

## 2.6 Transport, access & parking

### Public transport

The site has a Public Transport Accessibility Level (PTAL) of 2 at the Gould Road entrance and 3 at Edwin Road. Twickenham railway station is approximately 15 minutes walk east of the site and Whitton railway station is approximately 20 minutes walk to the west. Both railway stations are operated by South Western Railway and provide direct access to London Waterloo. The nearest bus stop is five minutes walk south of the site with three bus connections to various locations in Richmond.

### Vehicle access

There is existing vehicle access from Crane Road that enters into a parking area. A service vehicle access point is located south of the site on Edwin Road which previously provided access to a loading bay utilised by heavy vehicles including articulated lorries. These lorries started deliveries during the early morning and are unsuited to the narrow residential streets, resulting in damage to parked cars, foot-ways and kerbs, as well as concerns about safety for other road users and pedestrians.

### Pedestrian access

The vehicle access points noted above also provide the pedestrian access points. There is currently no route through the site for pedestrians or vehicles.



South West train map



Existing site access

Key:

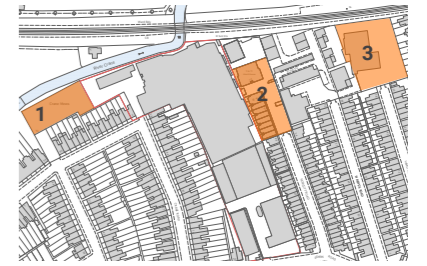
- Entrance / exit for delivery vehicles and service trucks including articulated lorries
- Entrance / exit for cars
- Entrance / exit for pedestrians
- PTAL rating (varies across site)



London bus map

## 2.7 Surrounding & emerging context

The surrounding context includes established residential neighbourhoods as well as a number of developments that have been recently consented or built-in the last 15 years. These are summarised as follows:



### 1. Crane Mews

Completed in 2010, this is a conversion to a mix of live/work SME units immediately adjacent to the site. The majority of these have now been converted to residential. All are arranged around a pedestrian mews, accessed under an archway. The majority of the homes have access to the river or a private patio.



Photos of Crane Mews

### 2. Norcutt House

This terrace of 10 houses and a three storey apartment building containing 11 homes was completed in the mid 2000s. The site was previously industrial land. The houses are two storeys with a pitched roof and have a shared surface road and parking arrangement. Affordable housing has recently been approved at the end of this development.



Photos of Norcutt House and terraced houses

### 3. Athelstan Place

This converted warehouse was completed in 2011. It retains the industrial aesthetic of the previous building and has used high-quality materials and details. It has a shared surface road and parking arrangement with doors directly off the street, similar to a mews development.



Photos of Athelstan Place

**4. Lockcorp House**

19/2789/FUL was granted permission on 19th June 2020 and shared the same planning policy designations as the Greggs site. The proposal includes:

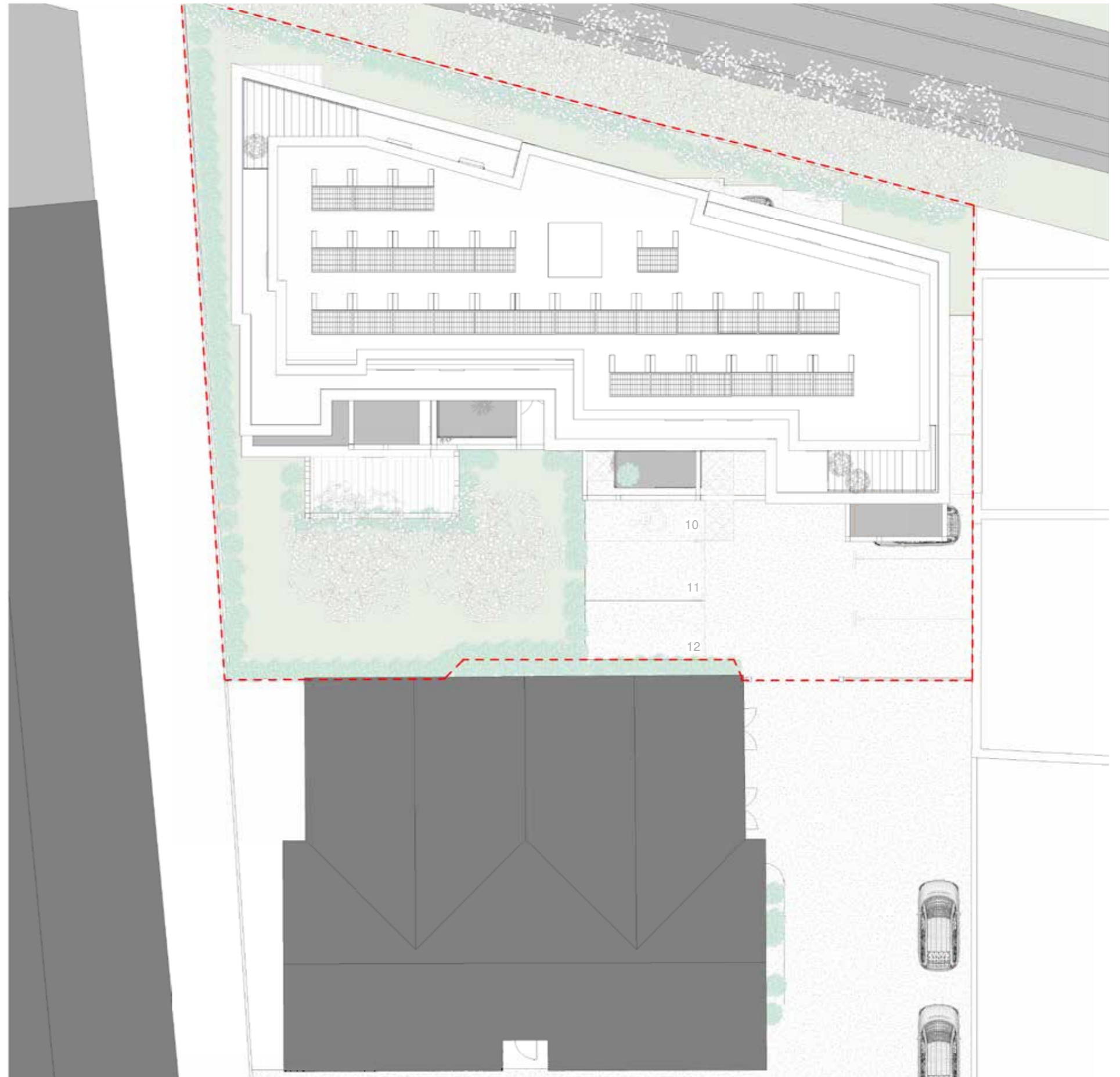
- 15 affordable residential dwellings
- Mix: 1 bed (40%), 2 bed (40%) and 3bed (20%)
- Total GIA: 1,239 sq m (13,350 sq ft)
- Four storeys, including a set-back top floor
- London Stock brick building with metal elements
- 12 car parking spaces
- Communal amenity space



Proposed 3D



Key plan









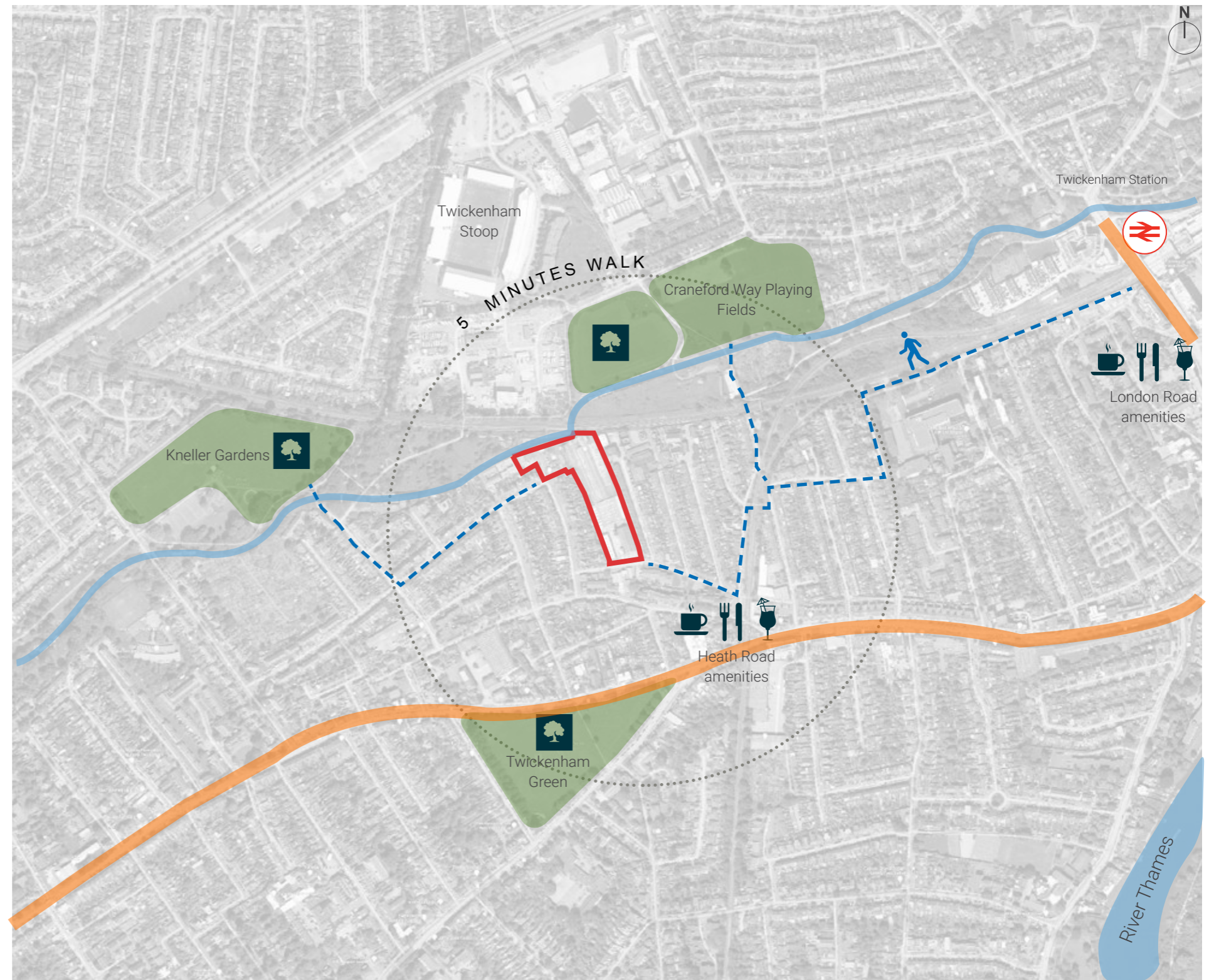
Site roof plan

2.8 Local context

This site is ideally located for residential developments. It is within a five minute walk of the local shops on Twickenham Green and Heath Road, where local bus services can also be found. Craneford Way Playing Fields to the north can be accessed via a railway bridge and public footpath. Kneller Gardens and Mereway Nature Park, which are on the River Crane walk, are also just 10 minutes by foot to the east and include a café and play space. Twickenham railway station is approximately a 15 minute walk east of the site or a 5 minute cycle.

Key:

-  Public green spaces and play
-  London Road amenities 12 minute walk away
-  Heath Road amenities 3 minute walk away
-  Twickenham train station 15 minute walk away
-  Pedestrian route to station
-  Local bus routes and arterial roads



Local context showing key points of interest

## 2.9 Lower River Crane Restoration Vision

The site borders the River Crane to the north which is a key influence on the site's setting and any future development approach.

A Lower River Crane Restoration steering group which includes Friends of River Crane (FORCE), the Environment Agency, Richmond and Hounslow councils and is chaired by Crane Valley Partnership (CVP), launched a Landscape Vision for the Lower River Crane on 13th November 2017. The vision presented ideas for improving the environmental value of the three kilometres of concrete channel of the River Crane running through Twickenham and St Margarets, and for reconnecting the local people with the river and its wildlife. Following this, further funding was received, a feasibility study was commissioned to report in Spring 2019, and small scale trial improvements at various locations are in the process of being implemented.

Improvements include:

- Providing a continuous, accessible link between Hounslow Heath and Twickenham Station via a long distance footpath;
- Removing fences that obscure the view of, and block public access to, the River Crane where possible, improving access for surrounding communities;
- Establishing an enhanced wildlife corridor through re-naturalising the concreted lower sections of the River Crane;
- Building potential new bridges across the river in locations indicated on the map and
- Introducing signage and way marking for walking routes around the River Crane to form a network of leisure routes for local residents.

Ultimately there is a great opportunity for the application at the Greggs Bakery site to integrate the elements of the overall Lower River Crane Restoration Vision in the design. As part of the pre-application process, a meeting was held with FORCE to discuss the designs and ensure our proposals fit within this wider strategy.



Existing View of River Crane at Coles Bridge



Proposed Vision of River Crane at Coles Bridge



Location of application site

2.10 Existing buildings

The current site is almost completely covered in built structures and hard standing. The majority of buildings are large span warehouses with brick or metal walls and metal or tiled roofs. They have little architectural value and are dilapidated and in need of replacement. The buildings vary in height between single storey and three storeys, and have a mixture of pitched and flat roofs.

No.1 Gould Road is also within the application. This is an end of terrace two bedroom house with a white render exterior, and a front and rear garden. It is in need of some aesthetic repairs, but is generally in good condition and will be retained and refurbished as part of the proposals.



Existing house - No. 1 Gould Road



Warehouse frontage



Inside one of the warehouses



View from across the River Crane



### 2.11 Local architecture & materials

There is a large variety of material finishes within the site's immediate context. Most buildings have brick as the main material with some having a painted or rendered finish bringing variation and playfulness to the streetscape. Additional detailing in the form of stucco window reveals and sills, horizontal banding, engineering brick corners, and a variety of decorative brick courses surrounding windows add further interest.

#### Local precedents



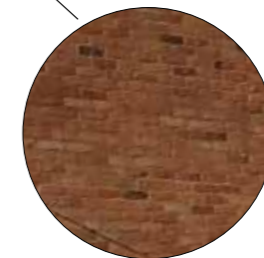
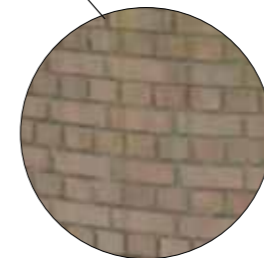
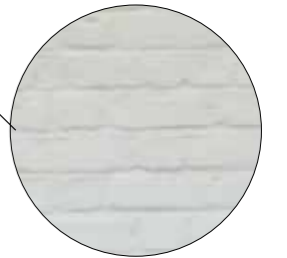
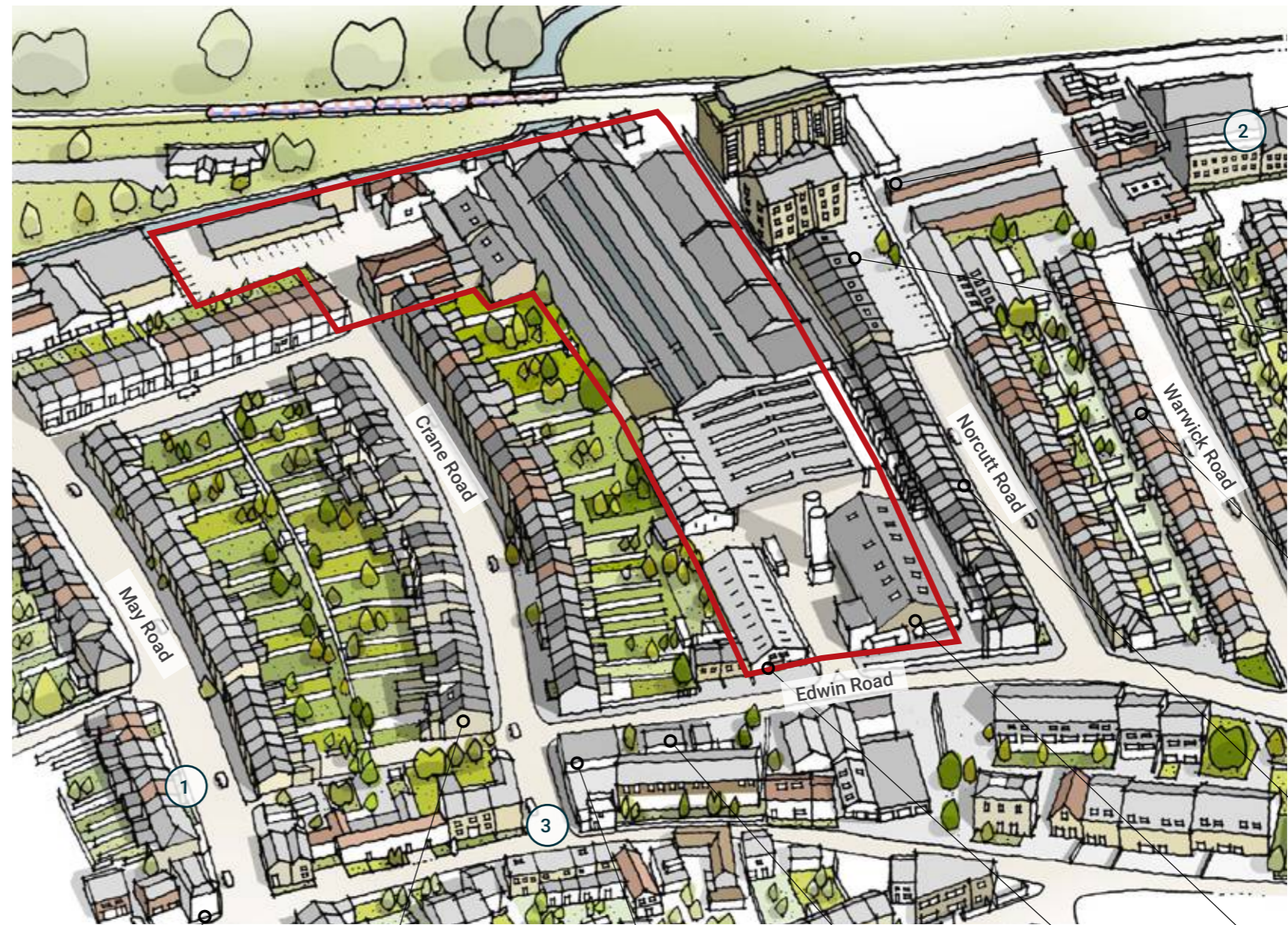
1 Typical townhouse



2 Athelstan place



3 Varied materials, details and colours



Crane Road elevation showing the variety of finishes and colours

## 2.12 Townscape Accurate Visual Representations (AVRs)

The following seven views have been identified by the appointed Townscape and Visual Impact Assessment consultant, Arc Landscape Design and Planning Ltd, to test the effect on the townscape.

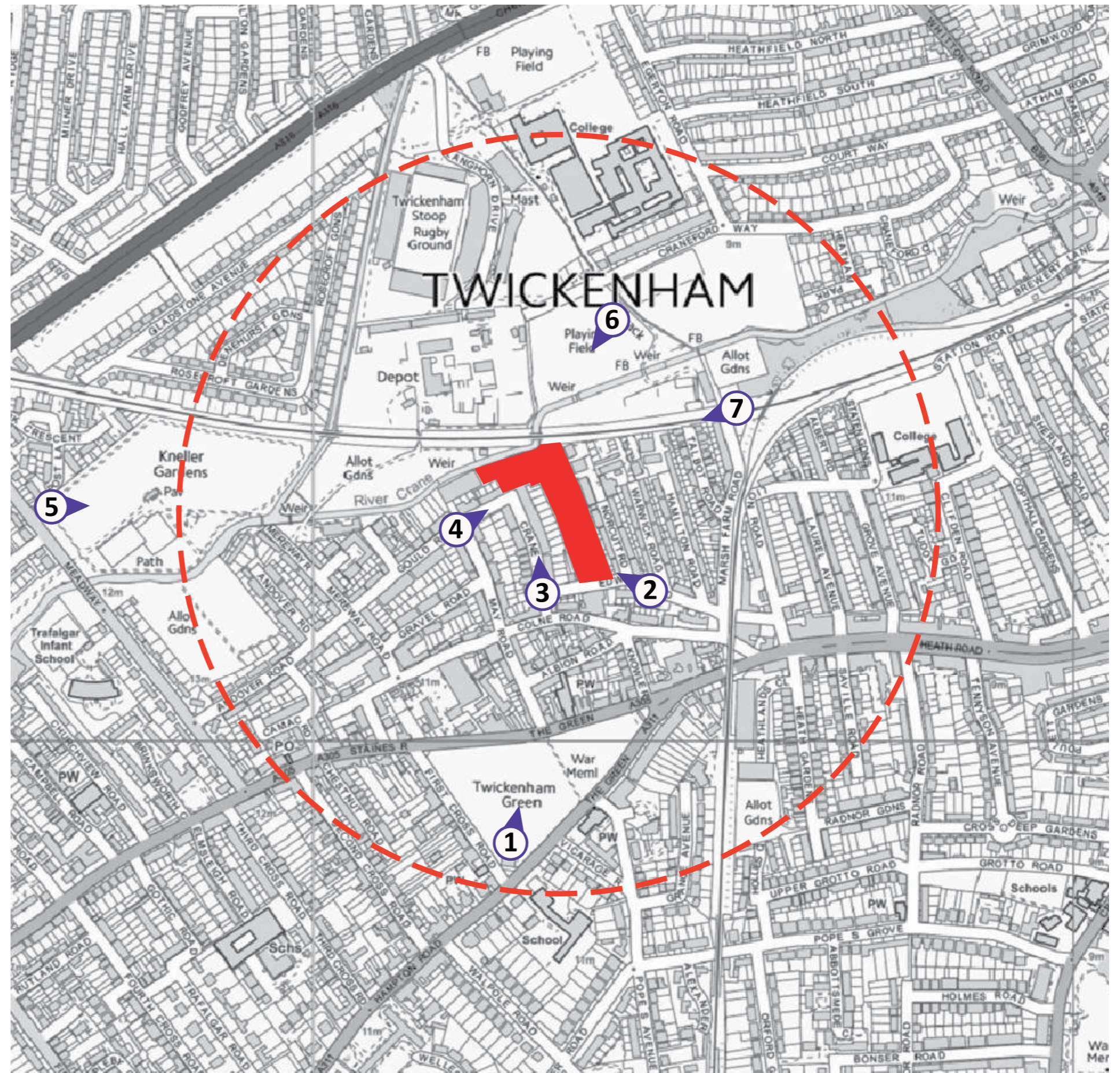
These views were chosen early on in the process and agreed with LBRuT to inform the design evolution. Our proposal has been developed to respond to these views and ensure the scheme fits comfortably into the existing context.

A full Townscape and Visual Impact Assessment has been submitted separately in support of this application.

### Views -

1. Twickenham Green's south corner, adjacent to the cricket pavilion, looking north
2. Southern pavement of the junction between Warwick Road and Edwin Road, looking north west
3. Western pavement of the junction between Crane Road and Edwin Road, looking north
4. South western pavement of the junction between Gould Road and May Road, looking east
5. Kneller Gardens western corner, looking east
6. Craneford Way Recreational Ground eastern side (to the south of the playground) looking southwest
7. Footbridge crossing the railway, looking south west

Notably, the proposed massing and design was supported as part of the refused application and is unchanged for this application.



- Key
- The site
  - 500 metre study area
  - Verified view





1 Twickenham Green's southern corner, adjacent to the cricket pavilion, looking north



2 Southern pavement of the junction between Warwick Road and Edwin Road, looking northwest



3 Western pavement of the junction between Crane Road and Edwin Road, looking north



4 South western pavement of the junction between Gould Road and May Road, looking east



5 Kneller Gardens western corner, looking east



6 Craneford Way Recreational Ground eastern side (to the south of the play ground) looking southwest



7 Footbridge crossing the railway, looking southwest