

3.12 Consultation post submission (19/0646/FUL)

Richmond Design Review Panel - 10th May 2019

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, regaining access to the riverfront and potentially creating 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 Panel acknowledge that, although the urban grain may be slightly tight, it 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; and
- Losing the four houses proposed at this end would enable a more effective use of the external space on the riverfront.

Officers 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; and
- Playspace to be reviewed using the Mayor's Child Yield Matrix.

Key outcomes

The scheme addressed all of the comments raised above as part of the revised re-submission.

3.11 Planning objection comments - Feb-Sept 2019

During the consultation period of the previously submitted application (LPA ref 19/0646/FUL) a number of objections and comments were raised by members of the public. Design changes were subsequently made to address these objections. These include further explanation of some items and revisions to other elements to directly address the concerns raised.

Key feedback and outcomes

- A large majority of the comments raised once the application was submitted related to transport and parking and what restrictions would be on the CPZ. The developer confirmed the commitment to restrict residents to CPZ'd applications, which would be written into the title deeds.
- A number of comments questioned the density of the scheme. An analysis was undertaken to demonstrate that the proposals are in line with the neighbouring road densities of Hamilton Road and Norcutt Road.
- Height was raised as a concern by some residents through the objections. The tallest building is a modest five storeys towards the north of the site. This matches the approved student accommodation building less than 40 metres 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 the reason for positioning the four and five storey building 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.
- The architectural character of the development was raised as a possible concern, and challenged the team to ensure they are in keeping with the local area.
- Overlooking, privacy and daylight and sunlight were also raised as concerns. The scheme was amended to avoid overlooking from Building E and F based on these concerns. Elsewhere, opaque glazing is used to prevent overlooking from buildings in close proximity. The daylight and sunlight analysis shows a marked improvement to many of the surrounding properties.



Planning submitted scheme: Crane Road view



Planning addendum proposal Crane Road view

Environment Agency & Friends of the River Crane - April/June 2019

A letter was submitted by the Environmental Agency objecting to the proposal in April 2019. In the letter, the EA object to the proposed development due to its impacts on nature conservation and Water Framework Directive Requirements. On 24th June, a letter was submitted by the applicant responding to the letter and providing additional information to the Environmental Agency. Following receipt of this letter, the EA withdrew their objection to the scheme.

In addition to the EA letter, a letter from Friends of the River Crane (FORCE) was submitted objecting to the proposals.

The scheme was amended to respond to the following comments as follows:

- Increase the riparian habitat by providing additional greenery along the river edge, and opportunities for burrows and nesting within a low level wall and native hedgerow.
- Reduce the hard standing and parking provision adjacent to the river and further increase ecology and soft landscaping, ensuring the existing condition is greatly improved. Increase in permeable paving.
- Further analysis and design amendments to minimise lightspill towards the dark river corridor.
- Enhanced playspace to increased the public realm playspace area, giving a total of 368 sq m and a further 165 sq m within communal terraces. This ensures the current proposal is policy compliant.

Summary of amendments following meeting with Richmond Council - 2019 and 2020

Various meetings were held with Richmond upon Thames Borough Council during the determination period to address issues relating to overlooking and privacy, PV panels, riverwalk playspace and affordable housing locations, mix and provision.

Key outcomes

- Omission of balconies on Building F overlooking the Gould Road houses
- Increase in number of PV panels across the scheme
- Change of window arrangement on Building E to avoid overlooking to Alcott House
- Improvements to riverwalk planting and lighting design



Illustrative plan - river walk

3.13 Summary of amendments through consultation for application 19/0646/FUL

Numerous consultation events and meetings took place with key stakeholders as part of the above application, which remain relevant for this new application. A summary of the changes made to the residential-led mixed-use scheme is set out below.

The changes respond to the consultation with near neighbours, Design Review Panel, Friends of the River Crane (FORCE), the Environmental Agency (EA), local councillors and London Borough of Richmond Upon Thames.

- Redesign of building backing onto Gould road houses to reduce the impact on neighbouring properties;
- Reduction in height of three storey 'saw tooth' roof building adjacent to apartment building;
- Review of size and number of windows overlooking gardens from apartment buildings;
- Retention of existing factory walls where on the red-line boundary to maintain existing condition for neighbours;
- Improvements to boundary wall condition by adding a trellis;
- Reduction in height of riverside buildings;
- Reduction in overall parking numbers and hard landscaping, lowering the risk of roadside runoff;
- Improvements to riverside area, biodiversity and pedestrian experience with enhanced play and additional landscaping and tree planting along river;
- Improvements to river edge guarding with low level wall and additional planting reducing light-spill towards the river and retention of dark corridor;
- Safe guarding of the future pedestrian bridge landing point;
- Changes to the massing and balcony design at the junction of Gould Road and Crane Road and removal of a communal roof terrace to mitigate overlooking;
- Amendment to Building F fourth floor roof form and cladding treatment to improve contextual relationship and reduce visual impact;
- Adjustment to house types, increase back garden sizes and relocation of two accessible houses into the apartments;
- Change to rear of houses to improve DLSL and outlook without introducing overlooking and reducing overshadowing through the year compared to the existing condition;
- Relocation of substation to standalone building and replacement with NSA;
- Amendments to window design to mitigate perceived overlooking;
- Amendments to lighting design to minimise impact on ecology and river corridor.
- Change to Use-class E two storey building, from three storey residential building
- Change to entrance design



Roof plan of planning submitted scheme highlighting changes

3.16 Revised scheme: Public exhibition - 19th March 2022

A public exhibition was held at Twickenham United Reformed Church on Saturday 19th March 2022. The boards showed both the residential led scheme and industrial led scheme. Members of the design team and client were present to discuss the proposals and answer any questions.

Local residents, stakeholders and interested parties attended in-person, responded online and by freepost. A total of 33 completed forms have been received to date. Notably, although 94% live in the area, the majority were new respondents who had not taken part in the previous application consultation. Key themes that were mentioned at the public exhibition and are addressed in the supporting planning documents include:

Land use

Overall, the residential scheme was preferred of the two proposals for redeveloping the site due to the need for housing, especially affordable housing, and lack of demand for industrial use in this area. Residents believed the residential-led scheme would enhance the neighbourhood. The affordable business premises proposed as part of the residential-led scheme was also supported as being appropriate for, and of benefit to, the local area. Industrial use in this residential location was strongly opposed by the majority of respondents.

Construction management

Feedback highlighted measures for mitigating construction impacts is important to the nearby residents.

Transport & access

Those who provided feedback consider the site unsuitable for lorries with concerns about safety for local residents, increased levels of pollution, damage to parked cars and the impact of more traffic on already congested narrow roads. These concerns largely related to the industrial-led scheme. A request for the CPZ restriction time to be extended was made in order to help mitigate the parking concerns.

Key outcomes

Following the event, copies of the boards were shared on the website, with Stephen Carter and Maria Seale, who offered to share via the local residents' WhatsApp group, and to the councillors present at the meeting on 11th March 2022.



Photo 1 of consultation underway at Twickenham United Reformed Church



Photo 2 of consultation underway at Twickenham United Reformed Church

Boards presented at the public exhibition

3.18 Councillor & MP meetings - 11th March 2022

Members of the client and design team met with local councillors and the MP on Friday 11th March at Terrace Parlour, York House, Richmond to provide an update on the proposals which are being brought forward for a planning submission.

The proposals were very well received, and councillors were encouraged the applicant was continuing to achieve a residential scheme on the site.

3.17 Pre-Application - 9th June 2022

The pre-application meeting took place virtually on Teams on Thursday 9th June. Key points raised are summarised below.

There were no objections to the urban design/architecture.

Comments

Traffic levels

- Demonstrate modelling has been done to ensure appropriate number, size and frequency of vehicles are able to use the site without creating immoderate congestion or endangering safety.

Affordable industrial

- Introduce an element of affordable workspace and increase the industrial area to 1,000 sqm.

Industrial end-users

- Provide further information on possible end-users of the industrial space.

Our response

Traffic levels

- A full transport assessment has been undertaken and is included within the planning submission. It outlines the likely vehicles to use the site with the relevant traffic modelling demonstrating the impact on the roads.

Affordable industrial

- The design has been revised to increase the industrial area to 1,000 sqm and include 12% affordable industrial area.

Industrial end-users

- The industrial space has been designed to be flexible to attract the widest range of end-users for E(g)(iii) use class (industrial processes suitable for residential areas) and make sure the space is let/occupied, such as the ability to divide the building into 1, 2, 3 or 4 units. As Class E (Commercial, Business and Service) the end-users will serve the needs of the public without detriment to the local neighbours. Examples of end-users of this class are wide ranging and could be anything from Makers spaces and workshops, breweries, film studios, high-tech industries.

Summary of 2 schemes coming forward

	Scheme 1 - Industrial led	Scheme 2 - Residential led
No. of residential homes	97	116
Affordable provision	20% by unit / 18% by hab room 7 affordable rent / 13 shared ownership	50% by unit / 40% by hab room 47 affordable rent / 11 shared ownership
Commercial / Industrial floor space	883 sq m (9,500 sq ft) Use Class E(g)(iii)	175 sq m affordable B1 workspace (1,884 sq ft)
Parking numbers	86 residential spaces 1 car club space 22 industrial spaces 4 loading bays	100 residential spaces 1 car club space 1 accessible commercial space
Massing	2 to 5 storeys	2 to 5 storeys

Excerpt from Councillor & MP presentation summarising both proposed schemes



Ground floor plan of presented scheme highlighting changes



Ground floor plan of revised scheme addressing comments



Introduction

Context

Design process

4.0 Design response

Landscape

Technical design

Access

Appendices

4.1 The proposal

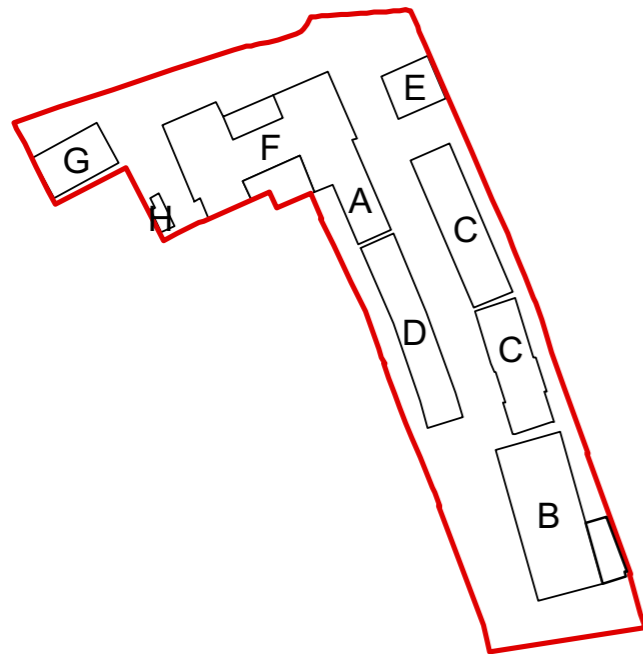
The following section details our design proposals, demonstrating the contextual and analytical approach undertaken in order to achieve a successful and cohesive scheme.

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

The proposals are considered to make best use of the site in accordance with London Plan policy GG2.

Summary of the scheme:

- 97 homes (incl. 20% affordable)
- 1,000 GIA sq m flexible, E use class industrial floorspace (incl. 12% affordable)
- New public realm with landscaping and riverside walk
- High-quality architecture with traditional forms and contemporary detailing



Building label key



Artist's impression of the proposal

4.2 Use & amount

The proposal is for a mixed-use scheme of appropriate use and density for the location, providing 1,000 sq m of high-quality industrial floorspace (12% of which is affordable industrial floorspace) and 97 much needed homes of varied housing mix, tenure and type, with associated private amenity and parking, and new public realm with landscaping and a riverside walk.

Industrial

1,000 sq m total flexible E use class industrial GIA (10,764 sq ft) including 117 sq m affordable E use class industrial GIA (12%)

Residential

97 total homes (including 20% affordable)

- 33 x 1 bed (34%)
- 33 x 2 bed (34%)
- 31 x 3 bed (32%)

65 total apartments

- 33 x 1 bed apartments (34%)
- 5 x 2 bed townhouses (5%)
- 4 x 3 bed apartments (4%)

32 total townhouses

- 28 x 2 bed apartments (29%)
- 27 x 3 bed townhouses (28%)

Areas and density

- 265 hab rooms per hectare (hr/ha)
- 86 dwellings per hectare (dph)

- 9,136 sq m Residential GIA (98,342 sq ft)
- 853 sq m Ancillary GIA (9,181 sq ft)

Parking

- 83 residential car parking spaces (8 accessible)
- 20 industrial car parking space (5 accessible)
- 4 goods vehicle loading bays (accommodating 10m HGVs)
- 1 public on-street car-club parking space

- 196 residential cycle spaces (18 accessible)
- 6 visitor cycle spaces (all accessible)
- 16 industrial cycle spaces (all accessible)



Proposed ground floor plan



Ground floor plan showing houses, apartments and industrial locations

4.3 Architectural approach & character areas

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

Industrial

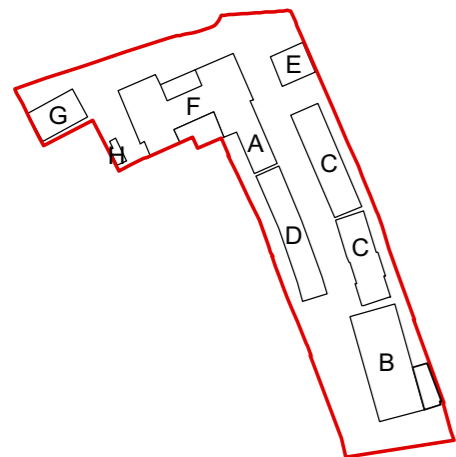
- Along Edwin Road frontage
- Enhanced boundary treatment and entrance
- Buildings set away from boundary edge and neighbouring houses
- Hardstanding to facilitate industrial operations
- Reflecting the existing more active uses on Edwin Road
- Boundary wall helps to repair existing street frontage

Mews

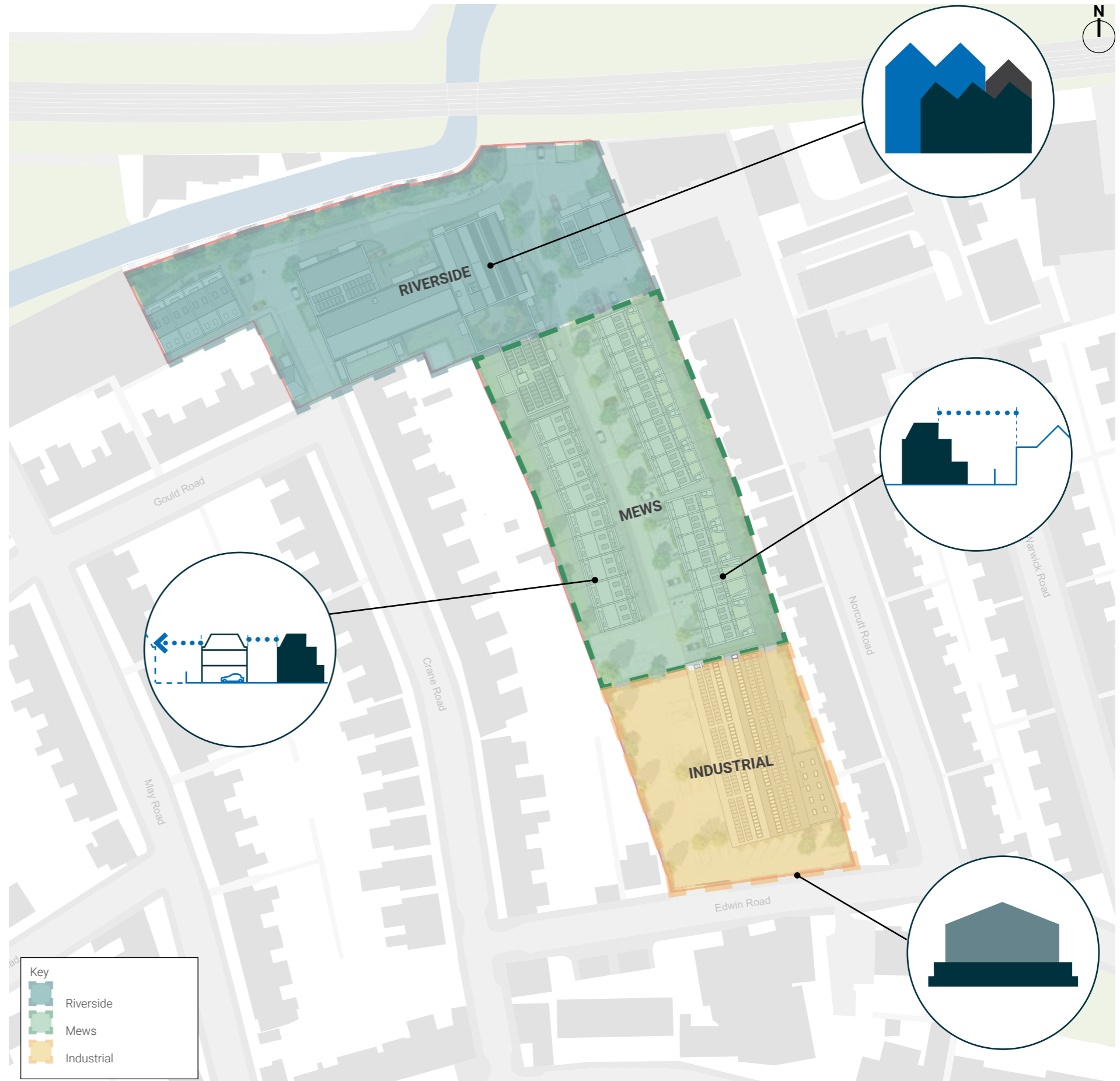
- A new residential street with two and a half storey terraced houses - in keeping with the surrounding context
- Boundary treatment ensuring overlooking of neighbours is avoided
- Oblique views within mews to avoid direct overlooking within the site
- Simple domestic forms referencing typical 19th Century London mews
- Wider house types 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 F reads as a collection of buildings built over time
- Varied roofscapes and scales ranging from one and a half to five storeys 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
- Tallest element strategically located to minimise visibility from the local streets



Building label key



Character areas diagram