

3. Baseline Conditions

Introduction

3.1 This section considers the existing Site in terms of the physical townscape and its components along with the townscape character receptors and visual amenity from existing visual receptors. The 'value' of each townscape character and visual receptor has been considered as part of the baseline study through the desk-based review and site visits and this contributes to the resultant 'sensitivity' of each receptor established at the appraisal of effects stage.

The Site and its Surrounding Context

The Site

3.2 The Site is broadly upside down 'L' in shape and there is a limited change in ground level making it relatively flat. The majority of the Site consist of post war industrial buildings associated with the former bakery. This includes several warehouses with small to medium footprints that typically include brick façades and corrugated metal, shallow, pitched roofs. These structures are one to three storeys high and have areas of hard standing carparks and loading areas. The Site does not include or fall within a designated heritage asset.

3.3 The northern portion of the Site is accessed from the junction of Gould Road and Crane Road, whilst the southern is accessed from Edwin Road. At the Site's north western entrance is the former bakery's three storey office building, which has a white painted brick façade and slate pitched roof. Two tall storage silos are located close to the southern entrance and provide a local landmark within the immediate townscape.

3.4 The southern boundary of the Site is defined by Edwin Road and the northern boundary by the bank of the River Crane and the embankment of a railway line. The back garden fence line of the residential properties associated with Norcutt Road and Lockcorp House define the eastern boundary, whilst the back garden fence line of the Crane Road residential properties the western boundary. The north western boundary is defined by the back garden fence line of the Gould Road residential properties and the built form of Crane Mews.

The Surrounding Context

3.5 In order to establish the characteristics of the townscape, consideration has been given to the historical development of the study area and its surrounding context.

Historic Context

3.6 The history of the study area is discussed in detail within the Twickenham Village Planning Guidance SPD (2018) under "Character Area 11: North of the Green". In summary, the guidance recognises that development of this area did not occur before the late 19th century and mainly focused along Colne Road, Mereway Road, Albion Road and May Road, close to Twickenham Green (formerly named Twickenham Common), to the south of the study area.

3.7 The Site area, however, remained undeveloped up to the beginning of the 20th century; with the area located between the railway and the north of Edwin Road and Colne Road (including the Site) occupied by orchards and arable land.

3.8 At the start of the 20th century the area around the Site and to the east and west of the study area became developed with terraced housing. Small industrial areas appeared between this residential area and the river, including the northern western corner of the Site and the first electricity works of Twickenham.

3.9 At the same time with the expanding residential population, to the north of the River Crane, a sewage works and fever hospital was built. The former increases in size until it moves and the land becomes a depot in the mid 20th century and the latter remains until the 1930's. During this period the majority of the linear section of the Site remains empty, with historically mapping from the early to mid 20th century recognising it as being an "Allotment Garden". Although a laundry building appears at the south of the Site.

3.10 In the mid to late 20th century the northern section of the Site becomes developed with a large bakery in the 1960's, whilst the laundry building at the south remains along with a new works building. To the southeast of the study area an area of terraced housing is cleared for re-development between Edwin Road and Colne Road.

3.11 By the end of the 20th century the bakery has extended to cover the whole of the Site and the electricity works closed when a modern sub-station is built. In the early 21st century the latter was converted to residential apartments and established as a building of Townscape Merit.

Landform

3.12 The Site and study area's topography is located within the River Thames flood plain and relatively flat at around 9 to 13 metres above ordnance datum (AOD). Outside of the study area the landform remains broadly flat, with the land rising up to Richmond Park at around 60 metres AOD some 3.4 kilometres to the east.

Land use

3.13 The majority of the study area contains a residential land use (predominately early 20th century) to the south, east and west. Along with typical land uses associated with a residential area such as small local shops, which are concentrated along Twickenham Green, and education uses such as GEMS Twickenham Primary and Richmond upon Thames College. Small to medium sized light industry uses are spread amongst the residential area along Staines Road, Merway Road, Colne Road and Edwin Road.

3.14 A series of green spaces are located to the north of the Site, along the River Crane corridor. These include Kneller Gardens, Mereway Nature Park and Craneford Way Recreational Grounds as shown in **Figure 3.1**. To the far north, behind the railway line and River Crane, are the Central Depot and Twickenham Stoop rugby ground, along with further mid 20th century residential area.

Movement

3.15 The secondary routes of the A305 (Heath Road and Staines Road) and the A311 (Hampton Road) run to the south of the study area and provide access between Twickenham and Hanworth and Hampton. Outside of the study area, to the north, runs the dual carriageway of the A316.

3.16 The South Western railway line from London Waterloo splits in north east corner of the study area, with the southern arm traveling to Shepperton and looping back to London Waterloo on a railway embankment. The western branch, passing right to the north of the Site's boundary, travels on a slight embankment to Staines, Windsor and Reading.

3.17 This railway line also physically prevents pedestrian and vehicular movement within the study area, with the roads between the line and the A305 being typically tertiary roads that are mainly used by the residents and industrial uses. Only one footbridge and one tunnel provides pedestrian access over the western branch railway line and a series of tunnels and bridges that deliver both pedestrian and vehicular access under the southern arm of the railway line.

Built form and appearance

3.18 The movement network defines an irregular grid pattern around the Site, with buildings typically addressing the pavement. The majority of the built form within the study area date from the Victorian period with pockets of Edwardian terraces and few mid to late 20th century buildings.

3.19 The built form that immediate surrounds the Site, along the adjacent streets, are broadly consistent in architecture style. They are characterised by London stock brick facades with pitched slate roof and protruding chimneys. Some facades have been painted over or rendered but most keep their original brick façade with red brick detailing. Depending on the street, the built form fronts directly onto the pavement or steps slightly back with small front garden with low brick walls or fencing separating it from the pavement.

3.20 Diversity arises between each road with specific features distinguishing each street from the others such as round arched porched recesses, opening directly onto Warwick Road and Hamilton Road or the prominent red brick bow window and façade detail for those along May Road.

3.21 Some industrial pockets characterise by single storey warehouse units and parking spaces can be found randomly along Staines Road, Merway Road, Colne Road and Edwin Road, including the Site and a vehicle repair shop on the opposite side of the road.

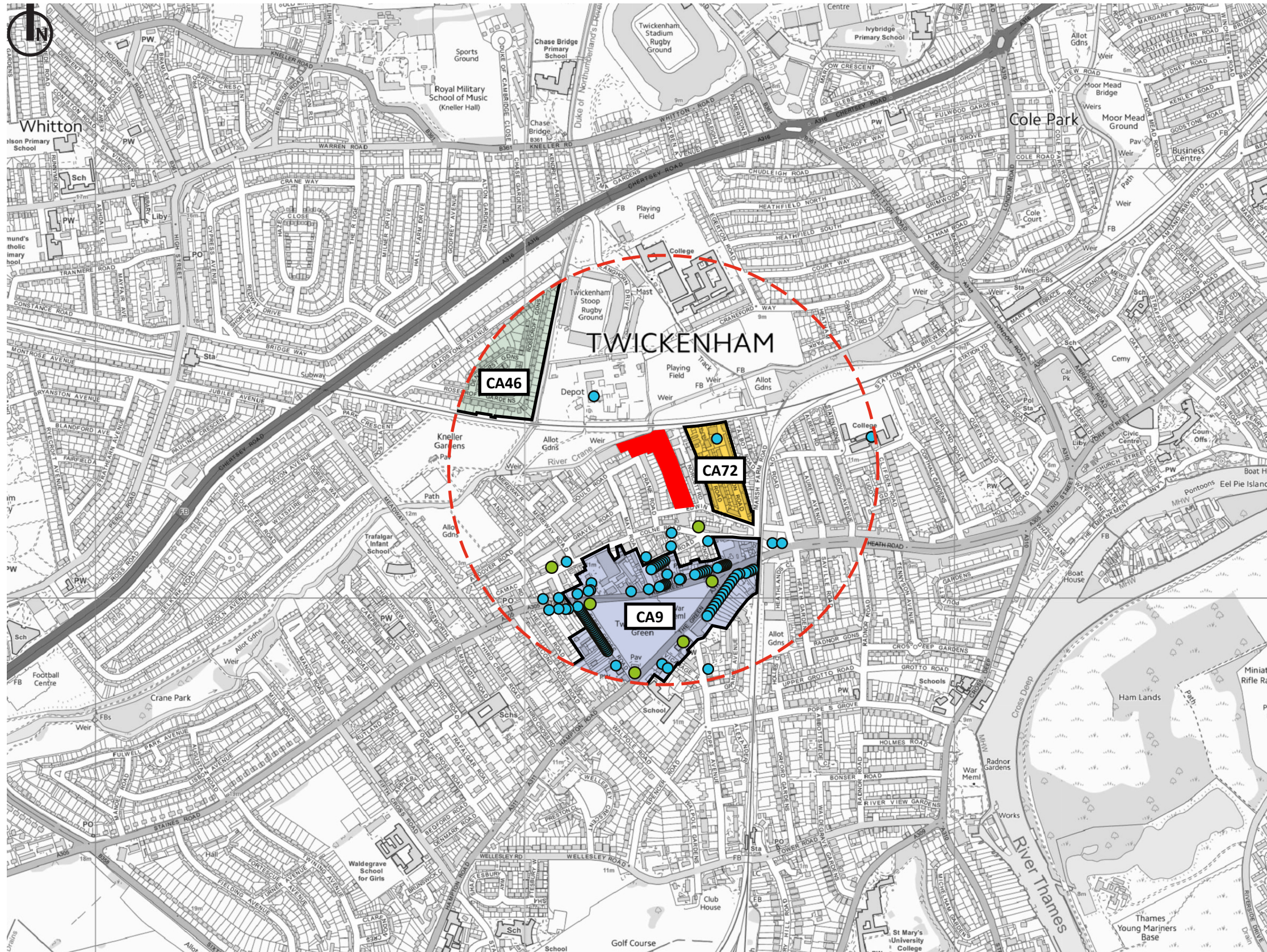


Figure 3.1 - Designated Heritage Assets Plan

- Key:**
- Site
 - Study Area
 - Grade II Listed Building
 - Building of Townscape Merit
 - CA9 - Twickenham Green
 - CA46- Rosecroft Garden
 - CA72- Hamilton Road

Vegetation

3.22 Due to the urban location of the Site and study area, vegetation within the immediate environs is generally limited to front gardens along Edwin Road and Crane Road. Also within the series of green spaces that are located along the River Crane corridor or associated with Twickenham Green.

Heritage Assets

3.23 The study area contains three conservation areas (CA9- Twickenham Green, CA46- Rosecroft Gardens and CA72- Hamilton Road), as shown in **Figure 3.1**, and the grade II listed buildings:

- Knowle house, 74, Colne road
- Briar house, 178, Colne road
- The Holy Trinity Church, Twickenham Green
- The three K6 Telephone kiosks at each corner of the Green

3.24 A number of Buildings of Townscape Merit are also located within the study area these include:

- The majority of the residential properties that surround Twickenham Green:
 - The Twickenham Congregational Church and all the numbers between 7 to 33 First Cross Road;
 - odd numbers between 1 to 29, 59 and 69;
 - even numbers between 6 to 30, 44, 46, 50 to 64, 80, 106 to 114 and 124
- 166, odd numbers between 191 to 197 Heath Road
- Odd number between 3 to 7, 15 and 16 Staines Road
- 21 Knowle Road
- 2 Briar Road
- 37 Popes Avenue
- 2 and 4 Vicarage Road
- 14, odd numbers between 29 to 43, and 40 Albion Road
- 2, 93 and the wall outside of 172 Colne Road
- Ex Depot Building, 37 Hamilton Road
- Council Depot Building, Craneford Way
- Richmond Adult & Community College, Clifden Road

3.25 Consideration within the TVIA has been given to these heritage assets in determining the value of the townscape character receptors and visual receptor representative views, although it does not assess their significance and setting.

Baseline Townscape Character

3.26 This section considers the townscape features that contribute to the existing character of the established study area. The GLA London Plan SPG Character and Context sets out how to assess character areas. It builds on the Policy 7.4 Local Character of the London Plan. It sets out four principles:

- Character is all around us and everywhere has a distinctive character.
- Character is about people and communities.
- Places are connected and overlap – boundaries and transitions are important.
- The character of a place is a dynamic concept.

3.27 The Site and the majority of the study area falls within Twickenham Village and the Twickenham Village Planning Guidance Supplementary Planning Document (2018), with the area to the northwest falling within the Conservation Area 46: Rosecroft Gardens and the area to the southeast within the Twickenham Action Area Plan Local Plan (2013) and the Strawberry Hill Village Planning Guidance Supplementary Planning Document (2018). These documents have established four character areas, which share similar characteristics, features and materials, and two conservation areas as shown in **Figure 3.2**:

- Character Area 2: Lincoln Avenue & Surrounds – Crane Park
- Conservation Area 9: Twickenham Green
- Character Area 11: North of the Green
- Conservation Area 12: Hamilton Road
- Character Area 13: Heath Road North
- Character Area 16: Heatham Estate

3.28 For the purpose of undertaking this appraisal these character areas and conservation areas have been reviewed and expanded with consideration of aesthetic and perceptual factors. From this review four townscape character areas (TCA) have been established and are listed below:

- TCA1- Crane Park
- TCA2 - Twickenham Green
- TCA3 - Twickenham West
- TCA4 - Heatham Estate

3.29 The TCAs are illustrated on **Figure 3.3** and summarised in **Table 3.1**.

Table 3.1: Townscape Character Areas (TCA)

TCA	Townscape elements	Value
TCA1 Crane Park	<ul style="list-style-type: none"> • Changing character from large open green space to more natural habitat with woodland and scrub offering a wide diversity of experiences throughout the year. • The River Crane and associated reed bed, woodland and scrub running through the centre of the park. • Kneller Garden, laid out in the early 20th century, is a well-use recreation ground with ‘green flag status’. • Alley-ways providing connection between the park and the residential area. 	High to medium
TCA2 Twickenham Green	<ul style="list-style-type: none"> • Important historic open space with most of the adjacent development from the 19th century with some 18th century elements. • Mixed land use with residential, commercial, community and industrial uses frame the park. • Various façade style, material and roofscape to the buildings provide visual interest. • The green provides a large triangular grassed public open space with mature trees and a cricket pitch. • The townscape character area follows the Twickenham Green Conservation Area and Holy Trinity Church is one of four Grade II listed buildings that are associated with the green. There are also a number of Buildings of Townscape Merit that frame the green 	High
TCA3 Twickenham West	<ul style="list-style-type: none"> • Most of the buildings are from the late Victorian period with pockets of Edwardian terraces and 1960-1970s buildings. • General style similar with pitched slate roof, protruding chimney and London stock brick façade with some variation between the streets. • Mainly residential land use with some industrial pockets scattered across the area. • The vegetation is generally limited to front gardens with some street trees along Colne Road and Gould Road and associated with the railway embankment. • Knowle House and Briar House are two Grade II listed buildings located in Colne Road. A number of Buildings of Townscape Merit, including the former electricity works building within the Hamilton Road Conservation Area 	High to medium
TCA4 Heatham Estate	<ul style="list-style-type: none"> • The area was developed in the 1930s with some buildings from this period still remaining especially in the depot and in Richmond upon Thames College. • The land use is mixed with few residential houses, the depot, the Richmond upon Thames College, the rugby ground and the recreational ground. • The recreation ground provides a large extent of grass with few trees while the edges of the River Crane offer a more spontaneous vegetation with scrub and trees. • The depot is a Building of Townscape Merit 	Medium to low



Figure 3.2 - Twickenham Village and the Twickenham Village Planning Guidance Areas

Key:

- Site
- Study Area
- SPD Boundary
- Twickenham Action Plan
- TCA2 - Character Area Lincoln Avenue & Surrounds
- CA9 - Conservation Area Twickenham Green
- TCA11 - Character Area North of the Green
- CA12 - Conservation Area Hamilton Road
- TCA13 - Character Area Heath Road North
- TCA16 - Character Area Heatham Estate