

Twickenham Rediscovered: Frequently Asked Questions (FAQs)

<p>Will the Council sell off Twickenham Riverside to a developer or sell and lease the properties they build?</p>	<p>On 12th October 2017 Cabinet approved the recommendation that the Council assume full development responsibility for the scheme throughout the delivery phase. The Council will not be transferring responsibility to a developer or engaging a development manager. The Council has not yet taken decisions on the lease arrangements for the scheme.</p>
<p>What is happening with the parking on the Embankment? Why haven't you removed parking?</p>	<p>Since the first round of consultation in 2015 mixed views have been expressed regarding parking; previously many have asked that the existing parking be retained whilst others have suggested its removal.</p> <p>The proposed site being consulted on excludes the road on the Embankment. However, we recognise the calls to remove parking and the Council, as Highway Authority, has commissioned a parking study for the wider area. This work is not just looking at current local parking needs but will consider demand going forward. We believe at this time it is important to consider a wider approach, this is not least because we feel the study will demonstrate that there is an ability to re-locate a significant number of spaces currently along the Embankment and we need to understand any possible, unintended knock-on effects from taking spaces out.</p> <p>We are not ruling out parking spaces on the Embankment changing, but this needs to be addressed separately to this Planning Application.</p>
<p>How many flats will there be?</p>	<p>The upper floors of the development will provide 1, 2 and a small number of 3 bedroom flats. Currently we anticipate there being 39 flats.</p>
<p>Will there be any affordable housing?</p>	<p>Yes, the development will provide affordable housing on site. The percentage is still being determined.</p>
<p>Are there any "boathouses"?</p>	<p>As can be seen on one of the Servicing, Access and Parking boards we have retained at least one of the 'seasonal units'. We are labeling them 'seasonal units' as there is the possibility they may flood. The uses of this space/s has yet to be determined, as is their size and the total number of units, both of which are dependent on the precise size of the car park which is still being worked on by the design team. We hope to provide spaces that generate activity on the Embankment, which reflects the site's riverside setting. More developed proposals for these units will form part of the planning application.</p> <p>Some of the arches in the wall forming the edge of the square on the Embankment will lead to these seasonal units, one will provide access to the proposed under podium car park and some (dependent on the design of the car park) may be a façade treatment only.</p>
<p>Will the under podium car park flood?</p>	<p>The site lies in the Environment Agency's Flood Zone 3 with an annual probability of river flooding greater than 1%.</p> <p>The design will incorporate appropriate flood defences and 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.</p>
<p>Will you have to buy something from the cafés / restaurants at</p>	<p>No. The current proposal provides outside seating space for the ground floor commercial units, but this will be limited. The square is free for all to use. The</p>

the front of the Embankment building to sit in the square?	landscape proposals show this space framed with informal seating and planters, but we welcome resident's opinions on this.
Can the Council control when service vehicles will be able to access the service road / turning head?	Yes, the Council can control the number and times of day that service vehicles can access the site and has implemented this approach elsewhere. It is likely there will be some sort of barrier at the Wharf Lane end of the service road.
Who is Carey Jones Chapman Tolcher (CJCT)?	Carey Jones Chapman Tolcher (CJCT), have been appointed to support the Design Team with the production of the detailed Planning Application submission. They are working in collaboration with FT&A to produce the Developed Design.
Who is LUC?	LUC is an environmental consultancy that forms part of the design team and are carrying out the detailed landscaping for the site.
Who is Systra?	Systra are the transport consultancy that forms part of the design team and are carrying out the transport work needed for a planning application.
Where is the community space?	We have allocated a ground floor unit on the corner of the building set further back from the river as A3/D1. D1 allows for community uses, e.g. museum, public/exhibition space. This unit holds a prime position on the corner of the Diamond Jubilee Gardens.
The design has changed since the previous consultation, why?	The proposal seeks to reflect what we have heard through the many consultations to date. There were mixed views on the design, in particular we heard we needed to limit the scale of the Embankment building and consider its impact on Diamond Jubilee Gardens. We also heard a mix of views on the style of architecture and how this could be developed to be in-keeping with the local area – reflecting the range of styles in Twickenham and recognising the influence of the River Thames on the history and future of the site.
Why isn't the Diamond Jubilee Gardens part of the development site?	The Diamond Jubilee Gardens is designated public open space, under the Local Government Act 1972, and given to the people of Twickenham in perpetuity. It is a popular and much loved part of Twickenham and it has become clear, through various periods of consultation that people want to integrate and enhance the Gardens.
Level access	<p>The level access ramp on Water Lane that appeared in the previous June / July 2017 consultation has been removed as a result of feedback received.</p> <p>The proposal provides step-free access to the site, for those using wheelchairs, mobility scooters and prams, from three sides: King Street, the Embankment and Wharf Lane (via Diamond Jubilee Gardens). These routes are all car-free and wide enough to allow two wheelchair users to pass each other. The scheme also delivers widened footways on Water Lane and on the Embankment, catering to disabled users.</p>