

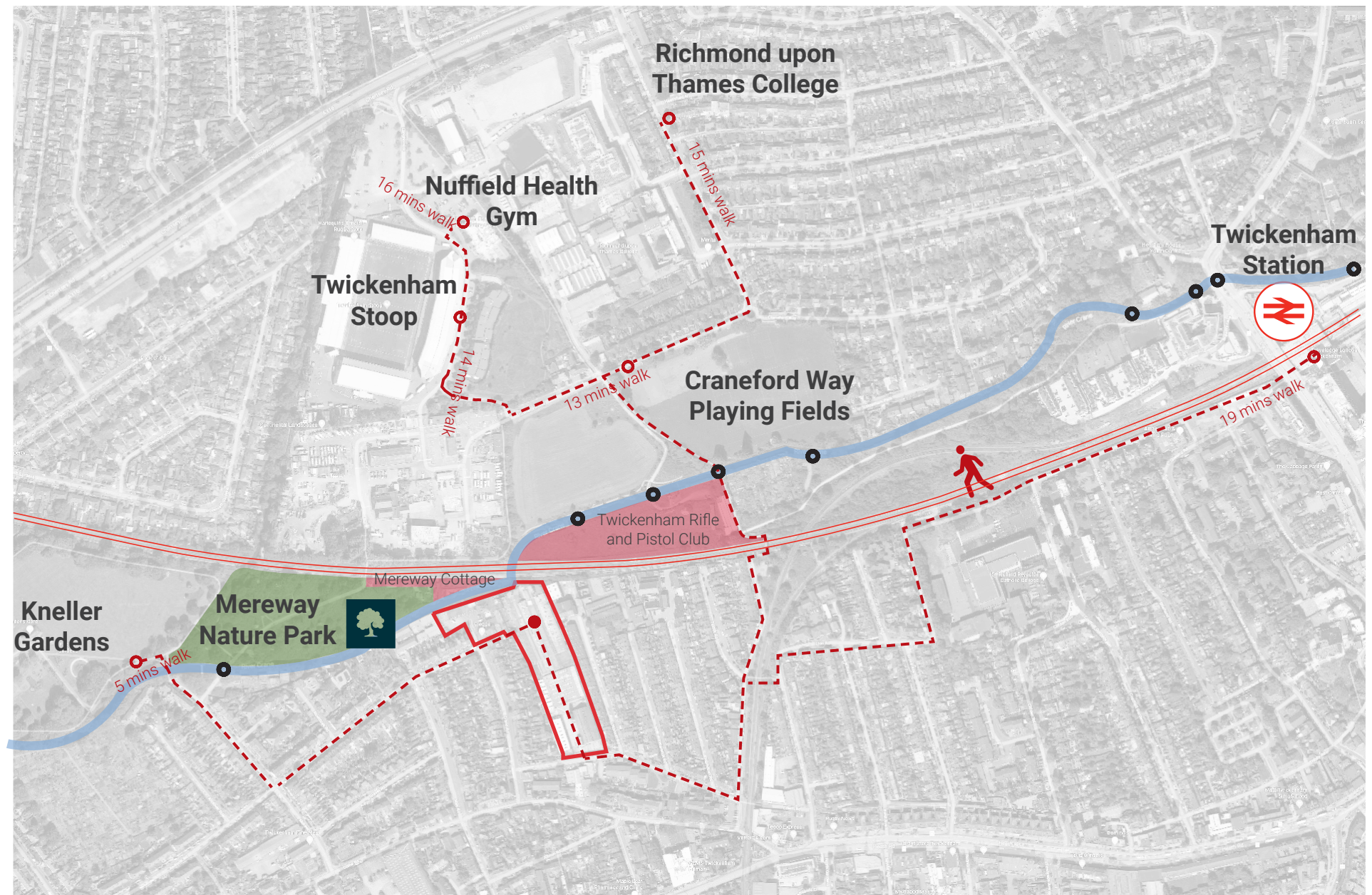
3.12 River crossings

As part of the design process and following comments at the public consultation, we have looked at the possibility of facilitating a new pedestrian crossing over the River Crane.

The map identifies existing crossing points and the time it takes to get to key destinations. As identified, there are two crossing points within 6 minutes walk.

Key

- Public land presenting opportunity for potential bridge over river to enhance connectivity
- Private land restricting opportunity for potential bridge
- Twickenham station
- Existing pedestrian route from site
- Popular locations within walking distance
- Existing pedestrian bridges over river
- x mins walk Existing time from site
- Starting point



Existing routes and bridges

Due to the presence of the river and railway, providing a new pedestrian bridge is not a straight forward proposal. This is further complicated by the private land owned by Twickenham Rifle and Pistol Club and Mereway Cottage.

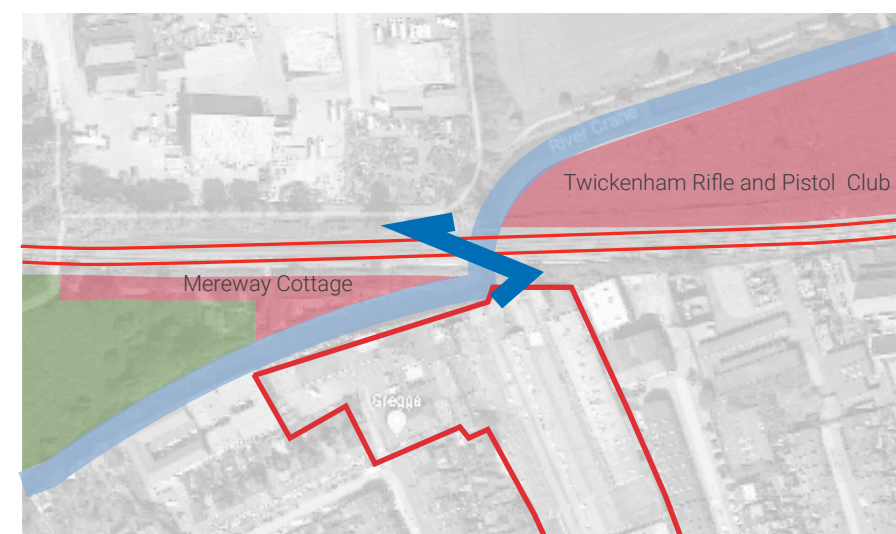
To the right is a brief analysis of possible bridge locations.

There are two main options:

Option 1 would require a bridge to go over both the railway line and river. This would require the bridge to go up a significant height and traverse a long distance. It would also need to be approved by Network Rail.

Option 2 requires a diagonal span to the Mereway Nature Park. This is dependent on ground conditions to the west and is likely to have a negative effect on the biodiversity of the nature park.

It is considered option 2 is the only feasible option for a future bridge.



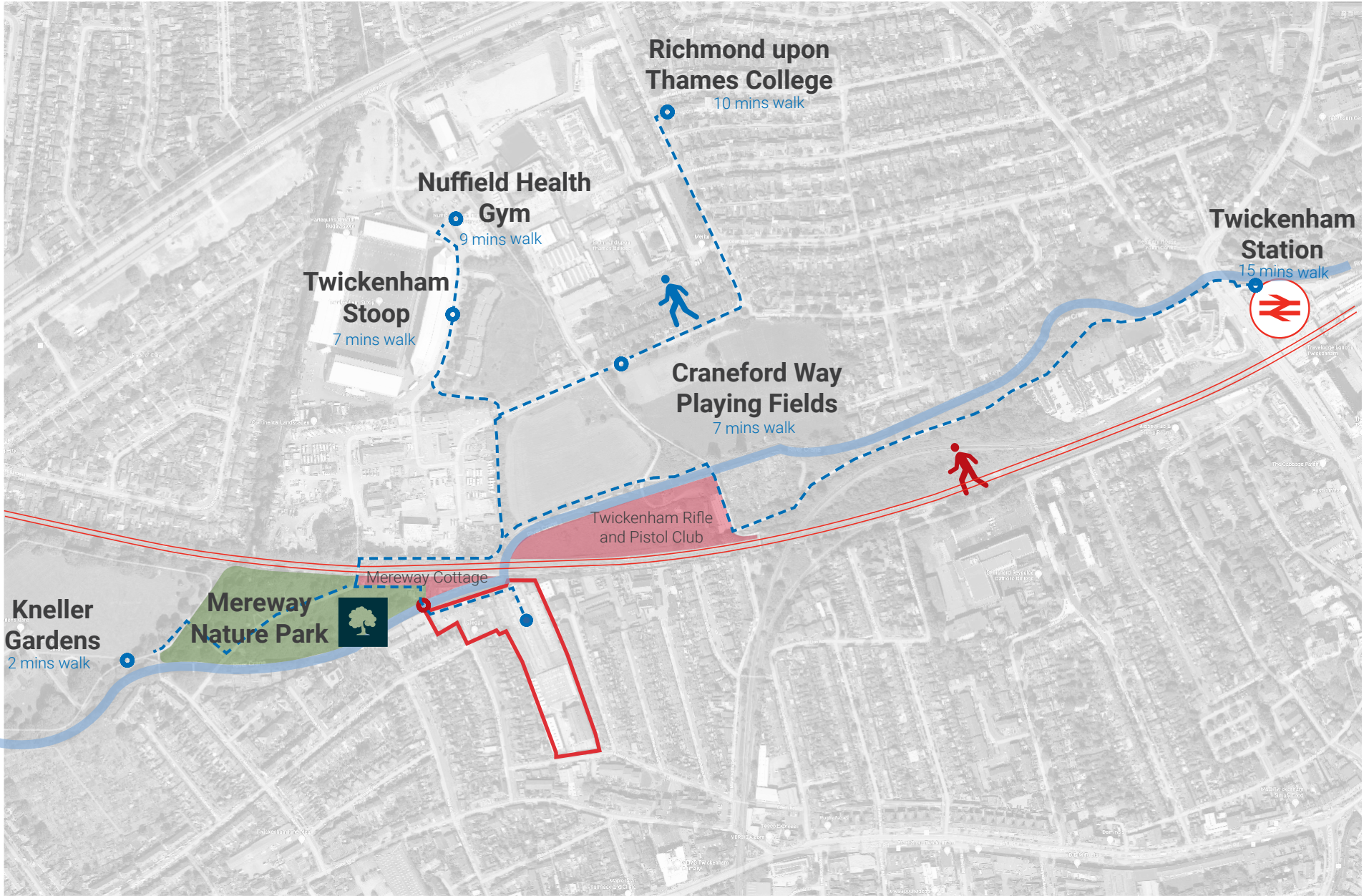
Option 1 - Bridge location over the river and railway



Option 2 - Bridge location and new path through Mereway Nature Park

This diagram shows the decrease in walking time if a pedestrian bridge was to be provided from the site.

- Key**
- Public land presenting opportunity for potential bridge over river to enhance connectivity
 - Private land restricting opportunity for potential bridge
 - Twickenham station
 - Potential pedestrian route from site
 - Popular locations within walking distance
 - Potential bridge location
 - x mins walk Time from site via potential new bridge
 - Starting point



Possible new routes with bridge option 2



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EVERMOTION



Introduction

Context

Design process

4.0 Design response

Landscape

Technical design

Access

Appendices

4.1 The proposal

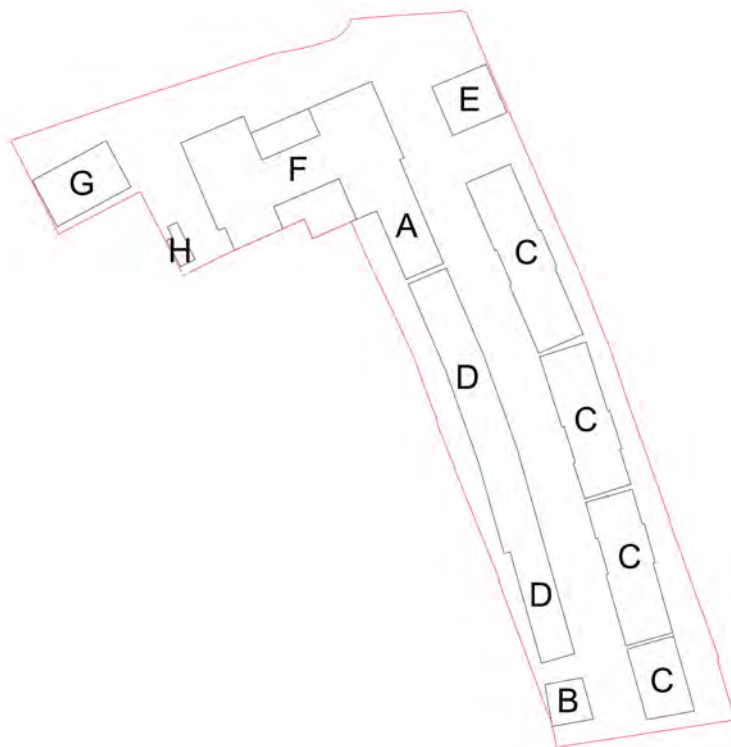
The following section details our design proposals, demonstrating the contextual and analytical approach undertaken in order to achieve a successful and cohesive scheme.

Our design has evolved from a thorough process of researching and understanding the site and its surrounding context. We have also undergone consultation with the London Borough of Richmond upon Thames, local residents and key stakeholders, whose opinions have informed the design as previously outlined.

The proposal is for a residential-led mixed-use scheme providing 116 much needed homes in various tenure types, with associated private amenity and parking, alongside a stand alone B1 office building fronting Edwin Road.

Summary of the scheme:

- 116 new homes
- 175 GIA sq m flexible, affordable B1 class floorspace fronting Edwin Road
- New public realm with landscaping and riverside walk
- High quality architecture with traditional forms and contemporary detailing



Artist's impression of the proposal

4.2 Use and amount

The scheme comprises a residential-led mixed use development with an appropriate mix of uses and density for the location.

Quantum

- 32 x 1 bed (28%)
- 35 x 2 bed (30%)
- 38 x 3 bed (33%)
- 11 x 4 bed (9%)
- 11,740 sq m Residential GIA (126,372 sq ft)
- 882 sq m Ancillary GIA (9,278 sq ft)
- B1 Office Commercial GIA - 175 sq m (1,884 sq ft)

Density

- 362 hab rooms per hectare
- 103 units per hectare

Parking & Cycle Spaces

- 115 residential parking spaces (12 accessible)
- 1 accessible commercial parking space
- 1 on-street parking space
- 228 cycle spaces



Ground floor plan showing houses, apartments and commercial locations



Proposed ground floor plan

4.3 Layout and positioning

The layout and positioning of the scheme has been informed by the urban grain of the local context and its history, as well as key site constraints such as the existing sewer line and the 8m river corridor.

The houses and commercial building fronting Edwin Road have been positioned to sit comfortably with other buildings along the street. The commercial building matches the building line of the existing houses, 52 and 54 Edwin Road, and provides defensible space and an active frontage.

The southern end of the eastern terrace presents a gable wall to Edwin Road in the same way as is presented on the corner of Norcutt Road. This presents a hard edge to the pavement, whilst thin windows have been introduced providing a level of overlooking to the street. This creates a natural corner to our development encouraging movement down the new mews street.

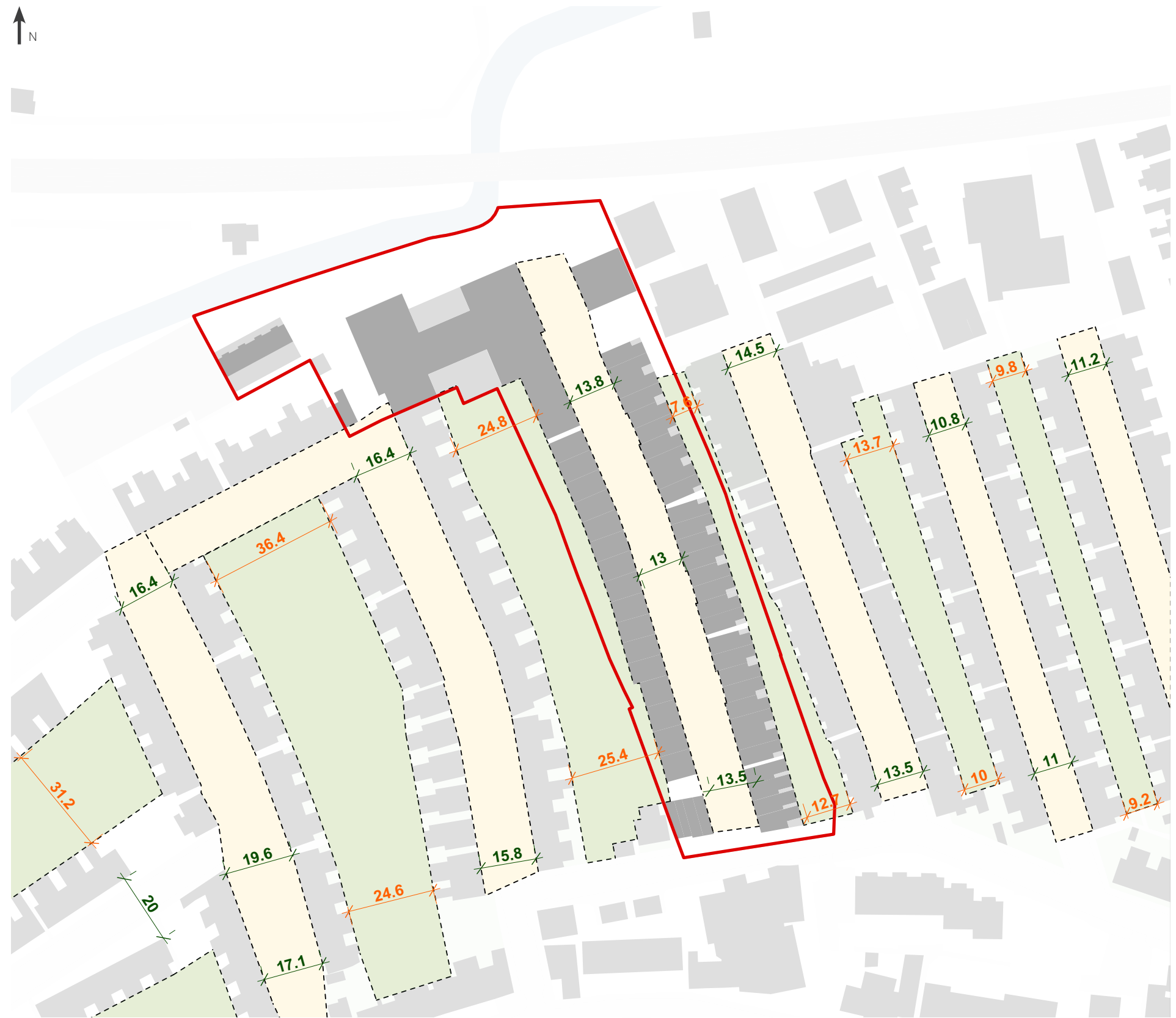
The mews street is set 13 wide, similar in width to many of the neighbouring streets. This allows for a driveway and front garden to the houses on the east side, and an integrated garage to the houses on the west side, whilst maintaining a large shared surface road and walkway. The houses are not centred on the site boundary so as to avoid the sewer line and increase the distance from the backs of the Norcutt Road houses. The tight urban grain of the street and those nearby creates a clear domestic scale and level of comfort and safety when walking down the street, whilst also creating a sense of community. Gaps have been introduced in the east terrace providing relief between the building and matching neighbouring streets. In addition the houses also step in and out adding a playfulness to the street frontage as well as further breaking down the terrace.

At the end of the street, as you approach the river and railway, the buildings forms are larger and set further apart as is common to the neighbouring context. The buildings have been laid out to avoid the creation of single large blocks which are over dominant. Instead there are four distinct building forms which can be read individually. These buildings have been set back from the river edge to retain a minimum of 8m from the river bank, reducing the buildings impact from key views on Crane park recreation ground and providing room for surface parking and riverside. A podium garden conceals additional parking at ground floor of the two landscaped amenity buildings.

Surrounding proximity analysis

The surrounding residential street widths (marked in yellow) vary from the narrowest at 10-11m to approximately 19-20m at the widest points.

The distance between the backs of the surrounding housing (marked in green) range from 9m at the narrowest to 36m at the widest point.



Key:
 Street widths
 Distance between back elevations (private gardens)
 Block plan showing street and garden widths

4.4 Unit layouts

The proposals have been laid out in order to maximise dual aspect units wherever possible and avoid single aspect north facing units.

Across the scheme the proposals achieve 83.6% dual aspect units.

There are no single aspect north facing units.

All of the 2, 3 and 4 bedroom units benefit from dual aspect.

The majority of apartments have very few units per core. Building A and E have 2 units per core for all floors. Building F has two cores, the first accommodates between 4 and 7 units per core, the second between 4 and 8 units per core. This second core also includes two lifts.



Typical floor showing aspect and units per core

Layout - apartments

Apartments have been designed to meet the following key principles:

- Floor areas in line with those required by the National Described space Standards (NDSS).
- Each apartment to have access to the living space to private external amenity space in the form of a balcony or terrace
- Apartments are lobbied with open plan living room, kitchen and dining spaces
- In general, living spaces to have aspect on two sides where possible with good lends of natural daylighting
- A high proportion of the apartments are dual aspect

Layout - houses

Townhouses have been designed to meet the following key principles:

- Living spaces to have direct access to the garden
- All houses have a parking space in form of garage or driveway
- Recessed entrances
- All houses have Juliette balconies from master bedroom
- Window boxes for plants
- Separate cloakroom for utility cupboards
- Each house to have dedicated storage space within the dwelling
- Floor areas in line with National Described Space Standards (NDSS)



House type locations



4.5 Architectural approach and character areas

As the design has developed, the site has naturally divided into three distinct character areas that respond to their immediate context.

Entrance

- Along Edwin Road - provides the gateway into the development
- Front garden zone - alignment with adjacent properties
- Continue strong building line established along the road
- Two storeys on street frontage matching surrounding context
- Gable end wall defining end of eastern terrace




Mews

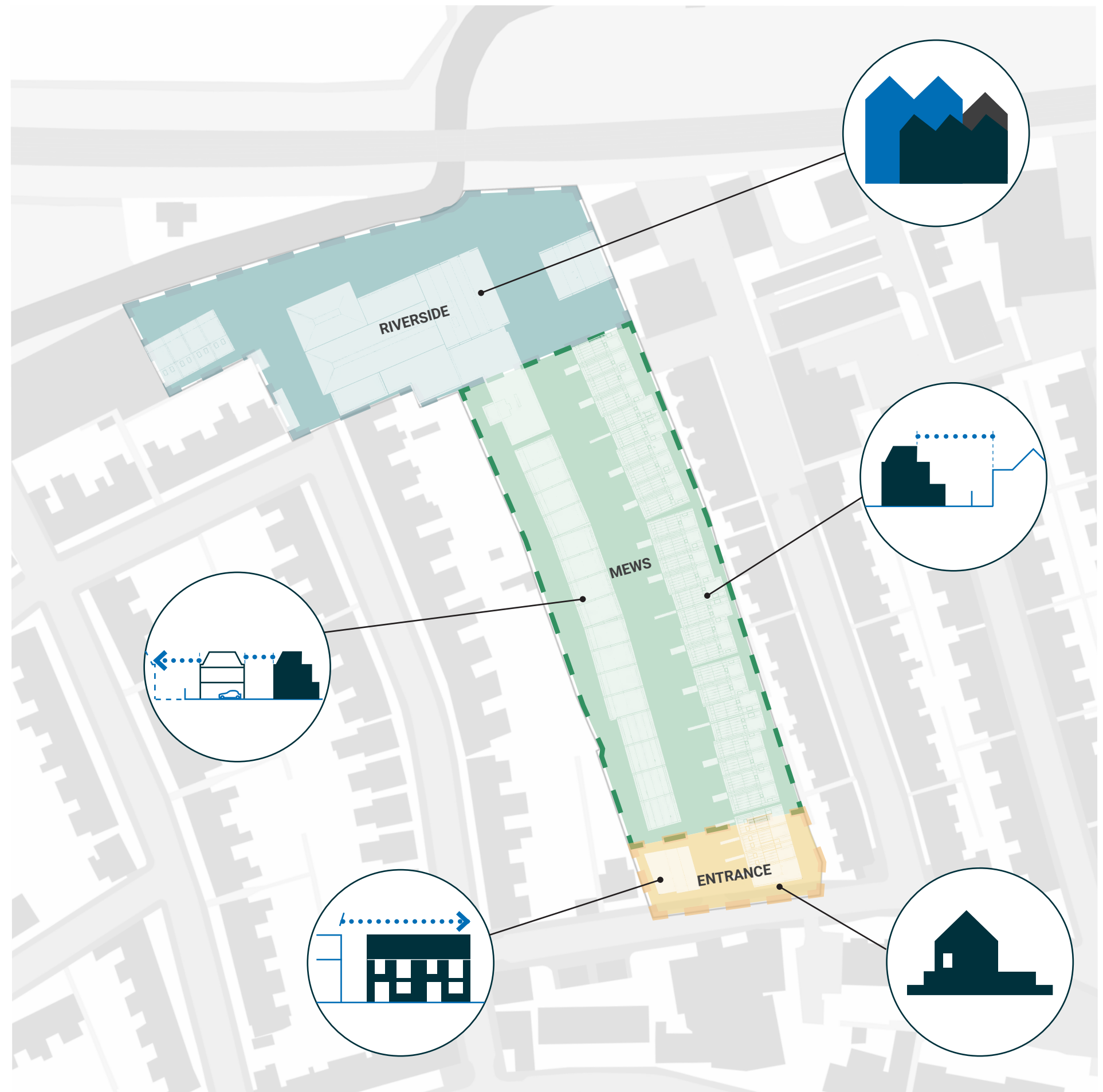
- A new street residential street with terrace houses in keeping with the surrounding context
- Boundary treatment to avoid overlooking at ground floor
- Oblique views within mews to avoid direct overlooking within the site
- Simple forms referencing typical 19th Century London mews
- Wider house type with integrated garage
- Hard surfaces, front driveways and shared surfaces.
- Varied finishes in keeping with surrounding context giving variety and avoiding monotony

Riverside

- Industrial / wharf aesthetic responding to the river and existing site use
- Apartment building reads as a collection of buildings built over time
- Varied scale and roofscapes to break down the mass
- Surface parking focused away from the river to prioritise pedestrian access
- Riverside walkway, opening up views to the river and introducing ecology and biodiversity

Key:

-  Riverside
-  Mews
-  Entrance



Character areas diagram

4.6 Amenity strategy

Ensuring all homes have an appropriate amenity space has been a key part of the design development process. Following and during the consultation process, the size of the rear gardens has been increased to maximise the private amenity space. This means all three bedroom houses have a minimum of 17 sq m private amenity space which is secure and enclosed. This provides a safe place for the children to play within the home. The design of these gardens is covered in the landscape section of this document. The gardens to the houses are a comparable size to other dwellings in the area and achieve the maximum possible on this site.

For the apartment buildings (A, E & F) and smaller two bedroom houses (G), amenity has been maximised with terraces and balconies, ensuring every apartment has a private amenity space either equal to or above the London Plan minimum requirements. Balcony locations can be seen in the diagram below.

In addition to the private amenity, Building F benefits from a number of small communal roof terraces that can be enjoyed by those living in the building.



Diagram showing balcony locations (highlighted red) on buildings A, E and F



Amenity space diagram