

NEW HEART FOR TWICKENHAM

Introduction

Twickenham is unique. It's a town that brings together international sports venues, historic buildings, one of the few remaining working boatyards on the Thames, and Eel Pie Island's long music tradition and now creative and high tech industries.

Twickenham Rediscovered aims to create a new 'heart' for the town, one that celebrates its riverside location. The area is a hidden gem, one of natural beauty and historical and cultural significance. By regenerating the area we aim to fulfil the vision of the Twickenham Area Action Plan (TAAP) and help make Twickenham a destination for more than just rugby. Key to this is the beautiful stretch of the Thames on which the town sits.

Over the past six years the Council has invested approaching £20 million in Twickenham including wider pavements, landscaping, redesign of Champions Wharf, the creation of Diamond Jubilee Gardens (DJG) and the acquisition of land for the St Richard Reynolds School. And that is before the multi-million new Community Building delivered on the Council's behalf by the Brewery Wharf developers is taken into account. All have made the town a more attractive and welcoming place to live, work, learn and visit.

In 2014 the Council purchased 1, 1A, 1B King Street and 2/4 Water Lane to help facilitate this vision for Twickenham. Since the purchase of the site the Council has embarked on a series of consultations with residents, businesses and local community groups to ensure we hear a wide range of voices on how to create this new 'heart'. The proposals presented here are a product of that engagement, and we would now like to hear your views again. The feedback from this consultation will be fed into a final proposal for the site, which will be consulted on in the autumn 2017 ahead of a Planning Application later this year.

In thirty-five years there has not been consensus on the best way of improving this beautiful stretch of the riverside, but at last we seem to be moving in the right direction. This has only been achieved by working together and recognising how passionate people are about the area. I hope we can continue this partnership and that together we can create a scheme that will enhance Twickenham and be enjoyed for years to come.

**Cllr Pamela Fleming,
Richmond Council Strategic Member for Environment,
Business and Community**

We will engage on these proposals until **Tuesday 11th July 2017** after which we will review all comments and questionnaire responses to help inform detailed design development. The final design will then be subject to further consultation, before a Planning Application is submitted later this year.

An online questionnaire is available at www.richmond.gov.uk/twickenham_rediscovered and hardcopies will be available at the drop-in events in the **Clarendon Hall, York House, Twickenham, TW1 3AA** on the following dates.

Consultation drop-in events

Tuesday, 13 June from 1pm – 7pm

Sunday, 18 June from 11am – 3pm

Monday, 19 June from 5pm – 8pm

Thursday, 29 June from 5pm – 8pm

Thursday, 6 July from 5pm – 8pm

Saturday, 8 July from 10am – 5pm



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INFORMING THE PROPOSAL

Consultation Timeline

Since 2010 there have been a number of consultations that have gathered views on how best to improve Twickenham. Feedback from all these consultations has informed the proposals presented here today.



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INFORMING THE PROPOSAL continued

Development of the Design Brief





A number of common themes and key requirements have emerged from our engagement with residents, businesses and local community groups.

November / December 2016 Feedback




Layout / Scale / Massing (Site Configuration)

| | | |
|--|--|---|
|  | Acknowledge the scale, mass, variety and diversity of surrounding buildings; reflect and enhance the site's historic village setting | <ul style="list-style-type: none"> Reduce the height of the building/s on Water Lane to reduce their impact on neighbouring properties |
|  | Link the town to the River and DJG, ensure dedicated pedestrian access from King Street down to the riverside | <ul style="list-style-type: none"> Retain the pedestrian alley / lane between the King Street / Water Lane building/s and the building/s facing the River |
|  | Have regard to the existing street layout and the limits of the service road | <ul style="list-style-type: none"> Retain improved access to DJG from King Street and the raised riverside terrace Consider surface treatments (shared use) and hard landscaping at the top of Water Lane to ensure pedestrian routes through the town connect to the riverside terrace Ensure the buildings reflect the evolution of the 'village' and town from historic to modern |




Community and Open Space

| | | |
|---|--|---|
|  | Create a 'hub' for the local community, spaces for enjoyment by all (consider dedicated spaces for children which can be used in all weathers and quiet spaces) | <ul style="list-style-type: none"> Retain a large, riverside terrace |
|  | Introduce additional public space at the top of Water Lane and further public space for community uses, a 'town' or 'village' square, potentially with a covered section on one side | <ul style="list-style-type: none"> Retain tiered seating / step access to the riverside terrace at the end of Water Lane and the Embankment to allow further enjoyment of the River and its views Consider the management of the community (open) spaces, particularly the covered square on King Street, in design terms. Ensure the entire development is Secured by Design to reduce crime |
|  | Integrate, enhance and complement DJG and the existing 'event space' | <ul style="list-style-type: none"> Look to enhance the DJG 'event space'. Consider how the development can extend and / or enhance the 'event space' through for example landscaping treatments and the neighbouring building façade and use |
|  | Enhance and celebrate the existing raised riverside terrace for informal leisure activities | <ul style="list-style-type: none"> Consider soft landscaping. Look to retain / protect existing mature trees (of value) and introduce more trees into the scheme |

Uses

| | | |
|---|---|--|
|  | Provide for an appropriate mix of uses, including commercial activity, some retail, community use and some residential, including affordable housing options, and ensure office space can be used flexibly to support start-up and growing businesses and creative workshops in appropriate locations on the site | <ul style="list-style-type: none"> Provide space for business / start-ups; located behind the building/s facing the River Ensure spaces for retail / commercial activity are 'fit for purpose' / future-proofed Introduce differentiation between building uses (retail, business, residential, etc.) |
|  | Consider accommodation for boating and leisure activities on the riverside | <ul style="list-style-type: none"> Consider the provision of dedicated community space |
|  | Reflect the cultural heritage of Twickenham, e.g. music on Eel Pie Island, sport and the vibrant working riverfront | <ul style="list-style-type: none"> Retain the 'boathouses' (if possible) and consider appropriate uses. Consult potential users to ensure the spaces are suitable and consider the impact of flooding |

Access and Parking

| | | |
|---|---|---|
|  | Respect the current access requirements of the site, including to Eel Pie Island, and ensure that they, and any new requirements are adequately catered for | <ul style="list-style-type: none"> Ensure the entire development is accessible to all. Improve wheelchair / pushchair access. Consider the inclusion of a ramp and / or lifts at the corner of Water Lane and the Embankment and / or from the Embankment up to DJG |
|  | Respect the current parking requirements of the site, accommodating the needs of residents and businesses and explore creative parking solutions | <ul style="list-style-type: none"> Ensure the development responds to the findings and recommendations of the Access, Parking and Servicing Review. Exploration of the removal of some of the parking spaces on the Embankment directly in front of the proposed 'boathouses' to be explored |
|  | Consider cycling requirements including enhancing cycle and pedestrian access to the site, cycle parking and through routes using the riverside | <ul style="list-style-type: none"> Consider the impact of flooding on the site's access and servicing requirements Look to provide additional cycle parking and shelters |

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INFORMING THE PROPOSAL continued

November / December 2016 Feedback

At the end of last year we sought residents' feedback on three concepts for the site. There were over 1,400 visits to the pop-up shop on Church Street and more than 630 people completed the survey on the concepts presented. The key message from this consultation was that you favoured more open space by the Embankment. Not just space for cafés, but genuine open space for the community to enjoy the views and working life of the River. The results of the survey echoed this, with almost half of respondents ranking option one with its generous riverside terrace as their first choice. However, there were elements of all three concepts that residents liked. The proposals that follow have drawn on this feedback.

| | What you said | What we've done |
|--|---|---|
| Large riverside terrace - open space | Option one with its large riverside terrace was the option preferred by residents. The reason many residents gave for their preference was the large open space that would be created by the River. | We have retained the riverside terrace; the raised terrace is now approximately 12m deep. Following feedback from Planners and to address Rights of Light and overlooking issues we have increased the space between the King Street and Embankment buildings. This creates a new shared surface of over 7m, providing an alternative route into Diamond Jubilee Gardens and the potential for additional seating on the corner of the shared surface and Gardens. This new shared, pedestrian priority space increases the permeability of the site and reflects the existing street pattern of the old Riverside Village. |
| Corner of Water Lane - flexible space | Many residents also said they liked the concave steps presented in option one; softening the corner of Water Lane and creating an informal space for performances. | We recognise that the junction of Water Lane and the Embankment is an important piece of the site – a viewing platform, potentially a place for performances and / or a meeting place. We have now developed three options for this corner, including an approach similar to that presented at the end of 2016 and would like your feedback on the treatment of this area (see Landscaping Options). |
| King Street building - heights | Some residents expressed concerns regarding the height of the King Street building – at the end of last year this was shown as 4-storey (3 floors with a mansard roof) – and its impact on residential properties on the opposite side of Water Lane. | In response to this feedback we have reduced the number of storeys on the King Street building part way down Water Lane. The building is now 4-storey (3 floors with a mansard roof) at its King Street end and then drops down to 3-storey. We have also pulled the King Street building back as far as possible from Water Lane to reduce its impact on the properties on the opposite side. |
| Water Lane - pedestrian access | A number of respondents expressed support for the wide, shared surface created down Water Lane by option three. | In this proposal the width of the carriageway down Water Lane remains the same as it is now, but by pulling the King Street building back from Water Lane we have created a large pedestrian route down the Lane of over 8m. |
| Parking on the Embankment | A number of respondents highlighted the need to retain parking on the Embankment, the existing pressure on this parking and the necessity of any additional parking demand generated by the development being adequately catered for. | We have tried to minimise the impact of the development on existing parking and access arrangements (see Servicing, Access and Parking Proposals for more information). All parking demand generated by the development will be accommodated within the under podium car park and new residents will not obtain parking permits. In addition we are looking to create five additional on-street resident only car parking spaces. |
| River uses - 'boathouses' | A number of respondents were very positive about the inclusion of 'boathouses' in options one and two. | We have retained the arches in this proposal and allowed space in the under podium car park for the inclusion of space/s related to the River and will carry out more work over the next few months looking at how these spaces could work in practice. |

EXISTING SITE



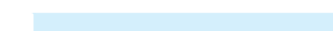
The proposal site is shown edged in red adjacent. This site includes:

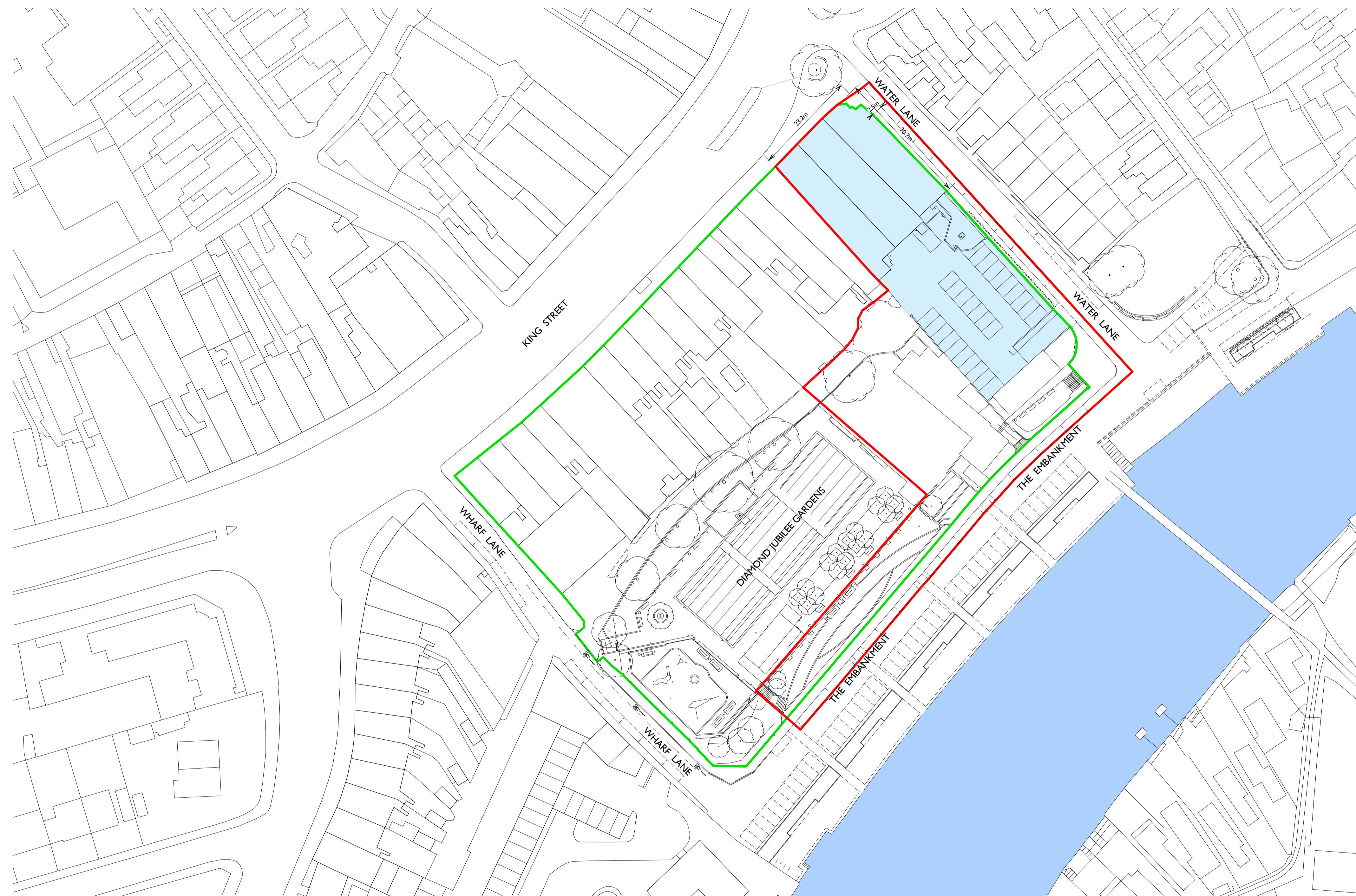
- 1, 1A, 1B King Street and 2/4 Water Lane that were acquired by the Council in 2014
- the site of the remaining former swimming pool buildings on the riverside (which have been derelict for over 30 years), and
- a river-facing parcel of land in front of Diamond Jubilee Gardens

The green edging indicates the area covered by Plan TW 7 of the Twickenham Area Action Plan (a copy of the TAAP can be found at: www.richmond.gov.uk/twickenham_area_action_plan). This was adopted by the Council on 2nd July 2013.

Diamond Jubilee Gardens adjoins the site. This site is leased and managed by the Twickenham Riverside Trust and is not part of the proposed application site. However, a key aim of the proposals is to enhance access to the Gardens from King Street, Water Lane and the Embankment.

KEY

-  GREEN LINE INDICATES AREA DEFINED BY MAP TW7 OF THE TAAP (TWICKENHAM AREA ACTION PLAN 2013)
-  RED LINE INDICATES POTENTIAL SITE FOR PLANNING APPLICATION. SITE ENTIRELY IN COUNCIL OWNERSHIP
-  BLUE FILL INDICATES SITE THE COUNCIL ACQUIRED IN 2014



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DESIGN STATUS AND PLANNING APPLICATION

Design Status

We are working towards the submission of a detailed Planning Application targeted for the autumn 2017. The project design is following the work stages set out by the Royal Institute of British Architects (RIBA) - The RIBA Plan of Work 2013 - and is currently at RIBA work stage 2 which will result in a final Concept Design, including outline proposals for architectural layout, key engineering solutions and preliminary cost information.

Following this consultation the design will be developed to RIBA Stage 3, otherwise known as a Developed Design. This will include: a coordinated and updated proposal for architectural layout, structural design, building services systems, outline specifications, cost information and project delivery strategies. The information developed in this stage, along with key surveys and investigations will inform the documents required to submit a detailed Planning Application.

Twickenham Area Action Plan

Twickenham Riverside has long been established as a key regeneration site of strategic importance. The planning context for the site is set out within the Twickenham Area Action Plan under Site TW 7 – Twickenham Riverside.

‘To bring this derelict site back into active use, taking advantage of its riverside location and improving links between this area and the core of the town.’

The various objectives relevant to the application site as referenced throughout the Twickenham Area Action Plan have been summarised below:

- Maintain ground floor retail frontages on King Street and provide residential uses above
- Provide new specialist retail, leisure and community uses
- Create a range of new open spaces
- To improve the Water Lane and Wharf Lane links from the town centre to the Embankment
- To provide a link between the service road and Water Lane
- To achieve high quality traditional design
- To conserve and enhance the Twickenham Riverside Conservation Area and the Queens Road Conservation Area
- All new uses to take account of the unique riverside setting
- Redevelopment on King Street with setback or inset to create a public / civic space with active frontage at ground floor level and residential development above
- Height and design of proposals appropriate to the location of the site
- Development on Water Lane frontage to complement existing residential development and to include town centre uses where feasible.

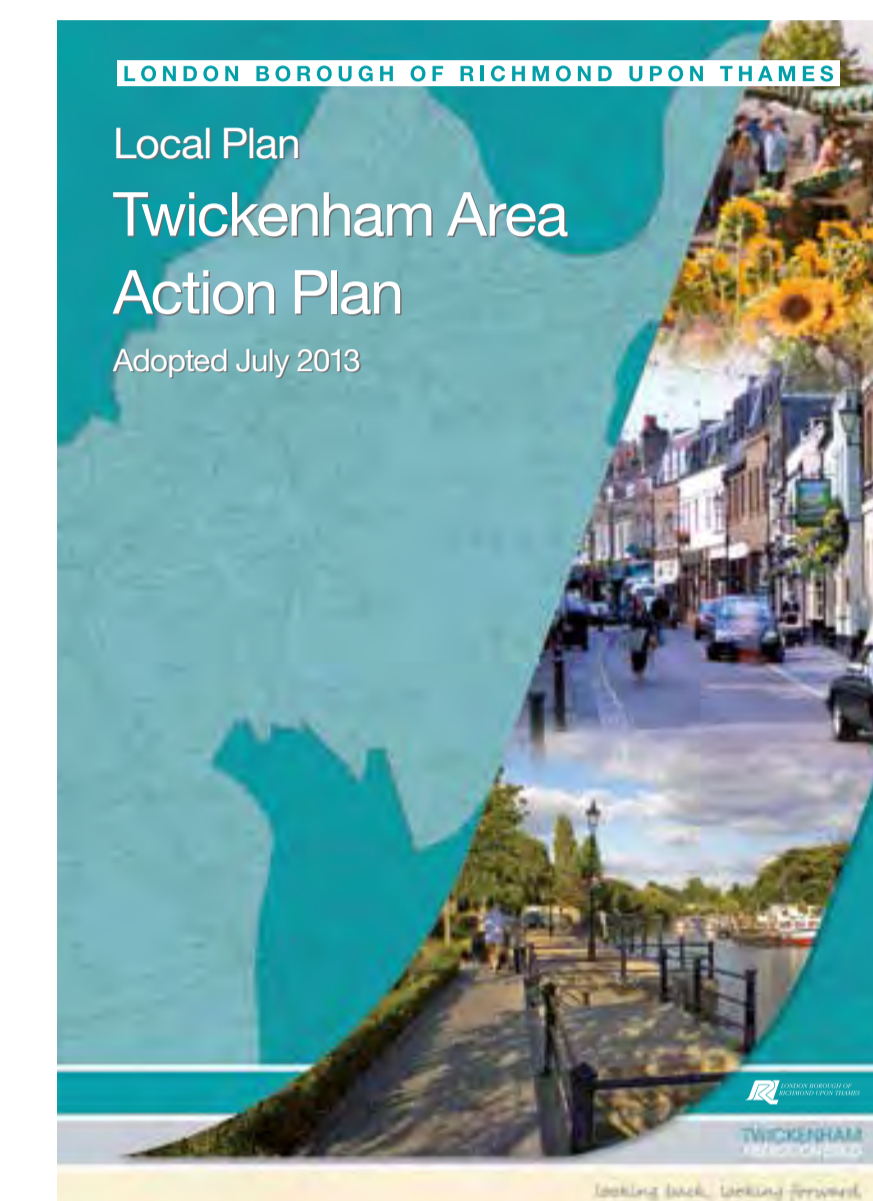
The proposals presented here seek, as far as possible, to address these objectives.

Proposed Planning Application

The Planning Application will be accompanied by a significant number of supporting technical documents such as Flood Risk Assessment, Daylight and Sunlight Report, Transport Study etc. The studies and technical input will demonstrate how the proposals are acceptable in planning terms and will continue to influence the design proposals as they evolve.

Following this consultation on the early design proposals, a further period of consultation is expected in September 2017, before the Planning Application is submitted for determination. The September consultation will contain developed design and site information for review and comment. The current target date for the detailed Planning Application is the end of October 2017.

Map 7.12 Twickenham Riverside and Approaches Principles (TAAP, p. 56)



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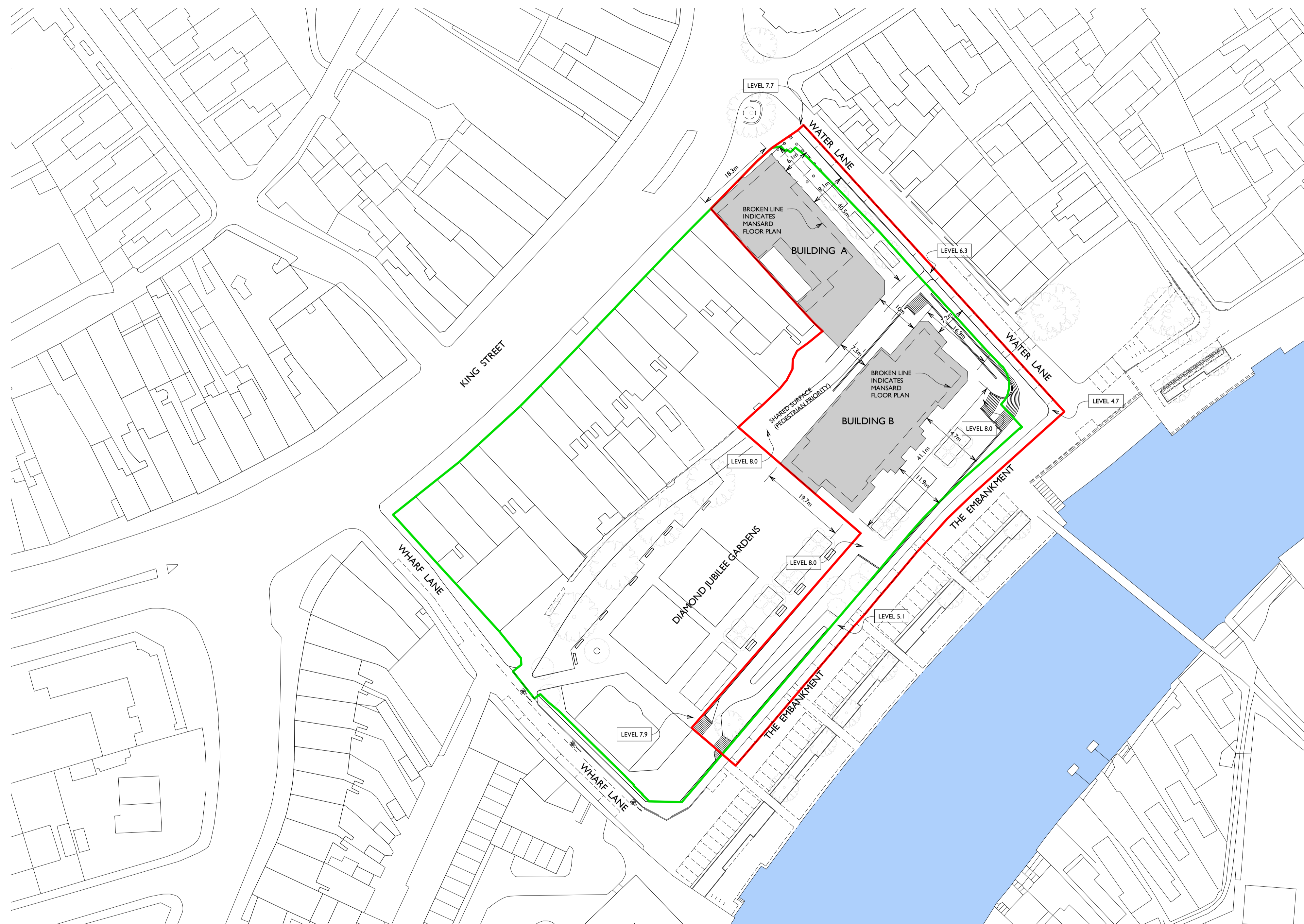
PROPOSED SITE PLAN

The consultation held in November / December 2016, indicated that option one, which consisted of two buildings setback from the Embankment, was the preferred solution. These proposals have now been developed and the footprint areas shown in the plan on the right.

The proposals are designed to enhance public access to the River and Diamond Jubilee Gardens and increase the availability of high quality public realm, along with improvements to access. The proposed buildings will provide for a range of commercial and potentially community uses on the ground floor and flatted residential uses on upper floors.

King Street Building (Building A) is situated on the west side of King Street and runs down Water Lane. With the exception of a colonnaded area which will act as a gateway to the riverside, the majority of the building line is set back over 8m from the existing kerb line on Water Lane, enhancing the openness of the Lane and significantly improving views to the River. The proposal is for a four-storey high building at King Street (with the upper storey being a mansard construction set-back from the main building line), stepping down to three storeys further down Water Lane.

Embankment Building (Building B) faces the Embankment and is set-back to provide a broad south facing terrace for people to enjoy views of the River. The building will also have key frontages on Water Lane and Diamond Jubilee Gardens. The proposal is for a three-storey building with the upper storey being a mansard construction set-back from the main building line on the riverside.



KEY

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KING STREET AND WATER LANE



King Street

Enriched modillion cornice, parapet with urns to ends and stone coping, dormer windows behind parapet within slate roof.



King Street 1920s

The proposal draws inspiration from the buildings that were historically on the site.



The George

A mix of sash, dormer and bay windows. The George has historical significance in Twickenham.



Sion Road

Three to four storey Georgian terrace with sash windows that have boxes on the face. The main walling material is a brown London stock with the jambs and heads in a red brick. Some of the windows have arced heads with keystones. There is a variety of doorcases including a Doric, Tuscan and Gibbsian pedimented examples. This is a fine quality Georgian Terrace which the new proposal will emulate.

The designs for the buildings are still in their formative stages. These images provide an indication of the current thinking of scale and outline appearance of the early proposals, along with key design references from the local area and further afield.



Montpellier Row

Montpellier Row is an example of how long regular elevations can be broken up into smaller elements to avoid the look of a "palace" style elevation. This approach will be taken on Water Lane to reflect the stepped elevations of the buildings on the opposite side of the road, by using different bricks or coloured render.

Metal Balconies

Steel balconies with simple balustrades in a contemporary style will be used for the Water Lane elevation to reflect the style of the balustrades and railings used for the buildings on the opposite side of the Lane. This style of modern balcony has been used in a number of places in Twickenham including the flats opposite the station.

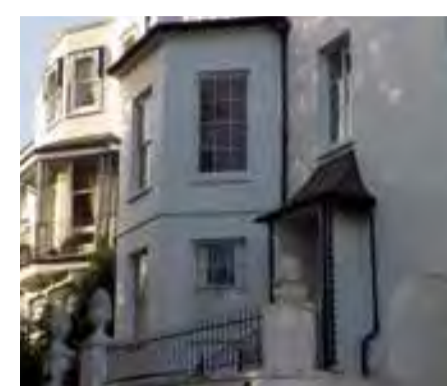


EMBANKMENT AND DIAMOND JUBILEE GARDENS



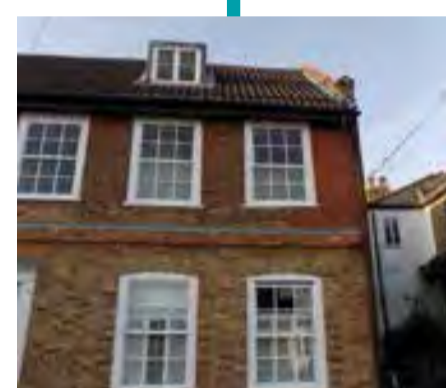
Twickenham Rowing Club

Two storey building with a weatherboard façade and light weight timber and steel balcony which is complimentary to the riverside setting. The façade is predominantly painted white with accents of colour in critical places. This use of materials will be echoed on the riverside elevation of the new proposal.



Riverside

A small Regency terrace comprised of buildings three to four storeys high. A mix of sash and bay windows, with the presence of a number of balconies and railings. The buildings use Georgian and Victorian elements and create a lively composition which is both vibrant and respectful of the setting.



Embankment

The dominant language is sash windows set within brick reveals with brick flat arches to the heads. The sills made from timber or stone. The roof materials are either clay tiles or natural slate. This variety of materials within the Georgian and Victorian architectural language has been reflected throughout the proposal.



Brick Built Boathouse

For the podium, incorporating 'boathouse' style entrances to the car park and other uses, buff facing brick is being considered as this is the character of the brick walls extending down Riverside. Examples of brick built boathouses with timber doors and metal grilles over, which will be required to ventilate the car park, can be seen in Richmond. In this example a stone balustrade tops the wall, but this could be metal in keeping with the railings around DJG.

Diamond Jubilee Gardens



Decorative Metal Trellis

Decorative metal trellis work is a feature of the Twickenham Riverside Village and is used on a number of buildings on Riverside.

The designs for the buildings are still in their formative stages. These images provide an indication of the current thinking of scale and outline appearance of the early proposals, along with key design references from the local area and further afield.



Rear of Embankment building (from the new shared surface)



INDICATIVE INTERNAL BUILDING LAYOUTS

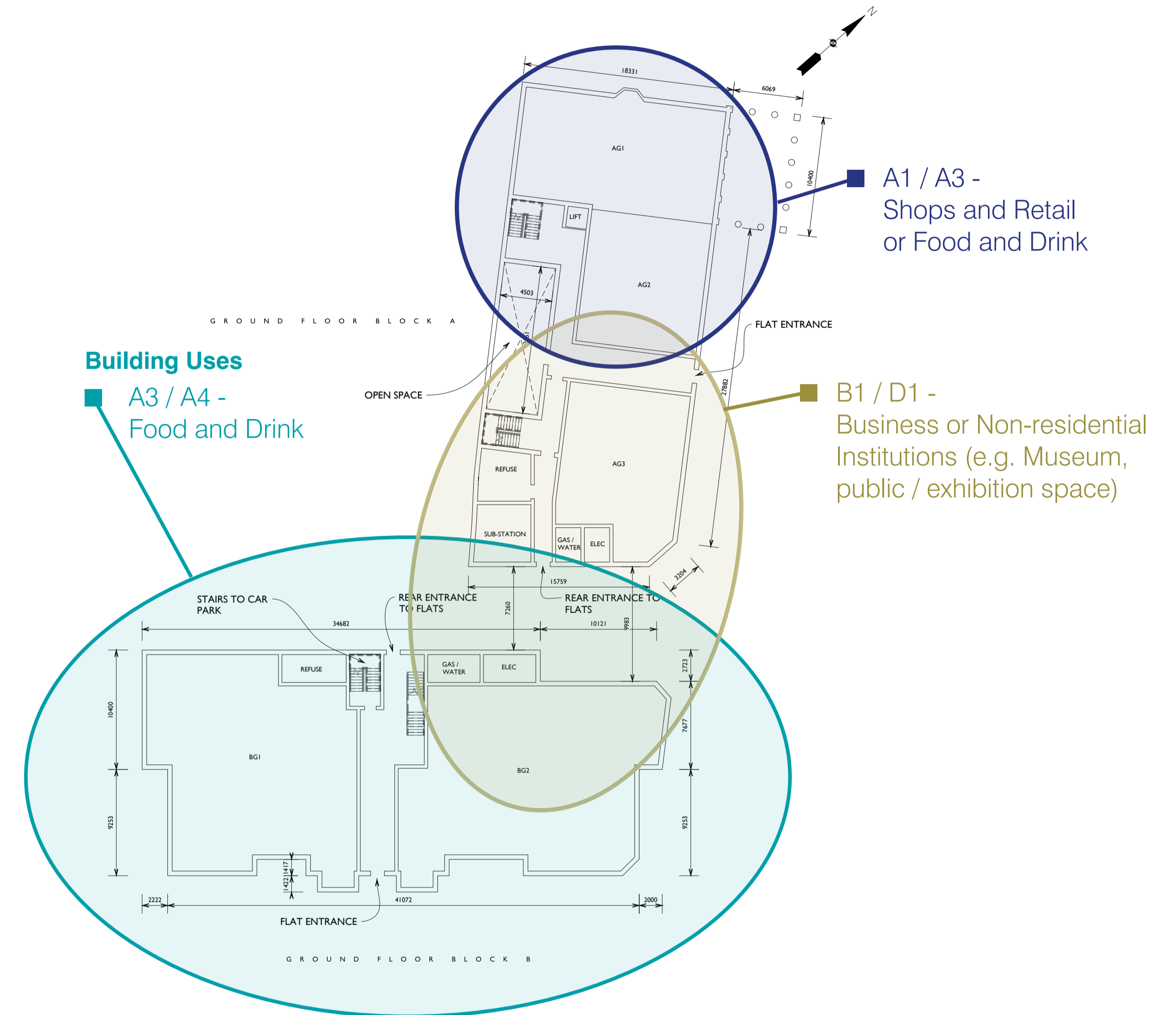
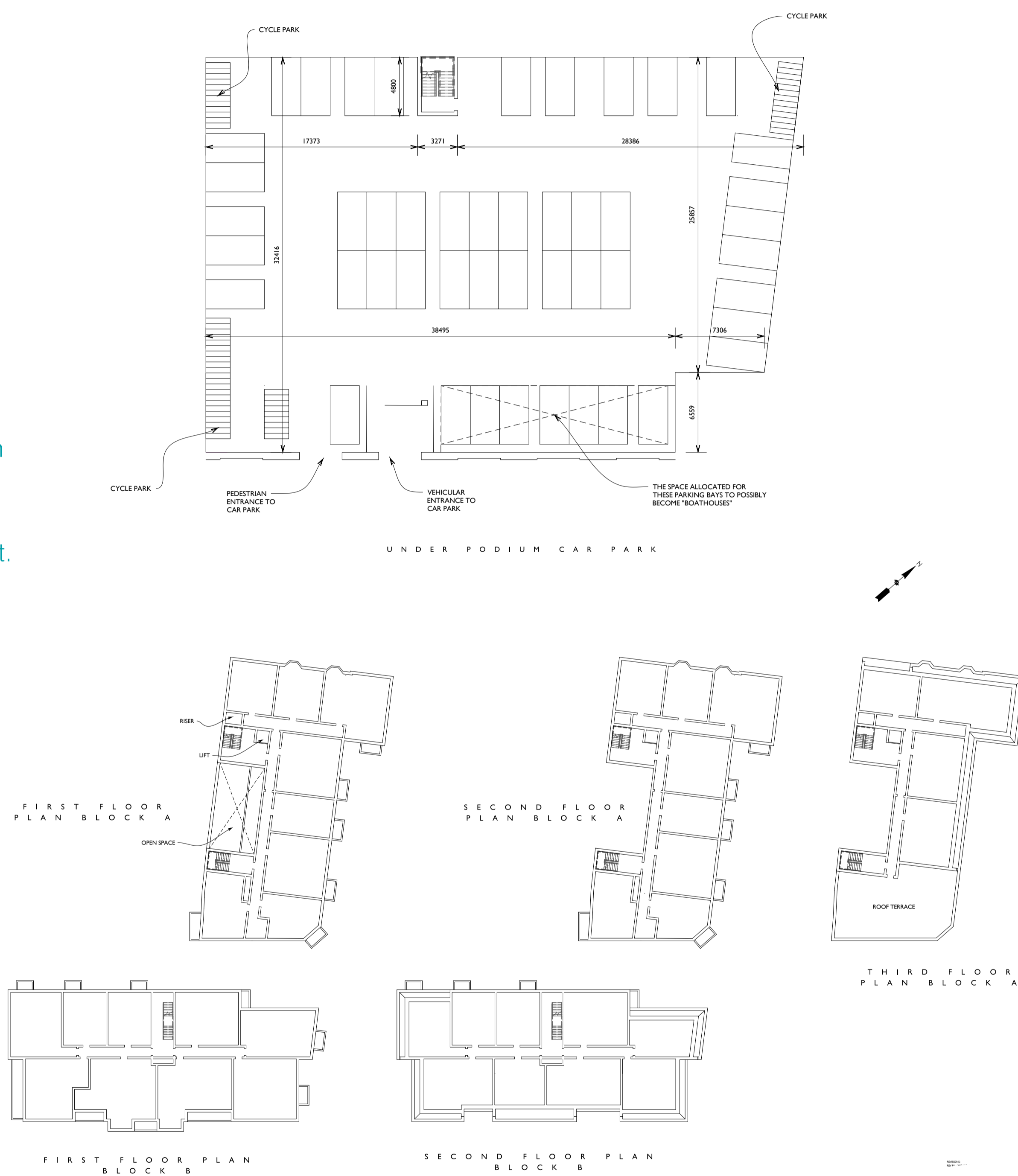
Building Layouts

These images provide an indication of the proposed size and use of each floor of the building footprint.

Under Podium Car Park – All of the parking required by the development will be contained inside the footprint of the proposed site in the form of an under podium site in the form of an under podium car park. The car park, accessed from the Embankment, is still being sized but initial studies have shown a maximum of 47 car parking spaces including disabled provision could be achievable.

This area will also provide cycle parking spaces for the development. There is also an option to provide some small seasonal use / kiosks / River use storage units facing the Embankment.

Upper Floors – The upper floors of the development will provide a number of 1, 2 and possibly a small number of 3 bedroom flats. The total number and mix of units is still to be determined but overall, around 2,400-2,600m² (approximately 26,000-28,000 sqft) of net (excluding circulation areas) residential accommodation is proposed.



Ground Floor – This level will provide for a range of potential commercial / community uses, totalling around 1,000-1,200m² (or approximately 11,000-13,000 sqft). The Building Uses diagram indicates initial thinking on configuration of spaces and use types. The widening of the Water Lane footpath will reduce the frontage to King Street. The development will provide business space and likely some restaurants and cafés facing the Embankment.

SERVICING, ACCESS AND PARKING

The principles of access for all and permeability have been central to the development of this scheme. Key proposals include:

- a widened pedestrian access from the town
- shared surface (pedestrian priority) access across the rear of King Street, and
- the introduction of a greater number of accessible entry points to Diamond Jubilee Gardens from the Embankment.

The new shared surface across the site between Water Lane and Wharf Lane will be designed to give priority to pedestrians with controlled access for selected service vehicles and only at certain times for the day.



| Key | | | |
|---|----------------------|---|----------------------------------|
|  | P+D bay |  | Motorcycle bay |
|  | Resident and P+D bay |  | Loading bay |
|  | Business bay |  | Resident only bay |
| | |  | ST171 permit bay (Ice Cream Van) |

Existing Parking Arrangements

Traffic and parking surveys were undertaken in November 2015, June 2016 and November 2016.

Key findings:

- At their busiest, the parking bays on Water Lane, Wharf Lane and the Embankment are 80% used
- Resident bays are used the most (84%-100% utilisation)
- There is spare capacity in shared use and pay and display bays
- There is spare capacity in Church Lane Car Park and on Riverside
- Loading arrangements should be improved to minimise conflict with pedestrians and cyclists
- Existing service road traffic should be minimised

Existing Service Arrangements

The narrow service road at the rear of the site, accessed from Wharf Lane, is currently uncontrolled. The existing turning head is too small for many vehicles to turn safely. This arrangement results in dangerous reversing manoeuvres, regular blockage of Wharf Lane and reliance on the existing private car park for turning manoeuvres.

SERVICING, ACCESS AND PARKING PROPOSALS

Proposed Arrangements

All parking required by the development will be accommodated within the under podium car park. New residents will not obtain parking permits.

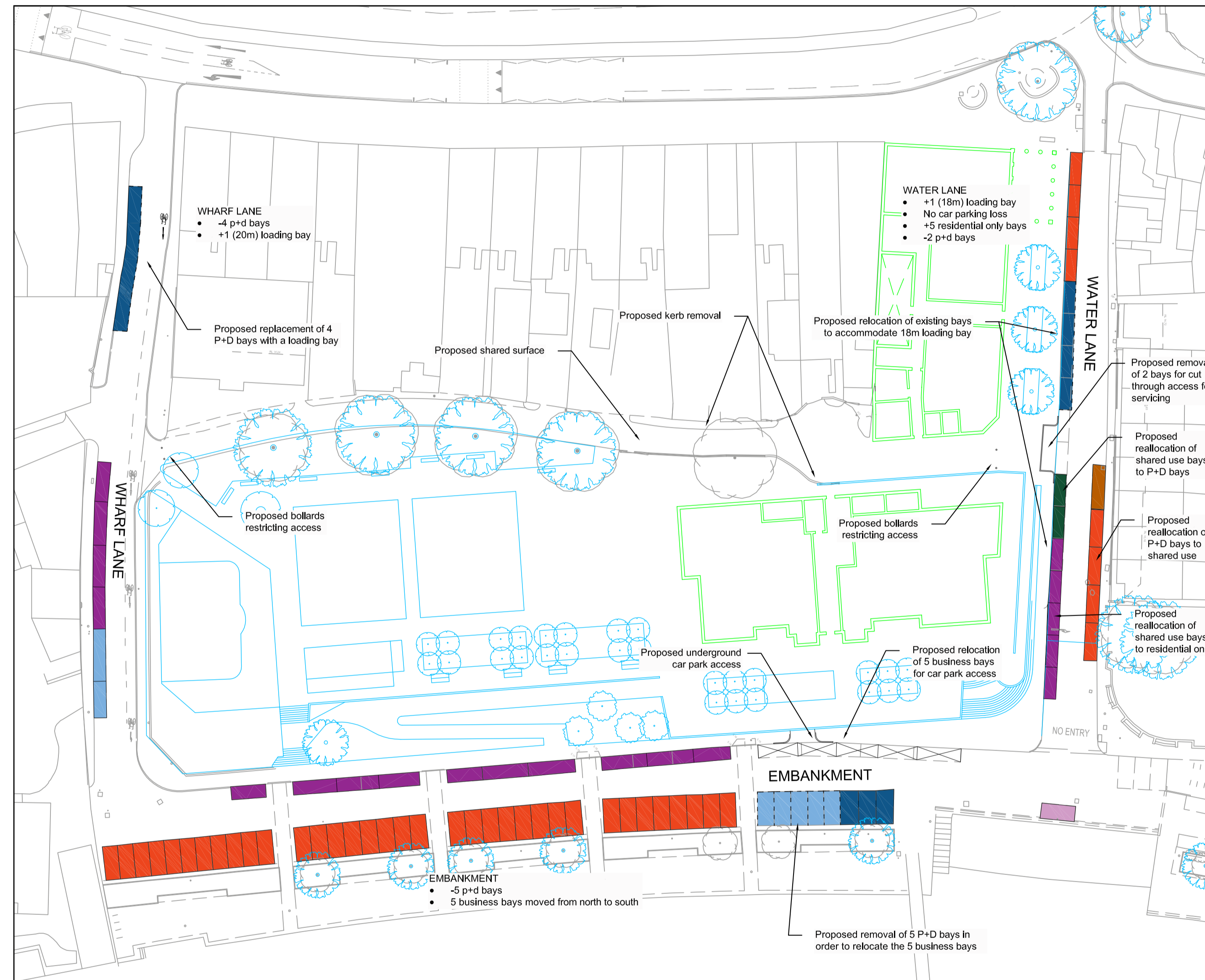
Key proposals:

- 5 additional on-street resident car parking spaces
- All existing on-street business bays retained (some relocated to the south of the Embankment)
- The proposed arrangements can accommodate the highest recorded parking demand, with 1 in 10 spaces kept free for daily / seasonal variations (10% spare capacity)
- Existing service road to be pedestrianised and transformed into a shared surface, with bollards (or similar) restricting access to essential users (e.g. emergency and refuse vehicles)
- 2 new large loading bays provided, minimising traffic movements across the new shared surface and improving pedestrian / cyclist safety on Wharf Lane

These proposals aim to ensure that the supply of car parking spaces can deal with existing demand and the requirements of the new development. As above the proposals allow 10% spare capacity for daily / seasonal variations.

On occasion the Embankment will continue to be closed to traffic for specific events, such as TryCycle.

Parking surveys in the wider area have identified the potential for re-designation of bays (Shared Use, Pay & Display, Resident) to best match the existing demand, as well as the potential creation of additional car parking spaces in the CPZ area. As these changes do not fall within the remit of the planning application, they will be devised, consulted upon and introduced separately.



| | Existing | Proposed |
|-------------------------------|----------|----------|
| Shared Use (Resident and P&D) | 53 | 43 |
| Pay & Display | 8 | 2 |
| Business | 7 | 7 |
| Resident | 14 | 19 |
| Loading | 3 | 5 |
| Motorcycle | 1 | 1 |
| ST171 permit (Ice Cream Van) | 1 | 1 |

Entrance to the new shared surface from Water Lane

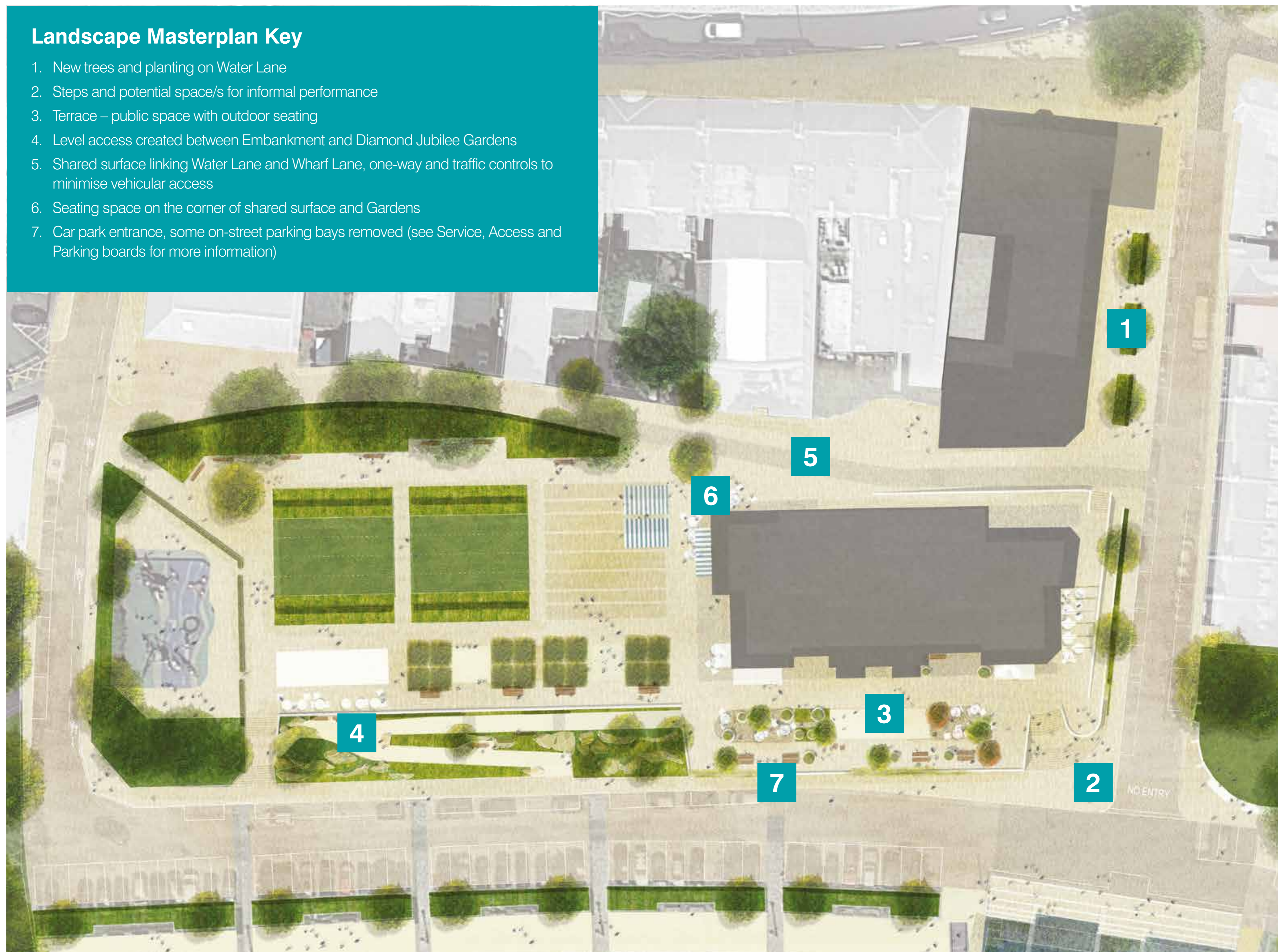


LANDSCAPE PROPOSALS

Many residents have said that the development should provide more spaces for people to gather and enjoy the River. Much of the existing open space on the site is either inaccessible or devoted to a private car park. The principles of linking the town to the River and Diamond Jubilee Gardens have been given careful consideration and a number of options are presented here for your feedback. A widened pedestrian access to Water Lane will invite more visitors to the riverside and sympathetically manages the significant level change with terraced landscaping. A large riverside terrace (approximately 12m deep) fronting the Embankment has been retained to create a space that will be accessible by all. A fully accessible sloped terrace in front of Diamond Jubilee Gardens will provide a place for people to enjoy the River views and access the Gardens. In total, the proposals could deliver up to 2,000m² (approximately up to 21,000 sqft) of new or renewed publicly accessible space.

Landscape Masterplan Key

1. New trees and planting on Water Lane
2. Steps and potential space/s for informal performance
3. Terrace – public space with outdoor seating
4. Level access created between Embankment and Diamond Jubilee Gardens
5. Shared surface linking Water Lane and Wharf Lane, one-way and traffic controls to minimise vehicular access
6. Seating space on the corner of shared surface and Gardens
7. Car park entrance, some on-street parking bays removed (see Service, Access and Parking boards for more information)



Local character



Space for people



Flexible use



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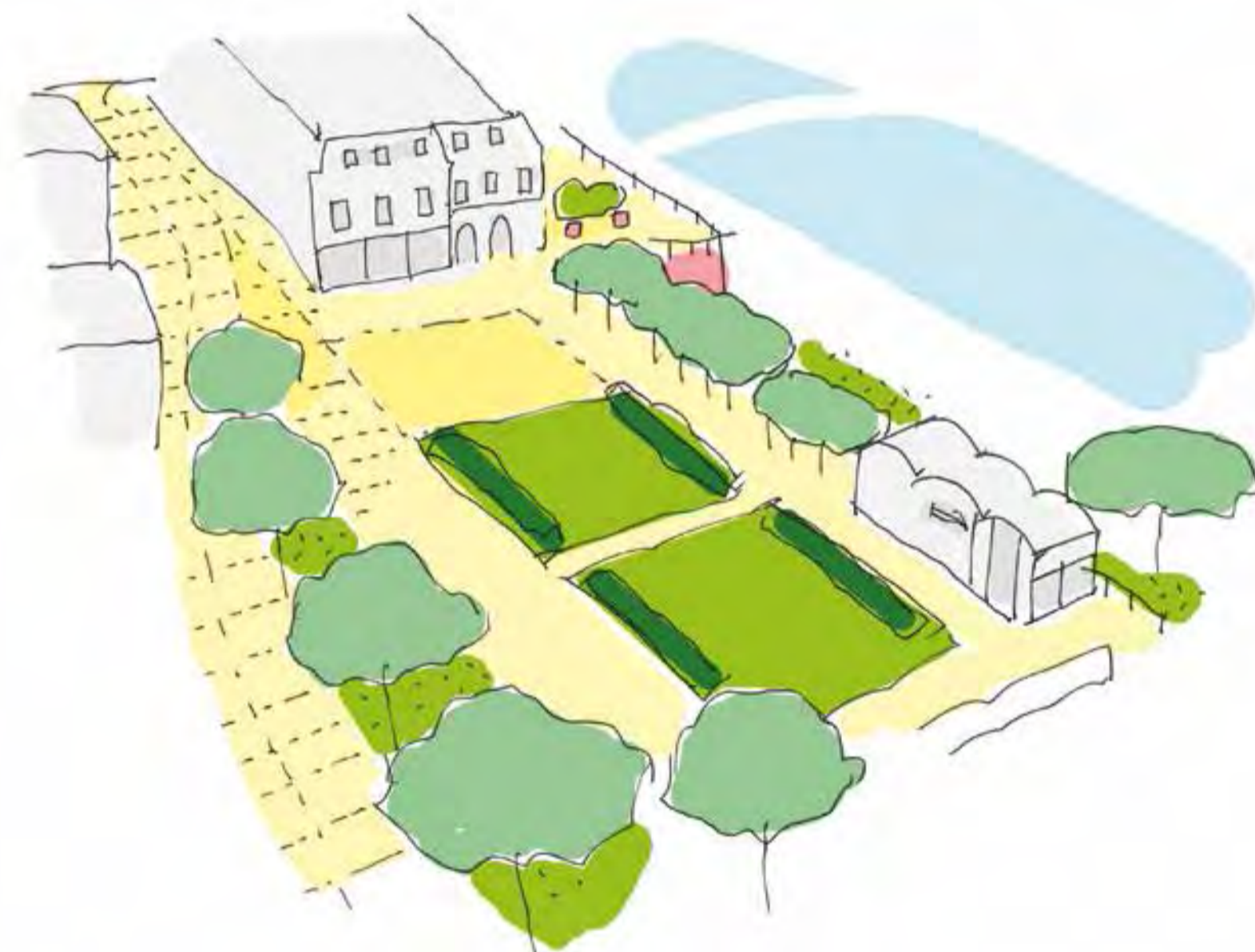
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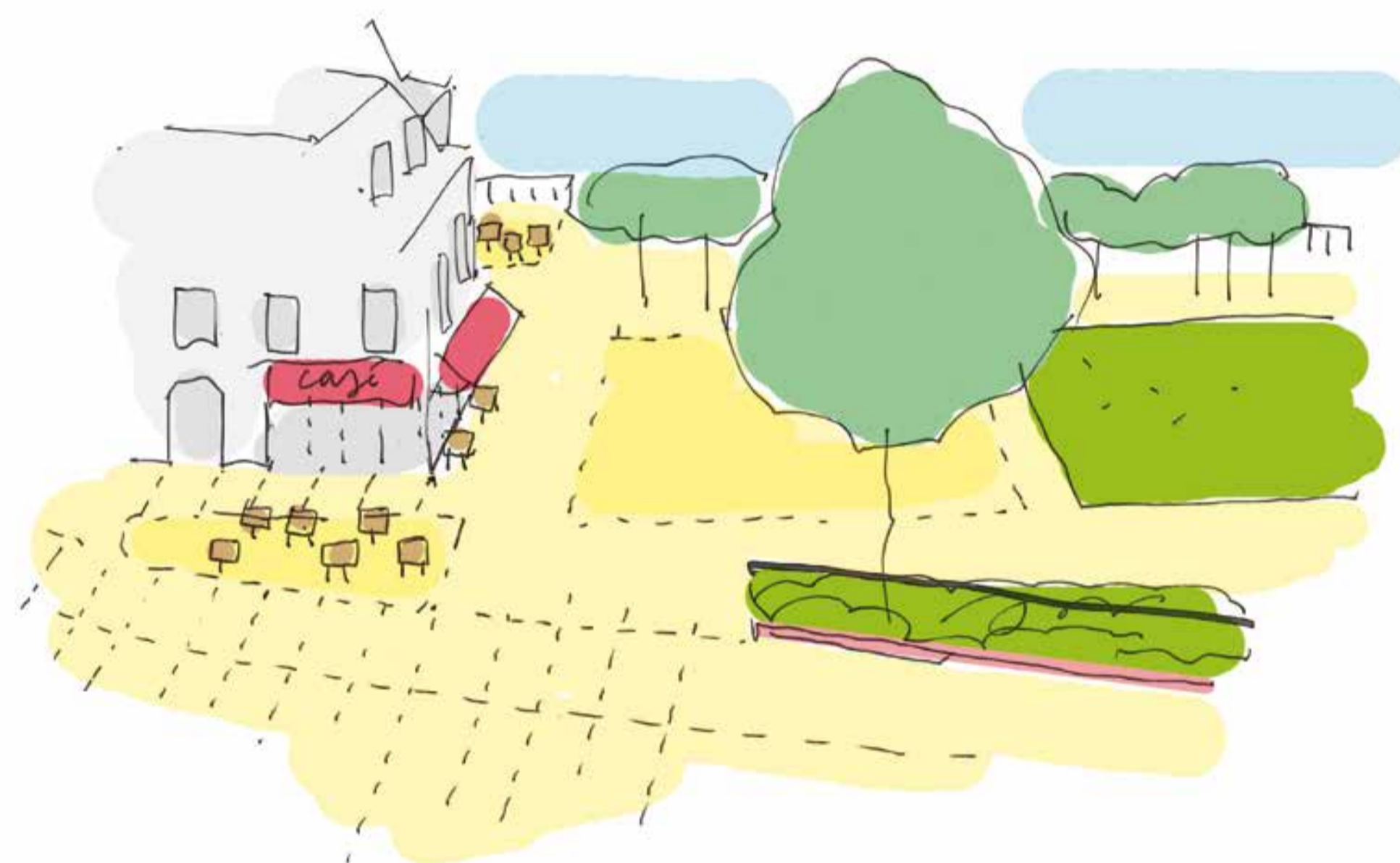
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LANDSCAPE - INTERFACE WITH DIAMOND JUBILEE GARDENS

Sensitive interface between the building and Gardens



Shared surface and new seating space

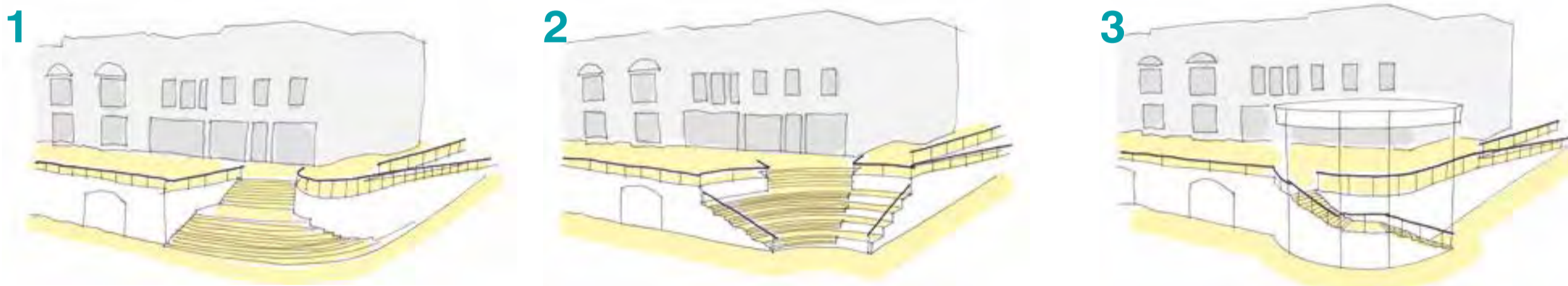


New access from the Embankment



LANDSCAPING OPTIONS

Water Lane Corner



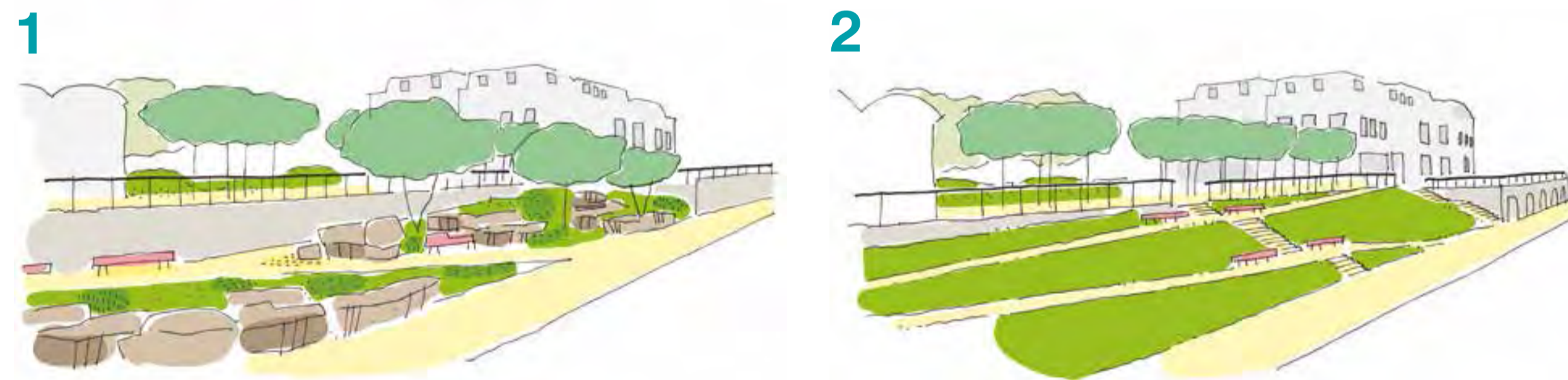
The junction of Water Lane and the Embankment is an important piece of the site – a viewing platform, a place for performances, a meeting place:

1. Convex steps which invite people onto the terrace – with a bastion lookout to stand and watch the River.
2. Concave steps creating an informal space for performances.
3. A curved stair with a covered belvedere offering a landmark view.

Embankment Access

What should the character of the new access from the Embankment be?

1. An informal approach such as a rock garden with boulders and planting, steps at one end and places to sit along the way to look out over the River.
2. A more formal approach with steps from the Gardens and places to sit to look out over the River.



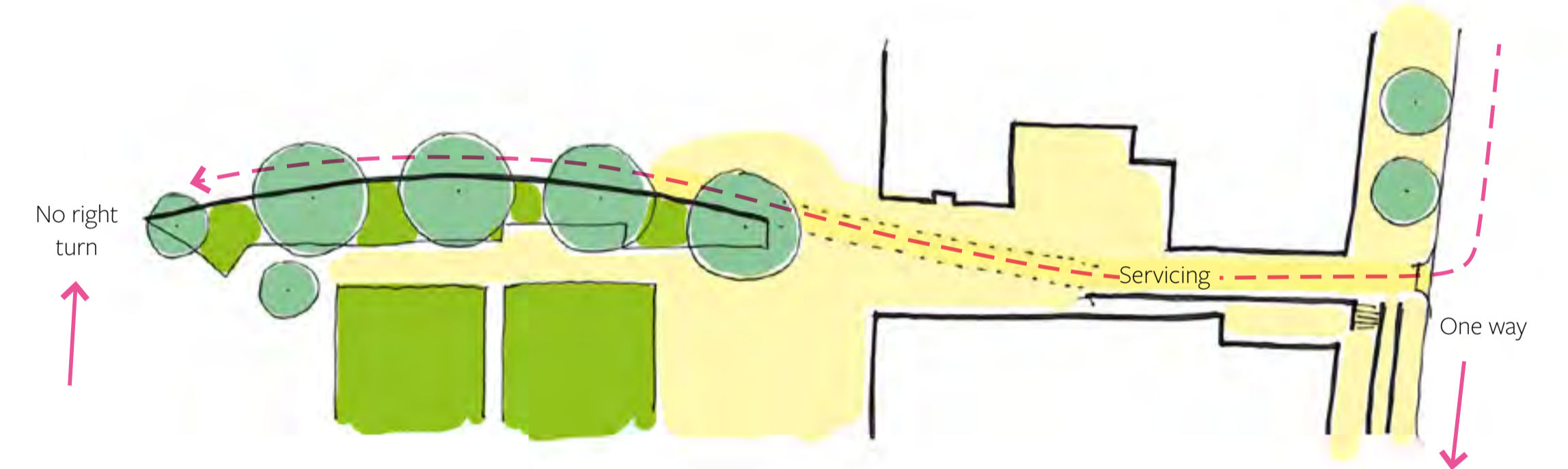
Shared Surface

Servicing and deliveries could be achieved in two ways. In both of the following scenarios we would implement controls to the timing and number of deliveries.

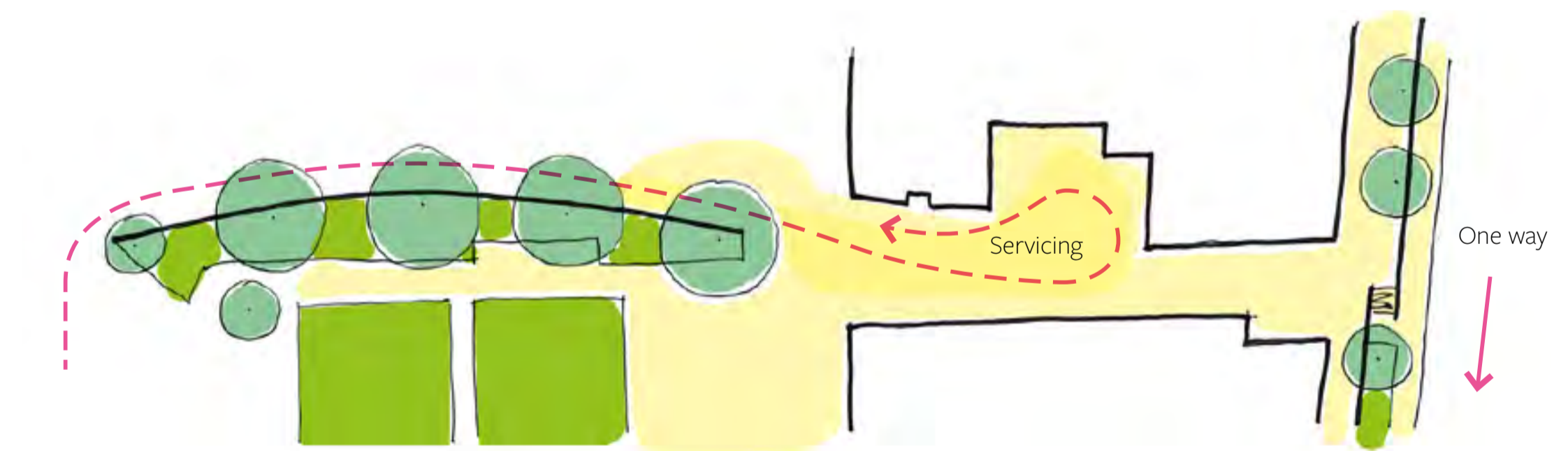
1. We are proposing to extend the shared surface to link Wharf Lane and Water Lane. A very limited number of vehicles would be able to enter the site from Water Lane (with automatic bollards or similar) and would carefully drive across the shared surface to Wharf Lane.
2. Should the extension of the shared surface linking Wharf Lane and Water Lane not be feasible / supported we are also exploring the creation of an improved cul-de-sac for servicing and deliveries. Vehicles would only be able to enter the site from Wharf Lane and would turn around on the shared surface. This would not resolve some of the existing issues with the width of the service road and the problems faced by larger servicing vehicles and two-way traffic (see Access, Servicing and Parking boards for more information).



Pedestrian priority, flexible space



Shared surface - through 1 lane'



Shared surface - cul de sac

LANDSCAPE - AN INDICATIVE VIEW

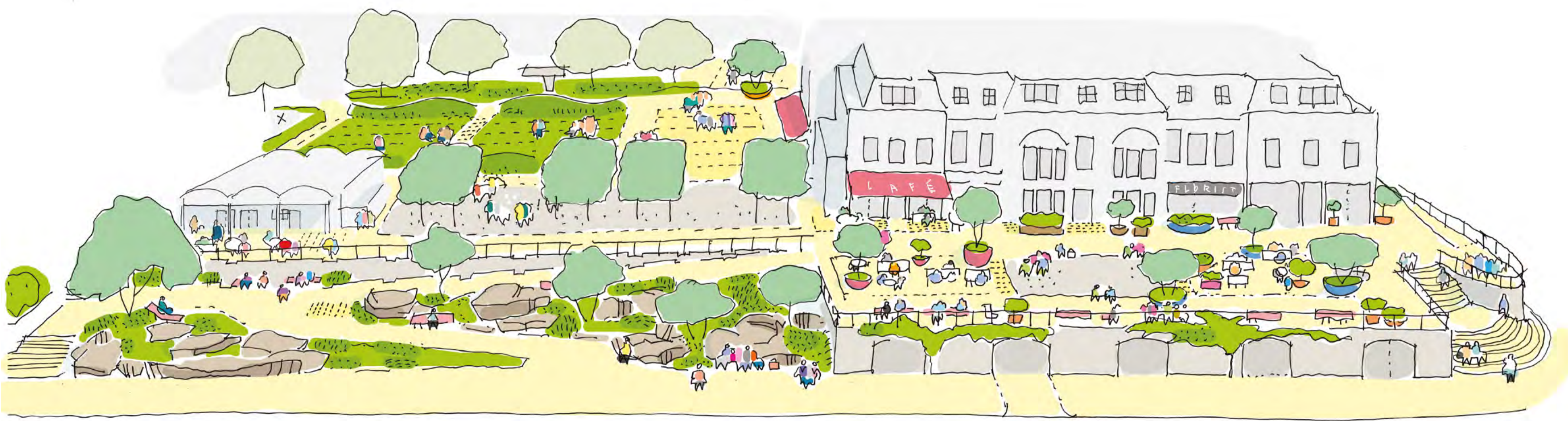
The new access to the Embankment could be a formal arrangement or a more informal re-imagining of the existing rock garden



Space to sit and watch the world go by



On the new terrace, trees in planters with some low, colourful planting



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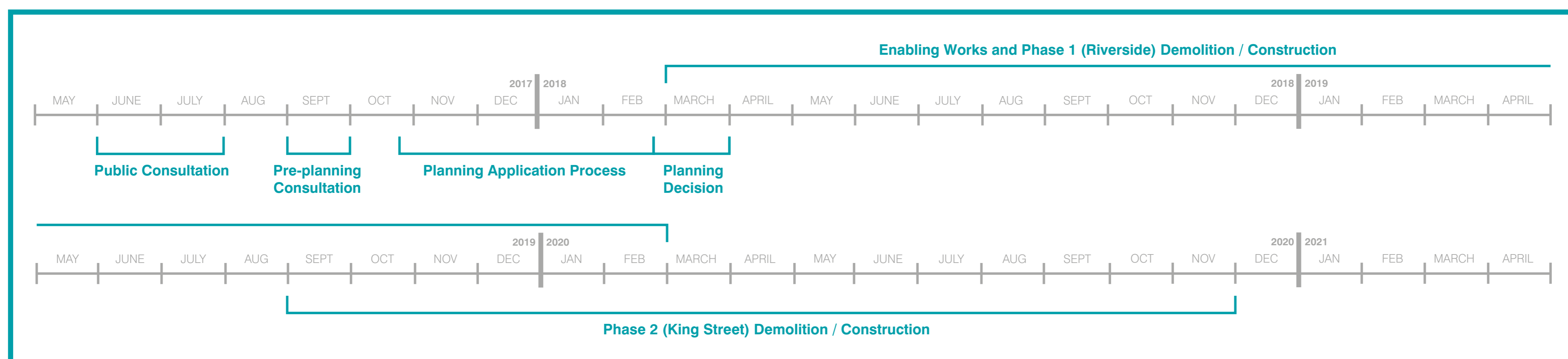


FURTHER CONSIDERATIONS AND NEXT STEPS

Timeline

The timeline below represents a target programme for design, planning determination and construction. This programme is indicative and may change.

In addition to this consultation, a further public consultation is planned for this September, to present developed proposals prior to submitting the detailed Planning Application at the end of October 2017.



Development Key Issues

Flood Risk

The Environment Agency's indicative flood map shows that the site lies in Flood Zone 3 having an annual probability of river flooding greater than 1%. As a part of the Planning Application engineers will carry out a Flood Risk Assessment (FRA) focusing on the flood risk from watercourses and a detailed modelling exercise will take place to ascertain the flood levels at the site. Flood risk from surface water, groundwater, reservoirs and sewers will also be assessed.

The FRA will ensure that suitable flood mitigation measures are incorporated into the design and that flood risk is not increased elsewhere, to surrounding developments. Furthermore, a flood warning and evacuation strategy will be outlined, dealing with matters of evacuation, refuge and resilience measures to demonstrate that the development's users will not be exposed to flood hazards.

Financial Viability and Delivery

The financial appraisal needs to consider a number of elements: improvements to the public realm and uplift to the general Twickenham area; sympathetic development density; and the quality aspirations for the development. A straight financial appraisal of the development proposals, of cost versus direct revenues can only be undertaken when the scheme is fixed. Further work is continuing on refining costs and estimating revenues. The Council, subject to further Cabinet decisions, is looking to take a long-term view on the development, even if this means providing some subsidy to the scheme to unlock the wider benefits for the town.

The options for procurement and delivery of this scheme are still under review and this matter will be given detailed consideration in the next design stage. The Council is keen to retain control of the quality outcomes expected from the scheme and to this end, will play a leading role in the delivery of the scheme. Given the financial viability considerations noted above this may include (subject to future Cabinet decisions) taking more development risk to mitigate the cost of involving private developers.

Construction and Phasing

Current thinking on construction and phasing is that the development would be managed in two principle phases. The first phase would include the development of the under podium car park, accessible terrace in front of Diamond Jubilee Gardens and the new building facing the Embankment and adjacent public realm improvements. Phase two would likely start about twelve months after the commencement of phase one, with phases overlapping for approximately 6-9 months. Phase two would deliver the King Street / Water Lane building (Building A) and adjacent public realm improvements. The entire construction phase is expected to be around 30 months in duration with a target completion date of the end of 2020.

We will seek to keep disruption to a minimum during the construction works. The next consultation (in September 2017) will include a draft Construction Method Statement (CMS), which will be a key planning document and guide the actions and behaviours of contractors during the construction phase.

Engineering considerations will include a site wide drainage scheme, developed to manage surface water up to a 1 in 100 year storm event, including the utilisation of Sustainable Drainage Systems (SUDS), such as green roofs, permeable pavements and rainwater harvesting. A full geological survey of the site will be carried out in the coming months to supplement the current desktop investigation. This will provide an understanding of the soil profiles and properties, along with an assessment of contamination and chemical composition. The findings of this will inform design of the structure and construction methods chosen.