

Comment on a planning application

Application Details

Application: 21/2758/FUL

Address: 1-1C King Street, 2-4 Water Lane, The Embankment And River Wall, Water Lane, Wharf Lane And The Diamond Jubilee Gardens, Twickenham

Proposal: Demolition of existing buildings and structures and redevelopment of the site comprising 45 residential units (Use Class C3), ground floor commercial/retail/cafe (Use Class E), public house (Sui Generis), boathouse locker storage, floating pontoon and floating ecosystems with associated landscaping, reprovision of Diamond Jubilee Gardens, alterations to highway layout and parking provision and other relevant works.

Comments Made By

Name: Heatham alliance Mr. Francis McInerny

Address: [REDACTED]

Comments

Type of comment: Object to the proposal

Comment: This is a summary of objections to aspects of these proposals for a very important site next to the River Thames in Twickenham.

PUBLIC OPEN SPACE

Pockets of green and hard landscaping with tiered seating are not a coherent, safe, fully accessible, properly lit space for the public to enjoy.

Recent CPO plans show one third of remaining public open space and half of additional public open space all paved over - far too much. The purpose is to deliver green open space, not a new through-route for cyclists and e-scooter riders.

Diving platform from the old swimming paths must be preserved to reflect the heritage of this site as part of Twickenham's history.

The site lacks a focal point, such as a water feature appropriate to its location.

Trees and bats must be properly protected.

EVENTS AREA OR A TOWN SQUARE

'Events area with tiered seating' is unchanged since January and now labelled 'Town square'. Terraced steps 'for sitting and watching the market, the boats or the events space' are not fit for purpose as a town square, a fully accessible meeting point where all members of the community can socialise unaffected by tides.

TALL BUILDINGS

Wharf Lane building is a five-storey block raised on 2.5 metre stilts, is totally out of place in a Conservation Area, inappropriate in relation to nearby buildings and it would tower above the river, dominating the landscape of this unique site on the Thames for generations to come.

Water Lane building would overshadow the two-storey terraced homes opposite, jut out against the rooflines of shops along King Street and be an ugly addition to the town centre.

Affordable homes in one block and luxury apartments and duplexes in the other is contrary to policy.

TWO-WAY TRAFFIC

Alternatives must be examined - reference Twickenham's Area Action Plan, 2019 design brief, contradictions over feasibility of connecting Water Lane to the service road, traffic movements at the dead-ends and risks to pedestrians' safety.

SAFETY ON THE HIGHWAY

First priority must be personal safety with the introduction of two-way traffic and increased risks to pedestrians and cyclists at the junction of King Street and Wharf Lane.

Proper and independent safety audits are required to examine the lorry turning circles on Wharf Lane and Water Lane. Pedestrian traffic and mechanically propelled vehicles must be kept separate.

PARKING IN THE TOWN CENTRE

Proposals do not reflect the town centre as a hub for retail and hospitality activities, boatyards and other businesses, waterborne sports, entertainment and leisure, social functions and civil/church services and the demand for parking. A report in November 2020 highlighted the response rate in the CPZ consultation being less than half of the expected number and Traffic Officers conceded that the true impact of the removal of the parking spaces is 'not known'.

A proper survey is needed of visits to the town centre, transport modes and parking, to determine the needs of Twickenham, the full socio/economic impact of these proposals and an official, workable strategy for Twickenham.

NB Discrepancy involving the displacement of 100 parking spaces stated in this application.

It is irrational to bring the parking changes in all at once, causing traffic congestion and air pollution in addition to impacts on trade in the town centre. It should be a phased approach with removal of parking spaces in 3 or 4 stages over a period of 9 to 12 months.

CONSTRUCTION PHASE

Plans are for a major development – demolition, piling, three tall cranes, deliveries of materials, causing huge disruption for people and businesses in Twickenham for years.

The construction plan is now for one single phase but without a proper indication of the impact on 'business as usual' in the town, especially with closures of Diamond Jubilee Gardens and The Embankment next spring and the need for a phased approach to removal of parking spaces on The Embankment.

This is not practical.