



Introduction

2.0 Context

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Surrounding context of the site

2.1 Introduction

This section reviews the existing character and condition of the site and surrounding area and assesses the constraints and opportunities of the site. A thorough understanding of the overall site is the starting point for designing a successful place.

2.2 The site

2.2.1 Site location

The site is located in the London Borough of Richmond upon Thames in south west London, within a predominantly residential area. Immediately north of the site is the River Crane, the railway line and a single residential property, and to the south of the site is a car servicing unit on Edwin Road. To the east and west of the site are established terrace housing and some apartment buildings, and immediately to the north west is 'Crane Mews', a collection of commercial studios, many of which have recently been converted into residential.

2.2.2 Existing site description

There are a range of buildings covering the site, which comprises an area of 1.1ha. The majority of the site is covered by a single storey industrial shed, which extends close to the full width of the site, alongside large extract equipment. There are also a number of associated two and three storey commercial buildings across the remainder of the site that have been developed in a piecemeal way over time.

The existing buildings have reached the end of their life cycle and are unsuitable for alternative industrial uses, and the site is now fully vacant. The site is subsequently deemed surplus to Greggs' requirements and Greggs have moved their operations to a more suitable site due to the long-standing highways, access and amenity issues associated with this location.



London Borough of Richmond upon Thames



Existing site plan

2.3 Existing site photography

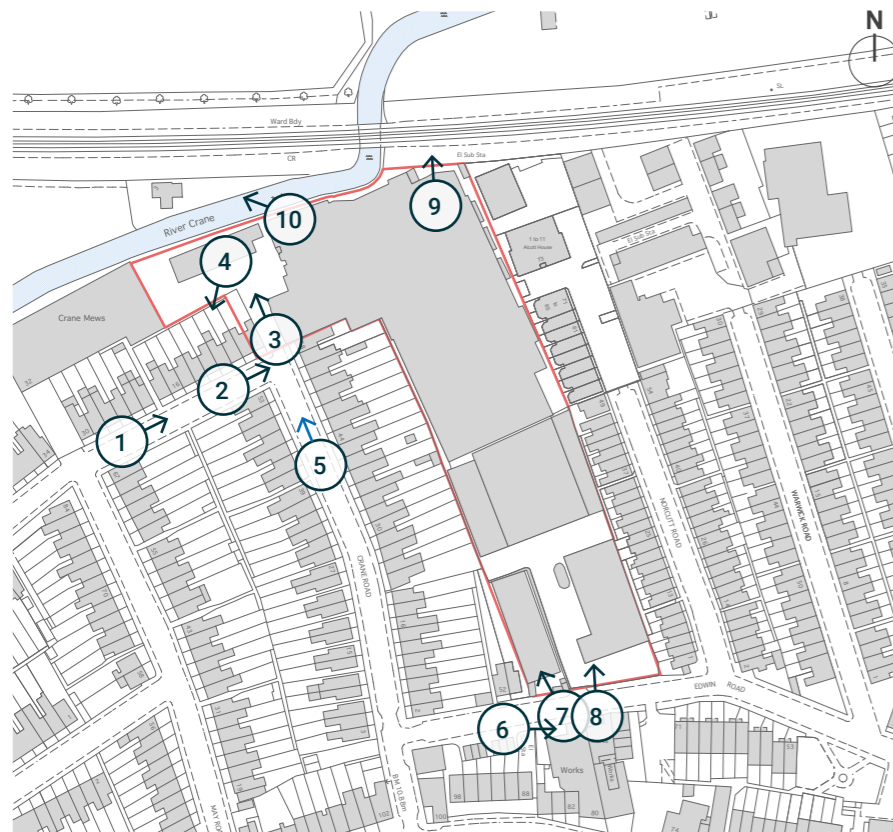
The following photos show how the site looks today from key locations.



1. View looking north east towards entrance from Gould Road



3. View looking north west from Gould Road entrance



Key site plan



2. View looking north east towards Gould Road entrance



4. View looking south west of rear of houses on Gould Road from within the site



5. View looking north west from Crane Road looking towards Gould Road entrance



7. View looking north west of the commercial unit within site adjacent to Edwin Road entrance



9. View looking north towards railway bridge and the playing fields to the north of site



6. View looking east of commercial units opposite Edwin Road entrance



8. View looking north at the loading area at the south of the site



10. View looking north west across Crane River to north of site

2.3.1 Heritage context

Pre 1900

Pre 1900, the site was vacant and likely used as farm land. The land to the north, west and east was undeveloped and contained few buildings. Edwin Road ran to the south of the site and backed onto housing. South of this, the residential grain was more established due to its closer proximity to the centre of Twickenham town centre. The railway line to the north has been in existence since the mid 1800s, crossing the River Crane at the north of the site in a similar location to the current day.

1900 - 1930

The turn of the century saw the majority of the land around the site developed into the rows of terrace housing that still dominate the local area. However, the site was not developed and remained vacant, except for the north west corner, accessible from the corner of Crane Road and Gould Road. This was likely populated by small-scale industrial buildings, although the early use of these buildings is unknown.

1930 - 1950

During the inter-war period, a large laundry was erected on the south of the site, with access from Edwin Road. The industry remains in the north west corner and the remainder of the site is used as allotment gardens. These uses remain until after World War II.

1950 - 1970

By 1950, a bakery was established on the site, known as Coombe Bakery of St Julian Works. By 1960, this Bakery had taken over the majority of the land that was previously used as allotments.

The laundry remained at the south of the site but another works unit (still in existence and currently used by an engineering firm) was built adjacent to this, also with access from Edwin Road.

The area south of the railway around the site was now populated with works units infilling the unused land between housing.

During the late 1960s, the site was developed by the bakery and a number of extensions and sheds were added, as well as the silos at the south of the site.

1970 - 1990

During the 1970s, a covered van area is added. More development occurs during this period, including in 1981 when a single storey office building is added to the site. The bakery took over the laundry building, and by the 1980s, the built area on the site was similar to its current state.

1990 onwards

In 1994, Greggs, a Newcastle-based bakery firm, bought the site from Allied Bakeries to use for production facilities to supply their shops in south and west London.

2016

Greggs vacated the site which has been vacant ever since.



1871



1898



1938



1952

2.4 Surrounding uses

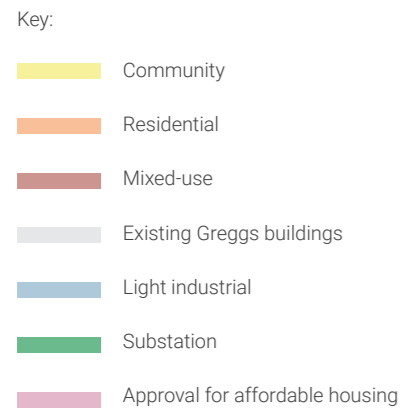
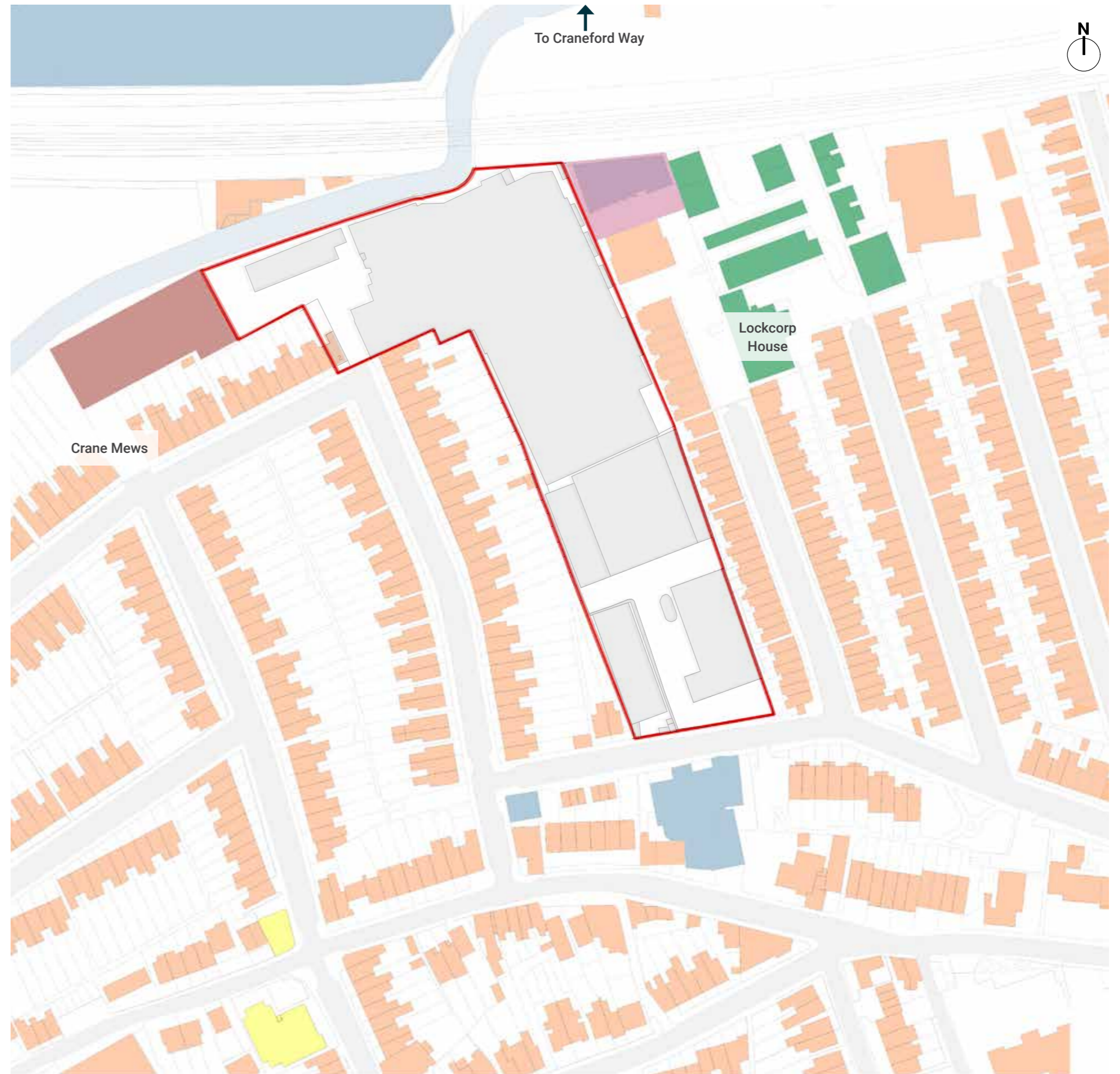
The immediate surrounding area to the site is predominantly residential, with pockets of commercial and light industrial buildings. This includes a substation to the east of the site, as well as some low-rise industrial units. An area immediately to the south of the site includes workshops and car servicing garages.

To the north of the site is Craneford Way, a public recreation ground and play area, neighboured by a council depot and waste handling facility depot owned by the London Borough of Richmond upon Thames. North of this is The Stoop, the sports stadium of the Rugby team Harlequins, which has a capacity of approximately 15,000 people.

Crane Mews, to the west of the site, is a mixed-use development that includes studios and small-scale businesses. This redundant factory building has been reused and developed to create a gated mews-style development. Over recent years, a number of the commercial studios have been converted to residential homes.

The site is a short distance from two community buildings to the south, one of which is run by the Salvation Army.

Lockcorp House, which lies immediately adjacent to Greggs at the north east corner, gained permission in June 2020 for 15 affordable apartments (LPA ref. 19/2789/FUL). This site is currently occupied by a two storey commercial building.



Surrounding uses diagram

2.5 Flood risk

Introduction

The Waterman Group has been appointed to undertake a Flood Risk Assessment and Drainage Strategy, which has been submitted in support of this application. The following text summarises the current site situation regarding flood risk.

Tidal & fluvial

The nearest watercourse to the site is the River Crane, which runs along the northern boundary of the site. However, the Environment Agency's online Flood Map for Planning (Figure 1) shows that the site is located within Flood Zone 1, which denotes a low probability of tidal and fluvial flooding.

As the site is located in Flood Zone 1, there would be no restrictions on the location of development or nature of ground floor uses.

Pluvial

A review of the EA's Risk of Flooding from Surface Water maps (Figure 2) indicates that the site is generally at a 'very low' risk of surface water flooding. However, there are some small areas of ponding shown to be at a 'low' and 'medium' risk of flooding. Further interrogation of the EA's mapping indicates this flooding is expected to be below 300mm in a 1 in 100 year event.

The risk of surface water flooding has been investigated in further detail in the Flood Risk Assessment that accompanies this planning application.

Proximity to the River Crane

The development proposal has been designed to be located outside the 8m EA byelaw margin from the edge of the River Crane.

The proposals' layout and uses were considered acceptable by the EA for the refused application.

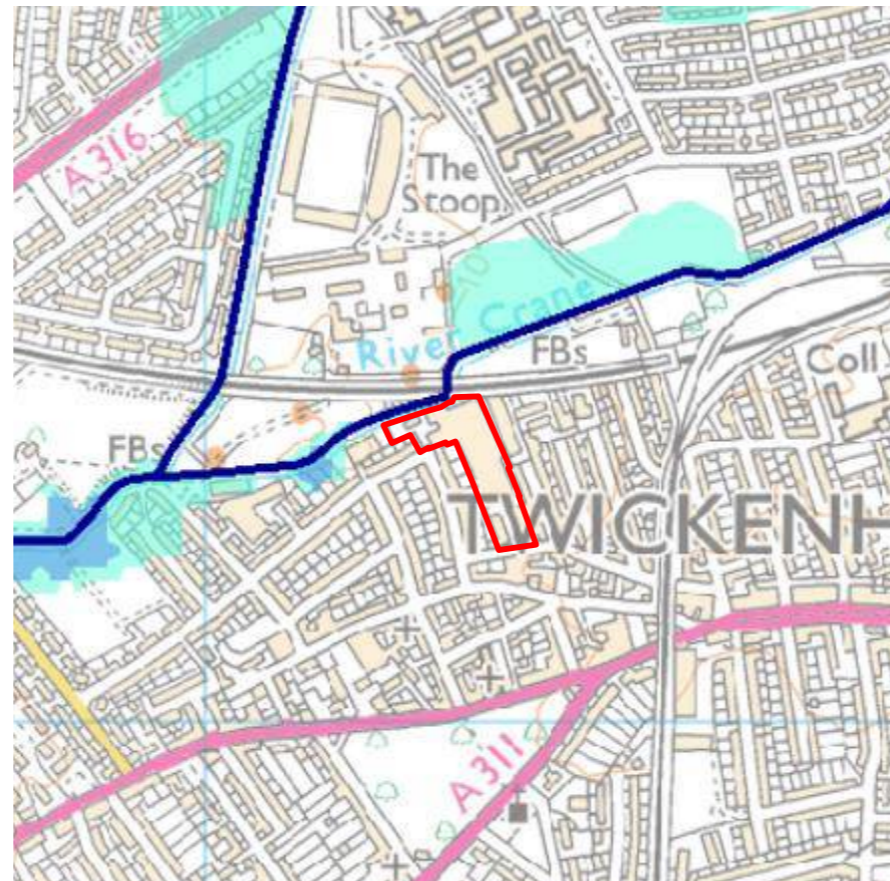


Figure 1: Environment Agency Flood Map for Planning

Source: <https://flood-warning-information.service.gov.uk>

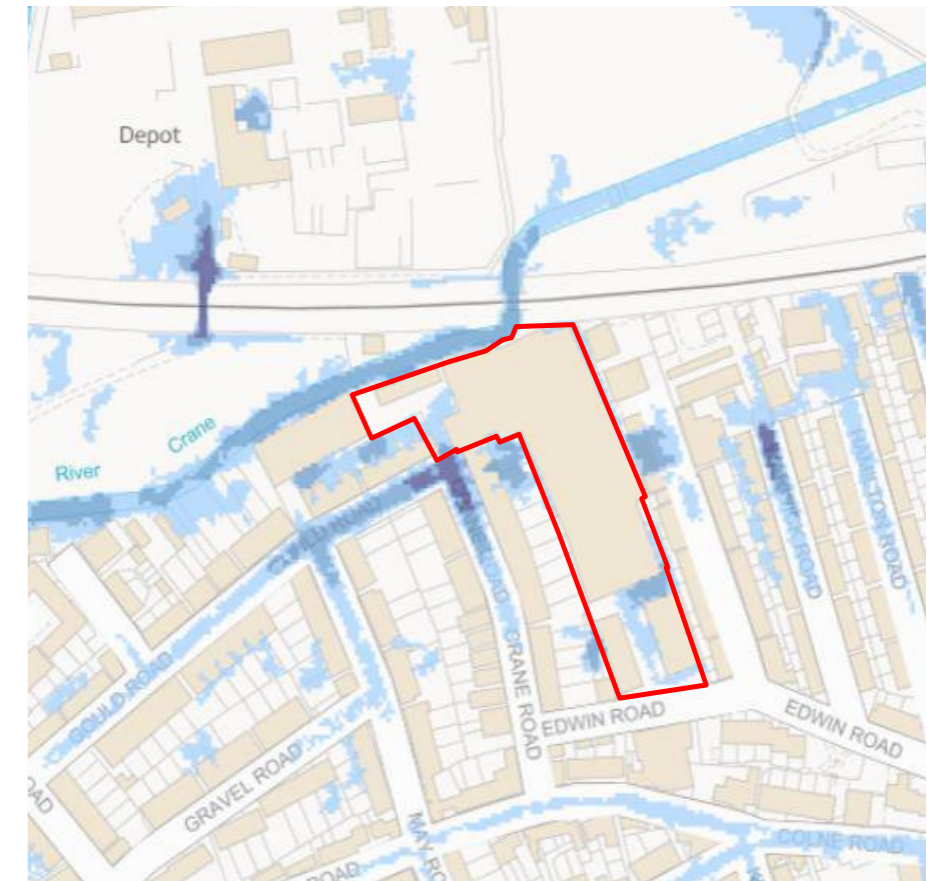
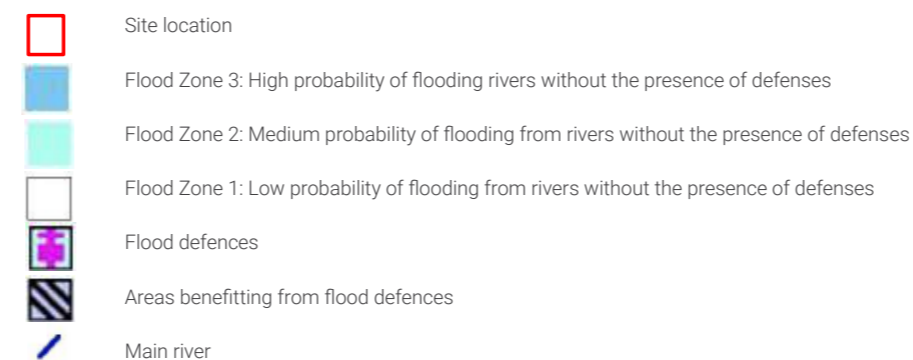


Figure 2: Environment Agency of Flooding from Surface Water Map

Source: <https://flood-warning-information.service.gov.uk>

Key:



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