

**CRANE VALLEY
PLANNING
GUIDELINES**

April 2005

CRANE VALLEY PLANNING GUIDELINES

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1. Introduction

This document provides planning guidelines for the Crane Valley in Twickenham, covering the area shown on map 1. It provides guidance for developers for these four main sites:

- Harlequins Rugby Ground (the Stoop Memorial Ground) and Practice Pitch;
- Richmond upon Thames College, and associated playing fields south of the A316;
- Post Office Sorting Office Twickenham and
- Central Depot, Craneford Way

It covers the Local Planning Authority's intentions for the wider area in which these sites sit; matters which need to be considered by all landowners, as well as specific matters for each of the four sites. They reflect Council policy in its Unitary Development Plan, first review, to be adopted in April 2005.

The guidelines build upon planning guidelines for Harlequins, agreed by the Council in 2002. It also takes into account the analysis undertaken within Crane Masterplan produced by consultants Aitken-Leclercq in 2003, updated to take account of the Inspector's recommendations for sites within the area, following the UDP First Review 2nd Inquiry.

Background

These sites are likely to come forward within the next five years. Potentially they could bring improvements to the tertiary college, housing development on site of the existing college buildings, a mixed use development on the Post Office Sorting Office site, enlarged west Stand and some housing on the Harlequins site and redevelopment for housing on some of the Central Depot site (the Council Depot).

Richmond upon Thames Council is concerned over the cumulative impacts of the development proposals both within the area covered by the Guidelines and on the closely related sites in Twickenham town centre. These include Twickenham Station, Regal House and Station Yard, all of which may be subject to development proposals in the near future. It is particularly important that development should be compatible in scale and character with the local area, acceptable in traffic and transport terms and to ensure that the wider setting of the area within the West London Green Chain is respected and enhanced.

Status of these Guidelines

The Guidelines will be Supplementary Planning Guidance to the development plans for the area, in this case the London Plan and the Borough's Unitary Development Plan First Review (UDP), expected to be adopted in April 2005. Supplementary Planning Guidance expands upon, but cannot change existing policies and proposals. The Guidelines are subject to public consultation and will be a strong material planning consideration when applications are decided, within the area covered by the Guidelines. They will also be taken into account when considering applications for sites nearby, if they affect the Guideline area. At the detailed planning application stage, there will be a further opportunity for public consultation, and developers are recommended to carry out their own public consultation on major schemes.

The River Crane Area of Opportunity

The guidelines area lies within the River Crane Area of Opportunity covered by the UDP policy of the same name within the 'Open Environment Chapter', as follows:

Deleted:

Policy

A positive policy of environmental improvement, improved access and sympathetic development will be applied to the River Crane "area of opportunity" as shown on the proposals map.

Justification

The Crane Valley contains large areas of open land, which could benefit from significant environmental improvement. The Council is committed to the overall improvement of the corridor to provide an attractive walk and open wedge between the London Borough of Hounslow and the River Thames.

The Council is developing a master plan for the main area of potential change, includes the Stoop Memorial Ground, the Craneford Way playing fields, the Council Depot, the Richmond Upon Thames College and the Post Office Sorting Office. It is committed to looking at the area comprehensively with a view to enhancing the open space and associated linkages, improving sports facilities and providing for possible improvement to the College. Also to be included are improvements to banks of the River Crane to improve their ecological interest and provision of a through pedestrian/cycle route along the River Crane. The Council will work with the local community as appropriate in the planning and carrying out of improvements.

It is intended that the existing level of cultivated allotments within the Crane Valley should be retained. It is recognised that there are limited vehicular access points into the area and this would need to be fully taken into account. There will be a need for enabling development and through the master plan process the Council will identify the most appropriate mix and layout of uses.

The guidelines area excludes parts of the area of opportunity which will not be subject to significant change. The land use designations for the area (as shown on map 2) follow the outcome of the Council's consideration of the report into the 2nd inquiry into the Unitary Development Plan. These designations are explained in section 4 of this framework.

Environmental Assessment

The Council will screen all applications for redevelopment within the framework area and determine if an Environmental Assessment (EA) is required (a screening assessment) under the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations 1999. The Environmental Assessment must include a non-technical summary. Further details on the implications of such regulations are contained in appendix 1. A preliminary investigation has found that the main impacts to be considered are:

- Impact on the River Crane, including surface water runoff, flooding and drainage;
- Impact on community facilities and public services, in particular school places and open space and sporting facilities;
- Impact on biodiversity
- Impact on the transport network, air quality and noise;
- Visual impact, especially of larger buildings;
- Impact of construction including use of materials and resources used;
- Impact on and protection and enhancement of the West London Green Chain.

2. Area Appraisal

The guidelines are based on the findings of an urban design appraisal of the area.

The Area covered by the Guidelines

The area is bounded by the A316 Chertsey Road to the north, the Duke of Northumberland River and former Mereway allotments to the West, The River Crane and the Railway to the South and Egerton Road, Craneford Playing Field east and London Road (opposite Twickenham Train Station) to the east.

Wider Context

The area lies within a predominantly residential district comprising inter-war terraced and semi-detached housing, to the North of Twickenham town centre and railway station. To the north is the A316, main arterial route and north of this the RFU Twickenham Stadium which attracts large crowds and impacts upon the area in terms of traffic, visitors and parking, Proposals for redevelopment of parts of the RFU stadium have planning permission, with planning obligations to improve traffic and parking conditions which will impact on the guidelines area. The area is also within the West London Green Chain, a 30 km chain of interconnected green spaces, running along the River Crane and Yeading Brook, towards the River Thames.

The Main Sites

- **Central Depot**, comprises 37,500 sq m. of mostly temporary buildings, one Victorian red brick municipal building and two cottages. It is accessed via Langhorn Drive, a new road which also services Harlequins (the Stoop Memorial Ground). It was formerly accessed from Craneford Way, this access is now only used for emergencies. It provides for a wide range of Council depot services including recycling, salt storage, parking of refuse vehicles and ancillary office functions. The site appears to be operating significantly under capacity.
- **Harlequins**. This Rugby club completed its new east stand several years ago. Permission has recently been given to replace the smaller North stand, Its West stand is now proposed for redevelopment. To the north is a poorly landscaped car park , which provides a weak and unattractive aspect to the club. A health and fitness centre within its grounds is a visually poor building blocking views and access to the north.
- **Richmond upon Thames College**, comprises a wide range of structures from a purpose built 1930s educational building to converted factory premises. Apart from this original structure the overall college layout is haphazard and lacks design coherence. The College is committed to achieving major improvements and has indicated they wish to redevelop the whole site.
- **Post Office Sorting Office**, the Post Office have relocated the majority of activities elsewhere and are considering the future of this site. One option would be to redevelop with a smaller new facility as part of a wider mixed use development on the remainder of their site.

The Main Open Spaces - These are all designated as “metropolitan open land” in the UDP.

- **The River Crane** flows from west to east. Upstream of the Mereway former allotments it is highly attractive and of significant nature conservation importance. Downstream, a potentially fine asset, it is caught within a concrete channel and largely hidden from view within the framework area.

- **The Duke of Northumberland River**, actually an artificial watercourse, flows along the edge of the area in a north-south direction. Its accompanying footpath is very narrow and in a poor state of repair. The river and its immediate banks are a site of nature conservation importance, and of considerable historic importance as the channel was constructed in the 16th century.
- **The Council-owned former Mereway allotments** total 1.8ha, is a potentially important area in landscape terms as it is where the two watercourses diverge, however it has been disused for over a decade and is in need of a management regime.
- **Craneford Playing Fields West** comprises 2.1 ha of mown grass now used as informal open space, bar a children's playground it contains no facilities. A brick wall visually separates it from the eastern playing fields. These fields are owned and maintained by the Council.
- **Craneford Playing Fields East** is 2.3 ha in size and is as visually featureless as its neighbour. There is one semi-derelict hard surfaced football pitch. There are no on site facilities. The area is used in the week by college students, and unofficially by local residents. The site is owned by the College.
- **The Rifle Club** is Council owned but privately leased and run and has an area of approximately 1 Ha wedged between the railway and the Crane. It is effectively segregated from its surroundings and has a derelict air, although it is still in use.
- **Marsh Farm Allotments** are Council owned allotments in active use and will be retained
- **Twickenham Rough** is a privately owned area of land between Marsh Farm Allotments and the Post Office site, designated "Other site of nature importance". There is a longstanding proposal for a walkway through the area, linking to the station via the Post Office site.

Urban Design Assessment - The Area's Character

The majority of the area has evolved without the benefit of an overall vision for the area. This has resulted in a disparate collection of unrelated poorly connected spaces of limited character. East of Kneller Gardens the full recreational and amenity value of the open spaces and rivers in the area remain untapped. There is great potential to restore and enhance the area as part of the West London Green Chain. The playing fields are of mixed quality and Harlequins, Richmond upon Thames College and the Council depot largely turn their backs on each other and the surrounding green spaces. The railway line acts as a barrier and further segregates the area contributing to its 'backland' character. The result is a predominantly green quarter but one that is uninviting and which fails to capitalise on the amenity potential of the open spaces and the two rivers. The Mereway allotments have been abandoned, the rifle club grounds have an air of dereliction, the river corridor is hidden and the banks of the Crane have largely been

channelled in concrete. Boundaries are largely poorly defined and entrances are weak. Connections to the surrounding area are weak, particularly eastwards to the train station and town centre. There is also less than satisfactory access across the A316 and the railway line. The main built developments such as the sorting office, the Stoop Memorial Ground and the College are poorly laid out and do not create a feeling of urban grain or character. These factors add to the feeling of an area of 'left over land' as opposed to a local recreational asset. The inadequate framing of many of the spaces further contributes to their perceived poor quality particularly along the southern boundary which is flanked by an electricity substation and a mixture of industrial uses.

3. Development Principles

Vision

The proposed planning vision for the Crane Valley Development Guidelines area is as follows:

To develop the area to the highest environmental standards based around an improved riverside, a riverside walkway and improved open spaces, meeting the housing, recreational and educational needs of the area.

Development Objectives

All development schemes will be tested against the extent that they meet the following objectives :-

- To maximise the opportunities for improvements by ensuring that the area is planned in a comprehensive manner;
- To protect and enhance the natural environment of the River Crane, the Duke of Northumberland River and their banks as part of the wider West London Green Chain and Blue Ribbon network as identified in the London Plan;
- To improve the appearance and recreational value of the open space including the provision of a river walk and the associated pedestrian/cycle linkages; taking account river corridor ecology
- To ensure that new development is compatible in scale and character with the local area; minimising any adverse impacts including flood risk.
- To minimise traffic and other impact on the surrounding area, particularly on the Heatham estate, to reduce severance and to improve pedestrian and cycle linkages within the area and to the surrounding area;

- To seek to secure improved sports facilities and possible improvements but not a significant expansion of student numbers at the College
- To contribute towards meeting a range of housing needs
- To ensure the provision of appropriate local community facilities including for education and health and the community use of buildings and playing fields
- To ensure that developers take account of the Council's Planning Contributions Strategy

Comprehensive and Co-ordinated Development

Although each of the main sites are very different and each raise their own unique issues (covered in section 4) there are a number of fundamental issues that need co-ordination and co-operation between the landowners. These shared issues need to be covered in each environmental assessment and accompanying planning applications, including mitigation measures for any potentially adverse impacts.

The key matters that will need co-ordination are:

- Means of access to the A316
- The movement network, in particular improvements to pedestrian and cycle access to Twickenham Town Centre and Station and access within and between the sites.
- Public transport
- Parking levels, in terms of the generated impact of traffic, potential overspill onto surrounding roads, and the visual, amenity and safety impact on the relatively quiet and safe residential roads in the area .
- Replacement playing fields and provision/improvement of open space
- Provision of education facilities (college and provision for primary and secondary places).
- Impact on and provision of other community facilities

- Cumulative surface water runoff impact on flood risk, and impact of proposals on the Rivers Crane and Duke of Northumberland River, including biodiversity
- Impact on, protection and enhancement of the West London Green Chain, and its wildlife corridors
- Relative building heights, and layouts and lighting at areas of key townscape importance, in particular around open spaces and river corridors

Although the main sites will inevitably come forward at different times there is a risk that if these issues are not properly addressed at an early stage then the first sites to be redeveloped would prejudice the successful development of the other sites both within and outside the area covered by the Guidelines and the good planning of the area.

Traffic and transport

The traffic and transport issues are fundamental and in this respect the overall level of development, the level of car parking and the achievement of the main vehicular access from the A316 are of crucial importance.

Land Uses

The main land uses, arising from the outcome of the 2nd UDP inquiry, are shown on map 2 Further information on individual sites is given in section 4.

- **Open Space**

The main open areas and linkages are shown on map 3. All areas of metropolitan land should be protected and enhanced for biodiversity and recreation, both to improve their value for residents and to enhance this part of the West London Green Chain. The Council's Open Space Strategy states that there is overall a high level of provision, but that it is necessary to improve quality and accessibility to larger open spaces in this area. The aim therefore is to link the Crane Park, Kneller Gardens, Mereway Former Allotments and Craneford Playing fields as a new public park, together with the new public open areas at Harlequins and through the College site, as well as providing the link through Twickenham rough to Twickenham Station .

The quality of the open spaces and rivers should be improved and facilities provided where needed. Subject to funding and public consultation, this could include, improved children's play facilities for children of various ages, areas for outdoor sport, informal recreation and areas managed to

enhance nature conservation interest and biodiversity. The College playing fields will need to be improved to allow for more intensive use to compensate for the loss of the playing fields on the land south of the A 316, should development go ahead. This may include some all weather pitches. The area should incorporate quality surfacing, street furniture, and overall improvements to the public realm. The section of the wall between the two playing fields without the original culverts could be removed to form a better visual link uniting the two halves of the open space, whereas the culverts of the remaining section should be retained for their historic and visual interest. Design of all open areas will need to be subject to close consultation with and involvement of the local community including groups such as the Crane Valley Forum and the Richmond Biodiversity Partnership.

It is expected that the developers of all four development sites within these guidelines would contribute to the improvements to all public open spaces and green links within the guideline area. Following the residential development, the remaining undeveloped part of the Harlequins practice pitch will need to form a visual link to the new larger Crane Park as well with public open areas within the College redevelopment. Buildings around these spaces should achieve privacy and natural surveillance by design.

An on going maintenance regime will be secured for the open spaces as part of the planning contributions.

The need for improved paths and physical/visual links between open spaces is covered in more detail in the later section on connections and access.

Environmental assessments for each site should include tree and nature conservation surveys. Mature trees should be retained where reasonable and practical. Once thorough arboricultural surveys have been carried out the local planning authority will give further advice as to what trees must be retained over and above the general advice given in section 4 on each development site.

A key component of the proposals will be enhancing nature conservation interest and biodiversity. There is an opportunity to bring the open space of the area to the same high degree of nature conservation interest that exists along the unchannelised banks of the River Crane West of the guideline area within the wider West London Green chain. In particular there exist opportunities to create a level of naturalisation of the river banks, subject to a flood risk assessment and agreement with the Environment Agency. Although this may reduce the width of the open space it is considered that this would be outweighed by the overall improvement to the usability of the open space, its attractiveness for informal recreation and the gains to nature conservation and biodiversity. Arising from the restoration of the banks of the River Crane itself the opportunity also exists to improve the management of the former Mereway Allotments, and the Council will consult as appropriate. Landscape design throughout the area should use native species where possible and create habitats for priority species in the Biodiversity Action Plan.

- **Education**

A major driver of change in the area is the desire to improve the current Richmond upon Thames College. State tertiary education is now administered independently of the Council, and is funded by central Government through the Learning and Skills Council. The College primarily provides education for the 16-19 age group. 40% of the students at present are Borough residents although this may change as the Council increases local choice through Sixth Form provision in the Borough's schools. In tertiary education, as in the secondary sector there is considerable in Borough and out Borough migration. Their requirements are for a campus of 28-34,000 sqm. It is understood that funding from the Learning and Skills Council will not meet total building costs. The UDP proposals allows some enabling development including housing, however it is unlikely that development to an acceptable scale will fully cover the funding gap given the constrained nature of the campus within its existing grounds. New residential development will require the expansion of primary and secondary education facilities in the area. There is no spare capacity in existing schools in the area, and it will be necessary for a new primary school to be built in the neighbourhood. Developers will be expected to make a contribution towards the cost of land and school buildings, in proportion to the number of child places that their development would generate. It is likely to be necessary that the contribution is at least partially in the form of the provision of a site in the case of Richmond College, due to the lack of available sites in the area suitable for a primary school. The need for a new school would be assessed in relation to need in the area when proposals come forward, also taking account of the likely child yield from the new development.

- **Housing**

- Dwelling Mix

The development should achieve a mixed and balanced community where the tenure of units should not be discernable from the exterior design without separate streets for different tenures or gated communities.

UDP policy HSG11(B) requires that a reasonable number of small units are provided appropriate to the site (bedsits or one-bedroom units). The Council will seek to negotiate at least 25% small units on appropriate sites. On the Post Office Sorting Office site with its good public transport accessibility and access to the town centre it is envisaged that the majority of units will be small. The need for small units is in the private sector and is in addition to any provision for affordable housing under policy HSG6. On the College and Depot sites it is expected that development would provide a mix of unit types and sizes (houses and flats).

- Wheelchair housing

There is a requirement that 10% of units should be designed to wheel chair standards (UDP First Review policy HSG 8).

- Affordable Housing

All four sites will be above the thresholds set out in policy HSG6 where affordable housing is required. In line with this policy at least 40% of all new units should be affordable. Provision of Affordable housing should be in line with the Council's Supplementary Planning Guidance on Affordable Housing and the current Housing Strategy. The size, type and mix of units should be considered in consultation with Housing Services, bearing in mind that the main priority is family units for social rent. It is expected that the majority of affordable housing will be social housing for rent provided by a registered social landlord. A relatively small element of 1 bed key worker and other forms of intermediate housing are acceptable.

As it is likely that developers will seek at least some funding of the affordable housing from the Housing Corporation, developers are advised to contact the Council's Housing Services, who will be able to advise on the likely availability and phasing of finance. Schemes will also be above the threshold by which the Mayor of London can direct refusal. Early discussions should be held between the GLA, Housing Corporation, the developers, the provider of affordable housing and the Council. There should be no automatic assumption that grant will be given, and the case would have to be made on viability grounds on the basis of the evidence given.

In the light of the other objectives of this brief and the economics of the site the maximum viable proportion of affordable housing should be provided, taking account of the above factors and following an independent valuation.

- **Sports Stadia (See Section 4)**

- **Other Community Facilities**

Additional development will generate a need for improved community facilities in the area. The guidelines area is at the centre of an area, which the Richmond and Twickenham Primary Health Care trust has identified as needing enhanced Primary Care provision, linked to improved facilities for older people. In line with the Council's draft Planning Contributions Strategy obligations will be used to expand these. Where there is a need for a site or sites for additional facilities then contributions will be secured in-kind, in the form of new built facilities. The social impact component of the environmental assessment should look at the impact on and need for facilities such as primary care, day nurseries etc.

Shared use of community facilities will be encouraged where possible. There may be particular scope for this with the redevelopment of the College.

- **Employment**

The development of the Post Office Sorting Office site offers the best potential within the guidance area for employment uses as part of a mixed-use scheme (see section 4). It is already an employment site, and is closest to the town centre and very well served by public transport; employment use here is therefore in line with UDP policies EMP1 and EMP4. The College is currently and will continue to be a major employer.

- **Waste and Recycling**

Redevelopment should retain sufficient space for the Council to meet its statutory responsibilities and targets for waste and recycling, including the targets of the Mayor of London. Access for refuse and recycling vehicles will need to be considered within the Transport Assessment for each development.

Urban Design – Layout Principles

An urban design strategy should be prepared prior to the development of detailed proposals for any element of the scheme, and presented to the Local Planning Authority at an early stage. The urban design strategy will ensure that architects of individual buildings and developers of adjacent parcels give proper consideration to adjacent buildings and plots both in plan and elevation to ensure architectural continuity and the creation of a high-quality public realm.

The starting point in preparing a successful overall layout is ensuring that development frames, connects and creates open and public spaces, in particular the high quality parks, public spaces and river corridors proposed within this framework.

To help achieve this development should meet the following overall key urban design layout principles: -.

Create connections

Define a Movement Network

Create Walkable Neighbourhoods

Define views, vistas and landmarks

Create Gateways

Maximise the opportunities of the rivers and riverside location

Create public spaces and improve the public realm

Buildings defining streets and spaces

Create a fine urban grain

A safe environment/ Minimising impact on the environment

Designing an accessible environment usable by the whole community

Protecting local amenities such as privacy, sunlight and daylight

1. Create Connections - Development should add to a connected series of streets, street blocks and public spaces, designed around the needs of the pedestrian. This should respond and improve the existing connected pattern of streets, landmarks, and public spaces, topography and landscape features in the area. Connections for wildlife and plants should be maintained and developed
2. Define a movement network - which will act as the 'spine' for the overall area. A clear and well-defined street pattern is a key part of all successful and attractive places. This framework seeks to create efficient connections to and between all parts of the area and this should be echoed in the urban design strategy for each site, establishing the broad locations and scale of development. The network should respond to the topography and landscape features, building on the original street pattern, filling in missing links and connect well to the surrounding area. Developers must take account of the section on Connections and Access below, as well as the proposed redevelopments of other sites within the framework area.
3. Create a Walkable Neighbourhoods - Connected streets should create interesting walkable, and accessible neighbourhoods. Local facilities bring residents together, reinforce community and discourage car-use. Hence the developments should be designed around creating a neighbourhood whereby people can easily walk to public transport and local facilities. The network should connect the main roads, public transport facilities, public open spaces, the riverside, town centre and public buildings.
4. Define views, vistas and landmarks - The specific alignment of streets should take account of the impact on views across the areas as well as

opportunities to frame or terminate views and vistas of new landmarks, open spaces and the riverside. These should mark out routes through the site and to key elements within it. In particular development should provide visual clues towards moving within and beyond open and public spaces (UDP policy BLT11 is particularly appropriate).

5. Create Gateways - Gateways are areas that mark out the transition to a place. They do not always need to be defined by landmark buildings however in some cases this can fulfil a purpose, such as where such a building is needed to terminate a vista or mark out a new development from its poor quality surroundings.
6. Maximise the opportunities of the rivers and riverside Location - Rather than turning its back on the river, development should address them and the proposed riverside open spaces. Buildings should be set back from watercourses creating buffer zones of 8m, which should not be domestic gardens but vegetated with locally native plant species. Further information is available from the Environment Agency.
7. Create public spaces and improve the public realm -Public space and wider improvements to the public realm should be considered as an integral part of each development, be designed in a distinctive style for the area and not treated as an optional add-on. As much attention should be paid to the design of the areas between buildings as to buildings themselves. Development should provide or enhance an uncluttered, accessible and co-ordinated public realm, with robust and appropriate materials and landscape design, enhancing the setting, connections and spaces between buildings. The design of public spaces and the style and siting of street furniture should relate well to the surrounding urban context and character and follow the new Richmond Public Space Design Guide. Visible private open areas, such as front gardens, can also contribute to the character of the public realm.
8. Buildings defining streets and spaces - Buildings should always face out onto and address streets, with accesses onto streets at ground floor level, which is safer and reinforces street activity. Ideally open and public spaces and waterways should have buildings fronting rather than backing on to them. Development should either:-
 - Create an urban character of perimeter buildings with continuous building lines which 'turn the corner'; or
 - Create an open character with pavilion buildings within a landscaped setting, most appropriate along the waters edge, boulevard streets or open spaces.
9. Create a fine urban grain - Urban grain is a measure of typical building plot widths and street density in urban areas. For example, older parts of Twickenham typically have a 'fine grain' with many streets and

smaller plots – these are often the more attractive areas.

10. A safe environment - Utilising best practice in crime prevention through environmental design, principally through natural surveillance and a street pattern that creates eyes on the street, open spaces, parking areas and paths.
11. Minimising impact on the environment - Utilising best practice in construction, design, waste management, renewable energy and recycling, by:-
 - incorporating measures that will, , contribute to reduced energy consumption and associated emissions, such as built forms, orientation and layout (passive solar gain), renewable energy production, solar panels, natural ventilation and cooling, appropriate street lighting with full cut off luminaries
 - avoiding negative micro-climatic effects (e.g. wind turbulence); making adequate, integrally-designed provision for the storage and recycling of waste generated within buildings;
 - taking into account, , of the environmental effect of building materials used, using low embodied energy materials and managed sources of timber where possible, and
 - reducing the use of finite, primary minerals and aggregates and to encourage the maximum use of recycled materials from the demolished buildings (bricks, stone, recycled and secondary aggregates etc.) in the building process, as well as the use of “green” roofs.
 - Using Sustainable Drainage Techniques (see below)
 - Protecting and improving biodiversity
12. Designing an accessible environment usable by the whole community -The revised building regulations will ensure that individual dwellings are accessible, but the planning system needs to ensure that there are accessible connections to the front door from parking areas and public transport, An access statement, covering matters referred to in Section 2.5 of the Accessible London Supplementary Planning guidance, will be required for all applications
13. Protecting local amenities such as privacy, sunlight and daylight - Developers are referred to the principles from the Government’s ‘By Design’, ‘Better Places to Live’ and ‘Streets, Places and Movement’ and the government endorsed publication the Urban Design Compendium as well as UDP policy BLT 11. These will be used to

assess specific planning applications.

Urban Design - Building Height and Design Principles

1. In the guidelines area density and development standards will be determined by a 'design-led' approach, to make efficient use of land and meet the amenity needs of all residents.
2. Building in context. Buildings should be of a scale, massing and height that is appropriate to their site characteristics, setting, civic function and their importance and location in the townscape.
3. Good modern design and imaginative solutions are promoted. In the less sensitive parts of the area away from existing residential properties there is an opportunity for an approach with a design and layout that creates its own character.
4. The Urban Design strategy accompanying the planning applications must define appropriate locations for different building heights. The Council is concerned to ensure that building heights and densities are compatible with the open suburban character of the area. Away from Twickenham Station, overall the density of the development should reflect government guidance PPG3 as it applies to such areas, normally 30-50 dwellings per hectare but allowing for more intense development in town centres and other highly accessible locations, and the London Plan density matrix as it relates to areas with an accessibility index of PTAL 2 within a suburban location. The highest densities and storey heights will be appropriate opposite Twickenham Station (but not along the river and close to Heatham House where heights should be more constrained), and next to the Harlequins site where there are some larger structures. Heights should be lower next to the existing two storey housing or listed buildings/buildings of townscape merit. Proposals for buildings significantly exceeding existing residential building heights should meet the policies for such buildings in the UDP, in the London Plan and should follow the joint CABE/EH guidance note.
5. Developers should be able to demonstrate that their proposals meet the British standards for sunlight and daylight.
6. To avoid a monotonous form of development there should be appropriate variations in matters such as style, height, scale and plot width; where justified within the overall townscape context.
7. The arrangement of buildings within the framework area should be treated as an opportunity to frame and provide an existing setting for the open spaces and watercourses, without causing undue overshadowing or overbearing upon them. This does not mean unrelieved walls of development of around the open spaces and waterways. There will need to be a careful modulation of building

heights, and particular care taken within the design of the roofline and roof features, as well as care with materials, giving consideration to use of natural materials or reflective materials (to maximise sense of space around green areas and waterways), possibly using green roofs and/or roof solar panels.

8. Proportion The elevations of each building should display a well proportioned balance between its different elements.
9. Protecting Amenities - the amenities of new as well as existing residents must be protected, all dwellings must provide an amenity area through either a balcony, terrace, courtyard, play street, or communal or private garden.
10. Materials that add Quality - Buildings should employ materials of high quality and durability that are of compatible or complementary colour and texture to each other. Materials should be used to complement the function and design of the buildings, rather than introduced as an add on.
11. Protecting Heritage - The following buildings/structures of merit should be retained and restored and their settings respected and improved, this will be secured as part of the planning obligation(s):-
 - Old Pump House (building of townscape merit)
 - Section of wall between the two Craneford Way playing fields with original water culverts (Subject to further English Heritage advice).
 - Cobbled section of road leading to the Council depot through the former Mereway Allotments.
 - Heatham House (listed building)

Connections and Access

- Transport Assessment

The nature of the Transport Assessment required for each site should be agreed in advance with the local planning authority as part of the scoping of the environmental assessment. The Council publishes detailed technical advice on the content of transport assessments in the transport section of its draft Planning Contributions Strategy. Account should be taken of the high levels of pedestrian, cycle and motor cycle use of the footways and roads by College students, as well as traffic to both rugby grounds on match days. Some of the main aspects which will need to be covered are:-

- Impact on key junctions, in particular on the A316 and on London Road/Whitton Road;
- Means of access;
- Anticipated trip distribution for different types of uses;
- Anticipated modal split from different types of housing and uses;
- Impact on bus services and operation;
- Impact on Twickenham Station from different phases of development.
- Measures to reduce unnecessary use of the car (travel plans).

- **Travel Plan**

All developments will require a Travel Plan as part of any planning application. The Travel Plan should consider not only the proposed development itself, but also how the Plan should function in the context of the site as a whole and its surrounding area. The Travel Plan should recognise the Council's overall objective of providing a range of choice in the means of travel used, the general principles should include:-

- Reducing the impact of the private car including the possibility of car clubs.
- Initiatives to encourage the use of public transport, cycling and walking, which may include discounted bus/train tickets and appropriate walkways and cycle paths integrated into each development.
- Targets for the implementation of Travel Plan measures and
- A robust monitoring and review process.

- **The Movement Framework**

The transport assessments will need to include consideration of the movement framework for the area. This needs to show: -

- A safe and accessible road network for walking, cycling, public transport, servicing and car traffic, providing missing/new connections to the surrounding area and safe routes to schools. The design should limit car speed, design out rat runs, and provide internal pedestrian

priority only streets;

- Roads laid out to define attractive streets and provide settings for buildings, rather than solely as access for cars and parking;
- Improved travel links and links to public transport.

The main anticipated connections that this movement framework should include are shown on map 3, together with Open Areas.

Vehicular Access

- Main Vehicular Access points to existing road network

The main vehicular means of access should be via the A316 apart from the Post Office Sorting Office. There should be a signalised junction from Langhorn Drive providing a joint access between Harlequins, the College and the Depot sites. The final junction layout is to be determined in conjunction with Transport for London and the LBRuT. Transport for London has indicated that they would support in principle such an access, subject to available capacity. Langhorn Drive will become a public highway. Contributions, pro rata, will be secured from the developers of each of the sites accessed from the A316, towards the A316 junction, any necessary road improvements and public access arrangements.

The Central Depot site will need to retain a secondary/emergency access onto Craneford Way, which may be via the part of the Depot site redeveloped for housing. This should be controlled to ensure emergency only use.

The main vehicular access to the sorting office site should be off London Road using a new ramp at a less steep gradient. There is likely to be a requirement for junction improvements on London Road, depending on the nature of future uses of this site.

- Internal access roads – covered in the Urban Design Layout Principles section later.
- Traffic Management and Calming

Impact on the roads to the east should be minimised through traffic calming and management measures whilst securing emergency vehicle access. Off site traffic calming may be secured as part of a planning obligation.

- Parking

Developers should conform with the parking standards as set out in the

UDP First Review, the standards include cycle parking.

Developers should provide a broad indication of the location and size of different parking areas, and the split between residential parking, non-residential and parking shared between both. As space for parking is limited and different users have peak parking demands at different times, shared visitor parking will be required for all commercial/educational uses. Where parking is shared between different landowners, the Council will need to be sure that this is subject to an agreement to ensure that the arrangement is sustained in the longer term. .

All parking will be secured as operational parking only with restrictions on contract parking and commuter parking for railheaders. Parking for Twickenham RFU stadium on event days only would be permitted.

Coach parking should be provided for the College and the Stoop Memorial Ground as part of the overall parking regime.

New developments should provide sufficient parking and whilst the UDP sets maximum parking standards, consideration will only be given to the provision of fewer spaces in certain circumstances (local areas in controlled parking zones or where there would not be unacceptable overspill of on-street parking in the vicinity or other adverse impacts.) It is considered that the Post Office Sorting Office is a site where reduced levels of parking would be appropriate due its proximity to Twickenham station. On the other sites, sufficient parking space should be provided to cater for residential parking needs, including for disabled people at a ratio of 1 space per 20 units. Residential on street and court parking should be shared and not allocated to any particular dwellings of a block. The exception is disabled persons parking which should be allocated.

An overall strategy for car parking should form part of the masterplan for each site and appropriately allocate parking between designed on street, parking court and basement parking. Parking areas should be broken up through public realm design and should not visually dominate any area, as well as being designed with the personal security of users in mind. All parking spaces should be safe and either secure or overlooked from dwellings and public areas. Large areas of underground parking with no surveillance should be avoided.

Amendments may also be needed to the parking/waiting controls in the surrounding area to discourage overspill parking from the new developments into existing residential streets, to be secured as part of the planning obligation.

- Public Transport and Bus Access

The frontage of Twickenham Station has been subject to improvement and the area behind is eventually proposed for redevelopment. Monies will be secured towards station improvement as part of the planning obligation.

Pedestrian access is to be secured under the Twickenham Rail bridge to the sorting office site through to London Road. This will act as an additional entrance/egress for the station which may make the closure on London Road on match days unnecessary, and allow easier access for anyone travelling on foot from the station to the Crane Valley area.

There is currently no bus provision into the area. Development could be designed to accommodate a new bus route or the extension of an existing route, to and from Twickenham and potentially linking other local areas, if London Bus Services Ltd. (London Buses) deemed such a route appropriate. Access to the A316 could be via the proposed new signalised access. Developers will be expected to contribute to the establishment of new or improved bus routes, and it may, subject to advice from London Buses, be desirable for a bus stop or stand with driver facilities to be provided at the College, or at a nearby location.

Non-Vehicular access

The main access routes are:-

- **Crane Path;** The development of this path between the Craneford Way playing fields and the Post Office Sorting Office site is considered vital to allow non-vehicular access into and out of the area by existing and new residents, college staff and students and visitors to both Harlequins and the RFU stadia. Many of these users will start or end their journey by public transport. The area between the sorting office and publicly owned land to the west is privately owned, and it will be necessary for the Council to either compulsorily purchase the land or acquire access over it. The Council is prepared to use its Compulsory Purchase over this land if necessary. Developments in the area will fund the costs of this, land acquisition and open space/path construction. The design of the path should take account of the ecological value of the area through which it runs.
- **The North/south public footpath** between the railway line and the A316 – this is a public footpath which should be retained, widened and linked to the new Crane path. This route provides access between Twickenham (via the railway footbridge described below), the College, Stoop and the A316.
- **Railway Footbridge;**The existing railway footbridge on the southern boundary of the framework area is very well used but currently has only steps so is not fully accessible. This should be improved by a ramp or at least a cycle channel. This would improve access from the area to Twickenham town centre.
- **Duke of Northumberland Path;** Provision should be made on the depot and Harlequins site for widening of this to provide for an improved and safer path, improved riverside habitat and a line of screening trees. The relationship of this to the proposed Stoop west stand will need careful attention as space will be constrained.

Proposals should not spoil its semi-rural feel.

- **Other Non-Vehicular Linkages;** There are a number of existing paths in the area which should be enhanced signed and lit as appropriate, as well as new footbridges created to improve accessibility, where shown on the framework maps. The pathway south of the Craneford Depot should be extended westwards to the Duke of Northumberland River. There should be improved links along the Crane Path through the Mereway former allotments westwards and better links to the South.

Flood Risk and River Restoration

The River Crane flows through the area in an approximately west to east direction, and the Duke of Northumberland River flows from South to North with a divergence from the River Crane at former Mereway Allotments. They are both classified as a 'Main River' under the terms of the Water Resources Act 1991. Permission is required from the Environment Agency for development in, under, over or within 8m of the River Crane or Duke of Northumberland River. They are likely to object to development within the 8m corridor as well as securing access to the riverside for flood risk and maintenance purposes. As there is existing development within this 8m corridor there may be scope for variation from a uniform 8m set back, in agreement with the Environment Agency, where access to the river and the river environment, is improved overall.

Flood risk will be a major factor in the development of these sites. The advice in this section is based on a report prepared for the London Borough of Richmond by Peter Brett Associates in accordance with the guidance set out in Planning Policy Guidance Note 25 (PPG25).

The base requirement is that the proposed development building ground floor levels be set at an appropriate height (freeboard),

1. above the flood level of the 1 in 100 year +20% flood flow allowing for climate change; and
2. to meet the requirements of the Association of British Insurers, (currently 0.5% annual probability (1 in 200 year return period) up to the year 2050), after taking climate change into account.

New buildings constructed within the floodplain must not be on stilts and must not have storage voids beneath. Development in the floodplain should ensure that floodplain storage is not reduced, floodplain conveyance is not interrupted and not lead to increase flood risk elsewhere.

The Environment Agency has prepared an indicative floodplain map for the River Crane which is also shown on the Adopted UDP proposals map for the Borough. A more detailed and accurate map has been prepared for the borough as part of the Peter Brett Report based on a more accurate

survey of ground levels. The extent of this area is shown on map 2. The Environment Agency have accepted this revised area providing any development meets the requirements for development as set out above. The revised area incorporates the recommendation in annex A of PPG25 that by 2050 fluvial flows could have increased by 20% due to climate change.

Flood risk and other environmental damage can be managed by minimising changes in the volume and rate of surface runoff from development sites through the use of sustainable drainage systems (SUDS), this being complementary to the control of development within the floodplain.

Developers must incorporate SUDS to prevent the water environment being adversely affected by: a) increasing surface water runoff, b) increasing the risk of pollution, in particular diffuse pollution, c) reducing the recharge of groundwater and d) causing physical damage to the beds and banks of watercourses. SUDS implemented must have adequate provision for future maintenance. Such systems include permeable surfaces, grassed swales, infiltration trenches, ponds and wetlands. Further information with regard to SUDS can be found at the Environment Agency web site and also in the Appendix E of Planning Policy Guidance 25.

It is essential that developers contact the Environment Agency at the earliest possible stage to ensure that their requirements for flood risk assessment and, where appropriate, escape routes and mitigation measures are met. Applications for planning permission for the Post Office Sorting office site which has a significant area within the flood risk area will need to be accompanied by a more detailed and robust Flood Risk Assessment (see section 4). The Agency will also advise on detailed requirements for sustainable drainage.

This section of the River Crane was subject to a channelisation scheme in the 1930s which reduces, but does not eliminate, the problem of flooding. This kind of concrete canalised trench has now fallen out of favour and more naturalised measures of flood prevention are now preferred which give more opportunities for wildlife along the water edge. The creation of a more naturalised form for the river would alter the storage volume and area of the river, most likely to the benefit of reduced flooding, no changes would be made which would worsen the situation. Development proposals must contribute to a scheme for restoration of more naturalised banks to the river through the framework area. This would remodel or replace parts of the concrete vertical sided channel to establish marginal vegetation and to improve its nature conservation value, as well as increasing water quality. This might not be practical where the channel runs along the back of domestic gardens and other measures might be needed.

Proposals, including proposals for the river, should be designed in close liaison with and agreement of the Environment Agency, and will be subject to a flood risk assessment.

4) Site Specific Guidance

Harlequins - The Stoop Memorial Ground

<p>Proposal T35 Harlequins Rugby Ground</p> <p>Continued use as sports ground with associated facilities, enabling development, new access road</p>
<p>Justification:</p> <p>Consolidation of existing use, improvements to facilities, taking into account effect on nearby residents. Enabling development and new access road from A316 to serve new residential development.</p>

Sports Ground Improvement

The Borough supports the objective of providing a stadium in the area capable of meeting standards for a Premiership Rugby Club. The business interests of Harlequins Club by contrast are a matter of private rather than public interest.

Access Arrangements

Primary vehicular access will continue to be via the A316 for this site. In conjunction with other development in the framework area an improved junction will be required to handle increased match day and residential traffic, in the manner described in the section on connections and access in part 3. Developers should contact TfL at an early stage to determine requirements, and will be expected to contribute pro rata towards junction improvements.

Langhorn Drive and the road into the College from Langhorn Drive should become adopted highways. Compulsory purchase powers will be used if necessary to achieve this.

Shared Parking

A large area of land around the Stoop Memorial Ground, particularly to its north, is in parking use, but is less used during the week. The parking demands of the College are the opposite. There would therefore be an opportunity to secure shared parking for both developments, minimising overall land take, and maximising efficiency of land. Any shared parking arrangement would need to be formalised.

Coaches

Adequate provision should be made for coach access and parking, which could be used for other parking purposes on non-match days.

Public transport

The area is relatively poorly provided with public transport, but the possible introduction of a bus route (see section 3) would improve communications. The improvement of walking links to the Twickenham station and bus routes in Heath Road, Twickenham will make it easier for site users to access trains and buses.

Walking and Cycling

The redevelopment of the Harlequins site, will provide the opportunity to carry out improvements to the Duke of Northumberland River footpath. This will also apply to the Depot and it is essential that the design and surfacing of the path is continuous, developers must propose a coordinated treatment. The Western boundary wall to the site should be removed and replaced further East, allowing the path to be widened to 2m wide, the open strip to be 4m wide in total. Whilst security of the site is important, the design of the new boundary should allow views into and out of the Harlequins Ground for users of the path. Care should be taken to retain the informal rural feel and retain the existing vegetation, where possible. The path should be restored in a natural rolled gravel finish, in co-ordination with the developers of Harlequins. It is not envisaged that cycling would be encouraged along this route as there are other wider alternatives, and it is a public footpath.

The West Stand

The Planning application should have a boundary including the whole of the Stoop Memorial Ground grounds and include details of the following:

- Longer term development strategies for the eventual proposed capacity

of the Stoop Memorial Ground.

- design of the stand,
- other uses proposed
- levels of parking generally and on match days, including parking management and stewarding proposals.
- Operational matters (number of events, timing, noise monitoring, use of ancillary facilities)
- Floodlighting details (isolux diagrams)
- Stewarding, off site catering, hospitality, financial support for services
- noise levels and control
- impact on sunlighting and daylighting of properties to the West.
- means of managing demand for travel and maximising non-car use, including travel plan arrangements for if necessary charging for and managing parking, and providing incentives for public transport use.
- impact on employment and the local economy including purchasing policies, training and recruitment and equality of opportunity
- proposals for community and environmental initiatives, consultative arrangements and monitoring and enforcement

Residential Development

Requirements for housing mix and affordable housing – see General Development Principles section.

The residential development should sit on the North West side of the practice pitch, utilising Langhorn Way for access. This would allow the remaining open space to link in with Craneford Way playing fields and be more publicly visible, and also reduce the need for an additional road. It would however be necessary to design the block carefully to mitigate effects on the new residents whose flats would overlook the rugby stand and depot access road.

Design and Scale

The residential building(s) could be designed to screen the East stand and frame but not dominate the open space to its frontage. Developers could consider measures to avoid a monotonous wall like development, which could include modulating the height, up from the open space and varying heights to link in to building heights on the Central Depot and College sites. The building(s) here should be visually broken up, to avoid a barrack like appearance.

The design should be imaginative, and designed to make the most of the adjoining remodeled open space. Consideration could be given to the incorporation of balconies/roof terraces/gardens to make better use of the open views.

Open Space

The open space should be designed to be visible to the public and visually linked to existing and proposed new amenity space within the College redevelopment area. Most of the area should be accessible to the general public, with appropriate arrangements for long-term maintenance, to be agreed with the Council. Consideration should be given to privacy for new residents from users of the public open space, particularly on the ground floor. It should be noted that the open space remaining after development will be designated as "Other Open Space of Townscape Importance" at the next Local Development Framework review.

Richmond upon Thames College

Proposal T37 Richmond Upon Thames College Site

Redevelopment to provide a new College (see note 1 below) and enabling residential development on the site of the existing college and playing field south of the A316. Retention and upgrading of Craneford Way East playing field.

Justification:

To provide rationalisation, expansion and improvements to the College (either on the site of the current buildings and/or on the College playing field to the immediate south of the A316) with enabling development and associated open space. If development takes place on the College playing field south of the A316 the College's Craneford Way playing field to be upgraded. All College facilities to have increased public use reflecting the Council's dual use policy. Access to the trunk and local road network will be addressed at the development control stage.

Note 1: The main objective of the Proposal is to achieve improvements to the College's buildings. This could be through refurbishment/improvement of existing buildings or through development of a new College building(s) subject to compliance with the Council's planning policies including level of enabling development (see Urban Design – Building Height and Density Principles, Section 4).

Access arrangements

See general principles in Connections and Access section.

The main vehicular College access to the A316 is to be secured via Langhorn Drive. All existing rat-running restrictions on Egerton Road will remain in force.

Proposals should examine the possibility for separation of ingress and egress and consider to what extent joint arrangements with Harlequins are necessary. Applicants should review the implications of the projected levels

and patterns of traffic movement resulting from their proposals.

Shared Parking

As Harlequins - see above.

Public transport

The area is relatively poorly provided with public transport, but the possible introduction of a bus route (see section 3) would improve communications. The improvement of walking links to the Twickenham station and bus routes in Heath Road, Twickenham will make it easier for site users to access trains and buses.

Walking and Cycling

The current main public access between the south and north of the existing college site is via a narrow path on the boundary between the Stoop Memorial Ground and the College and as set out in the connections and access section this should be retained and improved to act as a 'pedestrian street' to the College. The proposed river path will form another important route between the college, station and town. The College should have a large secure cycle parking area.

College Buildings and Residential Development

The large number of students that attend the College means that there is and will continue to be a significant impact on the related residential area. The constraints of the site, the effect of new buildings on neighbours and impact of additional students means that significant expansion of student numbers is unlikely to be acceptable. The section on urban design principles sets out requirements for achieving the successful development of this large site. The exact distribution between education and residential uses will form part of the outline application however in general the higher traffic generation of the College and the desirability of screening residential development from the noise and environment of the A316 would indicate that broadly speaking the College buildings should be on the northern parts of the framework area directly south of the A316 Chertsey Road. Whilst there are some advantages of the College buildings being located in a single campus this need not prevent some intermingling of uses, and some interspersment of blocks, as found in college area of traditional urban areas, subject to security considerations.. There will need to be through pedestrian routes from the South.

Where practical some of the College facilities should be shared with the wider community, such as library and indoor sports facilities, with community access at appropriate times to lecture halls and meeting rooms.

Public Space

The volume of pedestrian flows in the College and the need for outdoor meeting and gathering areas to foster College life will be of a size and scale to require public space within the site, this could possibly in the form of a “green spine” as indicated on Map 3, which could be linked effectively into the wider network of public spaces, open spaces and pedestrian linkages. On the A316 green frontage there is a significant row of Horse Chestnuts fronting a grass strip protected by a covenant. The frontage of the buildings to the south should be set back by at least 5m from the northern college boundary to protect these trees. There should be a pedestrian connection from this frontage into the College site.

Playing fields

As explained in the general development principles section replacement/improved playing fields should be provided on Craneford Playing Fields East, which will be upgraded.

The Post Office Sorting Office

Proposal T4 Post Office, Sorting Office

Public service/ mixed use

Justification

To provide either education use (post 16) or a mix of uses to take advantage of public transport accessibility and maximise benefits to the town centre. The established use of the site is for public service/employment uses, this means that priority should be given to public service/employment use particularly any that could be serviced by rail. The site has potential for a mixture of town centre uses and consideration could also be given to the potential for hotel, leisure and residential uses. Forty per cent of any residential element should be for affordable housing; other housing should be developed at a high density with small units and without on-site parking. The site is not appropriate for retail uses which would draw trade from the designated frontages and lead to the elongation of the centre. Only where fairly and reasonably related to the proposed development, the proposals will allow for the provision of a riverside walk along the River Crane, to link to the existing River Crane Walk, and a link to the existing River Crane Walk, and a link along the railway to the Rugby Stadia (see Proposal T21). Features of nature conservation importance should be preserved and enhanced. Proposals should take a comprehensive approach, taking into account the related town centre sites, particularly Twickenham Railway Station (T21) and the Station Yard (T28), and the contribution of the proposal towards the area as a whole.

Access arrangements

The traffic implications of the access/egress should be carefully assessed by future developers to ensure that the operational capacity of Whitton Road / London Road is maintained at satisfactory levels.

Design

A significant part of the site is protected by Metropolitan Open Land designation and within the River Crane floodplain. The Environment Agency also require an 8m buffer zone between building and the river

bank. This restricts the area available for development. That remaining is a long strip along the Crane and south to the railway. The form of development will be largely dictated by the need to screen the railway from noise, to develop river fronting development and a riverside walkway and a road access between will largely dictate the form of development.

On the London Road frontage development provision of active frontage uses of an appropriate scale onto a widened footway onto London Road will be encouraged, complementing the opposite public space next to Twickenham Station.

Heatham House Setting

On the Post Office site development must protect the setting of Heatham House, a listed building which must be retained, with development reducing in height closest to Heatham House

There is a section of Council owned land, in Metropolitan Open land designation, straddling the River Crane to the rear of Heatham House. This is where the proposed River Path will link through the development site to the Craneford Way open spaces to the west. There is a significant group of outstanding mature Oaks and other trees to the side and rear of Heatham House which must be retained. The combination of trees, river and River Crane path at this location could be developed as a riverside amenity area with public access in part. The path, river improvements and possible open space will be secured as part of the planning obligation covering the site which will also secure the maintenance regime.

Retail

The site is on the edge of the Twickenham Town Centre, but outside the primary area. The site is suitable for a modest A1 retail development, primarily serving those on foot such as commuters (larger developments are more suitable within the town centre itself).

Flooding

The River Crane flows through the site (see Flood Risk in Section 3, above). The site is partly within the floodplain and will require a detailed flood risk assessment to accompany any application. Development proposals should include an appropriate scheme for restoration of the river through the site. This would remodel or replace the concrete vertical sided channel to establish marginal vegetation and to improve its nature conservation value, as well as increasing water quality. This would have to be subject to a flood appraisal.

Central Depot

Proposal T18

Council Depot facilities/residential use

Justification

To improve and rationalise the Council's Depot facilities. If depot is relocated or rationalised, redevelopment (or partial redevelopment) for residential and improvements to pedestrian route to the South. Pump house to be retained in any new scheme, in any re-organisation of uses on the site any land in the western part released as public open space adjoining the Duke of Northumberland River could be considered for designation as MOL in a future review.

Access arrangements

Vehicular access to the Depot will continue to be via Langhorn Drive, with an access point retained onto Craneford Way for emergency use only. Emergency access points to be controlled to ensure that they are only used in emergencies

Public transport

The area is relatively poorly provided with public transport, although the possible introduction of a bus route to the College would improve communications (see section 3). The improvement of walking links to the Twickenham station and bus routes in Heath Road, Twickenham will make it easier for site users to access trains and buses.

Cycling and walking

The redevelopment of the Depot will provide the opportunity to carry out widening and improvements to the Duke of Northumberland River footpath - see Harlequins section for details.

Within the residential development, consideration should be given to providing links to the existing footpath/cycle route to the South and East.

Contaminated Land

Parts of the depot site are contaminated and a full contamination study and ground survey conducted, Decontamination will be secured as part of the planning application.

Depot

The Joint West London Waste Strategy is due to be published in May 2005, any implications for the Council depot site will be taken into account before formulating any detailed proposals for the site. It will be necessary to safeguard the waste management facility, or make alternative provision elsewhere, and it will be necessary for the Council to demonstrate to the Mayor that there is sufficient space to meet future demands, before planning permission is granted for partial redevelopment of the Depot.

The Depot will be reconfigured on to the northern part of the site. Consideration could be given to utilising land in Harlequins ownership to the South of the South Stand. The layout should take account of the proposed new development, and residences in Rosecroft Gardens. The new boundary treatments should screen the site and there should be screening of specific activities within the site as appropriate.

Residential

Housing mix and affordable housing – see General Development Principles Section.

The residential development should be designed to address the Craneford Playing fields and incorporate amenity space for residents. It should also address the Duke of Northumberland River on its western flank and the restored pump house (see public realm section) The boundary wall to the South should be replaced with a more attractive, possibly see through fence, and the opportunity should be taken to widen the vista at the South East corner of the site, where the path currently turns a tight corner. A link provided between the development with the footpath/cycle route to the South and through the centre of the development from the new park to the Duke of Northumberland River

Building heights should step down westwards towards the Pump House and Duke of Northumberland River.

Public Realm Design

The large trees within the site should be retained (a tree survey is needed) New landscaping should be designed to improve the ecological value of the area, native species used as appropriate.

The old pump house building should be retained and a new and

appropriate use(s) found, viable within the overall scope of the development, with a small public space providing an appropriate setting.

The opportunities provided by the waterside setting should be maximised.

5. Delivery

Phasing

This framework remains flexible to a variety of phasing scenarios providing the objectives of the development framework are met.

Planning applications should be accompanied by a phasing plan illustrating how the objectives of the framework will be linked to specific phases of the development. It will not be acceptable to leave necessary higher cost social facilities until the later phases of development.

Compulsory Purchase

Some sections of land will need to be incorporated into specific phases of development to enable the objectives of this framework to be met. If necessary compulsory purchase will be used over the following sections of land.

- a) Section of land along the River Crane between the allotments and the Post Office Sorting office site - needed to complete the missing section of the River Crane Walkway,
- b) Garage Block on Craneford Way - needed to provide an improved secondary and emergency access to the College site, especially if a new primary school is located here.
- c) Shared access ramp on London Road to the Post Office Sorting Office site - needed to secure a new access at a lower gradient and to enable development to address London Road
- d) Proposed Shared access to the A316 - Langhorn Drive - may be needed to secure access to other sites if agreement cannot be secured.
- f) Langhorn Drive, removal of any leasehold rights necessary to secure public access.

Planning Obligations

Planning Obligations will be used as part of the associated phase of development to secure the full costs of undertaking compulsory purchase. It is likely that the costs of this will be subject to a 'back to back' agreement where the land is sold to the developer of the appropriate site and the cost

of purchase is covered.

Summary of Planning Obligation Requirements

The Council will negotiate planning obligations associated with the site within the context of national policy and its own Planning Contributions Strategy.

The suggested main heads of terms of a planning obligation are set out below. These should form part of any planning application. The specific heads of terms will be negotiated in the light of the findings of environmental and transport assessments as submitted with the planning application(s) and will be tailored to the specific issues affecting each of the four sites. These are listed in order of decreasing priority. However the obligation should cover these issues in a balanced way, giving priority to measures which enable the development to go ahead and which overcome fundamental planning policy objectives. It is not an exclusive list as other items may come to light in the detailed assessment of a planning application and in the light of public consultation. Specific outputs should be triggered by specific phases of development, ensuring that quanta of low and high value land uses are delivered together. It is particularly important that the affordable housing is delivered in phase with the rest of the development and not left until last.

1. Items associated with making a site developable including remediation, decontamination, and costs of site access including securing the joint access to the A316 and transfer of the land to public highway, securing rights of use over Langhorn Drive;
2. Securing the costs of any necessary Compulsory Purchase;
3. Affordable housing in line with Unitary Development Plan policy;
4. Community facilities, including expansion of local school places and primary care. The methodology for calculating this is set out in the council's Planning Contributions Strategy. Securing land for a new primary school (if ultimately justified by the scale of the development) and costs of expansion of school and nursery spaces generally; Contributions or provision for other necessary facilities for new residents e.g. primary health care, day nursery, space for community organisations recycling facilities etc.
5. Provision/improvement/replacement of open space and playing fields, this should include new public open space in front of Harlequins flats, to be visually linked to Craneford playing fields (with appropriate improvements), improved/replacement sports pitches on College owned land south of the College Buildings, improvements to the Council owned Craneford Playing field.
6. Walkway and cycleway provision and improvements. New walking/cycle route to Station for residents, students, rugby fans and completion of Crane

River walk, including access to station under London road. Improved access over railway line for walking/cycling and improved North South route. Improvements to Duke of Northumberland path, widening where possible and/or see through fencing, without spoiling rural feel;

7. Restoration of the River Crane to a more naturalised form and nature conservation improvements along it and the Duke of Northumberland River, including long term proposals for management of former Mereway Allotments, (such as a local nature reserve).

8. Securing joint shared parking between Harlequins and the College;

9. Restoration of the former Pump House and Heatham House and improvements to their settings;

10. Off site transport works (in line with Planning Contributions Strategy), including any necessary traffic management/calming measures;

11. Measures to reduce impact of parking in the surrounding area, including any modification of controlled parking regimes (subject to public consultation) and controls on availability of parking permits to residents of the new development;

12. Other matters not covered above, as set out in the Planning Contributions Strategy.

The Council will charge a project management and administration fee as part of any planning obligation. All legal fees to be borne by the developer.

Requirements of a Planning Application

These are set out in Appendix 2

Appendix 1

Implications of the Environmental Assessment Regulations

The Council will screen all applications for redevelopment within the framework area and determine if an Environmental Assessment (EA) is required (a screening assessment) under the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulations 1999

Such an assessment will be required for the four areas (Richmond College, the Council Depot, Harlequins and the Post Office Sorting Office) under schedule 2 10(b) of the regulations relating to large urban projects as well as for the Harlequins site relating to sports stadia. The Courts have determined that this requirement needs to be applied in a manner which is 'wide in scope and broad purpose.'

Under European Law the requirement applies equally to related developments that form part of the overall development 'project', as it is the overall environmental impact of the project that needs to be assessed. Richmond has promoted the co-ordinated development of major sites within the Crane area over several years as major sites will have cumulative impact on matters such as transport, school places and open space. The requirement equally applies initial phases of development and early enabling development, as well as off-site related projects (e.g. school expansion). All permitted development rights are removed for projects requiring environmental assessment.

Any planning application, including an outline application, should include sufficient information to enable the broad scale and scope of environmental effects to be evaluated.

Richmond is facilitating the preparation of acceptable applications by preparing these guidelines which in part are intended to provide the baseline assumptions for the environmental assessments. The onus will be on the developers to show an acceptable impact through evaluating these through the assessment. The assessment will be used as a basis for assessing the traffic, infrastructure and other impacts on the area and the nature of any planning contributions needed to overcome them.

Prior to submission of any application the developers are required to scope out the main potential environmental impacts (both positive and negative) with the local authority. This is called a scoping opinion and Richmond must consult statutory consultees on its contents.

Further advice may be found in the recent ODPM 'Note on EIA for Local Planning Authorities'.

Appendix 2

Requirements for a Planning Application

Planning application(s) should be accompanied by the following information:-

- Environmental Impact Assessment, taking account of future proposed development in the vicinity
- Masterplan for site sufficient to show the broad scale and location of development;
- A short and accessible summary document describing the main elements of the proposal for members of the public;
- Means of Access (may not be a reserved matter on an outline application);
- Urban Design Principles
- Analysis/photomontages of the impact of the development from key viewpoints;
- An assessment of the proposal in the light of relevant national, strategic and local planning policies and guidelines and the contents of this framework;
- An access statement will be required covering matters referred to in section 2.5 of Accessible London Supplementary Planning Guidance
- A flood risk assessment in line with PPG 25 and Environment Agency requirements
- Character assessment showing impact on conservation areas and listed buildings;
- Transport Impact Assessment, including a travel plan. The study should also address construction traffic;

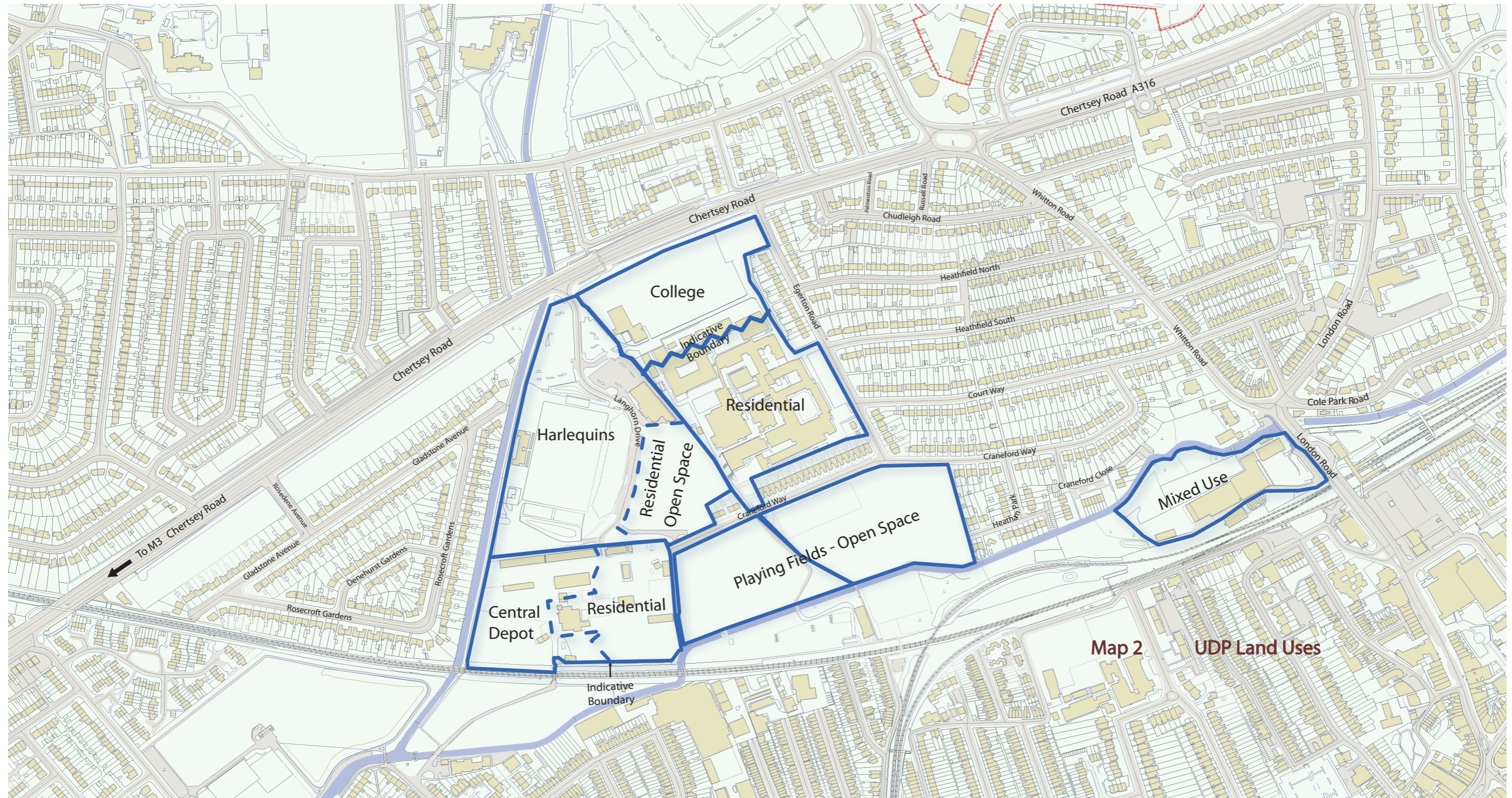
- Parking Strategy;
- Public Realm design guidelines for public spaces, car-parks and access roads and pedestrian routes
- Details of all buildings to be retained and restored;
- Detailed section, elevation and plans of all buildings and structures for which detailed permission is sought;
- Housing to wheelchair standards identified on the plans, with turning circles clearly shown,
- Details of materials to be used for structures for which detailed permission is sought.
- Landowner development agreement, phasing strategy or equivalent alternative mechanism for ensuring delivery of the framework objectives;
- Planning obligation heads of terms including costing derived from impact assessments using the Boroughs Planning Contributions strategy of the assessed impacts of the scheme (where higher);
- Delivery and Funding plan for affordable housing and proposed mix and tenure;
- Proposed community strategy for delivery of community facilities;
- Tree and habitat survey including all trees to be affected by the development and to be retained; Assessment of future impacts on ecology and the green chain as a whole, and future plans for mitigation and restoration, taking account of the interconnections between sites.
- Assessment and measures to counter land contamination due to previous uses on the site as appropriate. (see PPG23);
- Demolition and construction strategy;
- Archaeological assessment (where relevant (see PPG16));
- Safety statement detailing the project criteria for ensuring compliance and conformity with all relevant legislation, guidance etc.;

- Any other materials necessary to facilitate public consultation (i.e. models).

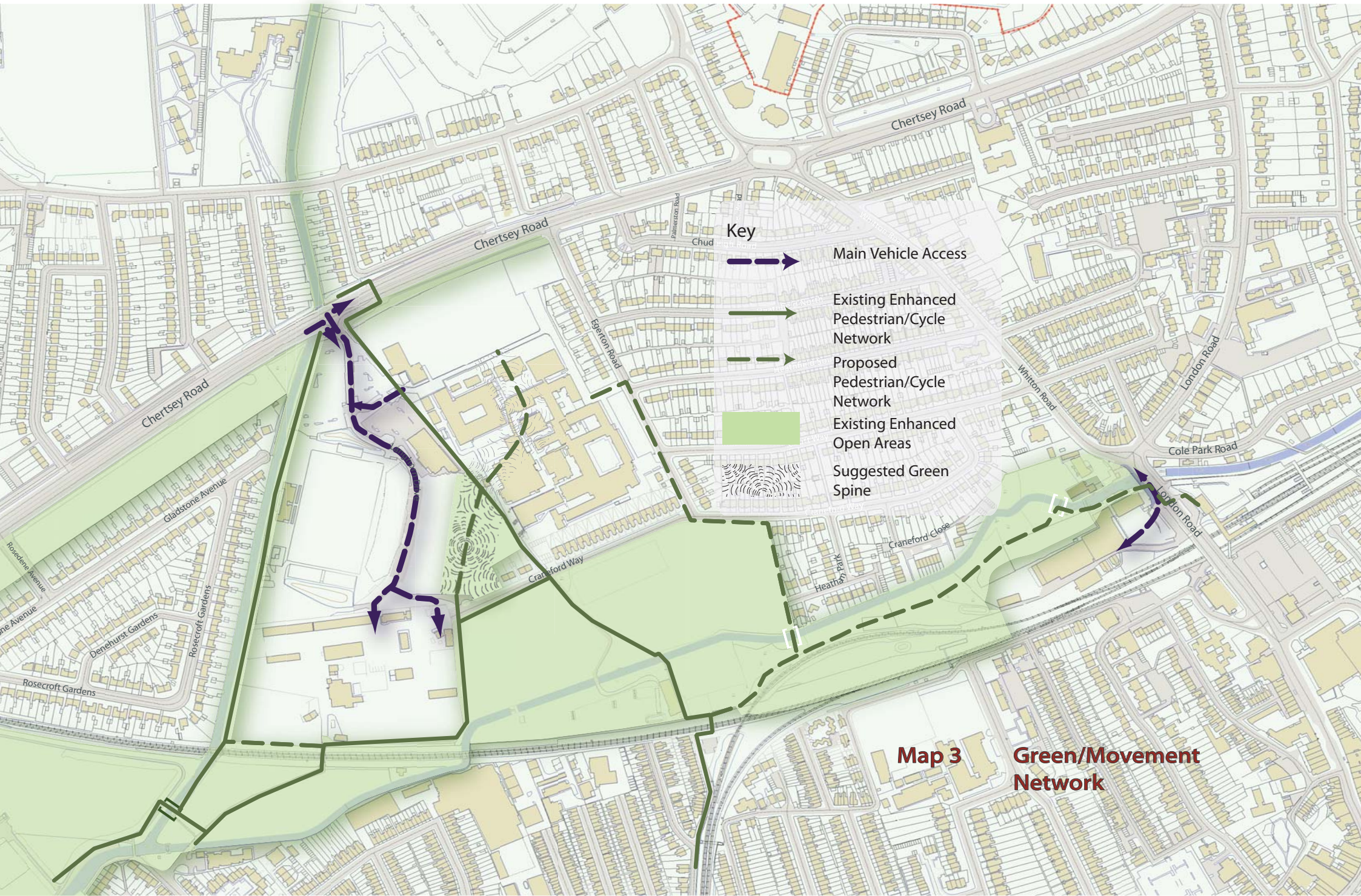
Maintaining Quality

Architects of individual buildings and developers of adjacent parcels must give proper consideration to adjacent buildings and plots both in plan and elevation to ensure architectural continuity and the creation of a high-quality public realm.


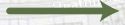

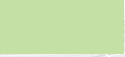

The principles that underpin a good design must be followed through from the design principles clearly to those responsible for the project's construction and management.



Map 2 UDP Land Uses



Key

-  Main Vehicle Access
-  Existing Enhanced Pedestrian/Cycle Network
-  Proposed Pedestrian/Cycle Network
-  Existing Enhanced Open Areas
-  Suggested Green Spine

Map 3 Green/Movement Network

