



Greggs Bakery / Twickenham
Design Statement – Planning Addendum

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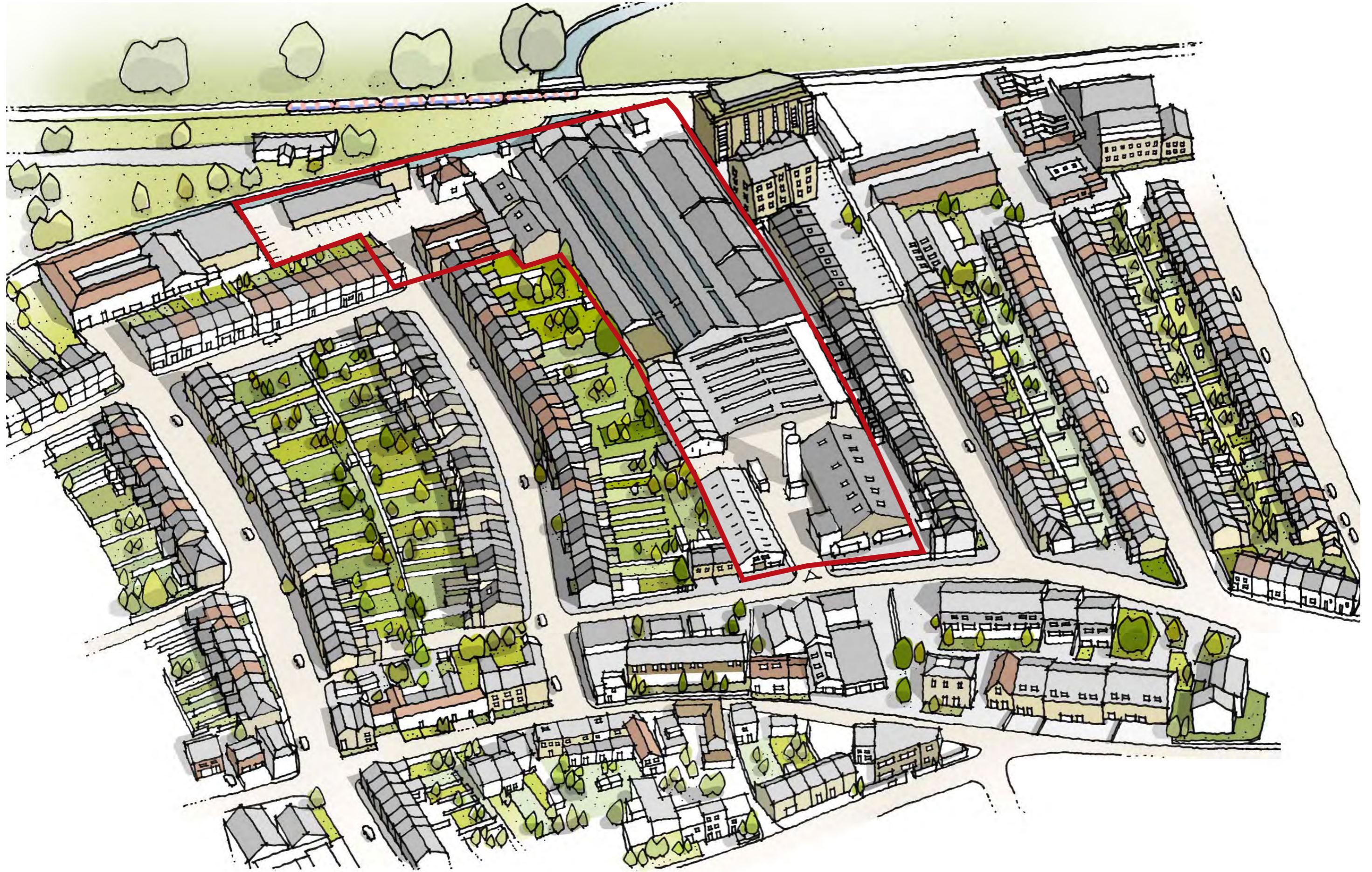


1.0 Introduction

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Existing site - aerial sketch

1.1 The purpose of this document

This Design and Access Addendum has been prepared to identify and explain changes to the planning submitted scheme (ref: 19/0646/FUL). These changes have been made in response to further consultation post submission of the application including at a Design Review Panel, discussions with the London Borough of Richmond and consultation with local residents.

This document is to be read in conjunction with the Design and Access Statement, reports and drawings previously submitted (ref: 19/0646/FUL).

1.2 Summary of changes

The key changes to the previously submitted proposals are listed below:

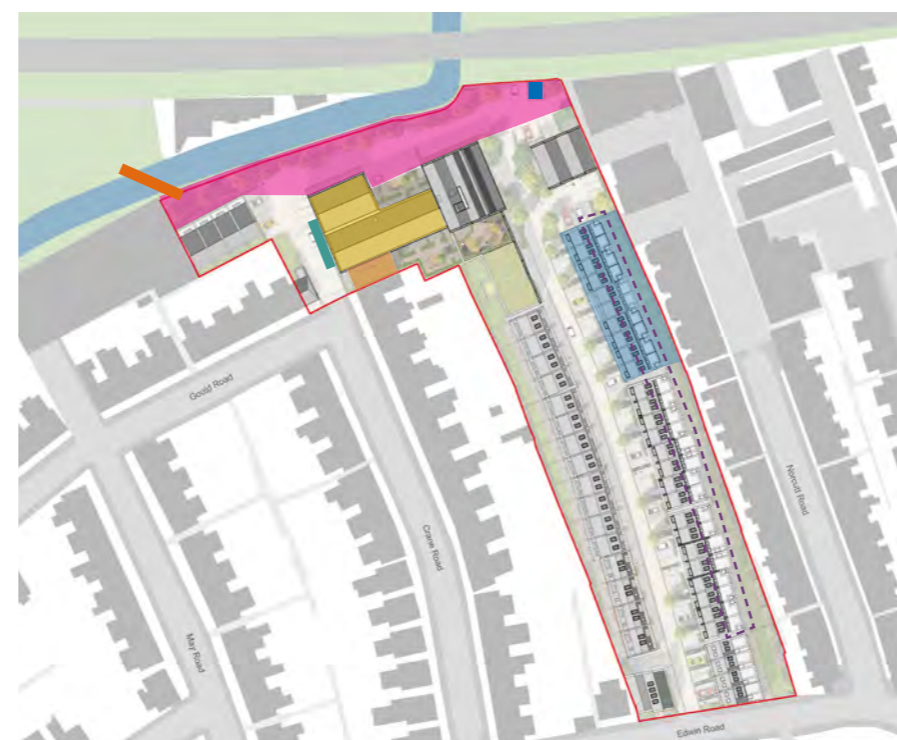
1. ■ Reduction in overall parking numbers to facilitate enhancements to the riverside area, biodiversity, pedestrian experience and enhanced play;
2. ■ Further development of the river edge guarding to reduce light spill towards the river and explore ecology;
3. ■ Safe guarding of the future pedestrian bridge landing point;
4. ■ Changes to the massing at the junction of Gould Road and Crane Road and removal of a communal roof terrace to mitigate perceived overlooking;
5. ■ Amendment to Building F fourth floor roof form and cladding material to improve contextual relationship and reduce visual impact;
6. ■ Amendment to balcony design on Building F to reduce perceived overlooking of neighbouring garden spaces;
7. ■ Adjusted house types and increased back gardens, relocating two accessible houses into the apartments;
8. ■ Change to rear of houses to improve (DLSL) aspect and daylight, outlook and reduce impact on adjoining houses opposite;
9. ■ Relocate substation to standalone building;

The development of the Greggs Bakery site will still offer a total of 116 homes within townhouses and apartment buildings with heights ranging between 2 and 5 storeys.

1.3 Summary of proposals

A summary of the key figures and how they have changed are as follows:

| Planning submission quantum | Current quantum |
|--|---|
| 32 x 1 bed (28%) | 32 x 1 bed (28%) |
| 35 x 2 bed (30%) | 34 x 2 bed (29%) |
| 38 x 3 bed (33%) | 46 x 3 bed (40%) |
| 11 x 4 bed (9%) | 4 x 4 bed (3%) |
| | |
| 11,740 sq m Residential GIA | 11,684 sq m Residential GIA (125,765 sq ft) |
| 175 sq m Commercial GIA | 175 sq m B1 class Commercial Office GIA (1,884 sq ft) |
| 882 sq m Ancillary GIA | 916 sq m Ancillary GIA (9,860 sq ft) |
| | |
| Density | Density |
| 362 hab rooms per hectare | 343 hab rooms per hectare |
| 103 units per hectare | 103 units per hectare |
| | |
| Parking & cycle spaces | Parking & cycle spaces |
| 115 residential spaces (12 accessible) | 100 residential parking spaces (12 accessible) |
| 1 accessible commercial space | 1 accessible commercial parking space |
| 1 on-street parking space | 1 on-street parking space |
| 228 cycle spaces | 228 cycle spaces |



Roof plan of planning submitted scheme highlighting changes

1.4 Supporting documents

As part of this planning addendum submission the following drawings have also been updated to reflect the revised scheme.

Drawing list

| | | |
|---------------|------|---|
| A2871 700-709 | R26 | Proposed Area Schedule |
| A2871 200 | R21 | Proposed Plan - Ground floor |
| A2871 201 | R21 | Proposed Plan - First floor |
| A2871 202 | R21 | Proposed Plan - Second floor |
| A2871 203 | R21 | Proposed Plan - Third floor |
| A2871 204 | R21 | Proposed Plan - Fourth floor |
| A2871 205 | R21 | Proposed Plan - Ground floor |
| | | |
| A2871 401 | R21 | Proposed Elevations - Sheet 1 |
| A2871 402 | R21 | Proposed Elevations - Sheet 2 |
| | | |
| A2871 601 | R21 | Existing House - Proposed (Block H) |
| A2871 602 | R21 | House Type 1 (Block G) |
| A2871 603 | R21 | House Type 2 (Block C) |
| A2871 604 | R21 | House Type 2a (Block C) |
| A2871 605 | R21 | House Type 3 (Block C) |
| A2871 606 | R21 | House Type 4 (Block C) |
| A2871 608 | R21 | House Type 6 (Block D) |
| A2871 609 | R21 | House Type 7 (Block D) |
| A2871 641 | R21 | House Type 9 (Block C) |
| | | |
| A2871 610 | R21 | Apartment Building E |
| A2871 612 | R21 | Buildings A & F - Ground Floor Plan |
| A2871 613 | R21 | Buildings A & F - First Floor Plan |
| A2871 614 | R21 | Buildings A & F - Second Floor Plan |
| A2871 615 | R21 | Buildings A & F - Third Floor Plan |
| A2871 616 | R21 | Buildings A & F - Fourth Floor Plan |
| A2871 617 | R21 | Buildings A & F - Roof Plan |
| A2871 620 | R21 | Buildings A & F - Sections Sheet 1 |
| A2871 621 | R21 | Buildings A & F - Sections Sheet 2 |
| A2871 630 | R21 | Buildings A & F - Elevations Sheet 1 |
| A2871 631 | R21 | Buildings A & F - Elevations Sheet 1 |
| | | |
| A2871 650 | R21 | Ladder Section & Bay Elevation 1 - Building F |
| A2871 651 | R21 | Ladder Section & Bay Elevation 2 - Building F |
| A2871 652 | R21 | Ladder Section & Bay Elevation 3 - Building F |
| A2871 653 | R21 | Ladder Section & Bay Elevation 4 - House Type 3 |
| A2871 654 | R21 | Ladder Section & Bay Elevation 5 - House Type 6 |
| | | |
| A2871 1000 | P2 | Proposed Ground Floor Landscape General Arrangement |
| A2871 1001 | P2 | Proposed First Floor Landscape General Arrangement |
| A2871 1002 | P2 | Proposed Third Floor Landscape General Arrangement |



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EVERMOTION



Introduction

2.0 Post-submission consultation

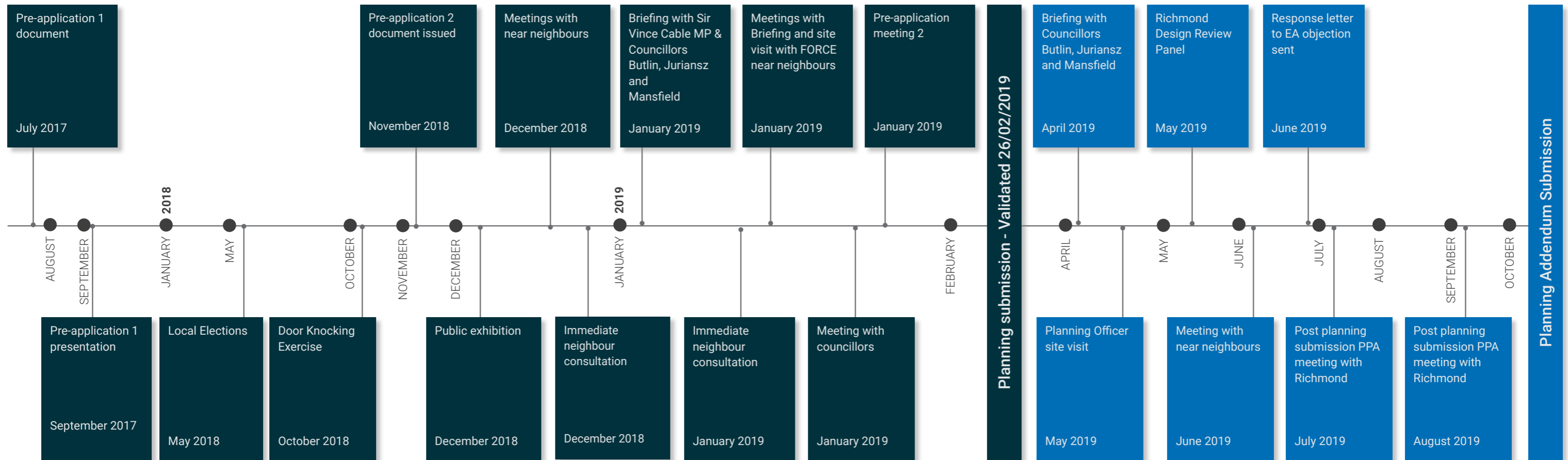
Design response

Appendices

2.1 Consultation timeline

Since the planning submission was made in February 2019 further consultation has been undertaken with the local authority, local stakeholders and a design review panel.

This chapter runs through the feedback from these meetings and how the proposals have been revised to respond.



2.2 Planning objection comments

During the consultation period of the application a number of objections and comments were raised by members of the public. Having reviewed these objections and established a hierarchy of issues to address, we have prepared a series of responses to design related issues. These include further explanation of some items, and revisions to other elements to directly address the concerns raised.

| Comment | Frequency |
|--|-----------|
| Density of housing is too high | 63 |
| Generate additional traffic | 47 |
| Inadequate on-site parking provision | 46 |
| Overlooking/loss of privacy | 34 |
| Insufficient play/recreational space | 24 |
| Overdevelopment | 18 |
| Insufficient community benefits | 17 |
| Highway safety | 16 |
| Insufficient access to the River Crane corridor | 14 |
| Incongruent design (Houses) | 10 |
| No provision of visitor parking | 11 |
| Impact of construction traffic | 11 |
| Enforcement of CPZ | 10 |
| Extend CPZ hours | 8 |
| Local schools are oversubscribed | 8 |
| Insufficient sewage infrastructure to sustain development | 6 |
| Support principle of redeveloping the site for residential use | 9 |
| Increased pollution (air and noise) | 5 |
| Deliver footbridge over the River Crane | 3 |
| Impact on NHS facilities | 3 |
| Proposals should not exceed 3 to 4-storeys | 3 |
| Strictly access through Edwin Road | 3 |

Summary of comments received from updated Statement of Community Involvement



Comments

Parking & transport

A large majority of the comments raised since the application has been submitted relate to transport and parking. This is often a common concern amongst residents and its importance is increased in this area as a new controlled parking zone was recently introduced. The specific issues raised included; *Insufficient on-site parking provision and potential for overspill to neighbouring streets, Why visitor parking hasn't been accommodated, Specifics on traffic calming measures to be introduced.*



Our response

Parking & transport

A full transport assessment was submitted in support of the application covering many of the issues raised. The proposals include restricting all new residents in the development from applying for a residents parking permit to ensure additional pressure is not added to the existing on-street parking provision. Visitor parking is not encouraged by either the Council's prevailing policies or the London Plan, especially at sites where there is good public transport and we have therefore decided not to provide additional parking spaces for visitors. Safety is paramount to the development and whilst no specific traffic calming measures have been introduced the design of the landscaping and reinstatement of footways will greatly improve the current condition. London Square support the implementation of longer controlled parking periods to maintain adequate parking for local residents.

Density

We received a number of comments querying the density of the scheme. Most were concerned that the scheme was too dense for the area and not in keeping with the urban grain of the surrounding streets.

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

| Setting | Public Transport Accessibility Level (PTAL) | | |
|-----------------|---|---------------|----------------|
| | 0 to 1 | 2 to 3 | 4 to 6 |
| Suburban | 150-200 hr/ha | 150-250 hr/ha | 200-350 hr/ha |
| 3.8-4.6 hr/unit | 35-55 u/ha | 35-65 u/ha | 45-90 u/ha |
| 3.1-3.7 hr/unit | 40-65 u/ha | 40-80 u/ha | 55-115 u/ha |
| 2.7-3.0 hr/unit | 50-75 u/ha | 50-95 u/ha | 70-130 u/ha |
| Urban | 150-250 hr/ha | 200-450 hr/ha | 200-700 hr/ha |
| 3.8-4.6 hr/unit | 35-65 u/ha | 45-120 u/ha | 45-185 u/ha |
| 3.1-3.7 hr/unit | 40-80 u/ha | 55-145 u/ha | 55-225 u/ha |
| 2.7-3.0 hr/unit | 50-95 u/ha | 70-170 u/ha | 70-260 u/ha |
| Central | 150-300 hr/ha | 300-650 hr/ha | 650-1100 hr/ha |
| 3.8-4.6 hr/unit | 35-80 u/ha | 65-170 u/ha | 140-290 u/ha |
| 3.1-3.7 hr/unit | 40-100 u/ha | 80-210 u/ha | 175-355 u/ha |
| 2.7-3.0 hr/unit | 50-110 u/ha | 100-240 u/ha | 215-405 u/ha |

2016 Current London Plan Density Matrix, highlighting where our development falls (In the draft London Plan Density Matrix has been omitted)



Density

We have undertaken the following analysis of our density compared with neighbouring streets in the surrounding area which indicates that the scheme is in line with the local context and achieves similar densities. Additionally the footprint of the proposals fits comfortably with the urban grain and pattern of the street scape.

Planning Submission Proposal Density Study: 362 hab. rooms / hectare, 103 units / hectare.

Norcutt Road Density Study: 440 hab. rooms / hectare, 103 units / hectare, including approved student block.

Hamilton Road Density Study: 396 hab. rooms / hectare, 99 units / hectare.

In line with the New London Plan and the current need for housing the design team has worked hard to maximise the sites potential in a highly residential area, on a brownfield site, whilst being sensitive to neighbouring properties and the character of the local area.



Comments

Height

A number of comments expressed concern that the scheme was incongruent with the area in terms of height and character. They expressed that proposals should not exceed 4 storeys.



Our response

Height

The height of the proposals has been a material consideration throughout the design process and was further revised following consultation before planning submission. This included:

- Complete redesign of the building backing the Gould Road houses, from a two storey apartment building with roof, to single storey two bedroom houses with a bedroom within the roof space;
- The 3 storey apartment building (Building A) adjacent to the northern end of Crane Road had the roof profile removed from the side closest to the boundary, reducing its height;
- The tallest apartment building (Building F) was reduced from 6 storeys to 5 storeys matching the number of floors proposed on the approved student accommodation building adjacent.

The tallest building is a modest five storeys towards the north of the site. This matches the approved student accommodation building less than 40 meters away. It is also similar in height to the apartment buildings on Langhorn Drive across the river. We understand residents are concerned about this height which is why the four and five storey building have been positioned where it will have minimal impact on the surroundings, with no effect on sunlight to neighbouring properties nor does any residential building look directly towards them.

Further, since the application and through further consultation we have revised the external material of the four storey element and reduced the roof pitch and parapet heights to reduce its impact on the surrounding streets. This is shown on the images to the right expanded on later in the document.



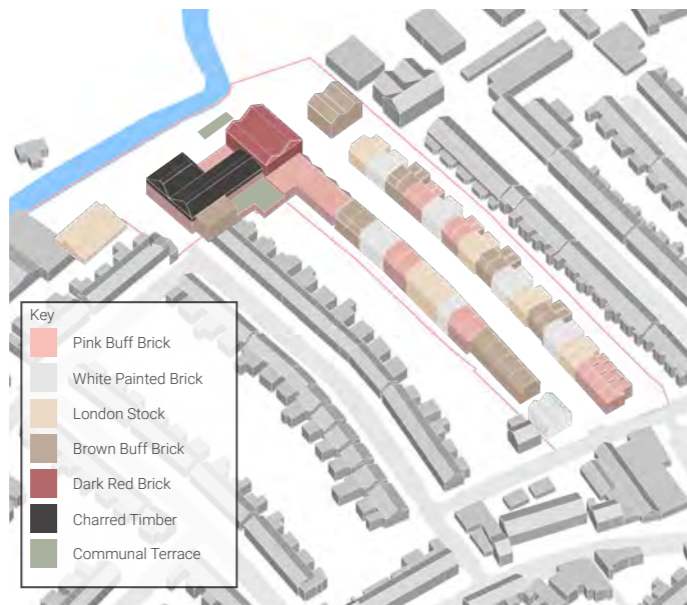
Planning submitted proposal



Planning addendum proposal

Character

Some of the comments raised related to the character of the proposals and questioned whether they are in keeping with the area.



Planning submitted material proposal



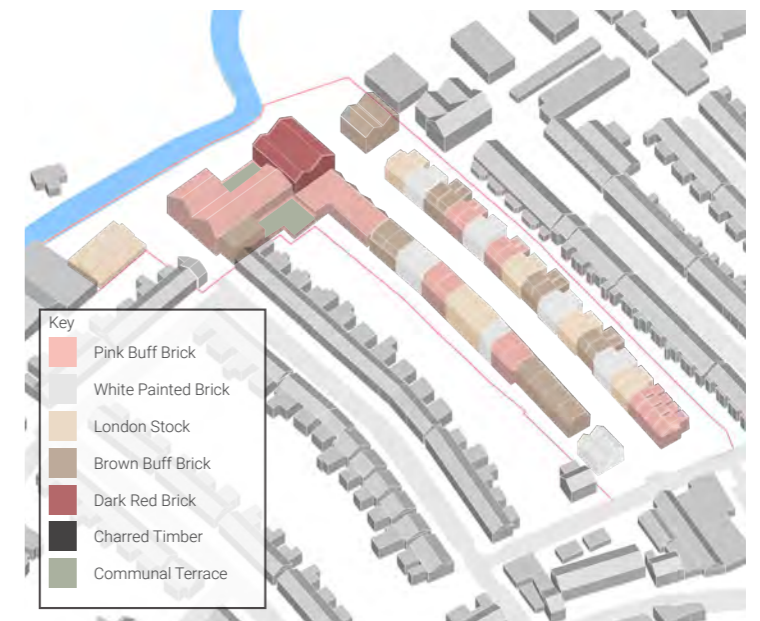
Character

Careful analysis was undertaken on the surrounding residential streets to ensure that the character of the proposals are derived from their style. So that the site was not treated as one single development which could have become over bearing the design was split into three character areas. This helped increase variety and allowed the development to respond to the changing context at opposite ends of the site.

Whilst the design is split into three character areas, all of the scheme incorporates design elements and facade treatments that are inspired by the local area.

The selected materials of brick, metal and stone are robust, natural and hard wearing, fit comfortably within the existing context and will provide the proposal with character whilst also giving the impression the development has emerged over time.

As part of this addendum the proposals have been adjusted to further fit into the townscape through a change in material to Building F's upper floor and roof.



Revised proposal

Comments

Our response

Overlooking & privacy

A number of comments submitted related to overlooking of gardens or rooms from the proposals.



Overlooking & privacy

Privacy and overlooking has been a key consideration throughout the design process. The scheme is in a residential area with a number of residential houses in close proximity.

The scheme has been designed to minimise overlooking through measures such as opaque glazing, reduced opening windows and defensible planting at boundary and roof edges. Where direct overlooking is possible the buildings have been located more than 20m from the neighbours.

This means that there are no windows, roof terraces or balconies in the scheme where overlooking of other residential properties would be possible within the 20 meter distance. Overlooking of gardens is possible along the rear of Crane Road, but this is common within the area and mitigation such as planting and boundary treatments have also been proposed within the design.



Plan illustrating overlooking distances and mitigation strategies

Daylight & sunlight

A number of residents have expressed concerns that the proposals will reduce the amount of daylight and sunlight received to their properties and gardens



Daylight & sunlight

A full daylight sunlight analysis was submitted in support of the planning application with full details of the effects of the scheme analysed. This report demonstrates there are a number of significant improves to the daylight and sunlight benefiting many of the surrounding houses. When considering the Sun on Ground analysis on the 21st March, all of the surrounding amenity areas with the exception of one (Lock House, 75 Norcutt Road), will meet the BRE Guidelines.

The diagram to the right is taken from this report and shows the % change of sunlight on the 21st March with the development in place. It shows there is no impact on the houses on Gould Road where some of the objections have been raised.



Playspace

Some comments received voiced concerns regarding the amount of play-space being provided on the site.



Playspace

Using the latest GLA occupant yield and play space calculator the predicted child yield for the site is 52 children (based on the addendum area schedule). The proposal is for ages 11 and above to be accommodated off-site in larger play areas more suitable. A contribution via Section 106 will be made by the developer to facilitate this. Removing the 11+ children, results in a play space requirement of 400sq m.

All houses of 3-bed or more are provided with a garden reducing the policy requirement for 0-4 playspace to circa 100 sq m under Richmond SPD guidance. Despite this the amended proposals have increased the public realm playspace area giving a total of 368sqm and a further 165 sqm within communal terraces. This ensures the current proposal is policy compliant.



2.3 Richmond Design Review Panel & Pre-application 2

A second pre-application meeting took place on the 10th January 2019. Since the application was submitted formal feedback was received from the local authority detailing a number of items they would like to see addressed.

Further to this, following a request from the London Borough of Richmond-upon-Thames post submission, a Design Review Panel (DRP) was arranged to present the scheme for feedback. The DRP took place on 10th May 2019 with a mixture of professionals included on the panel. Planning officers and ward councillors were also in attendance. The DRP included a site walk around before a presentation by the Architects, a discussion and then feedback.

Officers and the panel were generally aligned in their comments and responses as detailed here.

Summary of DRP comments:

- The site represents an ideal opportunity for providing new housing in the borough, regain access to the riverfront and potentially create a pedestrian link across the railway to connect with Twickenham Station;
- The Panel supports the idea of the residential street reflecting the surrounding context, the urban grain may be slightly tight although does comply with the New London Plan standards for amenity space;
- Supportive of the industrial aesthetic and material palette;
- Given the industrial backdrop, overall the height is appropriate;
- Supportive of the clear public realm concept, however the location of car parking at the north end of the site and overall quantum was questioned;
- The space for the bridge landing feels compromised with car parking and playspace. This should be interrogated further and the bridge should be pursued;
- Concern around the size of the rear gardens of houses C15-C30 where neighbours are in close proximity. The gardens of D1-D4 also feel small;
- Concerns over the massing at the junction of Gould Road and Crane Road in relation to existing terraces and overlooking from the roof gardens on Building F;
- Fourth Storey and balconies to the western end of Building F could have a negative impact and potential overlooking;
- Review the lantern roof and look at the option of a flat roof instead. Also not convinced of the darker tone;
- Losing the four houses proposed at this end would enable a more effective use of the space.

Summary of Pre-application 2 comments:

- Change of use not supported;
- Increase in back garden depths is supported and are policy compliant however some still remain small;
- The roof of Building F appears over-heavy and appears to emphasise the upper-storey finish;
- The scheme would benefit from further reducing the car parking at this end;
- Playspace to be reviewed and calculated using the Mayor's Child Yield Matrix.



View of east terrace houses



View of west terrace houses



Riverside CGI



Riverside elevation

Comments

Our response

Riverside, playspace and Gould Road houses (DRP comment)

Supportive of the clear public realm concept, however the location of car parking at the north end of the site and overall quantum could be reduced to improve the landscaping and river edge. Little space is left for seating, play and recreation. Consider mitigation measures to soften the hard edge towards the river-front and create a sense of place by the river edge.

The space for the bridge landing feels compromised with car parking and play-space. Suggest taking forward the opportunity for a pedestrian crossing over the River Crane and the railway and interrogate this space to ensure sufficient landing area. Losing the four houses may help assist in improving this.



Riverside, playspace and Gould Road houses

Accommodating sufficient parking and appropriate landscaping has been a careful balance. Following discussions with our transport consultant we propose the removal of 15 parking spaces to enhance the landscaping with further measures as follows:

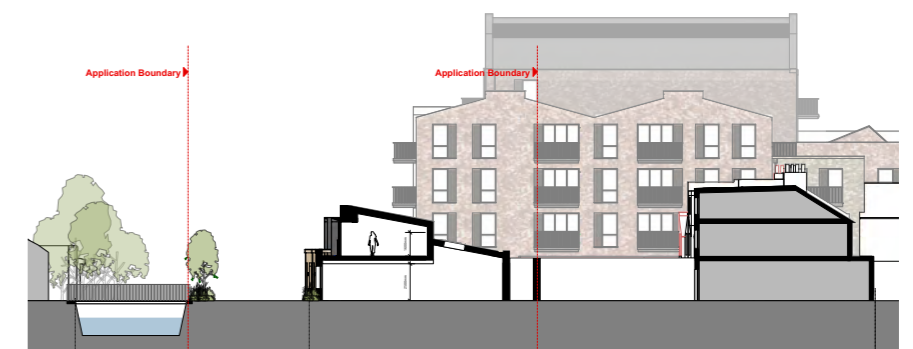
- Greatly enhanced river edge treatment with extension of board walk and play space;
- Reduced car parking results in a portion of 1 bedroom apartments not allocated a parking space;
- Detailed design of playspace and bridge landing showing how these interact and ensuring the space is sufficient;
- Future-proofed bridge landing with additional safe guarded area added to planning submitted drawings;
- 100 metre board walk runs the full length of the river providing further opportunities for interaction and play;
- Increased planting buffer improves biodiversity and reduces light spill onto the river corridor;
- Spaces for seating, play and walking provided;
- Clear delineation between car and pedestrian spaces;
- Four houses proposed to the rear of Gould Road houses to be retained as previously submitted. These houses have been designed to fit comfortably in front of the playspace, provide natural surveillance enhancing the security of the riverside area and avoid overlooking to neighbours.



Planning submitted landscape proposal



Proposed revision



Planning submitted through Gould Road houses section

Rear garden sizes (DRP comment)

Lack of amenity space for houses (specifically C15-C30 and D1-D7). Adjust the typology and provide more generous space. Explore the inside outside relationship to make them more usable.

Rear garden sizes (pre-application comment)

Increase in back garden depths is supported and are policy compliant however some still remain small.



Rear garden sizes

All houses have been provided with a rear private garden which meets the New Draft London Plan and policy requirements, however we acknowledge that some of these gardens are small and so have proposed amendments to increase the garden sizes where possible. These measures include:

- House types C-15 to C30 shortened to increase garden sizes. (Houses remain New London Plan Compliant);
- Larger accessible houses with the smallest gardens relocated elsewhere and provided as apartments more suitable for wheelchair users;
- Patio doors to be provided with level threshold giving seamless access to the gardens, creating use-able inside outside space;
- House layouts D1-D4 amended to improve relationship with the garden.

