, and has no additional massing, effectively losing an entire floor
- A low pitch ensures no overlooking towards adjoining houses and only views northwards from first floor or towards the sky through the rooflights



Ground floor



Massing showing



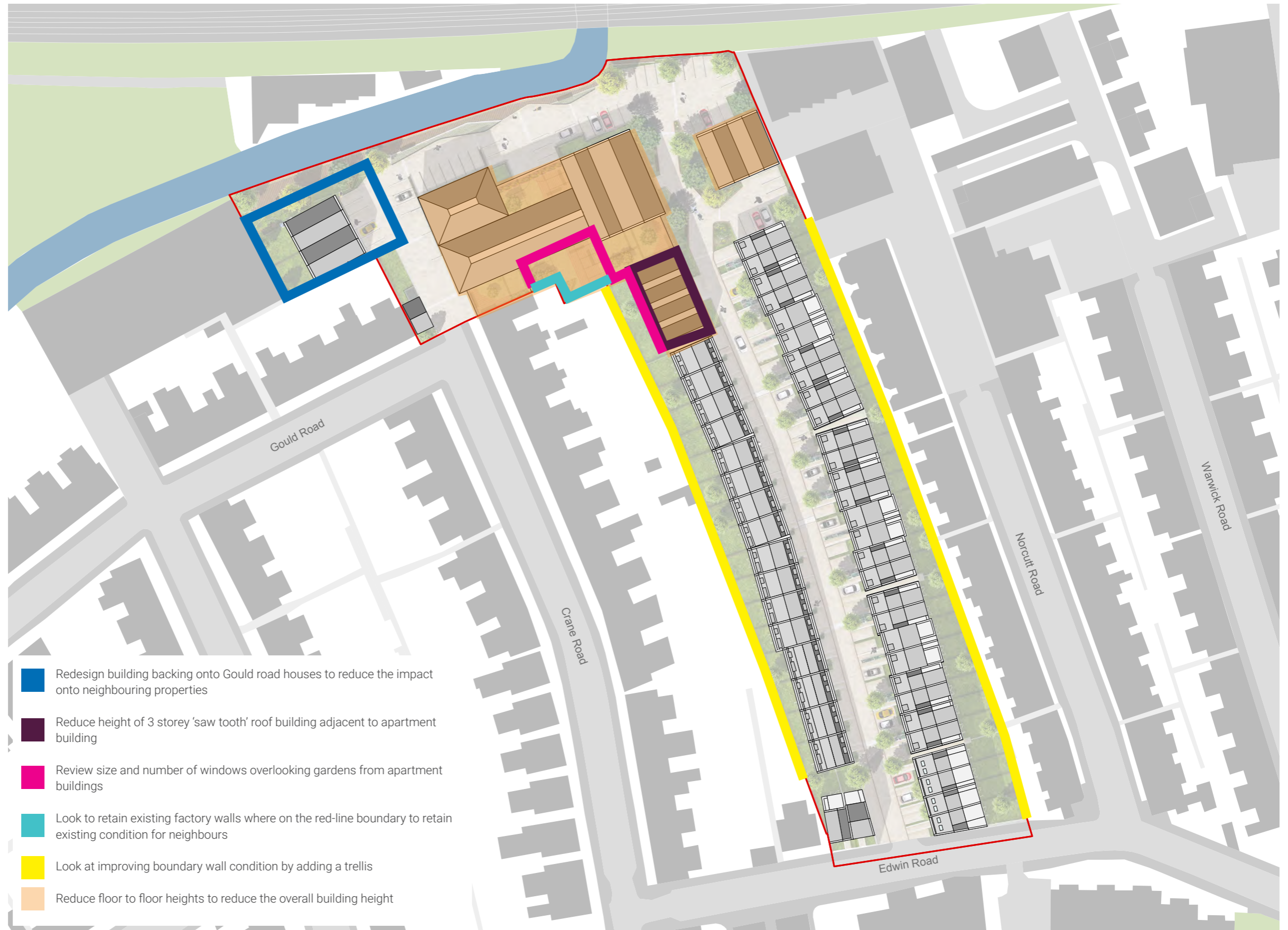
Revised ground floor



Revised massing

Summary of amendments following consultation

The adjacent diagram outlines the key updates to the proposals following exhibition feedback.



Public exhibition scheme markup with areas to be amended

3.8 Pre-application 2 - 10th January 2019

The same scheme that was presented at the public exhibition was presented to the London Borough of Richmond upon thames to ensure feedback was based on the same proposals. No formal feedback has been received to date so the following comments have been collated from the design team minutes from the meeting.

Density:

- Site Area 1.16 Ha
- Density 102 Units/Ha or 344 Hr/Ha
- London Plan Density Matrix: within Urban area PTAL 2/3 target 55-145 u/ha or 200- 450 hr/ha

Mix:

- 32 x 1 bed (29%)
- 35 x 2 bed (28%)
- 38 x 3 bed (34%)
- 11 x 4 bed (9%)



Visualisation of Edwin Road entrance



Proposed CGI down the mews street

Comments

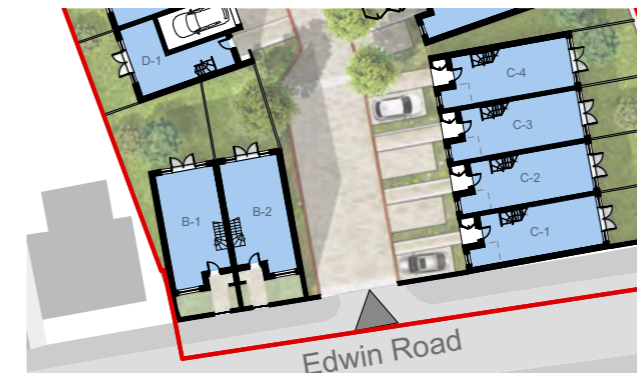
Land use

- The officer noted that residential use is a deviation from policy, however the team responded that industrial is inappropriate for the site due to its residential location. As such, the officer confirmed that B1 commercial use could be considered
- Encouragement for family houses not withstanding policy considerations

Our response

Land use

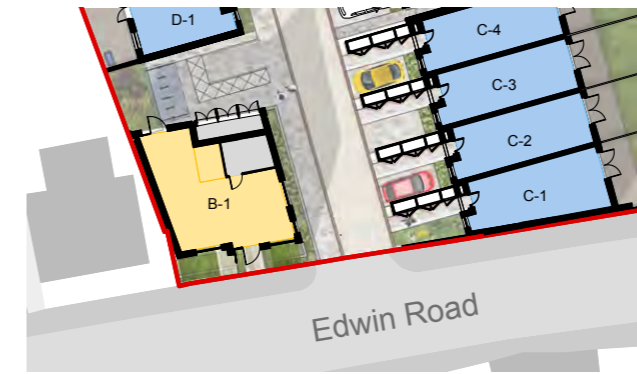
- The two houses fronting Edwin Road were removed and a new commercial building proposed in its place. This resulted in 116 residential units (47 houses and 69 apartments), and a B1 use Commercial unit that will be SME.



Ground floor



CGI of Edwin Road entrance



Revised ground floor including commercial building



Revised CGI of Edwin Road entrance

Parking

- It was advised that parking provision may be too high as Richmond are targeting car free schemes with change of local government

Parking

- This was a big concern with local residents who have only recently obtained a CPZ for the area. The roads are narrow and parking is difficult so not providing enough parking will exacerbate the situation.

Design

- Design officer acknowledged improvements to the design since pre-application 1 and felt it had addressed most of the comments within the letter.
- Materials and aesthetics were positive.
- Five storey proposal in the context of the new Lockcorp House scheme is appropriate
- Private amenity spaces standards for Richmond have been revised and are now in line with London Plan so are compliant
- Approves of a car club provision
- Provision of electric charging points welcome

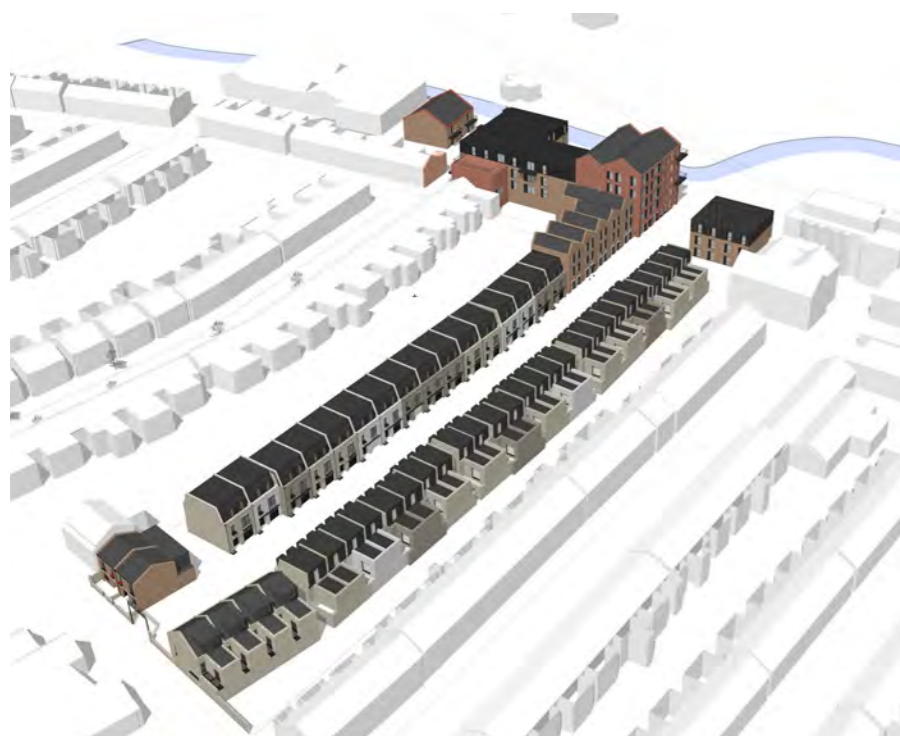
Design

- The design was revised since pre-application 1 to better reflect the neighbouring context and we are pleased this has been recognised by the planning department. A full explanation of the final design proposals is included in Section 4 of this document.

3.9 Councillor meeting - 11th January 2019

A meeting was held with Twickenham councillors, where the same scheme was presented as that displayed at the public exhibition and presented at the second pre-application meeting to ensure feedback was based on the same proposals.

In general, the proposals were well received and with the members receptive of the principle of the redevelopment. Specific comments were made regarding the potential for a commercial element: link through to the station, green energy and car parking provision.



Model showing massing



Proposed CGI towards river front

Comments

Land use

- The policy position to protect employment was noted
- The councillor was interested to see if a small commercial unit might be feasible
- It was noted that neighbouring Crane Mews struggled to fill commercial space and is connected to residential



Our response

Land use

- Following this meeting a study was carried out to introduce commercial space at the Edwin Road entrance
- This was designed specifically for small start-ups and local businesses
- A comprehensive study of the local demand for commercial developments has been included in support of the application

Affordable housing

- The councillors were pleased that family houses were being offered and they were interested to see a possible partnership with housing association
- Pleased offering family sized units



Affordable housing

- Affordable family housing will be maximised subject to viability

Roads / Access / Traffic

- Improving local roads would be welcomed
- It was agreed that pillars at Edwin Road give the impression of a gated community and possible road closure - wanted this amended
- It was agreed that HGV traffic was inappropriate and should not be reintroduced



Roads / Access / Traffic

- Edwin Road entrance revisited and pillars have been reduced in scale



CGI of Edwin Road entrance



Revised CGI of Edwin Road entrance

Bridge / River access/ Ecology

- Integration with Wetland / green space around the river
- Support for a bridge to link the site



Bridge / River access

- Following an analysis of the journey times and the possible landing points for a pedestrian bridge we do not believe a pedestrian bridge would be a useful addition in this location. However space has been safeguarded on the site for a possible bridge link to be incorporated in the future
- A number of improvements are proposed to enhance biodiversity within the site and along the river edge. We are working in collaboration with Friends of the River Crane to ensure our proposals marry into larger plans for the riverside area

3.10 Secured by Design

A Secured by Design meeting was held on Monday 4th February at Assael Architecture with Ray Goodlett and Chris Morton from Richmond upon Thames Metropolitan Police.

The design was reviewed and key issues were highlighted by the SBD officers. A summary of the discussion and outcomes is outlined below.

The scheme has been designed in the spirit of the SBD guidance and is in a position for ADQ silver to be achievable. The scheme has two defined points of access and is therefore not porous. However, a number of points were discussed chiefly purporting to security, SBD rated hardware, and access:

Security:

- There needs to be sufficient lighting towards the riverside to prevent loitering;
- Trees are to have high canopies along mews street. Tree species tbc with Landscape architect;
- Play space will need to be in line with SBD guidance and SBD rated;
- Garden walls to be 1.8 minimum with an additional trellis for extra height should it be required in the future;
- Add a channel for future provision of powered gate at entrance.

SBD hardware:

- External bin & bikes stores need SBD rated bike anchor points - 'sold secure';
- Internal bike stores in garages acceptable if the garage door itself is SBD rated;
- Garden doors need not be SBD rated in those houses with garden doors to rear of garages;
- Entry door to apartments to be above PAS standard with closing detail tbc pending a detail drawing - LPS 1175 SR2 equal or approved;
- Dual pole break glass/mushroom buttons to be specified;
- SBD rated post box units.

Access:

- Apartment hallways should have airlock spaces at block entry points;
- Postal approach is tbc – trade-off between multi post box mounted in external wall or hallway. Check with Royal Mail for preference;
- Fob-in fob-out methodology for car park door to deter tailgaters

