

- 4.16** Applicants are expected to demonstrate in planning documents such as Planning Statements, Design and Access Statements, Transport Statements, and other such supporting documents with an application, how the proposed development would contribute to “Living Locally”. It should form part of the early stages of a site assessment, complementary to how a design-and character-led approach to development starts with a site analysis, putting “Living Locally” at the heart of understanding the existing context and how the proposal will contribute to the criterion in part C of the policy. While proportionate to the scale and type of development, if the location and nature of the proposal mean that improvements to deliver the ‘living locally’ concept are necessary, these should be clearly set out in an application. The Council will keep under review the need for further guidance to support the policy implementation, which could be integrated within updates of existing Supplementary Planning Documents (SPDs).

Policy 2

Spatial Strategy: Managing change in the borough (Strategic Policy)

The spatial strategy for Richmond upon Thames is for the plan period 2024 to 2039. The overarching aim is to ensure that growth is delivered in a sustainable way, with supporting infrastructure, while tackling the climate emergency and biodiversity crisis.

- A. The Local Plan seeks to deliver the Council’s vision and meet the identified needs by directing new higher density development including homes, jobs, community uses and infrastructure to sites in the town centres or places that are that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. New smaller scale development will be appropriate in the local centres to support Living Locally. Beyond these areas, incremental intensification will contribute to achieving growth, having regard to the existing townscape character.
- B. Development in the borough will prioritise the use of previously developed land, including the reuse and conversion of existing buildings to minimise embodied carbon with a presumption in favour of refurbishment.
- C. Development in the borough will promote the provision of green infrastructure that creates resilience and helps mitigate the impacts of climate change, and protect and, where possible, enhance the environment, local character and heritage assets.
- D. Proposals should have regard to the relevant place-based strategy and set out how a character-and design-led approach to change has been taken.

- 4.17** The Spatial Strategy, as set out above, continues the approach taken in the adopted Local Plan. It builds on information from our evidence base, including feedback from public consultation as well as the Sustainability Appraisal, which sets out a detailed and up-to-date analysis of the key sustainability issues, challenges, and opportunities for the borough. The Spatial Strategy also sets out how the main elements of the strategic vision and strategic objectives for the borough are to be delivered over the plan period.
- 4.18** The Local Plan aims to meet the needs of local communities and businesses through the provision of housing, employment, schools, community services, social infrastructure, leisure and other local services, in a sustainable way – following the ‘Living Locally’ concept as set out above in Policy 1 ‘Living Locally and the 20-minute neighbourhood (Strategic Policy)’. The policies in the Local Plan follow the approach of the NPPF’s presumption in favour of sustainable development. Paragraph 9 in the NPPF recognises planning policies should play an active role in guiding towards sustainable solutions, but in doing so should

take local circumstances into account, to reflect the character, needs and opportunities of the borough. The Council places emphasis on protecting and, where possible, enhancing the special environment, local character and uniqueness of this borough by recognising the environmental constraints and limits that provide the context for growth in the borough and which need to be respected. This includes the locally distinctive historic and cultural environment, protected parks and open spaces, the River Thames and its floodplain.

- 4.19** To understand future needs for housing, employment, retail and leisure, a Local Housing Needs Assessment, Employment Land & Premises Needs Assessment, and Richmond upon Thames Retail & Leisure Study Phase 1 and Phase 2 have been were undertaken, which indicated the following overarching position.

Housing: the London Plan sets the 10 year target of 4,110 net housing completions for the borough (2019/20 to 2028/29), based on a comprehensive study of capacity for housing delivery. The Local Housing Needs Assessment is an unconstrained assessment of the number of homes needed in the borough, following the Government's methodology. It identifies for affordable rent a need for 1,123 affordable homes per annum across the borough, and a need for 552-284 affordable homes per annum for affordable home ownership; the unconstrained figures represent an acute affordable housing need.

Retail needs: Richmond upon Thames Retail & Leisure Study (Phase 2) forecasts that up to 2034, there is an over-supply of 2,900 sqm gross of retail (comparison and convenience) floorspace, and an undersupply of food/beverage floorspace of approximately 5,400 sqm. Therefore, by 2034 there is a combined under-supply of approximately 2,500 sqm gross (retail and food/beverage). An Addendum (April 2024) confirms up to 2034 an over-supply of approximately 3,000 sqm gross of retail (comparison and convenience) floorspace is forecast, and an under-supply of food/beverage floorspace of approximately 5,500 sqm. Therefore, by 2034 there is a combined under-supply of approximately 2,400 sqm gross (retail and food/beverage). Put

simply, the need for shopping space is forecast to decrease but the need to provide space for the food & beverage sector and potentially the wider leisure sector is increasing. There is currently no requirement to allocate sites for major retail development. In the short to medium term there is emphasis on repurposing existing floorspace, with the study finding the existing stock of premises can play a role in accommodating project growth, through vacant properties and growth in sales densities.

Employment needs: The borough's Employment Land & Premises Needs Assessment advises the Local Plan should seek to accommodate growth of 60,000 sqm industrial floorspace but recognises there are few options to address this deficit. For office floorspace there is a shortfall of approximately 23,000 sqm and it advises the Local Plan should take a stringent approach to resist losses.

- 4.20** Two boroughwide studies have been undertaken which together form the basis for a holistic understanding of the borough's constraints and capacity for growth - a boroughwide Urban Design Study and Open Land Review (Green Belt, Metropolitan Open Land (MOL), Local Green Space (LGS) and Other Open Land of Townscape Importance (OOLTI)).

The *Urban Design Study* provides a boroughwide townscape character assessment, with a deep understanding of the values, character and sensitivity of the different parts of the borough, combined with the reality of future development pressures to assess capacity. It recognises a large proportion of the borough has high sensitivity to change, including the large open spaces and river corridors. There are few areas of lower sensitivity to change.

The *Open Land Review* (Green Belt, MOL, LGS and OOLTI) examined the performance of designated open space against relevant national, regional and local purposes and criteria. Much of the borough is covered by these open space designations, which collectively play important roles including preventing the sprawl of Greater London and the coalescence of neighbourhoods, contributing to the character of neighbourhoods and providing green spaces for recreation, nature and associated health and wellbeing

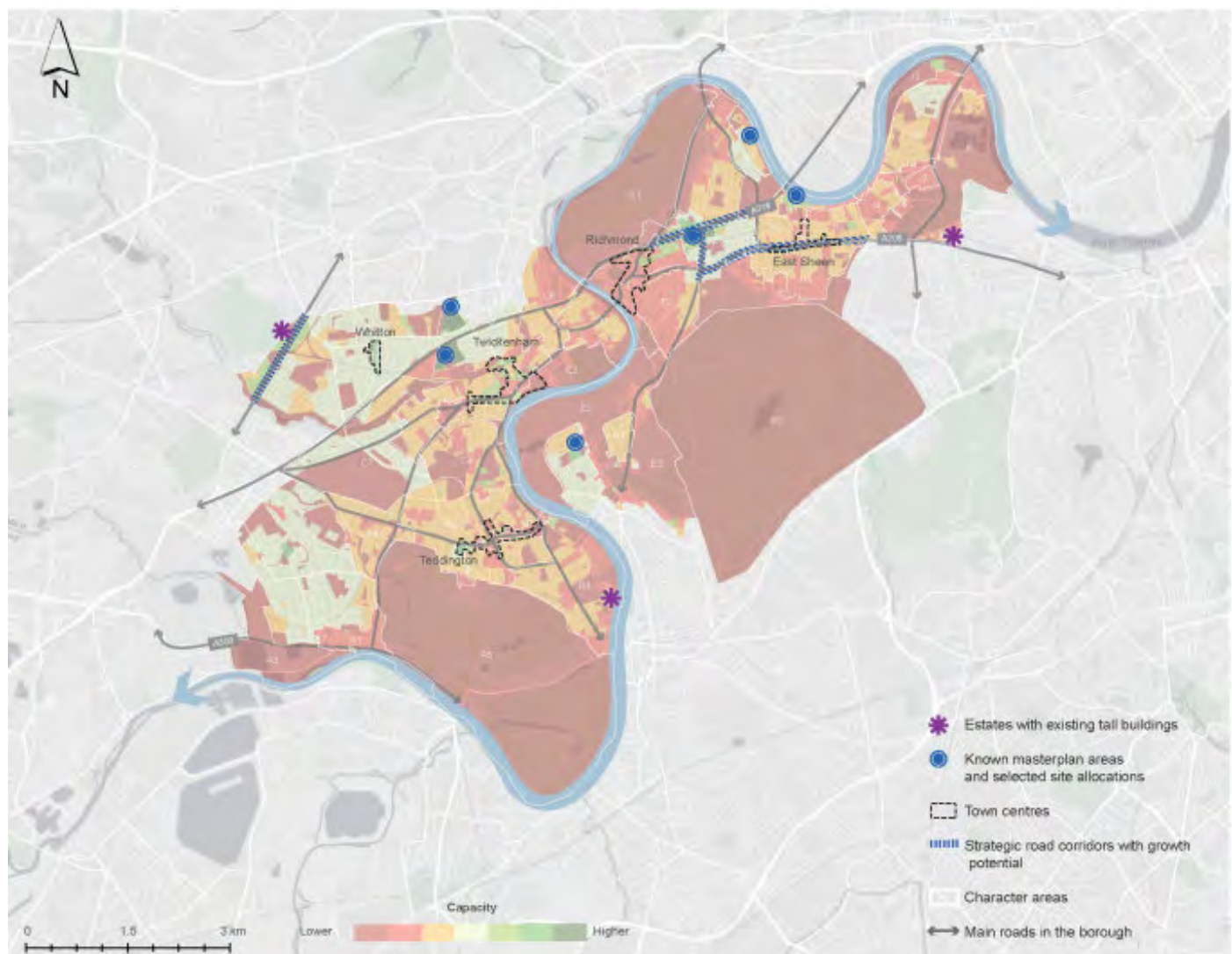
impacts. The open spaces also have an important role to play as part of the borough's green infrastructure network, which is considered more widely as part of other evidence base studies. Land designated as Green Belt was assessed to meet the purposes strongly and all land was recommended for retention. The majority of the MOL has been assessed as performing strongly, with some areas scoring weakly against the MOL criteria. The study has also assessed existing OOLTI, the majority of which meet the criteria for designation. The Study also assessed a number of potential sites for LGS designation, some of which are taken forward as new designations, supported by the Local Green Space Assessment of Proposed Sites. Overall, there are changes to only a small number of existing or new sites as reflected in this Local Plan.

4.21 While we need to plan for more homes and jobs, and the supporting infrastructure, there are limited sites in the borough. We must focus on making the most of our limited land supply. The London Plan's Good Growth policies seek to make the best use of land, to create successful mixed-use places. The borough's historic environment and its protected open spaces significantly limit the opportunities for development within the borough. Only one site has been found where exceptional circumstances were considered justified to release from MOL for affordable housing.

4.22 With such limited sites in the borough, the overarching spatial strategy continues to direct major development into the five town centres (i.e. Richmond, Twickenham, Teddington, Whitton and East Sheen), and to support 'Living Locally' through the network of local centres, neighbourhood centres and parades spread across the borough, with incremental intensification of existing communities as envisaged by the London Plan. The London Plan directs incremental intensification to existing residential areas within high PTALs or close to stations or town centres. Most new developments are focused on small brownfield sites, with a small number of larger sites identified within the Local Plan and its Site Allocations.

4.23 The Urban Design Study identifies the capacity for growth in the borough using the findings of the characterisation study. The London Plan requires a borough-wide growth assessment (London Plan Policy D1) and sets the expectation for a design-led approach to determine the optimum development capacity of sites. The Urban Design Study sets out an overall development strategy, with the broad areas that form part of the strategy for tall and mid-rise buildings. There are only a few contained areas within the borough which have capacity for tall buildings, within town centres, and/or within previously developed sites, along with some capacity for mid-rise buildings. Only one character area in the borough, in East Kew, is identified with a long-term opportunity to transform the character of the area.

Map 4.2 Urban Design Study overall development strategy



Key Diagram



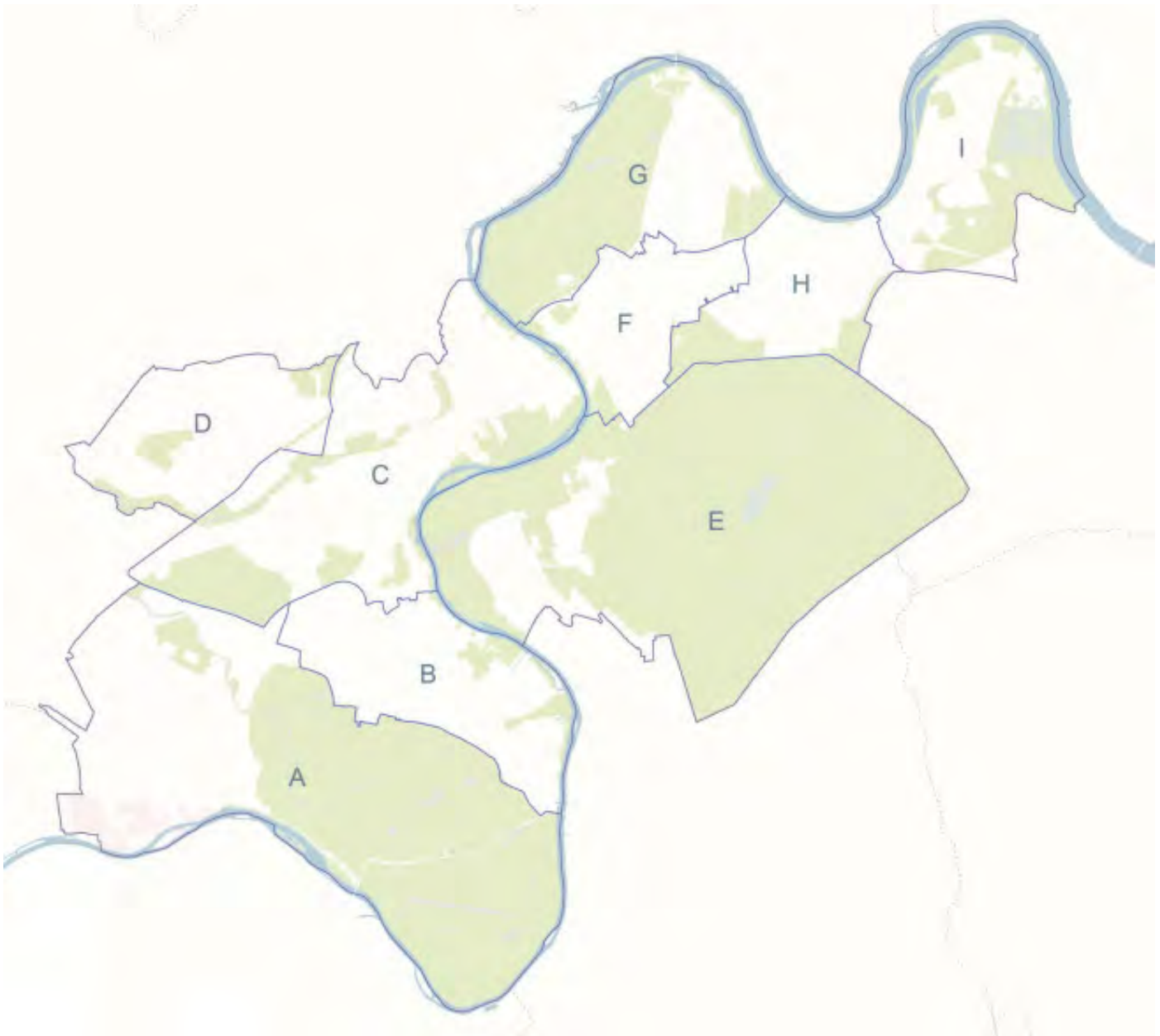
5 Places

5.1 To achieve the vision and strategic objectives of the Local Plan, broad spatial strategy and overall distribution of growth set out above, there is a place-making strategy for each area to articulate how this will be delivered.

5.2 The borough has been divided into nine high-level 'places', based on categorisation to reflect a 'sense of place' as well as identifying areas recognised as 'places' by local people as part of the Urban Design Study. To inform the Urban Design Study, a consultation in 2021 invited feedback on what people valued in their area, including the valued features, which are referred to below. The nine places are:

- [Policy PBS1](#) Hampton & Hampton Hill (A)
- [Policy PBS2](#) Teddington & Hampton Wick (B)
- [Policy PBS3](#) Twickenham, Strawberry Hill & St Margarets (C)
- [Policy PBS4](#) Whitton & Heathfield (D)
- [Policy PBS5](#) Ham, Petersham & Richmond Park (E)
- [Policy PBS6](#) Richmond & Richmond Hill (F)
- [Policy PBS7](#) Kew (G)
- [Policy PBS8](#) Mortlake & East Sheen (H)
- [Policy PBS9](#) Barnes (I)

Map 5.1 Borough Places



5.3 The following section provides a strategy for each 'place' and further details where specific areas for change are identified. While every place in the borough is expected to see some change over the plan period, there are some specific sub-areas identified as the places where growth may be accommodated, as identified in the Local evidence base and through specific Site Allocations. The place-based strategies have been informed by the Ham & Petersham Neighbourhood Plan, Twickenham Area Action Plan and the Village Planning Guidance SPDs which each include a vision and objectives for each area; taking into account updates since publishing, including discussions raised in the series of

local Community Conversations during 2021 that followed the Richmond Partnership Conference.

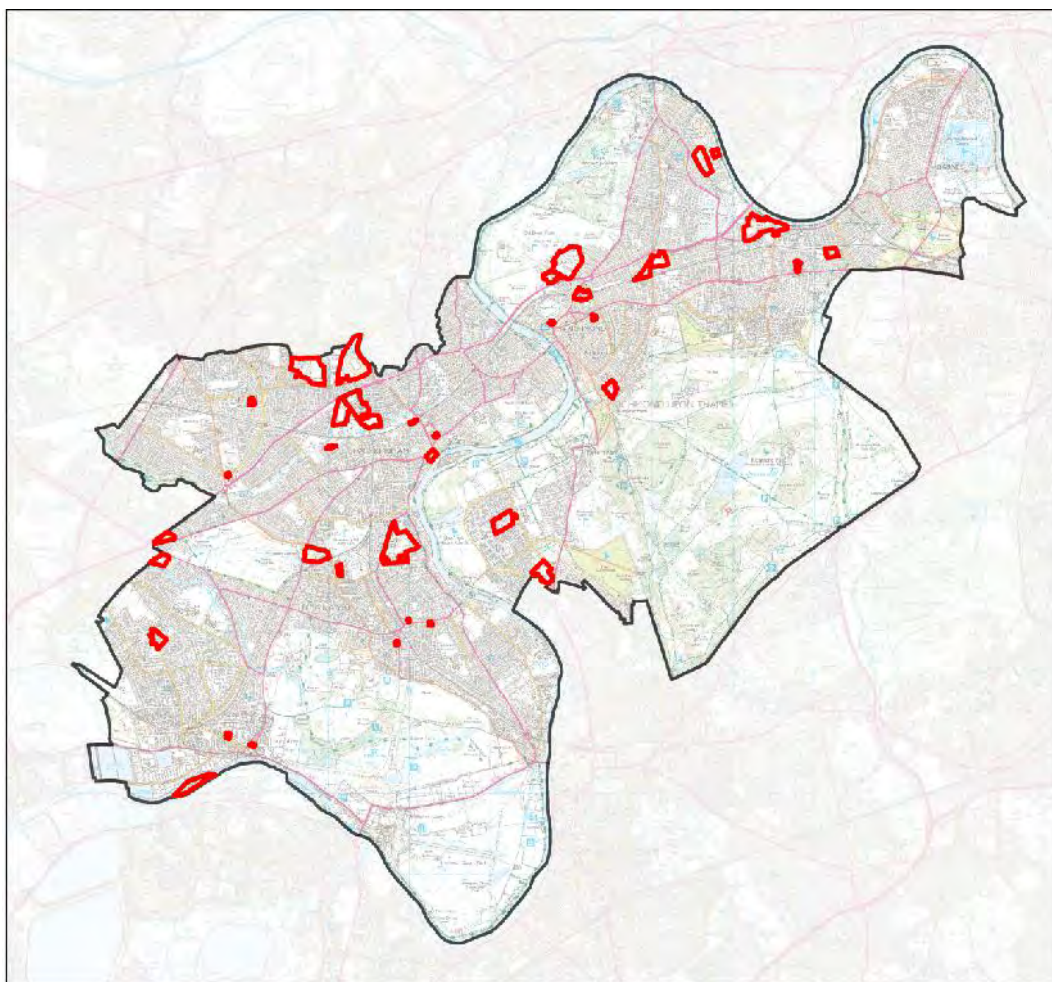
5.4

This section of the Plan does not repeat general policies and guidance that may be set out elsewhere in the Plan, for example thematic policies, responding to the climate change emergency or seeking to increase affordable housing which will apply across the borough; rather this section sets to distinguish at a local level the key differences and areas of change that have a spatial, land-use basis for including.

5.5 The Council has identified key sites that are considered to assist with the delivery of the spatial strategy of the Plan. This is of particular importance for ensuring there is sufficient land for future needs. Some of the sites represent longer-term opportunities for key sites due to their siting and size, where

the Plan seeks to influence development should they come forward through planning. Needs will also be met through other sites coming forward. The relevant site allocations are included at the end of each place-based strategy.

Map 5.2 Site Allocations

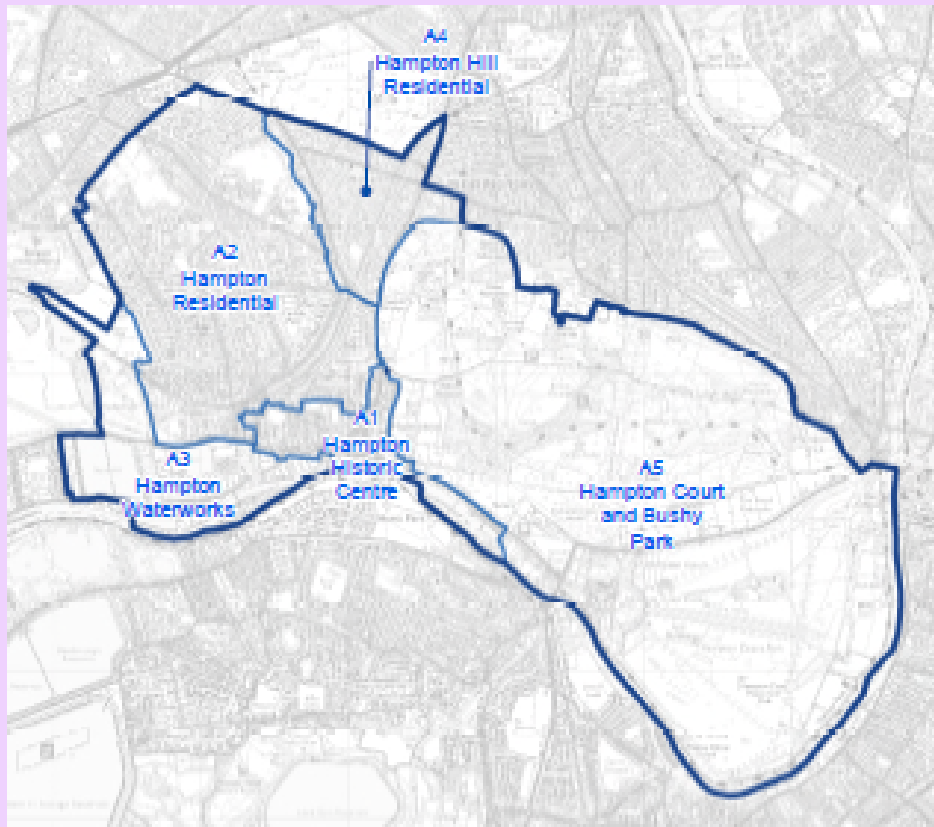


6 Place-based Strategy for Hampton & Hampton Hill

Policy PBS1 Place-based Strategy for Hampton & Hampton Hill

Area Profile

The Hampton & Hampton Hill area encompasses Hampton Historic Centre, Hampton Waterworks, Hampton Court and Bushy Park, and the residential areas of Hampton and Hampton Hill. These are character areas A1, A2, A3, A4 and A5 in the Urban Design Study.



The setting of the area is largely defined by its river frontages with the Thames and the Longford, the open spaces of Bushy and Home Parks, which face recreational pressures but have protected status as an important habitat for wildlife and a Site of Special Scientific Interest, and the nationally significant Hampton Court Palace and gardens. The area is a tourist destination for recreation and events such as the annual Hampton Court Flower Show and Palace Festival.

The area known as Hampton is made up of a number of diverse areas; the chief of these being the last major estate to be built, called the Nurserylands, and historic Old Hampton, part of which is referred to as Hampton Village.

The relationship with the River Thames is a valued feature, through preservation of views and alleyways, and contributing to a semi-rural character, although not always publicly accessible. There are three inhabited islands along this part of the river, with Platts Eyot the largest. Hampton Waterworks provide approximately 30% of London's mains water.

The residential areas have a suburban character. The busy local centre of Hampton Hill maintains its village character and has a concentration of small shops and services and a largely commercial function. Hampton Village is a larger local centre although it is dispersed. The local parade at Hampton Nursery Lands serves an area lacking in local retail facilities and serves an area that has been amongst the most relatively disadvantaged in the borough.

Parts of this area are considered poorly connected relative to other parts of the borough and suffers from the impact of through traffic on Hampton Hill High Street and Hampton Court Road.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. Hampton Historic Centre (A1) was valued for its attractiveness, heritage, tranquil and calm places, and green and open spaces. For Hampton Residential (A2)

respondents scored its tranquil and calm places, green and open spaces, attractiveness, and shops and restaurants highly. Respondents for the Hampton Waterworks (A3) valued its green spaces, shops and restaurants, culture and entertainment, and attractiveness.

Overall strategy

Overall, the Urban Design Study recognises Hampton Historic Centre as having a high sensitivity to change, and extensive change is not appropriate. The historic built fabric, human-scale proportions, and proximity to the river and Bushy/Hampton Court Parks give a strong sense of place, and the strategy is therefore to conserve the historic character of the area. Hampton Residential (A2) has overall a medium sensitivity to change, as the Study recognises the suburban character should be enhanced, with the potential for positive change which is sympathetic to the area's valued features. Hampton Waterworks (A3) has a distinct sense of place and high sensitivity to change; extensive change is not appropriate, and the strategy is to conserve and enhance features where appropriate. Hampton Hill Residential (A4) has a high sensitivity to change, owing to the high townscape value across much of the area, the consistent building heights, suburban character and sense of green, and the strategy is to conserve and enhance. Hampton Court and Bushy Park (A5) has a high sensitivity to change, the existing character of the area is very strong and the strategy is therefore to conserve it, enhancing the resilience of particular features to future pressures. The Urban Design Study contains design guidance for each character area and for Richmond's Riverside.

Other initiatives

The Council works with Hampton Village Traders Association, who promote a positive approach to the high street, engaging residents and businesses, organising events and providing a business directory. The Council works with Hampton Hill Traders Association who promote "Love Hampton Hill".

Vision

The vision is to bring together the different areas of Hampton as a community, with facilities to meet local needs. The characteristic local urban scale and rural feel with its parks, green spaces and riverside, will be retained and there will be a more diverse range of shopping, an improved cultural offer and high quality local schools to reinforce Hampton as a vibrant community within the borough.

The vision for Hampton Hill is a thriving High Street and community facilities to meet local needs.

Policy

Future development in this place is expected, where relevant, to:

- **Enhance existing local centres and parades, encouraging more independent shops and businesses, to generate a sense of activity and vibrancy, and reanimate as local hubs. There is an opportunity to improve the pedestrian experience; to provide space for "spill-out" from restaurants, cafés and pubs in the commercial stretches of streets and on Hampton Hill High Street; temporary pedestrianisation of roads.**
- **Contribute to improving the public realm and implement more high-quality street furniture, including in Hampton Village and Hampton Hill.**

- Incorporate focal points and a movement strategy across the area, while addressing the poor urban design elements of the existing estates in Hampton Residential. There is an opportunity to establish distinctive landmarks, without recourse to tall buildings, to improve legibility, focused along main roads and at key junctions.
- Contribute to opportunities to establish more green infrastructure, particularly street trees, by protecting, increasing and improving open spaces.
- Contribute to improving connectivity within the area, through wayfinding, signage and legibility, and the links to the riverside, preserving and enhancing public access to the Thames. Embrace the wider landscape setting along Thames to enhance the identity of the area and generate a more suburban/semi-rural feel, including to better establish/open views along the River at Hampton Waterworks.
- Consider opportunities to reduce the dominance of cars, including the severing effect of Staines Road East/Upper Sunbury Road.

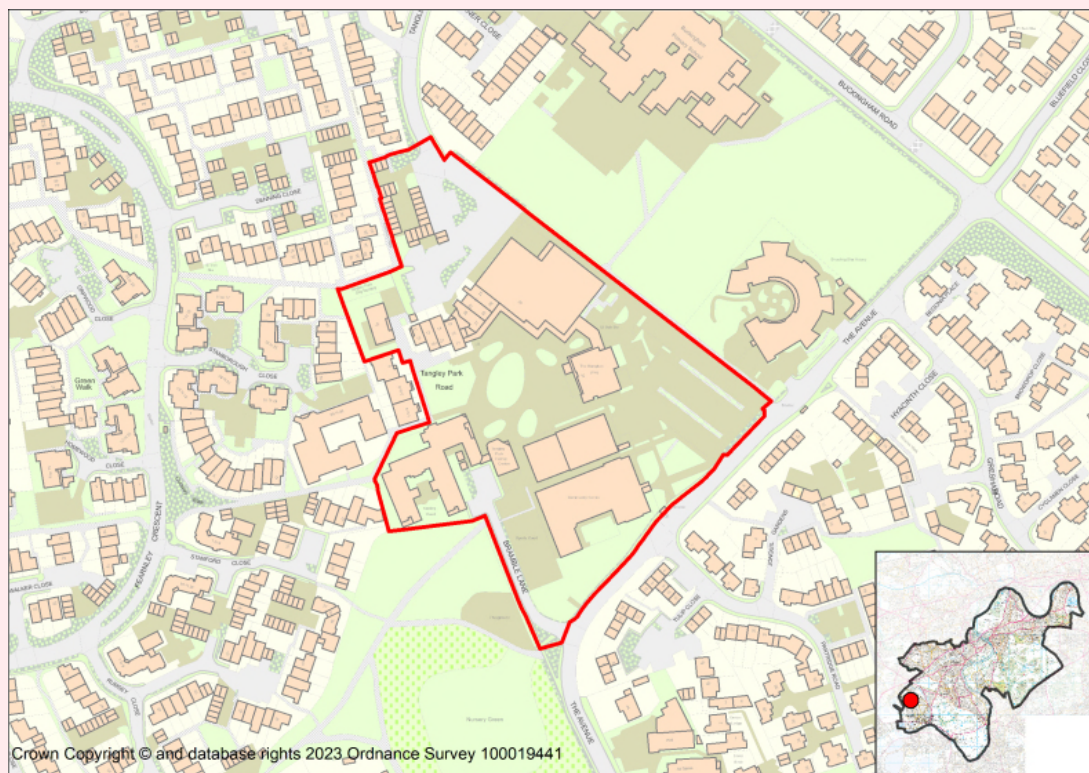
There are some development sites that if they are brought forward, or permissions implemented, may provide for redevelopment or new development. At Carpark for Sainsburys, Uxbridge Road, Hampton (Site Allocation 4) there is potential for affordable housing and restoration and enhancement of the river corridor.

See details in the Site Allocations within this area:

- Hampton Square, Hampton
- Platts Eyot, Hampton
- Hampton Traffic Unit, 60-68 Station Road, Hampton
- Carpark for Sainsburys, Uxbridge Road, Hampton
- Hampton Telephone Exchange (Molesey Telephone Exchange), 34 High Street, Hampton

Statement Site Allocation 1

Hampton Square, Hampton



CONTEXT:
Proposed Site – Hampton Square, Hampton, TW12

Ward	Hampton North	Site Area	2.85 ha
Land ownership	Mixed	CIL Band	Richmond CIL: Hampton - Low MCIL: Band 1
Existing land uses	Mix of uses including: Community uses (Use Classes E(f), F1 & F2) to include community hall, day nursery, youth centre, sports court and play space; Commercial uses (Use Class E(a)) to include Sainsbury's supermarket; Public House (sui generis); Residential to include houses (Use Class C3) and care home (C2); Public open space with water feature; Public car park; Substation.		
Local Plan Place-Based Strategy	Hampton & Hampton Hill	Urban Design Study Area	A2 Residential
Village Plan Guidance	Character Area 12 'Oak Avenue Estates', Hampton Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	None specified.	Type of Centre	Hampton Nursery Lands (Important Local Parade)
Transport / Highways	- PTAL 1b/2 'poor' - Hampton Station approximate 18 minute walk - No Controlled Parking Zone	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Hampton Square, Hampton, TW12

Flood Risk	- Flood Zone 1 - Area Susceptible to Groundwater Flooding ($\geq 25\%$ <50% risk) - Small parts of site Area Susceptible to Surface Water Flooding (1 in 1000 risk)	Trees	None protected.
Views	None.		
Heritage Assets	None.	Access to Open Space / Nature	- Public and outdoor recreational space on site - Nursery Green Public Open Space (immediately adjacent)
Relevant Planning History	- 13-0301/FUL – Redevelopment of Hampton Square to create an enlarged area of public open space. Scheme includes new areas of hard and soft landscaping, water feature, tree planting and play elements – Granted 29/04/2013		
Description of Current Site Character	Hampton Square comprises a mix of commercial, community, social and residential uses. The site is predominately low rise comprising 1970s buildings two-storeys in height and interspersed with trees. The site includes a large public car park and there is also an outdoor open sports pitch on site and in the centre is a public open space with impressive illuminated water feature, seating and a range of community uses including a Sunday market. These works formed part of the £800,000 investment project from the Council in 2013, and Hampton Square now provides a modern and welcoming focal point for Hampton North. Aside from the internal public landscaping, the site is not currently pedestrian friendly and has a car-led design with regards its access.		
Neighbour Context	The surrounding area is predominantly residential comprising housing estates and terraced rows between one and two storeys in height. The site borders Nursery Green to the southwest which is Public Open Space and Other Open Land of Townscape Importance (OOLTI). Immediately to the northeast is Buckingham Junior School, whose grounds are also OOLTI.		

Vision: Proposed site - Hampton Square

There is still a need for partial redevelopment and improvement of the related buildings to provide for community, retail, service, local business uses and residential uses, including affordable housing, which will complement the new Hampton Square.

- **Any redevelopment should ensure that it creates an attractive setting for the rejuvenated Square and contributes to creating an active and lively local centre.**
- **Any scheme should include pedestrian routes where possible, encourage active travel and retain car parking provision in line with London Plan standards, to meet the needs of the community centre and new uses.**
- **The site is directly adjacent to two areas of OOLTI. An overall increase in height would unlikely be supported and any redevelopment should ensure that it establishes a positive relationship with the adjoining green space, and where possible enhance its setting, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.**

Expected Implementation Timescale

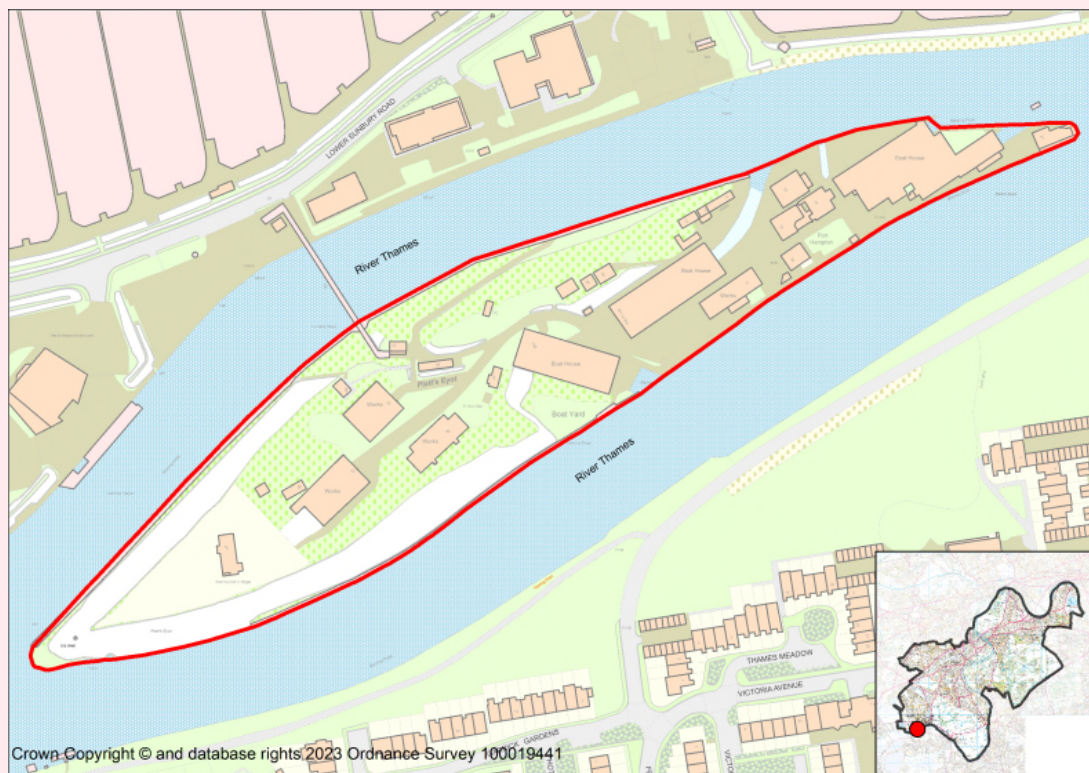
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 2

Platts Eyot, Lower Sunbury Road, Hampton, TW12 2HF



CONTEXT:

Proposed Site – Platts Eyot, TW12 2HF

Ward	Hampton	Site Area	3.77ha
Land ownership	Private	CIL Band	Richmond CIL: Hampton – Low MCIL: Band 1
Existing land uses	Business and employment uses including river-related and river-dependent operations, workshops (Use Class B2/B8), office (Class E(g)), <u>and</u> recording studios (Sui Generis) <u>and dwelling (C3)</u> ; carpark		
Local Plan Place-Based Strategy	Hampton & Hampton Hill	Urban Design Study Area	A3 Hampton Waterworks
Village Plan Guidance	Character Area 7 & Conservation Area 61 'Platts Eyot', Hampton Village Planning Guidance SPD	Neighbourhood Plan	None.
London Plan Designations	- Thames Policy Area - Site of Metropolitan Importance for Nature Conservation	Type of Centre	None - out of centre

CONTEXT: Proposed Site – Platts Eyot, TW12 2HF			
Transport / Highways	<ul style="list-style-type: none"> - PTAL 0/1a 'worst/very poor' - Hampton Station approximate 21 minute walk - No Controlled Parking Zone - Access to island via footbridge at the north and ferry to the south 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> - Zones 2 and 3a/b - Area Susceptible to Groundwater Flooding ($\geq 50\%$ <75% risk) - Small parts of site Area Susceptible to Surface Water Flooding (1 in 1000 risk) 	Trees	Significant number of trees subject to individual and group TPOs
Views	Platts Eyot Pedestrian Bridge Local View		
Heritage Assets	<p>Platts Eyot Conservation Area CA58 Archaeological Priority Area: Zone - (Thames Foreshore and Bank)</p> <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Boat House No. 1, Boat House No. 2, Boat House No. 3 (Grade II) - Building No. 14 (Grade II) - Boat House No. 5 (Grade II) <p>Buildings of Townscape Merit (BTMs):</p> <ul style="list-style-type: none"> - Former Charging Station 19 Platts Eyot - Footbridge <p>Assets on Historic England's 'At Risk' Register</p>	Access to Open Space / Nature	<ul style="list-style-type: none"> - Area Poorly Provided with Public Open Space - Sits in in River Thames (Green Belt and Site of Importance for Nature Conservation [SINC])
Relevant Planning History	None.		
Description of Current Site Character	<p>Platts Eyot is a River Thames islet whose industrial history dates back to the 19th century when the island was used for boatbuilding. The island remains in predominant industrial use today. Its riverbanks consist almost entirely of engineered structures, which are in need of repairs to protect the banks from erosion. The island is a designated Conservation Area and is occupied by a number of industrial buildings, some of which are either Grade II Listed or BTMs. Two other Grade II Listed boathouses were lost during a fire on the island in May 2021 and some remaining heritage assets, including the conservation area designation, are on Historic England's 'At Risk' register. The island is designated an area of Metropolitan Importance for Nature Conservation and the western side is Green Belt. The site has a past industrial land use.</p>		

CONTEXT:

Proposed Site – Platts Eyot, TW12 2HF

Neighbour Context	<p>The island lies south of the Hampton Waterworks complex, which comprise of Thames Water-owned waterbeds, north of which are large, impressive Grade II Listed Victorian Buildings (Karslake and Ruston & Ward Buildings) and the locally listed Waterworks Cottages set within the CA12 Hampton Conservation Area.</p> <p>The River Thames is Green Belt and Site of Importance for Nature Conservation (SINC). The site is within the Thames Policy Area.</p> <p>Inland south of the island the character is predominantly residential.</p>
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Vision: Proposed site - Platts Eyot

The Council is committed to working in partnership with the site owners and Historic England to develop a Masterplan or development brief for the island. Regeneration should maintain, and where possible enhance, existing river-dependent and river-related uses. New business and industrial uses that respect and contribute to the island's special and unique character are encouraged. Some residential development may be appropriate where it enables for the restoration of the listed buildings, especially those on the Heritage At Risk Register.

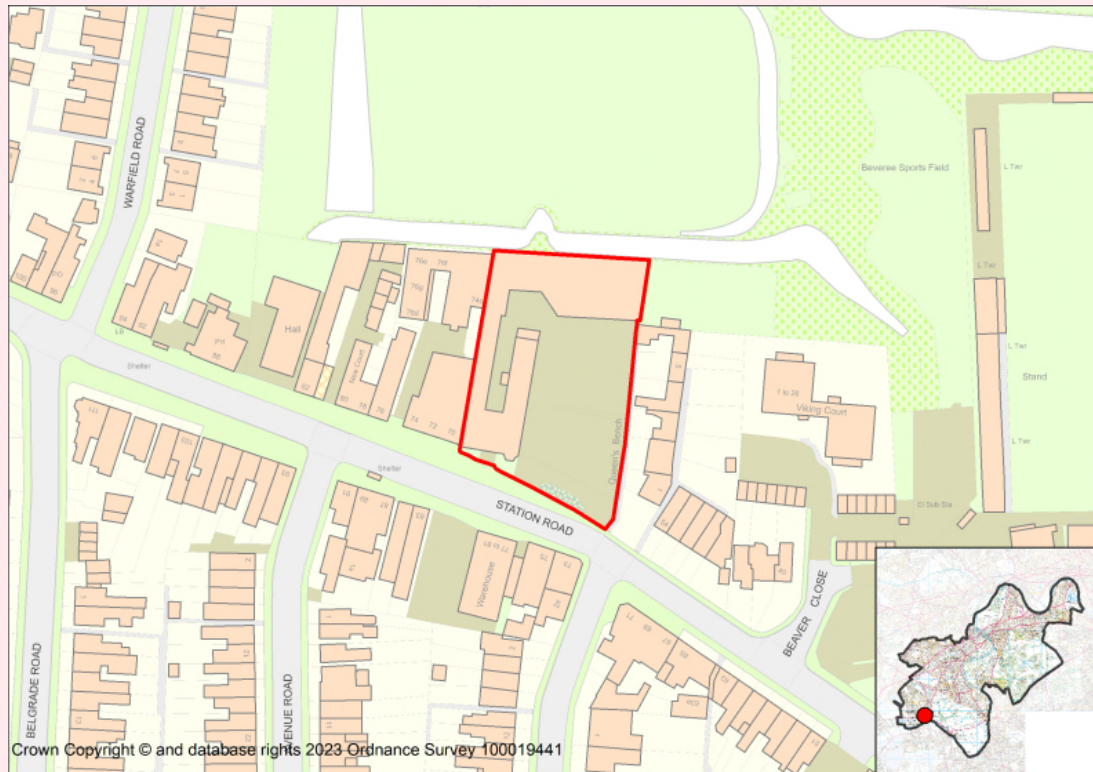
- There is a need to retain and protect the island's unique employment and business uses, particularly the river-related uses, including the docks, wharves and slipways. In areas of Green Belt, development will need to be appropriate as per the requirements of the NPPF.
- Development will be expected to ensure that designated heritage assets, and the wider character of the island, are improved and enhanced, including the appropriate restoration of listed buildings which were damaged in the 2021 fire. Any redevelopment should ensure that it establishes a positive relationship with the adjoining River Thames, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.
- It is acknowledged that some residential development may be needed to support the restoration of the listed buildings; this should be limited to the minimum necessary to achieve viability. Residential uses should complement the existing character of the island as well as maintain and where possible improve the appearance; they should not prejudice the continued operation of existing uses relating to the river.
- Any scheme would need to ensure safe access to and egress from the island, to the Environment Agency's satisfaction, noting the existing restricted access and flood constraints. This challenge may limit the amount of residential development appropriate on the site. Very limited vehicular access may be appropriate, provided this does not adversely impact on the character and appearance of the island.

Expected Implementation Timescale

Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)
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Statement Site Allocation 3

Hampton Traffic Unit, 60-68 Station Road, Hampton



CONTEXT:

Proposed Site – Hampton Traffic Unit, 60-68 Station, Hampton, TW12 2AX

Ward	Hampton	Site Area	0.28 ha
Land ownership	Private	CIL Band	Richmond CIL: Hampton – Low MCIL: Band 1
Existing land uses	Former police station (Sui Generis)		
Local Plan Place-Based Strategy	Hampton & Hampton Hill	Urban Design Study Area	A1 Hampton Historic Centre
Village Plan Guidance	Character Area 4 & Conservation Area 12 'Hampton Village', Hampton Village Planning Guidance SPD	Neighbourhood Plan	None.
London Plan Designations	Brownfield Land Register	Type of Centre	Hampton Local Centre
Transport / Highways	- PTAL 2 'poor' - Hampton Station approximate 3 minute walk - No Controlled Parking Zone	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Hampton Traffic Unit, 60-68 Station, Hampton, TW12 2AX			
Flood Risk	- Flood Zone 1 - Area Susceptible to Groundwater Flooding (>= 50% risk)	Trees	Group of trees to north protected by virtue of the Conservation Area
Views	None		
Heritage Assets	CA12 Hampton Village Conservation Area Building of Townscape Merit (BTM) - 68 Station Road	Access to Open Space / Nature	- Beveree Playing Field (directly adjacent) – Other Open Land of Townscape Importance (OOLTI) and Site of Importance for Nature Conservation (SINC) and Hampton Football Club – Public Open Space - Hampton Village Green (156m west) - OOLTI and Public Open Space
Relevant Planning History	16/0606/FUL - Retention of former police station building with partial demolition of the rear wings of the police station and demolition of the rear garages and the construction of 28 residential units (4 x 1 bedroom, 12 x 2 bedroom, 10 x 3 bedroom and 2 x 4 bedroom) and associated access, servicing, cycle parking and landscaping – Permission Granted 05/09/2017 - This permission has not been implemented and has now expired. 19/2822/FUL - Retention and refurbishment of the former police station building with part demolition of rear wings and ancillary buildings, and the construction of a three storey side and rear extension and basement to form a registered care home comprising 22 care suites and 66 care bed units, with shared facilities, car and cycle parking, landscaping and ancillary works. - Resolution to grant permission by Planning Committee subject to S106 Agreement 19/04/2022		
Description of Current Site Character	The site comprises the former Metropolitan Police Station, ancillary buildings and garages to the rear and car park at the front. The former police station dates from 1905 and is a BTM, with the site also being within the Hampton Village Conservation Area. The main building is two storeys with floorspace in the roof and basement. The site fronts Station Road. The site was declared surplus to requirements by the Metropolitan Police in 2015 and is now in private ownership.		
Neighbour Context	To the west of the site is 70-74 Station Road which hosts a shopping parade with flats above within the three-storey building. There are also BTMs. To the rear of these shops is a courtyard area and further to the north is a two-storey workshop/showroom which has recently been granted planning permission for a new two-storey dwelling. The northern boundary of the site adjoins Beveree Sports Ground which is designated, OOLTI, SINC and Public Open Space. The site is separated by a group of trees. To the east the site adjoins a footpath which provides access to 1-6 Queens Bench Cottages, also BTMs, which are single-storey dwellings (except No. 6 which is part two-storey) which face the site. Adjacent is a terrace of three-storey houses fronting Station Road (Nos. 46-54) which are Grade II Listed Buildings. To the south of the site is Station Road and on the opposite side of the street are Nos. 73, 75 and 77-81 which are commercial units at ground floor and also BTMs.		

Vision: Proposed site - Hampton Traffic Unit

Appropriate uses for redevelopment include business, employment generating and other commercial or community and infrastructure uses. The Building of Townscape Merit should be retained and a pedestrian link should be provided through the site.

- It is recognised that a planning application for 28 residential units was granted permission in 2017. There is a further application to redevelop the site to provide a residential care

scheme which was granted resolution to approve planning permission subject to completion of a Section 106 Agreement by Planning Committee in April 2022.

- Evidence suggests there is a need for employment generating and other commercial or social infrastructure uses in this area.
- Only if other employment generating, commercial and social infrastructures have been explored and options discounted in line with other policies in this Plan, would a residential-led scheme with policy-compliant levels of affordable housing and on-site car parking be considered as a potential redevelopment option.
- Any proposed scheme should create a pedestrian link through the site between Station Avenue and Beveree Sports Ground.
- Local Plan Policy 49 Social and Community Infrastructure proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11 Affordable Housing, then it would not need to be considered for alternative social infrastructure use nor require the submission of marketing evidence. In those circumstances, a wholly affordable housing scheme would be supported.
- Development will be expected to retain the BTM and protect its setting, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale

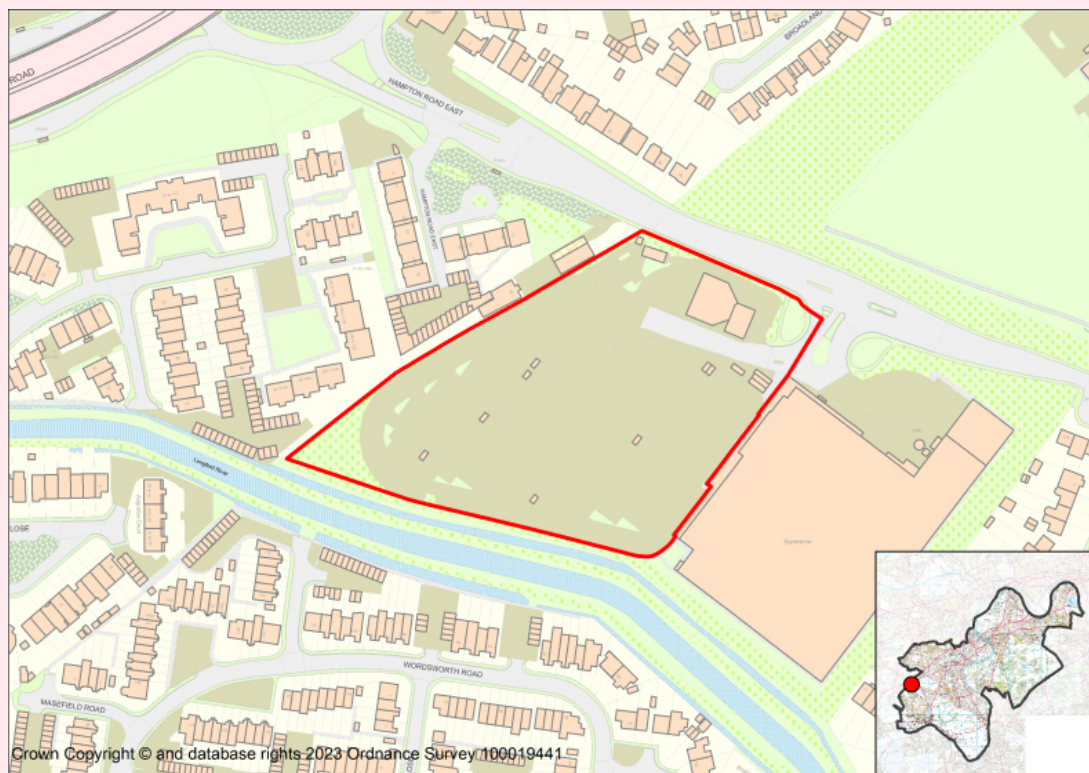
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 4

Car Park for Sainsburys, Uxbridge Road, Hampton



CONTEXT:

Proposed Site – Sainsbury's Car Park, Uxbridge Road, Hampton, TW12 1AW

Ward	Hampton North	Site Area	1.99 ha
Land ownership	Private	CIL Band	Richmond CIL: Hampton – Low MCIL: Band 1
Existing land uses	Car park and petrol station associated with adjacent Sainsbury's store		
Local Plan Place-Based Strategy	Hampton & Hampton Hill	Urban Design Study Area	A2 Hampton Residential
Village Plan Guidance	Character Area 1 'Longford River Estates', Hampton Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	Metropolitan Open Land (MOL)	Type of Centre	None - out of centre
Transport / Highways	- PTAL 2 'poor' - Fulwell Station approximate 25 minute walk - No Controlled Parking Zone	Air Quality	Air Quality Management Area
Flood Risk	- Flood Zone 1 - Area Susceptible to Surface Water Flooding (outer south)	Trees	None

CONTEXT:

Proposed Site – Sainsbury's Car Park, Uxbridge Road, Hampton, TW12 1AW

	and western periphery) (1 in 100 and 1 in 1000 chance) - Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk)		
Views	None		
Heritage Assets	None	Access to Open Space / Nature	- Fulwell Public Golf Club (15m north) - Metropolitan Open Land (MOL) and Site of Importance for Nature Conservation (SINC) - Longford River (directly south) - MOL and SINC
Relevant Planning History	None		
Description of Current Site Character	Large car park with petrol garage associated with the Sainsbury's supermarket store to the east. The site is proposed for release from MOL following the Open Land Review 2021 which found this part (of Parcel 1: Longford E & Schools) performs weakly against all MOL designation criteria.		
Neighbour Context	The adjacent Sainsbury's foodstore to the east is well established and a key facility for the local community. Bus routes serving the store take a detour from Uxbridge Road into the site to a bus stop (Stop S 'Uxbridge Road/Hampton Sainsbury's) right outside the store to the north, before existing the site again and returning to Uxbridge Road. The edge of the car park immediately borders the Longford River corridor, which is MOL and a SINC, and forms part of an important 'landscape-scale' wildlife corridor connecting through the borough into adjacent green space networks. West of the site is the Longford River housing estate comprising blocks of flats up to four storeys in height and two-storey terraces. North of the site runs the busy A312 (Hampton Road East and Uxbridge Road) which connects to Great Chertsey Road and Twickenham Road to the west.		

Vision: Proposed site - Car Park for Sainsburys

If this site comes forward for development, there is a strong policy expectation that a future development scheme should deliver 100% on-site affordable housing. The restoration and enhancement of the Longford River wildlife corridor would be required.

- The exceptional circumstances justifying the MOL release are set out under Local Plan Policy 11 to meet the identified affordable housing needs of local residents and therefore any future development scheme coming forward for this site should deliver 100% on-site affordable housing.
- Any new development would need to provide a minimum of ~~2~~10% measurable Biodiversity Net Gain (BNG) towards restoring and enhancing the ecological habitat quality of the Longford River wildlife corridor running along the southern edge of the site, in order to improve its function and connectivity, in accordance with the Richmond Biodiversity Action Plan.
- Any proposal will be required to provide new natural green space habitat creation expanding along the edge / on the bank top of the river watercourse (within the southern edge of the site) to help widen the width of the wildlife corridor to deliver the enhancements described above. There is a need for a comprehensive strategy to consider on-site natural green space.
- There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value, improved permeability for

pedestrians and active travel, and for the health and wellbeing of future occupiers and users, including surrounding communities.

- Parking provision ~~to London Plan standards~~ is expected to be provided including re-provision for the adjacent supermarket *in line with London Plan standards*. Bus Stop S serving the supermarket would need to be retained. The existing petrol filling station is expected to be retained or re-provided and sustainable refuelling options should be incorporated, such as rapid charging hubs and/or hydrogen.
- The height and design of development will be expected to protect the character and openness of adjacent MOL, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale

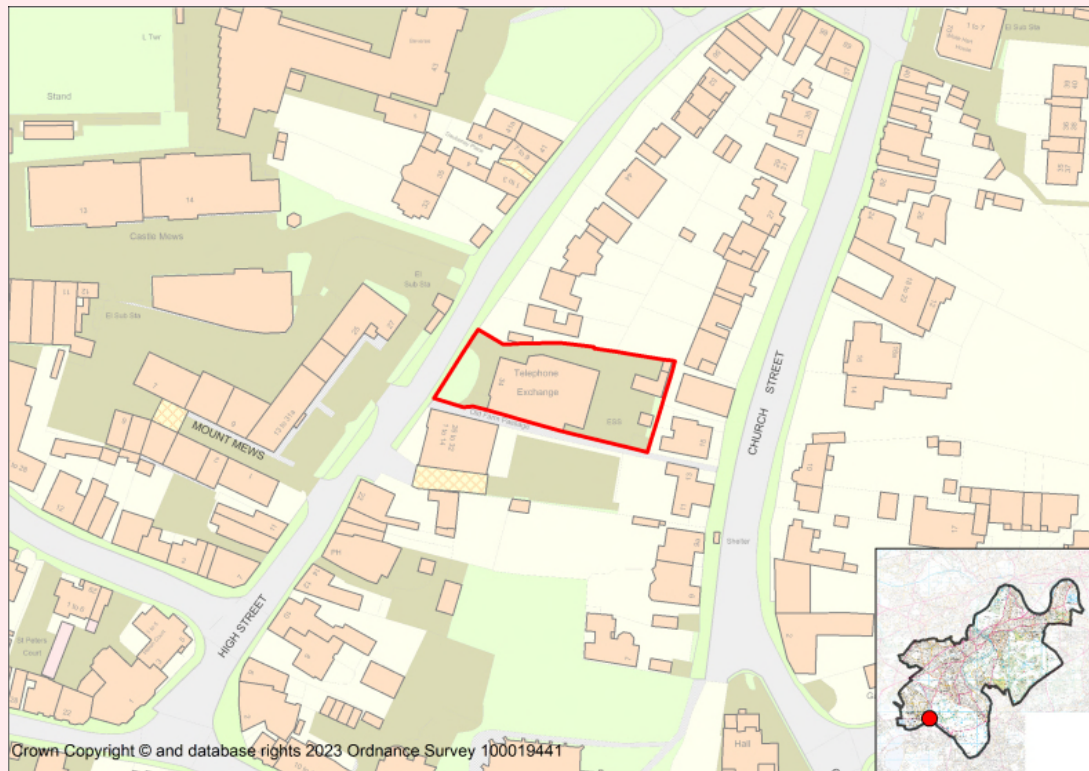
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 5

Hampton Telephone Exchange (Molesey Telephone Exchange, 34 High Street, Hampton, TW12 2SJ)



CONTEXT:

Proposed Site – Hampton Telephone Exchange (Molesey Telephone Exchange, 34 High Street, Hampton, TW12 2SJ)

Ward	Hampton	Site Area	0.13 ha
Land ownership	Private	CIL Band	Richmond CIL: Hampton – Low MCIL: Band 1
Existing land uses	Telephone exchange (sui generis) and associated office use		
Local Plan Place-Based Strategy	Hampton & Hampton Hill	Urban Design Study Area	A4 Hampton Hill Residential
Village Plan Guidance	Character Area 4 & Conservation Area 12 'Hampton Village', Hampton Village Planning Guidance	Neighbourhood Plan	None
London Plan Designations	None specified, but majority of site falls within area where intensification is encouraged on small sites with good public transport accessibility (PTAL 3-6) and on sites within 800m	Type of Centre	Local Centre - Hampton

CONTEXT: Proposed Site – Hampton Telephone Exchange (Molesey Telephone Exchange, 34 High Street, Hampton, TW12 2SJ)			
	of a tube, rail station or Major or District town centre boundary (as defined in the London Plan).		
Transport / Highways	- PTAL 2 'poor' - Hampton Station approximate 10 minute walk - No Controlled Parking Zone	Air Quality	Air Quality Management Area
Flood Risk	- Flood Zone 1 - Area Susceptible to Groundwater Flooding ($\geq 25\%$ <50% risk) - Northwestern tip of site Area Susceptible to Surface Water Flooding (1 in 1000 risk)	Trees	TPO Area Group (T0012, two Lime trees) on western border
Views	None.		
Heritage Assets	CA12 Hampton Village Conservation Area Archaeological Priority Area: Zone - Hampton Adjacent to the site: - Listed Buildings - 9-9a Church Street (Grade II) (east of site), Jolly Coopers pub 16 High Street (Grade II), 18 * 20, 22 High Street (Grade II), 33 Barham House & 35 Park House, High Street (Grade II) (west of site) - Buildings of Townscape Merit (BTMs) - 11-13, 15 & 17 Church Street (east of site), 37, 39 & 41 High Street (west of site)	Access to Open Space / Nature	- Beveree Playing Field (90m northwest of site) - Other Open Land of Townscape Importance (OOLTI) - Bell Hill Recreation Ground and Thames Hampton (140m south of site) - Metropolitan Open Land (MOL) and Public Open Space - Bushy Park (185m east of site) - MOL, Site of Important Nature Conservation (SINC), Site of Special Scientific Interest (SSSI)
Relevant Planning History	None. Since the 2000s, various permissions have been sought and approved for telecommunications equipment on the roof.		
Description of Current Site Character	Hampton Telephone Exchange, known as Molesey Telephone Exchange, is a three-storey stand-alone building with accommodation in the roof, fronting the east side of Hampton High Street. The building dates from the 1920s and has red facing brick with tiles mansard roof. It also benefits from 1970s part single-, part two-storey extensions to the rear. It was built as a replacement for the original telephone exchange located at Manor Road, Molesey, and has been in operation as such since. Since the 2000s the building's roof has been host to a range of telecommunications-related equipment operated by several operators. To the west of the site are two protected Lime trees. The remainder of the site is hardstanding and there are some outbuildings in the rear yard to the east.		
Neighbour Context	The surrounding area is predominantly residential to the north, east and immediately south of the site. The flank of Nos. 36 & 36A High Street, a two-storey dwelling, abounds the site to the north. The rear gardens of Nos. 15 & 17 Church Street, two two-storey detached dwellings, abound the site to the east. No. 19 Church Street is a nursery. Old Farm Passage runs along the southern boundary of the site, a pedestrian snicket linking High Street and Church Street to the east. This separates the site from Kyle House, a three-storey purpose-built residential apartment complex. To the west and further south the area becomes more mixed, comprising of retail and commercial uses and the core of Hampton Hill Village centre. Twickenham Preparatory School at High Street is located 75m to the north.		

CONTEXT:

Proposed Site – Hampton Telephone Exchange (Molesey Telephone Exchange, 34 High Street, Hampton, TW12 2SJ)

The site is with the CA12 Hampton Village Conservation Area and there are a number of Listed Buildings and BTMs nearby.

Vision: Proposed site - Hampton Telephone Exchange

If the Telephone Exchange is declared surplus to requirements, the site has potential for conversion or redevelopment to provide a mix of uses to include employment, commercial or community uses and residential in upper floors and to the rear. Any development should explore provision of employment space, before a residential scheme would be considered, including policy compliant affordable housing.

- There is an expectation that redevelopment provides employment space in a Local Centre.
- Any redevelopment should create an active and attractive frontage on the High Street, ensuring the retention of the two protected trees.
- The site is in Hampton Village Conservation Area and the surrounding area is low-rise. An overall increase in height from the existing building would unlikely be supported. The density of the new development should be optimised in a way appropriate to this immediate context. Careful consideration of the roof treatment and overall design and materials would be required to ensure there is no harm to the Conservation Area, particularly in views from the High Street, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.
- Any redevelopment of the site would be expected to ensure that the amenities of neighbours are not unduly impacted with regards to loss of daylight and overlooking, particularly Kyle House, 36 & 36A High Street and 15 & 17 Church Street.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

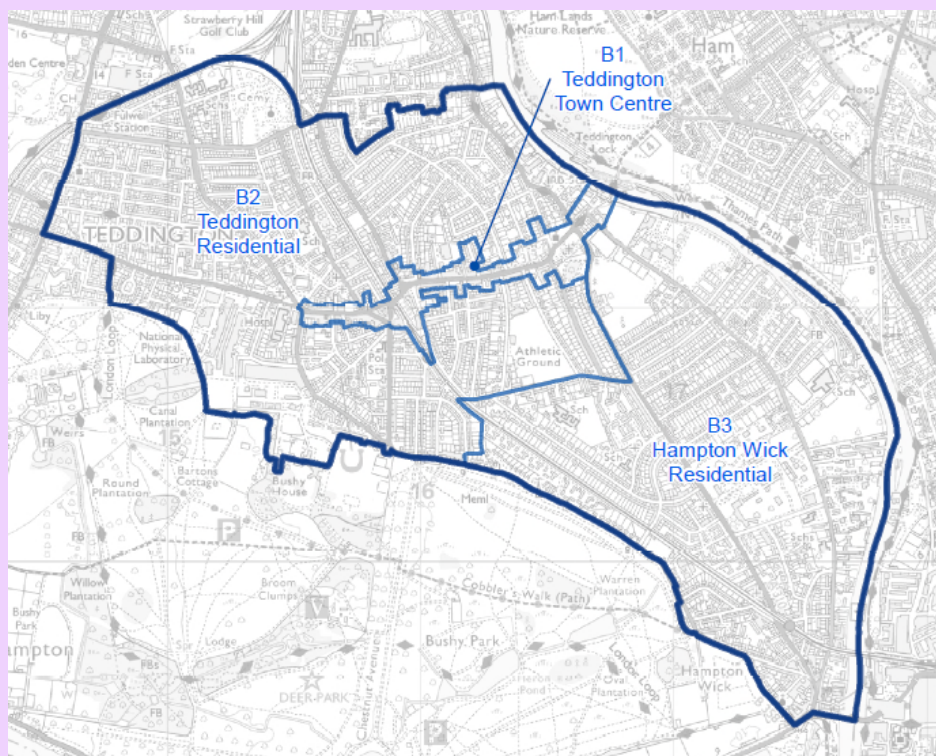
Long (10-15 years)

7 Place-based Strategy for Teddington & Hampton Wick

Policy PBS2 Place-based Strategy for Teddington & Hampton Wick

Area Profile

The Teddington & Hampton Wick area encompasses Teddington Town Centre and the residential areas of Teddington and Hampton Wick. These are character areas B1, B2 and B3 in the Urban Design Study.



The place as a whole is defined by its setting of Bushy Park and Hampton Court to the south and the River Thames to the north and east, providing a special landscape setting, along with a good green infrastructure network of open spaces, although not all are publicly accessible. Udney Park Playing Fields has already been designated as a Local Green Space of particular importance to the local community.

Teddington Lock, constructed in 1811, is a distinctive landmark that incorporates a weir and suspension bridge, marking the end of the tidal reach of the Thames and providing pedestrian and cycle connectivity to Ham and Petersham. However, many parts of the riverfront are largely inaccessible.

Teddington is identified as a district centre in the borough's centre hierarchy and the London Plan (see section 6 of the Plan), showing demand for existing office functions, generally within smaller units, and with the area's night-time economy classed as of more than local significance (NT3). It provides a balance of multiple and independent shops and services and the vacancy rate in the past has been consistently low.

The area is home to significant assets in the science and life sciences sectors, including the National Physical Laboratory and LGC Ltd (previously known as the Laboratory of the Government Chemist) as well as a modern business park. The London Plan recognises its existing office functions, generally within smaller units, should be protected, albeit with low commercial growth potential.

The proximity of Teddington town centre and railway station provides good transport links into central London.

Outside of the town centre, Teddington is characterised primarily by Victorian and Edwardian terraced and semi-detached properties. The preservation of period architectural details gives uniformity to the historic elevations and a sense of quality to the townscape. To the northwest is a neighbourhood centre at Stanley Road providing local shops and services.

Hampton Wick Residential is located between Bushy Park, the River Thames, and Kingston in the neighbouring borough. Predominantly a residential area of quiet winding streets, many of which are conservation areas, there is also a distinctive historic core and neighbourhood centre. This provides a mix of shops and services in the south of the area by Kingston Bridge, bringing activity and vibrancy along the High Street. Hampton Wick railway station is on the same loop running through Teddington.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. Character area B1 Teddington Town Centre scored consistently for all features, although particularly highly for shops and restaurants, vibrant healthy places, community spirit and attractiveness. For character area B2 Teddington Residential most features were scored highly, with attractiveness, tranquil and calm spaces, and shops and restaurants scoring highly. For character area B3 Hampton Wick Residential respondents scored highly for attractiveness, tranquil and calm places, green and open spaces, and shops and restaurants.

Overall strategy

Overall, the Urban Design Study recognises Teddington Town centre (B1) has a good sense of place and cohesiveness, and a high sensitivity to change owing to the high townscape value and consistency in scale and height of existing buildings. The strategy is to conserve and enhance the town centre's character and function. The Study recognises in Teddington Residential (B2) the uniform street patterns, consistent building quality, and prevalent green infrastructure contribution to the area's distinctive suburban character, with overall a high sensitivity to change; the strategy is to conserve the existing character. The existing character of Hampton Wick Residential (B3) is good, with areas of high-quality architecture and heritage value, and an overall high sensitivity to change. The strategy is to conserve and enhance the coherence and strength of character across the area, improving connection to the Thames and its wider setting.

Other initiatives

The Council works through the Teddington Society with the business community and Teddington Together (TT) to organise events such as the Christmas "Lights Up" event, to make Teddington a great place to work and live. The Council will support investigation of opportunities for a market in Teddington and to increase independent grocery stores. There is a directory of businesses operated by the Hampton Wick Association to showcase the wide range of shops and services, pubs and restaurants, trades and crafts people in Hampton Wick.

Vision

The vision for Teddington is that it will continue to be a community for residents, visitors and business which enjoys links to open spaces, the historic Royal Parks and the River Thames. The busy and safe district centre will provide a wide range of independent and other shops, employment, leisure, cultural, health and social facilities to support a range of community activities.

The vision for Hampton Wick is to retain its sense of identity and offer an attractive mix of retail and other facilities, making the most of its location close to the River Thames and expansive open spaces at Bushy and Home Parks, which face recreational pressures but have protected status as an important habitat for wildlife and a Site of Special Scientific Interest.

There are limited opportunities for development, with some identified sites in the Teddington town centre that can play a role in providing for commercial and community uses along with new residential development.

Policy

Future development in this place is expected, where relevant, to:

- **Contribute to a sense of activity and vibrancy in the town and neighbourhood centres, retaining the mix of uses including restaurants, cafés, and pubs.**
- **Secure the provision of office floorspace and new flexible workspaces within the town centre and intensification of existing employment sites to provide for jobs and support local businesses.**
- **Enhance the public realm, to improve the sense of arrival at Teddington Station and create public areas for dwelling in Teddington town centre and implement more, high quality street furniture. Upgrade the public realm in Hampton Wick to reanimate it as a local hub.**
- **Support greening through enhancing street trees, planting and verges, in the town and neighbourhood centres and the residential areas, such as the opportunity to improve biodiversity in the gardens in front of Elmfield House.**
- **Protect, improve and increase open spaces, the connections between them and views to green spaces and the Thames Corridor.**
- **In areas deficient in access to Public Open Space, consider opportunities to improve access to existing spaces, either through design and public realm improvements, or where opportunities arise, provide new publicly accessible open space. Open spaces that are currently not publicly accessible, such as Udney Park Playing Fields, will be encouraged to make them available for public access and use.**
- **Ensure development along the riverside reflects the semi-rural character of the Thames Corridor and embraces the wider landscape setting to enhance the identity of the area. Contribute to valued leisure functions, including water uses, walking and cycling and enhancing continuity, connectivity and legibility of the Thames Path route, with public realm and active frontages along the riverside.**
- **Consider opportunities to reduce the dominance of cars and promote active travel, improving the permeability and creating space for pedestrians.**

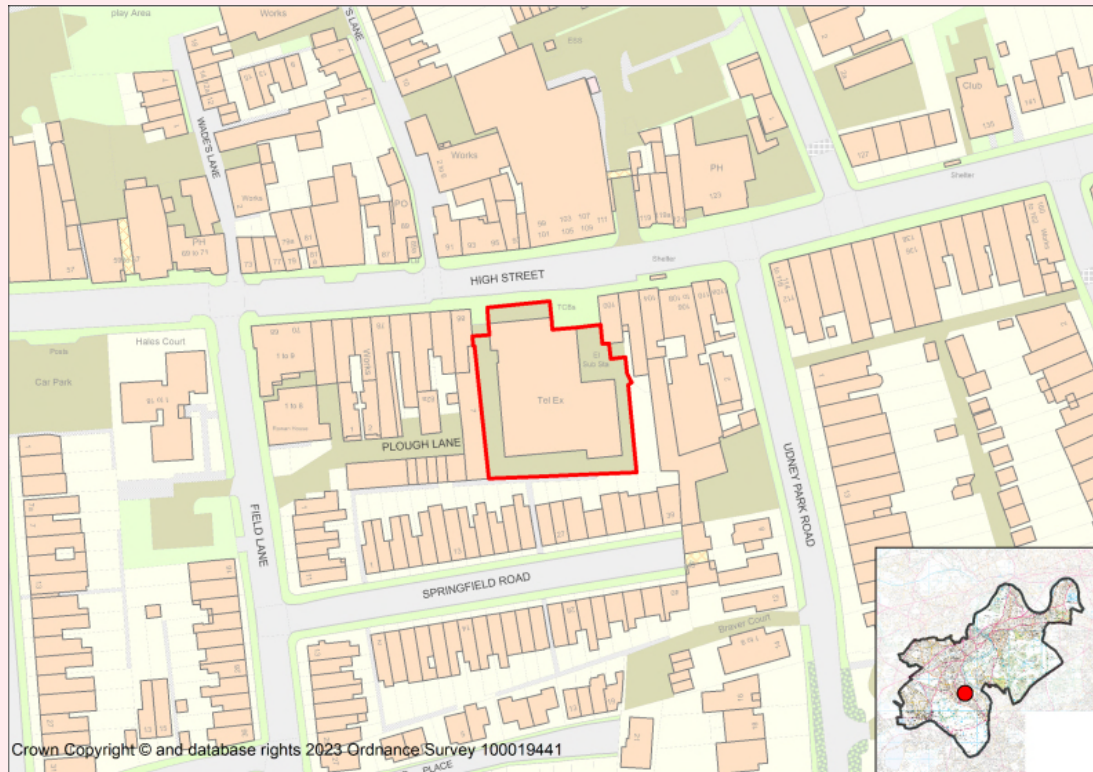
Within the town centre boundary, there is potential for new development at key corner plots and around the station if sites come forward, including at Teddington Telephone Exchange (Site Allocation 6), Teddington Delivery Office (Site Allocation 7), and Fulwell Bus Garage (Site Allocation 19). There are opportunities to provide for social and community infrastructure, and enhance the local retail and employment offers which contribute to enabling the town centre grow and diversify, as well as provide new housing. There is an identified opportunity for mid-rise buildings in the area along the railway line north of Teddington Station, across the junction of Station Road/High Street in accordance with Policy 45 Tall and Mid-Rise Building Zones. Outside of the town centre, at the Strathmore Centre (Site Allocation 8) redevelopment for a replacement nursery and affordable housing is expected to be implemented.

See details in the Site Allocations within this area:

- Telephone Exchange, Teddington
- Teddington Delivery Office, Teddington
- Strathmore Centre, Strathmore Road, Teddington
- Teddington Police Station, Park Road, Teddington

Statement Site Allocation 6

Telephone Exchange, Teddington



CONTEXT:
Proposed Site – Telephone Exchange, High Street, Teddington

Ward	Teddington	Site Area	0.17 ha
Land ownership	Private	CIL Band	Richmond CIL: Teddington – Low MCIL: Band 1
Existing land uses	Telephone exchange (sui generis) and associated office use		
Local Plan Place-Based Strategy	Teddington & Hampton Wick	Urban Design Study Area	B1 Teddington Town Centre
Village Plan Guidance	Character Area 5 & Conservation Area 37 'High Street Teddington', Hampton Wick & Teddington Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	Brownfield Land Register Majority of site falls within area where intensification is encouraged on small sites with good public transport accessibility (PTAL 3-6) and on sites within 800m of a tube, rail station or Major or District town	Type of Centre	Teddington Town Centre Boundary Primary Shopping Area

CONTEXT:

Proposed Site – Telephone Exchange, High Street, Teddington

	centre boundary (as defined in the London Plan).		
Transport / Highways	- PTAL 3 'moderate' - Teddington Station approximate 8 minute walk - Controlled Parking Zone T - Teddington	Air Quality	Air Quality Management Area
Flood Risk	- Flood Zone 1 - Critical Drainage Area - Area Susceptible to Groundwater Flooding ($\geq 50\% < 75\%$ risk)	Trees	None protected
Views	None		
Heritage Assets	CA37 High Street Teddington Conservation Area Adjacent to site: • Listed Buildings - 93-95 High Street (Grade II Listed) (north of site), 83-85, 79, 79A, 81, 81A High Street (Grade II Listed) (northeast of site) • Buildings of Townscape Merit (BTMs) - 100-110A, 106-108 High Street (directly east), 72-86 High Street (directly west), 87, 91, 97, 103-105 High Street (north of site)	Access to Open Space / Nature	<ul style="list-style-type: none"> • Small grassed area to front of site • Teddington Pool Playground & Wades Lane Public Grounds (110m northwest) - Other Open Land of Townscape Importance (OOLTI) and Public Open Space • St Marys Hospital Sports Ground & Udney Park Playing Fields (130m southeast) - OOLTI and Local Green Space
Relevant Planning History	None.		
Description of Current Site Character	Teddington Telephone Exchange is a part two- part three-storey building with flat roof and adjoining substation fronting the south side of the High Street. The site is hardstanding with access via the High Street and some on-site car parking. The entire site is within the High Street Teddington Conservation Area.		
Neighbour Context	Parts of Teddington High Street are defined as a Primary Shopping Area. Grand three-storey Edwardian shopping parades survive on the south side adjacent either side of the site, which are BTMs. Many other nearby buildings are BTMs and some are Grade II Listed, including the 18th-century Elmfield House (Nos. 79-85). It has a traditional high street character of mainly specialist shopping, retaining a high number of original shopfronts and single-storey shop units built on the frontage of older houses. South of the site are the rear gardens of two-storey terraces fronting Springfield Road. West of the site is Plough Lane, a short cul-de-sac containing some new build residential dwellings two storeys in height.		

Vision: Proposed site - Teddington Telephone Exchange, Teddington

If the Telephone Exchange is declared surplus to requirements, appropriate land uses include commercial / retail on the ground floor, especially in the Primary Shopping Area facing the High Street. Any proposal should provide for employment floorspace, such as offices or other commercial uses. A mixed-use scheme with housing (including affordable housing) in upper floors and the rear of the site could be considered.

- There is an expectation that redevelopment provides employment space in this ~~Area of in this~~ town centre boundary location. The Richmond upon Thames Retail & Leisure Study Phase 2 forecasts a surplus of retail (comparison and convenience) floorspace (728 sqm) and a requirement for 839 sqm of food/beverage floorspace by 2034, amounting to a small total requirement (retail and food/beverage) of c. 100sqm (gross) uses for Teddington to 2034. An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that in Teddington there will be a surplus of retail (comparison and convenience) floorspace of 660 sqm and a requirement for 860 sqm of food/beverage floorspace by 2034, resulting in an overall requirement (retail and food/beverage) of only c 200 sqm (gross). Any commercial / retail floorspace should enable the centre to grow and diversify in a way that responds to changes in the retail and leisure industries, providing commercial, business and service uses to serve the local community.
- Only if other commercial or employment generating uses have been explored and options discounted in line with other policies on this Plan, would the provision of housing, including a policy-compliant level of affordable housing, in upper floors and to the rear of the site as part of a mixed-use scheme, be considered as a potential redevelopment option.
- Any redevelopment should create an active and attractive frontage on the High Street, including retaining the open greened area fronting the High Street, which is important for biodiversity and visual relief.
- The site is in a Conservation Area and there are a significant number of BTMs and some Grade II Listed Buildings nearby. The design of any redevelopment proposal will need to respect the character and settings of heritage assets and BTMs, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale		
Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)

Statement Site Allocation 7

Teddington Delivery Office, Teddington



CONTEXT:
Proposed Site – Teddington Delivery Office, 19 High Street, Teddington

Ward	Teddington	Site Area	0.06ha
Land ownership	Private	CIL Band	Richmond CIL: Teddington – Low MCIL: Band 1
Existing land uses	Royal Mail sorting office (Use Class Sui Generis)		
Local Plan Place-Based Strategy	Teddington & Hampton Wick	Urban Design Study Area	B1 Teddington Town Centre
Village Plan Guidance	Character Area 5 & Conservation Area 37 'High Street Teddington', Hampton Wick & Teddington Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	Brownfield Land Register	Type of Centre	Teddington Town Centre Boundary
Transport / Highways	- PTAL 3 'moderate' - Teddington Station approximate 6 minute walk - Controlled Parking Zone T - Teddington	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Teddington Delivery Office, 19 High Street, Teddington

Flood Risk	<ul style="list-style-type: none"> - Flood Zone 1 - Critical Drainage Area - Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) 	Trees	None on site. Significant pavement trees along western and southern boundary protected via conservation area.
Views	None		
Heritage Assets	<p>CA37 High Street Teddington Conservation Area</p> <p>Building of Townscape Merit (BTM) - Delivery Office, 19 High Street</p> <p>Archaeological Priority Area: Zone - Teddington</p> <p>Adjacent to the site</p> <ul style="list-style-type: none"> • Listed Building - 23 High Street (former Lloyds Bank) (east of site) • BTM - 6-40 High Street (opposite, south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Elmfield House (11m west) - Other Open Land of Townscape Importance (OOLTI) and Public Open Space • Jubilee Gardens (50m southwest) - OOLTI
Relevant Planning History	None.		
Description of Current Site Character	<p>No. 19 High Street is an attractive red brick part two- part single-storey BTM, originally built as a Royal Mail sorting office. Access to the building is via the High Street with vehicular access to a small servicing yard to the rear via Elmfield Avenue.</p> <p>The entire site is within the High Street Teddington Conservation Area.</p>		
Neighbour Context	<p>The application site forms part of the Teddington High Street Primary Shopping Area designation. Here the quality of the character of the High Street diminishes slightly compared to the east, with greater numbers of modern buildings, though there remains a high number of BTMs including the entire row opposite, and also the Grade II Listed former Lloyds Bank to the east. Prevailing heights are two to three storeys though the commercial tower block, Harlequin House sits opposite the site to the west at six to seven storeys.</p> <p>Elmfield Avenue is a tree-lined residential street comprising of two-storey semi-detached dwellings. North of the site is No. 4, separated by the site via a pedestrian accessway to No. 2 to the east, which comprises a mews of 7 studio flats converted from light industrial.</p> <p>Along the southern and western boundary of the site are street trees which provide significant townscape value.</p>		

Vision: Proposed site - Teddington Delivery Office, Teddington

If the site is declared surplus to requirements, appropriate land uses include commercial / retail on the ground floor, especially in the Primary Shopping Area facing the High Street. Any proposal should provide for employment floorspace, such as offices or other commercial uses. A mixed-use scheme with housing (including affordable housing) in upper floors and the rear of the site could be considered.

- As of 2022, Royal Mail has no plans to relocate operations from this delivery office. However, if the site is declared surplus to requirements by Royal Mail in the longer term, there is an expectation that redevelopment would provide employment space in this town centre, such as offices or other commercial uses, which could be in the form of flexible shared workspaces.
- The Richmond upon Thames Retail and Leisure Study (Phase 2) forecasts a surplus of retail (**comparison and convenience**) floorspace (728 sqm) and a requirement for 839 sqm of

food/beverage floorspace by 2034, amounting to a small total requirement *(retail and food/beverage)* of c. 100sqm (gross) uses for Teddington to 2034. *An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that in Teddington there will be a surplus of retail (comparison and convenience) floorspace of 660 sqm and a requirement for 860 sqm of food/beverage floorspace by 2034, resulting in an overall requirement (retail and food/beverage) of only c 200 sqm (gross).* Any commercial / retail floorspace should enable the centre to grow and diversify in a way that responds to changes in the retail and leisure industries, providing commercial, business and service uses to serve the local community.

- Only if other commercial or employment generating uses have been explored and options discounted in line with other policies on this Plan, would the provision of housing, including a policy-compliant level of affordable housing, in upper floors and to the rear of the site as part of a mixed-use scheme, be considered as a potential redevelopment option.
- Any redevelopment should create an active and attractive frontage on the High Street, taking account of the BTM designation and subject to feasibility and viability of altering the elevations.
- The site is in a Conservation Area and there are a significant number of BTMs and some Grade II Listed Buildings nearby. The design of any redevelopment proposal will need to respect the character and settings of heritage assets and BTMs, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD. The architectural and historical interest of the site BTM will need to be protected.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 8

Strathmore Centre, Strathmore Road, Teddington, TW11 8UH



CONTEXT:
Proposed Site – Strathmore Centre, Strathmore Road, Teddington

Ward	Fulwell & Hampton Hill	Site Area	0.63ha
Land ownership	Public	CIL Band	Richmond CIL: Teddington – Low MCIL: Band 1
Existing land uses	Child-care services / social infrastructure use (Use Class E(f)) and former youth offending centre (Use Class C2A)		
Local Plan Place-Based Strategy	Teddington & Hampton Wick	Urban Design Study Area	B2 Teddington Residential
Village Plan Guidance	Character Area 1 'Stanley North', Hampton Wick & Teddington Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	Brownfield Land Register Site falls within area where intensification is encouraged on small sites with good public transport accessibility (PTAL 3-6) and on sites within 800m of a tube, rail station or Major	Type of Centre	None – out of centre

CONTEXT:

Proposed Site – Strathmore Centre, Strathmore Road, Teddington

	or District town centre boundary (as defined in the London Plan).		
Transport / Highways	- PTAL 2 'low' - Fulwell Station approximate 5 minute walk - Controlled Parking Zone T - Teddington	Air Quality	Air Quality Management Area
Flood Risk	- Flood Zone 1 - Critical Drainage Area - Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk)	Trees	None protected Area Proposed for Tree Planting
Views	None		
Heritage Assets	None	Access to Open Space / Nature	<ul style="list-style-type: none"> • Poorly Provided with Public Open Space • Teddington Cemetery (75m east) - Other Open Land of Townscape Importance (OOLTI) and Site of Importance for Nature Conservation (SINC)
Relevant Planning History	<ul style="list-style-type: none"> • 20/0539/FUL - Demolition of all existing buildings; erection of two 3-storey buildings comprising 30 residential dwellings in total (6 x 1 bedroom, 17 x 2 bedroom & 7 x 3 bedroom); erection of single storey nursery building (294 sqm in total) alterations to existing access road and formation of 36 no. car parking spaces at grade; landscaping including communal amenity space and ecological enhancement area; secure cycle and refuse storage structures. - Granted 04/04/2022 		
Description of Current Site Character	<p>The site contains several standalone buildings, with well-established landscaping and border trees within the grounds. The two-storey Strathmore Centre to the north of the site was formerly a youth offending centre and is currently unused. To the south of the site is the single-storey Scamps Nursery. An access road extends into the site from Strathmore Road which is traffic calmed with wide adjacent pavement. Strathmore Road is accessed off Stanley Road.</p>		
Neighbour Context	<p>The surrounding area is predominantly residential with Nos. 9-63 Strathmore Road bordering the eastern boundary of the site, flats at 1-8 Birdwood Close adjoining the southern boundary and No. 214-232 Stanley Road and 67-69 adjoining the western boundary. Stanley Road Primary School is sited to opposite to the north on Strathmore Road. St James's Primary School is a 6 minute walk north up Stanley Road.</p>		

Vision: Proposed site - Strathmore Centre, Teddington

Social and community infrastructure uses and/or an affordable housing scheme with on-site car-parking are the most appropriate land uses for this site.

- There is an increasing need for the provision for childcare facilities and nurseries in the borough. The site's location in a primarily residential area and proximity to Stanley School and St James' School make it an ideal for a nursery and other child-care services use.
- Proposed redevelopment will only be acceptable if the current child-care provision is adequately re-provided in a different way, including the provision of appropriate outdoor space and parking related to the childcare services, or elsewhere in a convenient alternative location accessible to the current community it supports.

- Only if alternative social or community infrastructure uses have been explored and options discounted in line with other policies in this Plan, would an affordable housing scheme with on-site car-parking be considered as a potential redevelopment option.
- Local Plan Policy 49. Social and Community Infrastructure Use proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11. Affordable Housing in terms of mix, tenure and affordability, then it would not need to be considered for alternative social infrastructure use or require the submission of marketing evidence. However, on this site the Council is seeking the re-provision of the nursery along with affordable housing, owing to the need to re-provide the existing use as set out above.
- It is acknowledged that an application of the site for the re-provision of a nursery and construction of 30 dwellings (100% affordable) was granted planning permission in April 2022.
- The design of any redevelopment proposal will need to respect the character of the area, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale

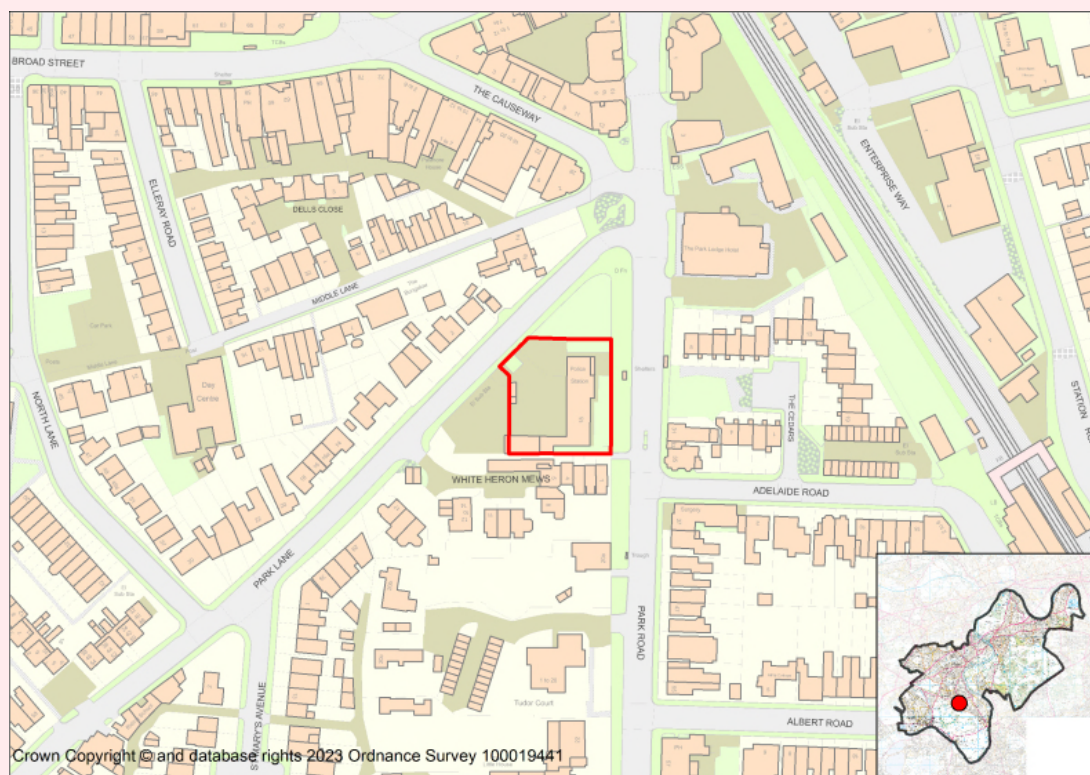
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 9

Teddington Police Station, Park Road, Teddington



CONTEXT:

Proposed Site – Teddington Police Station, Park Road, Teddington, TW11 0AB

Ward	Teddington	Site Area	0.16ha
Land ownership	Public	CIL Band	Richmond CIL: Teddington – Low MCIL: Band 1
Existing land uses	Former police station (Sui Generis)		
Local Plan Place-Based Strategy	Teddington & Hampton Wick	Urban Design Study Area	A2 Teddington Residential
Village Plan Guidance	Character Area 14 'Hampton Village', Teddington & Hampton Wick Village Planning Guidance SPD	Neighbourhood Plan	None
London Plan Designations	None specified.	Type of Centre	Teddington Main-Town Centre Boundary
Transport / Highways	- PTAL 3 'moderate' - Teddington Station approximate 3 minute walk - CPZ: T - Teddington	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Teddington Police Station, Park Road, Teddington, TW11 0AB

Flood Risk	<ul style="list-style-type: none"> - Flood Zone 1 - Critical Drainage Area - Area susceptible to Surface Water Flooding (southwestern corner of site) (1 in 1000 risk) - Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) 	Trees	<ul style="list-style-type: none"> • T2 and T11 (TPO) (Southwestern point of site) • All trees on site protected by virtue of the Conservation Area • T10 outside site on southwestern border (TPO)
Views	None.		
Heritage Assets	<p>CA22 Park Road Teddington Conservation Area Archaeological Priority Area: Zone - Teddington Building of Townscape Merit (BTM) - Boundary wall to Police Station Adjacent to site:</p> <ul style="list-style-type: none"> • Listed Buildings - 14 & 16 Park Road (Grade II Listed) (northwest of site), The Park Public House (former Clarence Hotel), Park Road (Grade II Listed) (northeast of site) • Buildings of Townscape Merit (BTMs) - The Cedars Estate (east of site), numerous Park Road properties (southeast of site) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Land at Park Road (directly adjacent north) – Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	None		
Description of Current Site Character	<p>The former police station is a 1960s-style part three- part four-storey flat-roofed building fronting Park Road including single-storey attached garages and standalone substation. Much of the enclosing boundary wall is locally listed (BTM). The grounds comprise some soft landscaping and two protected trees, with vehicular access being from Park Lane to a service yard on site. To the rear there are large brick walls and a metal fence which provided security to the police station but which otherwise creates an inactive frontage.</p> <p>The building no longer operates as a police station and has been declared surplus to requirements by the Metropolitan Police. The building is vacant pending its marketing for sale.</p> <p>The site is in the CA22 Park Road Teddington Conservation Area.</p>		
Neighbour Context	<p>The immediate surrounding area is predominantly residential two-storeys in height though there are also some small shops on Park Road and Grade II Listed The Park public house. The majority of the Georgian two-storey dwellings front Park Road to the southeast are BTMs, as are the two-storey 1970s dwellings comprising the Cedars estate to the east.</p> <p>Further north towards the roundabout building heights become higher where there are purpose-built flats and office blocks up to four and five storeys high, with some commercial at ground floor.</p> <p>The site is bounded by Park Lane to the west, the A309 Park Road to the east and White Heron Mews to the south which comprises two-storey terraces.</p> <p>Outside of the site allocation is a substation adjoining the site to the west and a triangle of green space designated OOLTI to the north at the junction of Park Lane and Park Road.</p>		

Vision: Proposed site - Teddington Police Station

The site presents an opportunity for comprehensive redevelopment. Community/social infrastructure-led mixed-use scheme with an element of residential are appropriate uses for redevelopment of this site. The residential element should provide a policy-compliant level of affordable housing.

- Proposed redevelopment of the site will only be acceptable if a community/social infrastructure use is reprovided on site at ground-floor level, such as for a medical/health use. Residential use will be acceptable on the upper floors, subject to the development providing policy-compliant levels of affordable housing (in line with public sector land disposal). Grant funding opportunities should be explored to maximise the level of affordable housing over and over the policy requirement.
- The site is within Teddington Town Centre but does not form part of the **key-Primary sShopping aArea**. Retail is not considered appropriate in this location as it would detract from the main shopping area. Proposals should reflect the site's town centre location and look to complement the vitality and viability of the centre.
- Local Plan 49 Social and Community Infrastructure proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11 Affordable Housing in terms of mix, tenure and affordability, then it would not need to be considered for alternative social infrastructure use nor evidence of marketing submitted. In those circumstances, a wholly affordable housing scheme would be supported. However, on this site the Council is seeking social infrastructure use and affordable housing, due to its prominent town centre location and local needs.
- Development should ensure an attractive frontage along Park Road which retains and has regard to the BTM designated boundary wall. There is an opportunity to improve the design of the area including the inactive frontage at the rear and unattractive high walls and security metal fencing. The rear boundary treatment should be softened and designed to improve the streetscene along Park Lane.
- Development will be expected to protect and enhance the Conservation Area and the setting of nearby heritage assets, including BTMs, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.
- The OOLTI to the north will need to be retained and its character and openness protected and enhanced. The green space would benefit from being opened for public use with seating and planting. Development would need to ensure the retention of protected trees, including those outside the boundary of the site.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

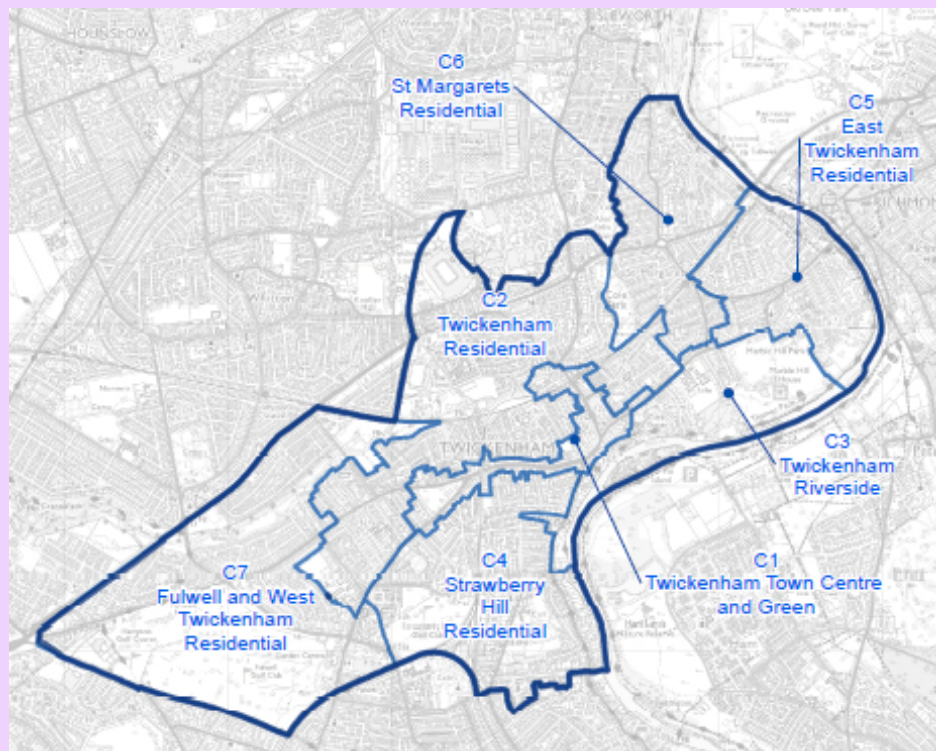
Long (10-15 years)

8 Place-based Strategy for Twickenham, Strawberry Hill & St Margarets

Policy PBS3 Place-based Strategy for Twickenham, Strawberry Hill & St Margarets

Area Profile

The Twickenham, Strawberry Hill & St Margarets Area encompasses Twickenham Town Centre and Green, Twickenham Residential, and Twickenham Riverside, along with the residential areas of St Margarets and East Twickenham, and Strawberry Hill and Fulwell and West Twickenham Residential.



A green, leafy character away from the commercial town centre, particularly along the River Thames, is complemented by the River Crane, Crane Park and Fulwell Golf Course. There are many areas of high scenic quality of open space including the Thames Path, with the curving river giving expansive views and a sense of openness.

Twickenham is recognised as a district centre in the London Plan, with the area's night time economy classified as of more than local significance (NT3), medium commercial growth potential and B office guidelines (potential to accommodate new office development generally as part of mixed-use development). It offers a range of retail, leisure, education and community facilities. There are local centres at East Twickenham, and St Margarets, as well as local shopping provision across the area including at Crown Road, St Margarets Road, Twickenham Green, Strawberry Hill, Fulwell and Hospital Bridge Road.

The area is an important employment location with the Council and other offices in the centre, along with retail and service businesses, and other significant employers across the area, including a number of industrial estates. Twickenham Film Studios provides studios, post production and production solutions. Eel Pie Island, which is partly residential, also provides for river related industries such as boat building and repair, contributing to a working waterfront.

St Mary's University is a major educational institution, with a main campus in Strawberry Hill as well as facilities at Teddington Lock, and they also operate the Exchange community building in Twickenham Town Centre.

The area includes Twickenham's nationally important rugby venues at Twickenham Stadium, a world famous landmark and the home of Rugby Union, and The Stoop (Harlequins Rugby Football Club).

The area is home to some important historic riverside estates and their gardens, such as Marble Hill House, Orleans House, York House, Pope's Garden and Radnor Gardens. There is a range of other cultural and community facilities including the Twickenham Museum, The Mary Wallace Theatre, the World Rugby Museum, Turner's House, Orleans House Gallery and Strawberry Hill House.

The area is served by rail stations at Twickenham, Fulwell, Strawberry Hill and St Margarets. Redevelopment at Twickenham Station is being completed, which has delivered full accessibility and a new plaza with a link to the River Crane. There are river crossings towards Richmond town centre but over the River Thames in the Twickenham area there is only a seasonal pedestrian and cycle ferry that operates from the river bank at Marble Hill to Ham on the opposite bank.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. For character area C1 Twickenham Town Centre, respondents scored highly for shops and restaurants and vibrancy. For character area C3 Twickenham Riverside respondents generally scored fairly highly, although particularly highly for attractiveness, tranquillity, and green spaces. C4 Strawberry Hill Residential received high scores for attractiveness, valuing heritage, tranquillity, and green spaces. Respondents scored C5 East Twickenham Residential highly for attractiveness, as they did for C6 St Margarets Residential.

Overall strategy

The Urban Design Study recognises that overall large parts of this area have high sensitivity to change, including for Twickenham Residential (C2), Twickenham Riverside (C3), Strawberry Hill Residential (C4), East Twickenham Residential (C5), and St Margarets Residential (C6). There may be small areas of lower sensitivity within the area where the townscape is less intact and does not reflect the character described in the key characteristics, and overall the areas of Twickenham Town Centre and Green (C1) and Fulwell and West Twickenham Residential (C7) have medium sensitivity to change with some potential for positive change.

For Twickenham Town Centre and Green (C1) the strategy identifies a strong sense of place, with the opportunity to enhance a coherent distinctiveness and strengthen existing character by upgrading inconsistent developments. For Twickenham Residential (C2) the strategy is to conserve, enhance and improve the character of this area by enhancing its legibility and the consistency of its built environment. For Twickenham Riverside (C3) it is identified as having a distinctive sense of place and high quality townscape, therefore the strategy is to conserve the character, elements and features whilst enhancing existing features where appropriate. For Strawberry Hill (C4) the strategy is to conserve and enhance the sense of identity, by improving public realm, townscape legibility and local hubs and parades. For East Twickenham Residential (C5) the strategy is to conserve the existing character, and enhance public realm and frontages along local parades. For St Margarets Residential (C6) it is identified as having a distinctive sense of place and characteristic elements in good condition, therefore the strategy is to conserve existing character and enhance elements and features, where appropriate. For Fulwell and West Twickenham Residential (C7) it recognises the character area has a less coherent character than other areas in the borough, therefore the strategy is to improve the character of the area, with future new development and creation of landmarks taking opportunities to add new character and sense of place.

Other initiatives

The Council supports businesses and retailers working with the current Twickenham Business Improvement District, Discover Twickenham. They work with businesses to engage visitors and promote local shops to the community, in addition to offering support and networking to the business community.

There is also the Church Street Association, a collection of traders who promote Church Street as a sought-after designation for businesses, residents and visitors, supporting initiatives such as alfresco dining.

Initial feasibility has been carried out for a new pedestrian and cycle bridge in the borough, with the best location found to be connecting Ham to Twickenham, with another suitable location identified as Ham to Radnor Gardens in Strawberry Hill. As set out in the Council's Third Local Implementation Plan, additional studies are required to determine the economic feasibility of the bridge, and funding for the bridge must still be found.

Vision

The vision for Twickenham is that it is a connected community with good access to leisure facilities, green spaces and its rivers, community networks and services.

The vision for Twickenham town centre is to serve local residents, workers and visitors – a destination of choice with a unique sense of place. The town will meet modern requirements and have a strong local economy whilst making the most of its distinctive heritage, open spaces and riverside.

The aim is to rejuvenate its business and cultural offer, with a new focus created by the riverfront experience, through development of key sites.

Twickenham's important sporting and cultural attractions will be maximised and disruption to local residents and businesses minimised.

The vision for Strawberry Hill is that it will continue to be a safe, and attractive family focused residential area. The local centre and railway station will be enhanced to create a real 'heart' to the area, whilst the contribution that its valued open spaces make to the area's character will be protected. St Mary's University will continue to contribute to the local community.

The vision for St Margarets and East Twickenham is to maintain the attractive residential character and to ensure that the shopping centres continue to thrive.

Policy

Future development in this place is expected, where relevant, to:

- **Contribute to a sense of activity and vibrancy in the town and local centres, to encourage arts, culture and leisure developments to enhance the mixed-use potential of the area and make it more of a destination to spend time.**
- **Encourage the provision of office floorspace and new flexible workspaces within the town centre and intensification of existing employment sites to provide for jobs and support local businesses.**
- **Ensure that any expansion and management of entertainment and leisure facilities is sensitive to the amenity of people who live in the centre and the wider functioning of the area, promoting the night-time economy through diversifying the range of cultural venues and offers, encouraging on-street alfresco dining and making a welcoming environment for all night-time economy users and workers.**
- **Enhance the public realm through creating high quality spaces and implement more high-quality street furniture, including implementing the East Twickenham streetscene improvements, providing a new public square or civic space at Twickenham Riverside, and reanimating local commercial areas such as Wellesley Parade.**

- Promote routes for active travel and exercise, encouraging healthy activity and exploration of the area by local workers, visitors and residents. Support greening through tree-planting.
- Contribute to protecting, enhancing and making the most of the character of the built and open environment, including the River Thames and Crane riversides and associated river related activities and Twickenham working waterfront, including preserving and enhancing public access to the Thames.
- Support the cultural and community offer for both residents and visitors around the Twickenham Cultural Quarter, including the area focused around the Civic Centre, York House and Gardens, the Mary Wallace Theatre, Twickenham Museum and Library, with potential to extend as a cultural hub into the town centre and along the Riverside, to provide a destination for visitors, and encouraging outdoor temporary and permanent art and theatre interventions.
- Maintain and provide new public toilets within the public realm, supplementing the Richmond Community Toilet Scheme, including provision at Twickenham Station and to serve Twickenham Riverside.

Within the town centre boundary, development is expected at Station Yard (Site Allocation 15) to provide additional residential use, and there is potential for new development to contribute to a mix of uses at Twickenham Telephone Exchange (Site Allocation 16). There is a tall building zone around the station and north of the railway line, where redevelopment has recently occurred, with a surrounding mid-rise buffer, for any future proposals to be considered against Policy 45 Tall and Mid-Rise Building Zones. At Twickenham Riverside and Water Lane/King Street (Site Allocation 17) there is the opportunity for the site to regenerate the town centre and increase footfall, making the Riverside a destination and improving its connectivity.

Outside of the town centre, there is an opportunity to enhance the sporting role of Twickenham Stadium (Site Allocation 13) and The Stoop (Site Allocation 12), and enhance the education offer at St Mary's University (Site Allocation 10) and Richmond upon Thames College (Site Allocation 11). At Mereway (Site Allocation 14) there is potential redevelopment for a social or community infrastructure use. There is opportunity to bring forward a residential-led redevelopment of the Homebase site on Twickenham Road (Site Allocation 18) as well as some residential which complements the bus garage operation and social infrastructure uses on site at the Fulwell Bus Garage (Site Allocation 19).

See details in the Site Allocations within this area:

- St Mary's University, Strawberry Hill
- Richmond upon Thames College, Twickenham
- The Stoop (Harlequins Rugby Football Club), Twickenham
- Twickenham Stadium, Twickenham
- Mereway Day Centre, Mereway Road, Twickenham
- Station Yard, Twickenham
- Twickenham Telephone Exchange
- Twickenham Riverside and Water Lane/King Street
- Homebase, Twickenham Road, Hanworth
- Fulwell Bus Garage, Wellington Road, Twickenham

Statement Site Allocation 10

St Mary's University, Strawberry Hill



CONTEXT:

Proposed Site – St Mary's University, Waldegrave Road, Strawberry Hill, TW1 4SX

Ward	South Twickenham	Site Area	12.08 ha
Land ownership	Private	CIL Band	Richmond CIL: South Twickenham – Low MCIL: Band 1
Existing land uses	University campus including teaching institutions and associated facilities, grounds, sports fields and facilities and residential accommodation (Use Class F). The University has an additional campus at Teddington Lock.		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C4 Strawberry Hill Residential
Village Plan Guidance	Character Area 9 'St Mary's University & Grounds', Strawberry Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	None specified.	Type of Centre	None – out of centre
Transport / Highways	PTAL 2 'poor' Strawberry Hill Station approximate 4 minute walk No CPZ	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – St Mary's University, Waldegrave Road, Strawberry Hill, TW1 4SX			
Flood Risk	<ul style="list-style-type: none"> - Flood Zone 1 - Critical Drainage Area - Area Susceptible to Groundwater Flooding ($\geq 50\%$ <75% risk) 	Trees	<ul style="list-style-type: none"> - Significant number of trees subject to TPO on site - TPO Area Group T0497
Views	None		
Heritage Assets	<p>CA54 Waldegrave Park Teddington Conservation Area (southern end of site)</p> <p>Archaeological Priority Area:</p> <p>Zone - Strawberry Hill Historic Park & Garden – Strawberry Hill (Grade II*)</p> <p>Listed Buildings</p> <ul style="list-style-type: none"> • Strawberry House, 268 Waldegrave Road (Grade I) • St Mary's College Chapel, Waldegrave Road (Grade II) • Chapel in the Woods, Waldegrave Road (Grade I) <p>Building of Townscape Merit (BTM)</p> <ul style="list-style-type: none"> • St Mary's College Chapel • 5, 9, 13-21 [odds], 33, 35 Waldegrave Park <p>Adjacent to site:</p> <ul style="list-style-type: none"> • Conservation Areas - CA43 Strawberry Hill Road (45m west), CA54 Waldegrave Park Teddington (directly south and part of site), CA44 Mallard Place Strawberry Hill (55m east), CA8 Twickenham Riverside (80m northeast) • BTMs - 311, 293 Waldegrave Road (west of site), 231-239 Waldegrave Road (southwest of site), 7, 11, Flats 1-7 31, 45-55 Waldegrave Road (south of site) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Poorly Provided with Public Open Space • Strawberry Hill College grounds (on site) - Metropolitan Open Land (MOL) • River Thames (140m east) - MOL and Site of Importance for Nature Conservation (SINC) • Radnor Gardens (80m northeast) - MOL and Public Open Space • Rail Triangle Strawberry Hill Golf Course (160m west) - SINC • Strawberry Hill Golf Course (260m west) - MOL and SINC
Relevant Planning History	<p>Extensive planning history relating to alterations and additions on site.</p> <p>No major planning applications to date.</p>		
Description of Current Site Character	<p>St Mary's College Campus is a highly sensitive site containing a number of Grade I and II Listed Buildings within a Grade II Historic Garden and MOL and part of the site falling within a conservation area. There are also a number of conservation areas and BTMs within close proximity of the site. The Grade I Listed Strawberry Hill House was built 1749-76 with some C19th additions. The site also comprises of some later, more modern additions, with buildings that house ancillary uses to the university as well as student residential accommodation.</p> <p>Access to the site is via Waldegrave Road.</p>		

CONTEXT:

Proposed Site – St Mary's University, Waldegrave Road, Strawberry Hill, TW1 4SX

Neighbour Context	The immediate surrounding area is predominantly residential two-storeys in height. Heritage sensitivities are set out above, and there is also further designated MOL to the east. The site is bounded by Waldegrave Road to the west, Michelham Gardens and Strawberry Vale to the east and Waldegrave Park to the south.
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Vision: Proposed site - St Mary's University, Strawberry Hill

The retention and upgrading of St Mary's University and its associated teaching, sport and student residential accommodation is supported. Upgrade works include refurbishment, adaption, intensification, extensions and new build elements on site where justified fully, with full regard to national policies and the Development Management Plan, will be supported. A Masterplan and/or site development brief (SPD), which encompasses the main campus in Strawberry Hill as well as Teddington Lock, together with new estates and student accommodation strategies, will be prepared in conjunction with the Council. This will guide future development for St Mary's University, both on and off site.

- There is a need to take account of the future demand for university places as evidenced in the Local Housing Needs Assessment 2021. There is a need to improve and upgrade existing facilities at St Mary's University as well as a need to provide additional educational floorspace, student residential accommodation and other associated facilities. The Council will support and work with St Mary's University to ensure it remains a highly regarded, competitive and viable higher education facility in the future and to assist in meeting the future educational needs of students.
- The existing playing fields and sports facilities should be retained and/or re-provided, and if necessary, replacement facilities will have to be provided off site. Any reprovision of facilities should be equal or better standard than existing.
- It is acknowledged that this is a constrained site, with the majority of land not built on designated as MOL. Future development should protect and enhance the character and openness of the designated open land, including views and vistas. There are also listed buildings, BTMs proximity to conservation areas and also sports fields. Any development proposal should protect and, where possible, enhance the highly significant heritage assets and respect the special and unique location and setting of St Mary's University, including the Grade I Listed Chapel, adjoining Grade I listed building Strawberry Hill House and the associated Historic Park and Garden (II*) as well as the high quality Edwardian villas within the Waldegrave Park Conservation Area, having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale

Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)
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Statement Site Allocation 11

Richmond upon Thames College, Twickenham



CONTEXT:

Richmond upon Thames College (RuTC), Langhorn Drive, Twickenham, TW2 7SJ

Ward	St Margarets & North Twickenham	Site Area	8.65 ha
Land ownership	Public	CIL Band	Richmond CIL: St Margarets & North Twickenham– Low MCIL: Band 1
Existing land uses	Higher Education college campus, secondary school and SEN school (Use Class F)		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C4 Strawberry Hill Residential
Village Plan Guidance	Character Area 16 'Heatham Estate (inc. Richmond upon Thames College and The Stoop', Twickenham Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre River Crane Area of Opportunity

CONTEXT: Richmond upon Thames College (RuTC), Langhorn Drive, Twickenham, TW2 7SJ			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 0 'worst' • Twickenham Station approximate 15 minute walk • CPZ: R – Twickenham Events 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Area Susceptible to Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) 	Trees	<ul style="list-style-type: none"> • None protected on site • TPO protected trees on southern and eastern border • Adjacent to TPO Area Group Wood T0889 (west) • Established trees of townscape significant along border with Chertsey Road
Views	None		
Heritage Assets	Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA46 Rosecroft Gardens Whitton (30m west) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Playing fields on site • Crane Park - Metropolitan Open Land (MOL), Site of Importance for Nature Conservation (SINC) and Public Open Space (directly south and to west) • Harlequins Memorial Site – Other Open Land of Townscape Importance (OOLTI) and Public Open Space (directly west of site)
Relevant Planning History	<ul style="list-style-type: none"> • 15/3038/OUT - Outline application for the demolition of existing college buildings, removal of hardsurfacing, site clearance and groundworks together with the redevelopment of the site to provide: 1) A new campus for education and enterprise purposes, comprising; Replacement College (Use Class D1) of up to 16,000sqm to accommodate up to 3,000 FTE day time students, as well as evening and weekend use; A Science, Technology, Engineering and Maths (STEM) Centre (D1 Use Class) of up to 6,100sqm; 2) A new Secondary School (D1 Use Class) of up to 7,000 sqm for up to 750 students; 3) A new Special Educational Needs (SEN) School (D1 Use Class) of up to 4,000sqm for up to 115 students; 4) A new ancillary 'Technical Hub' for Haymarket Media (B1 Use Class) of up to 1,700sqm; 5) Replacement on-site sports centre (D2 Use Class) of up to 3,900sqm to serve both the college, schools and wider community; 6) The upgrading of existing Craneford Way playing fields for use by the college, schools and local community; 7) Alterations to existing means of access for vehicles, pedestrians and cyclists from the A316 involving the creation of a signalised junction, alterations to the A316 footbridge and minor realignment of Langhorn Drive, alterations of existing vehicular access points on Egerton Road as well as the upgrading of Marsh Farm Lane footpath; 8) Provision of on-site parking (non-residential) for up to 230 vehicles, open space and landscaping, and 9) A new residential development of up to 180 units together with associated parking for up to 190 vehicles, open space and landscaping. - Granted 16/08/2016 • 15/4456/FUL - Demolition of Richmond College buildings (Music, Science, Z, LRC and A blocks). - Granted 23/12/2015 • 21/3136/FUL - Demolition of existing college buildings, removal of hard-surfacing, site clearance and groundworks together with the redevelopment of the site to provide new residential units; together with associated parking, cycle parking, open space and landscaping. - Resolution to grant planning permission by Richmond Planning Committee (subject to S106 Agreement) 18/08/2022 • 22/1168/FUL - Alterations and extension to existing Sports Hall including associated landscaping within the Tech Hub Development Zone to replace Tech Hub building as defined under application 15/3038/OUT (as amended), and erection of Sports Hall with associated car parking, landscaping, and other works within the Main College Development Zone including erection of a Science, Technology, Engineering and Maths (STEM) building as approved under application 19/2517/RES (as amended), retention of existing Main College building as approved under application 16/4747/RES (as amended), and associated on-site parking (non-residential) and access roads. Both Sports Halls to serve the college, schools and wider community. (Application accompanied 		

CONTEXT: Richmond upon Thames College (RuTC), Langhorn Drive, Twickenham, TW2 7SJ	
	by an Environmental Statement). - Resolution to grant planning permission by Richmond Planning Committee (Subject to S106 Agreement) 18/08/2022
Description of Current Site Character	<p>The site contains a number of buildings associated with the RuTC use as well as a sports centre and playing fields. The site has a complex planning history. In 2016 outline planning permission was granted for the redevelopment of the site to provide a new college campus, secondary school, special educational needs (SEN) school, Science, Technology, Engineering and Maths (STEM) Centre, technical hub, replacements sports centre, upgrading of the playing fields and for residential development.</p> <p>The new main college building and two schools have been completed and are now in use. The STEM Centre is yet to be built.</p> <p>An application for detailed consent for the Technical Hub has been submitted, however there is no longer an intention to build this and it is expected that this application (ref. 19/2381/RES) is soon to be withdrawn. An affordable housing contribution secured via the S106 Agreement for the outline permission, should the Tech Hub not come forward, has now been paid. Further to this, a larger residential scheme has also been given resolution to grant planning permission from Richmond Planning Committee (subject to a S106 Agreement) which increases the affordable housing provision from 18% to 50% via 212 units (from 180). On-site parking spaces for 110 cars will also be provided.</p> <p>Detailed consent has been granted for the replacement sports centre, however resolution to grant planning permission from Richmond Planning Committee was recently given (subject to a S106 Agreement) for the retention and extension of the existing college sports hall (which is on the site of the previously intended Tech Hub), and for a new sports hall for the schools on the site of the originally approved larger sports hall, which would have been for used by both the schools, the college and local community. The sports hall will also be available for community use when not being used by the schools/college.</p> <p>Detailed consent has been granted for the upgrade to the sports fields to the south of Craneford Way and it is anticipated that this will be carried out in the near future.</p> <p>Existing building heights range up to five storeys (the main college building) and heights will also go up to five stories in the residential development zone.</p> <p>Vehicular access is via Egerton Road to the east, to on-site parking and cycle parking.</p>
Neighbour Context	<p>The site is bounded by the busy A316 Chertsey Road to the north. To the west is Marsh Farm Lane, a public footpath, and The Stoop (home to Harlequins Rugby Football Club). Beyond this to the rear Challenge Court in Langhorn Drive is open land. To the east is the quieter residential Egerton Road. Craneford Way is to the south, beyond which is Crane Park Playing Fields and Recreation Ground, designated MOL and Public Open Space.</p> <p>The only directly adjoining residential properties are 70-146 [evens] Craneford Way, which are two-storey maisonettes whose rear gardens abut the site. Nos. 150-156 Challenge Court, a four-storey block of flats, fronts the other side of Marsh Farm Way. Two-storey terraces front Egerton Road on the other side of the street. Streets leading of Egerton Road to the east comprise inter-war two-storey terraces. Beyond The Stoop to the west is the CA46 Roscroft Gardens Conservation Area which comprises mainly of two-storey semi-detached and detached dwellings. A number of established trees line Chertsey Road which provide significant townscape value and visual relief.</p> <p>Details of improvements to Marsh Farm Lane have been approved but are not intended to be implemented until development works on the adjoining land have been completed. It is understood</p>

CONTEXT:

Richmond upon Thames College (RuTC), Langhorn Drive, Twickenham, TW2 7SJ

that TfL wish to carry out the junction improvements but now intend to remove the footbridge, subject to local consultation.

Vision: Proposed site - Richmond upon Thames College (RuTC), Twickenham

Appropriate redevelopment will continue the upgrade of the College campus to provide a new STEM Centre and new sports centre facilities, as well as residential including affordable housing. The recently replaced college and new secondary school and SEN school will be protected and retained. Development will include the protection and upgrade of the playing field to the south of the college, including installation of a new all-weather 3G astroturf playing pitch.

- The Council continues to support the comprehensive redevelopment of the site, providing for a variety of educational needs in the borough, together with associated supporting residential development including affordable housing. In line with the London Plan, as this is publicly owned land, the Council expects that grant funding opportunities are explored to increase affordable housing provision above what is expected in policy.
- There is a clear identified need for a new campus for education and enterprise at the site.
- Multi-use is sought for the educational and sport facilities, in line with other policies in this Plan.
- The Council will work closely with partners, including Transport for London and Harlequins Rugby Football Club, to ensure development does not lead to harmful impacts on the local road network.
- Any development is required to protect, and where possible, enhance the River Crane corridor.
- Development will be expected to improve coherence of the built form and a sense of place having regard for the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance SPD.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 12

The Stoop (Harlequins Rugby Football Club), Twickenham



CONTEXT:

Proposed Site – The Stoop, Langhorn Drive Twickenham, TW2 7SX

Ward	St Margarets & North Twickenham	Site Area	4.61 ha
Land ownership	Private	CIL Band	Richmond CIL: St Margarets & North Twickenham– Low MCIL: Band 1
Existing land uses	National sporting stadium for Harlequins Rugby Football Club (Harlequins RFC), standalone structures with associated uses, carparking (Use Class F2(c))		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C2 Twickenham Residential
Village Plan Guidance	Character Area 16 'Heatham Estate (inc. Richmond upon Thames College and The Stoop', Twickenham Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	None specifically though London Plan Policy S5 requires the retention of existing sporting stadiums	Type of Centre	None – out of centre

CONTEXT: Proposed Site – The Stoop, Langhorn Drive Twickenham, TW2 7SX			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 0 'worst' • Twickenham Station approximate 14 minute walk • CPZ: HM/R - Heatham • Adjacent to Transport for London Road Network (TLRN) 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Some parts Areas Susceptible to Surface Water Flooding (between 1 in 10, 100 and 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) 	Trees	• TPO Area Group Wood T0889
Views	None		
Heritage Assets	Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA46 Rosecroft Gardens Whitton (immediately west) • Building of Townscape Merit (BTM) - Council Depot (70m south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Sporting stadium on site • Harlequins Memorial Site – Other open Land of Townscape Importance (OOLTI) and Public Open Space (directly east) • River Crane Area of Opportunity designation • Mereway Nature Reserve (140m south) • Duke of Northumberland River (nature corridor) directly west • Crane Park - Metropolitan Open Land (MOL), Site of Importance for Nature Conservation (SINC) and Public Open Space (140m south and 65m west)
Relevant Planning History	Various permissions for upgrade works to stadium and grounds, including new stands and associated standalone buildings/equipment.		
Description of Current Site Character	Twickenham Stoop Stadium, known as 'The Stoop', is a nationally-important modern all-seater sporting stadium home to Harlequins RFC, and a local landmark in Twickenham. There is extensive car parking to the north and a number of standalone structures associated with the stadium (drinks/food kiosk, staff office, toilets, Harlequins official clothing/merchandise store etc). The site is accessed via Langhorn Drive from the busy A316 Chertsey Road to the north, which forms part of the TLRN. The entire site is within the River Crane Area of Opportunity.		
Neighbour Context	North of Chertsey Road are a series of residential streets comprising inter-war two-storey semi-detached dwellings. The site is bounded by Langhorn Drive to the northeast, beyond which is Nuffield Health Centre and then the Richmond upon Thames College campus, which includes Clarendon Secondary School and Special Educational Needs School. A resolution to grant planning permission by Planning Committee for 212 homes was recently given. The College campus is also a Site Allocation in the Local Plan. To the east of the site is designated OOLTI and Public Open Space. The Open Land Review 2021 found this parcel (site no. 74 'Land at Harlequins') performed strongly against OOLTI designation criteria. Directly adjacent to the east is Challenge Court, two four-storey blocks of flats. South of the site is the Twickenham depot, a safeguarded waste site. The original depot building is a BTM.		

CONTEXT:

Proposed Site – The Stoop, Langhorn Drive Twickenham, TW2 7SX

The Duke of Northumberland River runs along the western boundary of the site, which is MOL and a SINC. The river forms part of the CA46 Rosecroft Gardens Conservation Area whose border directly abuts the site. The Conservation Area comprises a triangular plot of residential streets (Rosecroft Gardens, Gladstone Avenue and Denehurst Gardens) of single-storey 1930s dwellings, and also Craneford Field. The park is MOL and adjoins the river at the northwestern corner of the site.

Further afield to the south and southeast are Crane Park East and Cranefield Field West, in between which runs the River Crane, which comprise MOL, SINC and Public Open Space.

Vision: Proposed site - The Stoop, Twickenham

The Council supports the continued use of the grounds for sport uses. Appropriate additional facilities including a new north stand, indoor leisure, hotel or business uses, as well as residential uses including affordable housing, may be supported provided that they are complementary to the main use of the site as a sports ground.

- **The Council is committed to working in partnership with the Harlequins RFC to develop a Masterplan, which should set out the long-term strategy for development of the site.**
- **There is a need to retain, and where possible enhance, this nationally important sporting venue with its associated facilities to ensure it remains a world-class standard of facilities and visitor experience, as per Policy 26 of this Plan. Multi-use is sought for the sports and associated facilities, in line with other policies in the Plan.**
- **The Council will work in partnership with Harlequins RFC to understand the potential need for associated new facilities, such as a new and improved stadium or an upgrade to the existing, indoor leisure (gym/training facilities), business uses or potentially a hotel.**
- **Any additional uses need to be complementary to the main use of the site as a sports ground; new uses should therefore be associated with, and not detract from, the primary sports use. A mixed-use scheme, which may include residential including affordable housing, may also be considered appropriate provided that other sporting and associated uses have been fully investigated and that the mixed use / residential use is compatible with the main use of the site.**
- **The Council will work closely with partners, including TfL and Harlequins RFC, to ensure development does not lead to unacceptable impacts on the local road network. Any scheme should include pedestrian routes where possible and encourage active travel.**
- **Any development proposal is required to protect, and where possible enhance, the River Crane corridor and the Duke of Northumberland River; and the character and openness of adjacent designated open land and the setting of the Rosecroft Conservation Area.**
- **The site has been identified in the Council's Urban Design Study as potentially appropriate for mid-rise buildings (5-6 storeys). Such development would need to be carefully located; respond positively to and protect the setting of existing buildings in the surrounding area, including heritage assets such as conservation areas, listed buildings and locally listed buildings; and provide high quality open space, as per Policy 45 Tall and Mid-Rise Building Zones in this Plan. Any development proposal should have regard for the design objectives set out in the relevant character area profile in the Urban Design Study.**

Expected Implementation Timescale

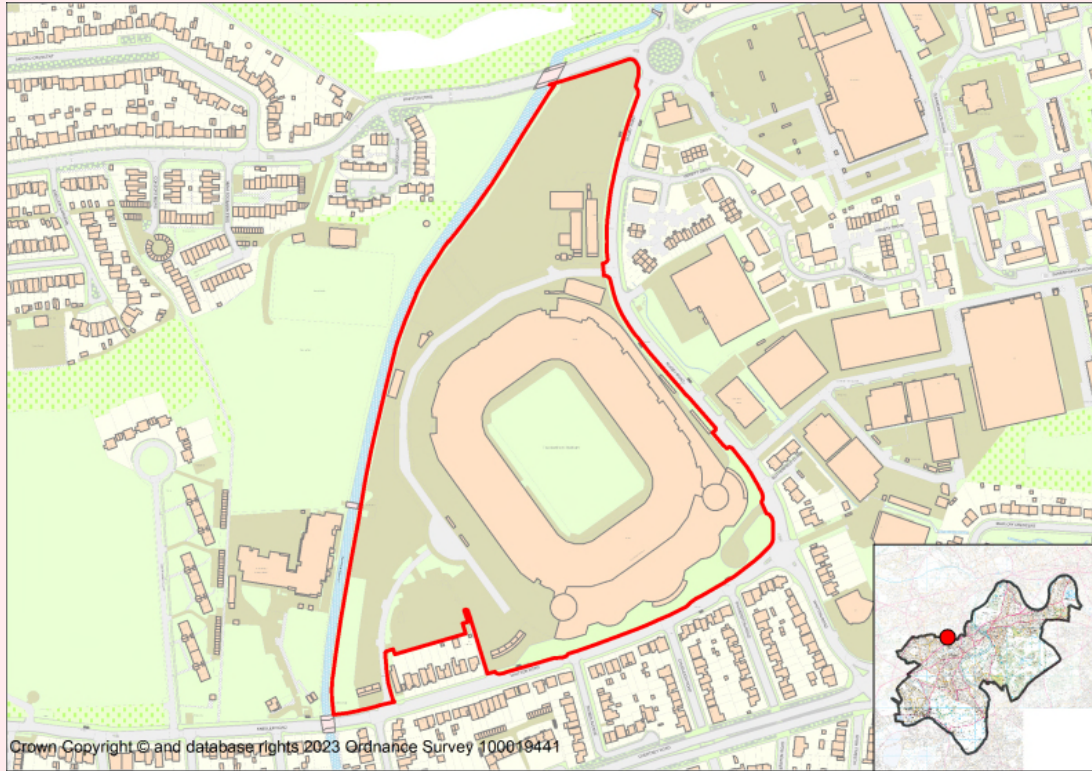
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 13

Twickenham Stadium, Twickenham



CONTEXT:

Proposed Site – Twickenham Stadium (Rugby Football Union), 200 Whitton Road, Twickenham, TW2 7BA

Ward	St Margarets & North Twickenham	Site Area	12.62 ha
Land ownership	Private	CIL Band	Richmond CIL: St Margarets & North Twickenham– Low MCIL: Band 1
Existing land uses	National sporting stadium home to English Rugby and the Rugby Football Union (RFU); associated uses to include a hotel, conference centre, museum, merchandise store, leisure centre and car park.		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C2 Twickenham Residential
Village Plan Guidance	None	Neighbourhood Plan	
London Plan Designations	None specifically though London Plan Policy S5 requires the retention of existing sporting stadiums	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Twickenham Stadium (Rugby Football Union), 200 Whitton Road, Twickenham, TW2 7BA			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 1a 'very poor' • Twickenham Station approximate 13 minute walk • CPZ: R – Twickenham Events • Adjacent to Transport for London Road Network (TLRN) 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 2 • Critical Drainage Area • Some parts Areas Susceptible to Surface Water Flooding (between 1 in 10, 100 and 1000 chance) • Area Susceptible to Groundwater Flooding (> 50% >75% risk) 	Trees	<ul style="list-style-type: none"> • Number of trees subject to TPO along eastern boundary
Views	None		
Heritage Assets	None	Access to Open Space / Nature	<ul style="list-style-type: none"> • Area Poorly Provided with Public Open Space • River Crane Area of Opportunity designation • Kneller Chase Bridge (partly within the site and to the west) - Metropolitan Open Land (MOL) • Duke of Northumberland River (directly west) - Site of Importance for Nature Conservation (SINC) • Twickenham Playing Fields (directly west) - MOL • Marlow Crescent Playground (190m east) - Public Open Space • Land between Chertsey Road and Glebe Side (190m southeast)- Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	Various permissions for upgrade works to stadium and grounds and associated temporary permissions.		
Description of Current Site Character	Twickenham Stadium is a modern all-seater sporting stadium home to English rugby and the RFU, and a local landmark in Twickenham. The southern end of the stadium also includes the World Rugby Museum, England Rugby store, conference centre, Marriot hotel and leisure centre. The site is accessed via Rugby Road from the east, which connects to the Whitton Dene/Modgen Lane roundabout to the north and Whitton Road to the south. Associated on-site car parking and servicing yard is to the southwest and north of the stadium, where there are also some single-storey temporary structures associated with the stadium use.		

CONTEXT:

Proposed Site – Twickenham Stadium (Rugby Football Union), 200 Whitton Road, Twickenham, TW2 7BA

Neighbour Context

The Duke of Northumberland River runs along the western boundary of the site, which is an important nature corridor and MOL, as are the playing fields beyond. Chase Bridge Primary School is also located at this boundary.

To the south of the site are residential streets leading off (and including) Whitton Road (Palmerston Road, Tayben Avenue, Talma Gardens) which comprise two-storey dwellings.

East of the south on the other side of Rugby Road is Twickenham Trading Estate which comprises a series of purpose-built large industrial and business units, mainly two storeys in height.

Northeast of the site is the Varsity Drive housing estate comprising two-storey dwellings, beyond which to the east is a larger Tesco Extra supermarket, car park and petrol station.

There are also two-storey dwellings to the northwest of the site on residential streets off (and including) Whitton Dene. On the other side of Whitton Dene to the north is a large sewerage works plant.

Vision: Proposed site - Twickenham Stadium, Twickenham

The Council supports the continued use and improvement of the grounds for sport uses. Appropriate additional facilities including new stands, indoor leisure, hotel or business uses, as well as hospitality, conference facilities, food and beverage and associated retail, may be supported provided that they are complementary to the main use of the site as a sports ground.

- The Council is committed to working in partnership with the RFU to develop a Masterplan, which should set out the long-term strategy for development of the site.
- There is a need to retain, and where possible enhance, this nationally important sporting venue with its associated facilities to ensure it remains a world-class standard of facilities and visitor experience, as per Policy 26 of this Plan. Multi-use is sought for the sports and associated facilities, in line with other policies in the Plan.
- The Council will work in partnership with the RFU to understand the potential need for associated new and complementary facilities. Appropriate additional facilities could include new stands, indoor leisure, hotel or business uses, as well as conference facilities, hospitality, food and beverage and associated retail. The applicant will have to demonstrate that additional facilities do not lead to a harmful impact on the vitality and viability of Twickenham town centre.
- The Council recognises the important revenue-generating role that continued entertainment uses on site have for the viability of the sporting stadium. An entertainment use on site will be supported where it is secondary to the primary sporting function and where it has been demonstrated that there would be no unacceptable impact on the local road network and amenities of Twickenham residents.
- There is a general need for new office floorspace in the borough. In the event of an area of the site being declared surplus to requirements, the opportunity to provide for employment floorspace, such as offices, a business park or other commercial uses, should be firstly explored. A mixed-use scheme, which may include residential including affordable housing, may also be considered appropriate provided that other sporting and associated uses, including employment, have been fully investigated, and that the mixed / residential use is compatible with the main use of the site, i.e. a national stadium. A residential scheme would need to take into account the presence of the existing sewerage treatment works to the north of the site and impact on residential amenities considered. The submission of an odour impact assessment would be required upfront.
- ~~There is a need to retain P~~parking provision, ~~particularly for coaches, servicing facilities and space for spectators and related services, should be~~ in line with London Plan standards ~~and should include coach parking and servicing facilities~~. The Council will

work closely with partners, including TfL and RFU, to ensure development does not lead to unacceptable impacts on the local road network. Any scheme should improve pedestrian routes where possible and encourage active travel.

- The MOL to the east of the Duke of Northumberland River forms part of a valued green corridor. The Open Land Review 2021 found that this land should be improved to enhance provision for wildlife and access. Any development proposal is required to protect and where possible enhance the Duke of Northumberland River, including access to it and the associated MOL.
- Building heights will be expected to step down from the stadium towards the boundary to respect the existing low-rise character of the surrounding area. Development will be expected to have regard for the design objectives and general guidance set out in the relevant character area profile in the Urban Design Study.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 14

Mereway Day Centre, Mereway Road, Twickenham



CONTEXT:
Proposed Site – Mereway Day Centre, Mereway Road, Twickenham, TW2 6RF

Ward	South Twickenham	Site Area	0.23 ha
Land ownership	Public	CIL Band	Richmond CIL: South Twickenham– Low MCIL: Band 1
Existing land uses	Social / community infrastructure; the site is currently vacant following demolition of a day centre (Use Class F2), which closed in 2007		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C2 Twickenham Residential
Village Plan Guidance	Character Area 11 'North of the Green', Twickenham Village Planning Guidance Area	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 1b 'very poor' • Whitton Station approximate 18 minute walk, Twickenham Station approximate 13 minute walk • CPZ: WT – West Twickenham 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Mereway Day Centre, Mereway Road, Twickenham, TW2 6RF			
Flood Risk	<ul style="list-style-type: none">• Flood Zone 2• Area Susceptible to Surface Water Flooding (1 in 1000 chance)• Area Susceptible to Groundwater Flooding (>75% risk)	Trees	None protected though there are some significant trees on the river bank.
Views	None		
Heritage Assets	Archaeological Priority <u>Area</u> : Zone – Crane Valley	Access to Open Space / Nature	<ul style="list-style-type: none">• River Crane Area of Opportunity (directly north)• Crane Park East (directly north) - Metropolitan Open Land (MOL), Site of Importance for Nature Conservation (SINC)• Mereway Nature Park (directly north) - SINC• Mereway Former Allotments (directly north) - Public Open Space• River Crane (directly west and north) - SINC• Duke of Northumberland River (40m northwest) - SINC• Kneller Gardens (100m west) - Public Open Space
Relevant Planning History	<ul style="list-style-type: none">• 20/0726/DEMPN - Demolition of existing building including all floor slabs and foundations. - Prior approval granted 29/09/2020• An application has been submitted and is awaiting validation for a residential development and associated car parking <u>was granted planning permission 01/02/2024 (ref.23/0260/FUL)</u>.		
Description of Current Site Character	The site fronts the Rover Crane to the north. It previously consisted of the Mereway Centre, a single-storey community day centre, which closed in 2007. Following the building's recent demolition, the site is now vacant, comprising of a grassed area and parking/hardstanding. Access to the site is via Mereway Road to the west, and south of the bridge which crosses the River Crane.		
Neighbour Context	The site is located in an ecologically sensitive location, next to the River Crane, adjacent to a wildlife conservation area and part of the Crane Corridor. Directly adjacent to the site is MOL and a number of SINC's. The surrounding context is predominantly two-storey residential dwelling. Mereway Road to the west is main late Victorian and early Edwardian properties, with some recent two-storey with accommodation in the roof development on Barneby Close and flats in Rowntree House to the south and east.		

Vision: Proposed site - Mereway Day Centre, Mereway Road, Twickenham

Social and community infrastructure uses to meet local needs are the most appropriate land uses for this site, given its existing land use and location in a primarily residential area.

- **Only if other alternative social or community infrastructure uses have been explored and options discounted in line with other policies in this Plan, would a residential-led scheme with policy-compliant levels of affordable housing and on-site car parking provision in line with London Plan standards be considered as a potential redevelopment option.**

- **Policy 49 Social and Community Infrastructure** in this Plan proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with **Policy 11 Affordable Housing** in terms of mix, tenure and affordability, then it would not need to be considered for alternative social infrastructure use nor marketing evidence submitted. In those circumstances, a wholly affordable housing scheme would be supported.
- Any development proposal is required to protect, and where possible enhance, the River Crane corridor and the character and openness of adjacent designated open land.
- Development will be expected to have regard for the design objectives and general guidance set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance for the area.
- Given the small size of the site, the Council's preference is for the development of the whole site to fully unlock the site's potential to deliver a viable scheme which meets the requirements above. Were a partial development to come forward, it should be demonstrated that this would not restrict the feasibility of the remainder of the site, and the site as a whole, from meeting the requirements of the Site Allocation.

Expected Implementation Timescale

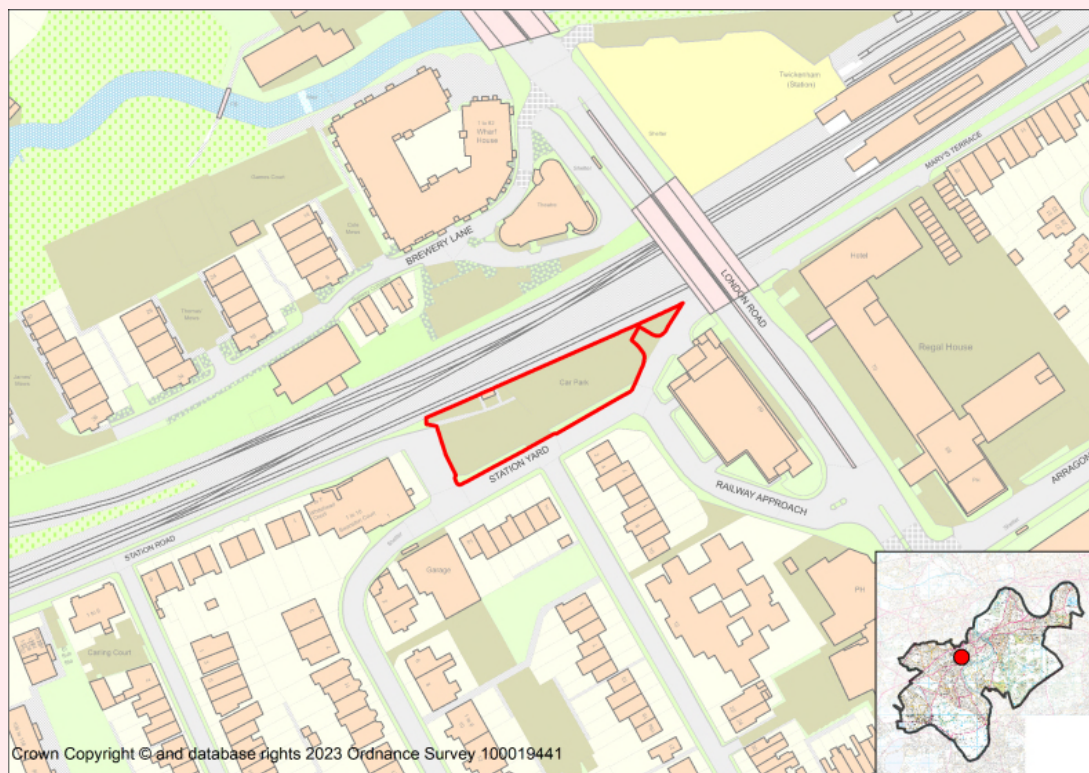
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 15

Station Yard, Twickenham



CONTEXT:
Proposed Site – Station Yard, Twickenham, TW1 4LJ

Ward	Twickenham Riverside	Site Area	0.17 ha
Land ownership	Public/private	CIL Band	Richmond CIL: Twickenham Riverside – Higher MCIL: Band 1
Existing land uses	Bus waiting stand; station car park (Sui Generis). Permission was granted in 2021 for 46 residential units (Use Class C3) on the eastern side of the site.		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C1 Twickenham Town Centre and Green
Village Plan Guidance	None	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	Twickenham Town Centre Boundary
Transport / Highways	<ul style="list-style-type: none"> • PTAL 5 'very good' • Twickenham Station approximate 2 minute walk • CPZ: D – Central Twickenham 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Station Yard, Twickenham, TW1 4LJ			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Town Centre Boundary Buffer Zone • Area Susceptible to Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding (<25% risk) • Throughflow Catchment Area 	Trees	None
Views	None		
Heritage Assets	Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA47 Queens Road Twickenham (10m west and 100m south) • Buildings of Townscape Merit (BTMs) - The Albany Public House (10m west), 2&4 Queens Road (30m southwest), 1-4 Railway Cottages Brewery Lane and former industrial building west of cottages (30m north and northwest) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Twickenham Rail Land (directly adjacent north) Site of Importance for Nature Conservation (SINC) • Crane Park East (80m north) - Metropolitan Open Land (MOL)
Relevant Planning History	<ul style="list-style-type: none"> • 19/3616/FUL - Proposed redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancements to public realm and associated works. - Granted 03/03/2021 		
Description of Current Site Character	<p>Located in Twickenham town centre close to Twickenham Railway Station, the site has a previous industrial land use (railway land). To the east the site is currently fenced off having previously been in use as a car park for the station and residents of Mary Terrace, whilst the station development works have been ongoing. This land is anticipated to become surplus to requirements once the overall development of Twickenham Station has been completed.</p> <p>The western part of the site is owned by TfL and is used intermittently as bus waiting stands. Its use is particularly important on Twickenham Stadium event days.</p> <p>The former car park on the east of the site was granted planning permission in 2021 for redevelopment for 46 new residential units of 5-6 storeys, disabled car parking, cycle parking and associated works including landscaping and enhanced public realm. This permission has not yet been implemented.</p>		
Neighbour Context	<p>The site directly adjoins the railway line to the north. To the west is the locally listed The Albany public house and the boundary of the Queens Road Twickenham Conservation Area, which contains a number of BTMs in relatively close proximity to the site.</p> <p>The immediately surrounding area south of the railway line is mixed though predominantly residential, comprising mainly of two- to three-storey late Victorian/early Edwardian dwellings. The five-storey office building Bridge House is located to the southwest.</p> <p>To the north of the railway line is the recently completed Brewery Wharf development comprising of a series of 3-5 storey buildings, including The Exchange, a community use building.</p> <p>A three minute walk to the east across the London Road bridge is Twickenham Station, which is currently at an advanced stage of development comprising three buildings ranging between 2-7</p>		

CONTEXT:

Proposed Site – Station Yard, Twickenham, TW1 4LJ

storeys. The Regal House Travelodge (9 storeys) is located east of the site on the opposite side of London Road.

Vision: Proposed site - Station Yard, Twickenham

The site presents an opportunity for a residential scheme, which would also be expected to improve the public realm/landscaping. The bus stands should be retained, redeveloped or re-sited in a suitable location.

- The bus stands on the site are important on Twickenham Stadium event days. Any comprehensive development of the site would require their retention, redevelopment or re-siting, in consultation with TfL, as well as adequate standing capacity and drivers' facilities.
- A future development is expected to retain and improve the existing cycle route and also the pedestrian link to the station via steps on the other side of the London Road bridge. There are opportunities to improve these existing links in terms of safety and permeability.
- Any development should be designed to provide an attractive frontage towards The Albany Public House. Development is expected to improve the public realm through high quality tree planting and other landscaping to improve the quality of the environment, and to complement the Council's own public realm improvements around The Albany.
- The site is in a constrained location with the railway line to the north. Any development should make sure that the amenities of future residents is protected.
- The Urban Design Study identifies part of Station Yard as a mid-rise building zone (5-6 storeys), with the opportunity for any new development to respond appropriately to the surrounding landscape and scale, in accordance with Local Plan Policy 45 Tall and Mid-Rise Building Zones. The mid-rise zone in this location provides an area of transition to the tall building zone to the north (i.e. Twickenham Station), Bridge House to the east and the more modest buildings to the south as well as the three-storey The Albany Public House. Building heights should step down from Bridge House and act as an intermediary with the smaller-scale surrounding residential properties and The Albany.
- The design of any proposal should take into account the setting and character of the adjacent Queens Road Twickenham Conservation Area and locally listed The Albany, as well as the character and openness of adjacent designated open land. Development should have regard for the design objectives and general guidance set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance for the area.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 16

Twickenham Telephone Exchange



CONTEXT:

Proposed Site – Twickenham Telephone Exchange, Garfield Road Twickenham, TW1 3JS

Ward	Twickenham Riverside	Site Area	0.18 ha
Land ownership	Private	CIL Band	Richmond CIL: Twickenham Riverside – Higher MCIL: Band 1
Existing land uses	Telephone exchange (sui generis) and associated office space		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C1 Twickenham Town Centre and Green
Village Plan Guidance	None	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	Twickenham Main-Town Centre Boundary
Transport / Highways	<ul style="list-style-type: none"> PTAL 5 'very good' Twickenham Station approximate 4 minute walk CPZ: D – Central Twickenham 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Twickenham Telephone Exchange, Garfield Road Twickenham, TW1 3JS			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Main-Town Centre Boundary Buffer Zone • Area Susceptible to Groundwater Flooding (<25% risk) • Throughflow Catchment Area 	Trees	None
Views	None		
Heritage Assets	Building of Townscape Merit (BTM) - Twickenham Police Station Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA8 Twickenham Riverside (directly south and west) • Listed Buildings – Central Library (Grade II) (14m west) • Buildings of Townscape Merit (BTMs) - 21-31 [odds] York Street (directly south), 3-19 [odds] York Street (17-60, southwest), 27-37 [odds] Arragon Road (20m east), 2-24 [evens] London Road (24-70m east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Garfield Road Park Open Space (19m northwest) - Other Open Land of Townscape Importance (OOLTI) and Public Open Space
Relevant Planning History	None.		
Description of Current Site Character	The Telephone Exchange is a detached three-storey flat roofed building in Twickenham town centre within the Twickenham Cultural Quarter. The building fronts Greenfield Road though its rear façade fronts Arragon Road. Both these frontages are inactive and currently detract from the streetscene. Access is via the eastern side of Garfield Road where there is also vehicular access to a small servicing yard to the north of the building. The site is subject to an Article 4 Direction restricting change of use from commercial to residential.		
Neighbour Context	The surrounding area is a mix of uses comprising residential, commercial, offices and the Grade II Listed library directly opposite Garfield Road. Immediately north and to the northeast is Sandringham Court, comprising two 3-storey purpose-built blocks of flats with paved courtyard in the centre. Directly east is the locally listed art deco 3-storey shopping parade with residential in upper floors, which fronts York Street and marks the boundary of the CA8 Twickenham Riverside Conservation Area. Next to the library, opposite the site on Garfield Road, is the rear of the locally listed William Webb Ellis public house which fronts London Road. Opposite the rear of the site on the opposite of Arragon Road are Georgian terraces typically 2 and a half to 3 and a half storeys in height, some of which are BTMs. To the northwest of the site is a popular pedestrian cut-through to London Road, via Greenfield Road Park; a small designated area of open land wand through-route to a multi-storey car park on Arragon Road, and shops and restaurants on London Road, including a Waitrose supermarket.		

CONTEXT:

Proposed Site – Twickenham Telephone Exchange, Garfield Road Twickenham, TW1 3JS

Twickenham Station is located 300m north.

Vision: Proposed site - Twickenham Telephone Exchange

If the Telephone Exchange is declared surplus to requirements, there is an opportunity for the comprehensive redevelopment of the whole site for a mixed-use scheme, comprising commercial / retail and residential.

- There is an expectation that redevelopment provides employment space in this Town Centre boundary. There is opportunity for a range of commercial and retail uses suitable on the site, such as space for creative industries, an indoor retail/food market, niche retail or a small cinema. The optimum location of these uses would be on the ground floor fronting Garfield Road, to extend the town centre offer and enhance the Twickenham Cultural Quarter.
- Residential uses would be suited to the upper floors and the area fronting Arragon Road.
- Any redevelopment should create an active and attractive frontage on both Garfield Road and Arragon Road. The frontage of Garfield Road should be designed to enhance the vibrancy of the area. It should be designed to create cohesion with the Grade II Listed Building opposite and the green link through Garfield Road Park. The frontage along Arragon Road, whilst residential, should still be active and provide visual stimulation (such as no large blank facades with small windows) whilst still providing security to future residents.
- Careful consideration of the roof treatment and overall design and materials would be required to ensure there is no harm to the adjacent Conservation Area, having regard to the design objectives set out in the relevant character area profile in the Urban Design Study.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 17

Twickenham Riverside and Water Lane/King Street



CONTEXT:

Proposed Site – Twickenham Riverside and Water Lane/King Street, Twickenham, TW1 3SD/3DX

Ward	Twickenham Riverside	Site Area	1.06 ha
Land ownership	Mixed including public	CIL Band	Richmond CIL: Twickenham Riverside – Higher MCIL: Band 1
Existing land uses	Pontoon; pavilion (café/bar) with community use and associated children's play area and public toilets (Diamond Gardens) (Sui Generis); commercial / retail (Use Class E), gym (Use Class E) and residential (Use Class C3)		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C3 Twickenham Riverside
Village Plan Guidance	None	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	Twickenham Main Town Centre Boundary
Transport / Highways	<ul style="list-style-type: none"> • PTAL 5-6a 'very good to excellent' • Twickenham Station approximate 8 minute walk • CPZ: D – Central Twickenham 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Twickenham Riverside and Water Lane/King Street, Twickenham, TW1 3SD/3DX			
Flood Risk	<ul style="list-style-type: none"> • Flood Zones 2 and 3a/b (southern boundary); Flood Zone 1 (remainder of site) • Main Town Centre Boundary Buffer Zone • Critical Drainage Area • Area Susceptible to Groundwater Flooding (<25% risk) • Throughflow Catchment Area 	Trees	None subject to TPO though Diamond Jubilee Gardens contains high quality trees protected by the Conservation Area. There are street trees on King Street which provide significant townscape value.
Views	None		
Heritage Assets	CA8 Twickenham Riverside Conservation Area (south and eastern part of site and adjacent immediately north) Archaeological Priority Zone - Twickenham & Marble Hill Building of Townscape Merit (BTM) - Queen Hall rear of 9 King Street Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA47 Queens Road Twickenham (immediately north) • Listed Buildings – Boat House Cross Deep Wharf (Grade II) (15m southwest), 10-12, 28-36 [evens] King Street (Grade II) (immediately north), 2 York Street (Grade II) (25m northeast), 52, 60-62 King Street (Grade II) (40m northwest), telephone kiosk (Grade II) (junction of King Street and Water Lane) • BTMs – 6-8, 16-22, 26-30, 46-52 [evens] King Street (immediately north), 31 Church Street, 9-21 [odds] Water Lane (immediately east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Diamond Jubilee Gardens (on site) • River Thames (immediately south) - Metropolitan Open Land (MOL) Other Open Land of Townscape Importance (OOLTI) and Public Open and Site of Importance for Nature Conservation (SINC)
Relevant Planning History	<ul style="list-style-type: none"> • 21/2758/FUL - Demolition of existing buildings and structures and redevelopment of the site comprising 45 residential units (Use Class C3), ground floor commercial/retail/café (Use Class E), public house (Sui Generis), boathouse locker storage, floating pontoon and floating ecosystems with associated landscaping, reprovion of Diamond Jubilee Gardens, alterations to highway layout and parking provision and other relevant works. - Resolution to grant planning permission by Planning Committee 24/11/2022 		
Description of Current Site Character	<p>The site is located in the centre of Twickenham and occupies frontages to three roads: King Street to the north, Water Lane to the east and The Embankment to the south, which fronts the River Thames.</p> <p>Formerly the Twickenham Lido in the southern section of the site fronting the river is designated brownfield land. It was redeveloped in the 2000s to house a pavilion with café with community uses and associated children's playspace and public toilets. Renamed Diamond Jubilee Gardens, this area is open to the public and is managed by the Twickenham Riverside Trust.</p> <p>To the east on Water Land is a car park, substation and derelict office blocks 2-3 storeys in height. Fronting King Street to the north, at the corner is a post-war commercial/retail parade 2 storeys in height, which adjoins a 3-storey art deco parade. Some of the upper floors are residential.</p>		

CONTEXT:

Proposed Site – Twickenham Riverside and Water Lane/King Street, Twickenham, TW1 3SD/3DX

Diamond Jubilee Gardens is separated from the commercial units to the north via an access line off Wharf Lane to the west. Onsite rear parking is provided here for the commercial units/flats fronting King Street.

Part of the site is in CA8 Twickenham Riverside Conservation Area but not the commercial units. CA47 Queens Road Twickenham Conservation Area is directly adjacent to the north. Queens Hall to the rear of 8 King Street is a BTM.

Resolution to grant planning approval was recently given by Planning Committee for redevelopment of the site for 45 new flats, commercial/retail/cafe space, public house, boathouse storage, pontoon and reprovion of Diamond Jubilee Gardens.

Neighbour Context

The surrounding area comprises a mix of commercial, office and residential uses, with Twickenham Station an 8 minute walk to the north. Bounding the site to the south is the Embankment, which is 23-30m in width from the River Thames. Most of this space is a car park though it also forms part of the Thames Path trail. To the southeast is the bridge to Eel Pie Island. The Thames Path trail passes through the south of the site.

Modern 2-storey dwellings front Water Lane to the east, with shops at the northern end which adjoin the busy shopping centre on King Street, where there are a number of Listed Buildings and BTMs.

Wharf Lane which abounds the site to the west has an inactive and unattractive frontage. On the opposite side of the site, the lane comprises enclosed rear walls of shops/flats fronting King Street to the north; Thames Eyot & Eyot Lodge flats to the south, and an access point to a car park and servicing area. These residential flats are 3-storeys in height and are accessed from Cross Deep, which runs south from King Street.

Vision: Proposed site - Twickenham Riverside & Water Lane/King Street

There is an opportunity for the comprehensive redevelopment of the site to provide residential, including affordable housing, and a range of commercial uses to bring back into use large parts of the area that are currently derelict; either through new-build or converting existing buildings. Development should provide high-quality public realm and improvements to the riverside and open space.

- There is an opportunity to improve connections between the core of the town centre and the riverside to create a destination.
- Due to its town centre location, the site could accommodate a range of commercial uses, including retail, office, cafes, restaurant/public house or hotel. Retail should be maintained at ground-floor **oi**n the existing **Primary Shopping Area retail frontage** of King Street. As this site is on one of the Borough's town centres, there is an expectation that any proposal provides employment floorspace, particularly offices which could be in the form of flexible shared workspaces.
- Residential uses should be located on the upper floors to retain/provide active commercial frontages on the ground floor. Affordable housing should be provided at policy compliant levels.
- The Council expects that high-quality public realm is created within the site, with a new public square or civic space that can be used for events and playspace. There is an aspiration to provide public toilets. Any proposal should include open space that is a minimum equivalent as the existing provision, in terms of quantum and quality, and open and accessible to the public. This can be achieved through improvements/enhancements to the Diamond Jubilee Gardens or through reprovion and redistribution within the site.
- Hard or soft landscape design should increase the urban greening of the site and provide outdoor space for outdoor activities and uses. It should provide coherent routes through the site to promote active travel such as walking and cycling.

- Any proposal should seek to maintain the Embankment as a working quay. Development should provide mooring and landing facilities and show consideration of the character and function of Eel Pie Island.
- Given the high PTAL, a reduction in car parking is sought to improve the environment of the Embankment. There should be a comprehensive approach to servicing and delivery.
- Owing to the site's location on the banks of the River Thames, flood defences should be upgraded and improved. Works should be informed by discussions with the Environment Agency.
- Given the heritage sensitivities, the density of the new development should be optimised in a way appropriate to this immediate context. Overall design, heights and massing would be required to take views into account; ensure there is no harm to the Conservation Areas and settings of listed buildings and BTMs; and have regard to the design objectives set out in the relevant character area profile in the Urban Design Study.
- It is recognised that a planning application for redevelopment of the site for a mixed-use scheme comprising residential and commercial has recently received resolve to grant permission by Planning Committee.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 18

Homebase, Twickenham Road, Hanworth



CONTEXT:

Proposed Site – Homebase, Twickenham Road, Hanworth, TW13 6EZ

Ward	West Twickenham	Site Area	1.5 ha
Land ownership	Homebase	CIL Band	Richmond CIL: West Twickenham – Low MCIL: Band 1
Existing land uses	Retail use hardware store and associated car park (Use Class E); small section of car park in temporary use as windscreen repair service; McDonalds drive-thru (Use Class E)		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C7 Fulwell & West Twickenham Residential
Village Plan Guidance	Character Area 1 'Rivermead and Surrounds', Twickenham Village Planning Guidance	Neighbourhood Plan	
London Plan Designations	None specified.	Type of Centre	None – out of town centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 2 'poor' • Fulwell Station approximate 30 minute walk, Whitton Station approximate 32 minute walk, Feltham Station approximate 36 minute walk, Strawberry Hill 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Homebase, Twickenham Road, Hanworth, TW13 6EZ			
	<p>Station approximate 37 minute walk</p> <ul style="list-style-type: none"> • No Controlled Parking Zone • Public vehicular access to the site is via Twickenham Road with a second access used for deliveries/loading off Twickenham Road to the east • Total of 150 car-parking spaces on site for Homebase customers • Twickenham Road a TfL-maintained 'red route' (A305) • Site is adjacent to TfL-maintained Great Chertsey Road 'red route' (A316) 		
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Groundwater Flooding (>75% risk) • Parts of southeast of site Area Susceptible to Surface Water Flooding (1 in 1000 chance) and area near site entrance (1 in 100 chance) 	Trees	<ul style="list-style-type: none"> • None • Established row of non-protected trees outside site along border with Twickenham Road.
Views	None		
Heritage Assets	None	Access to Open Space / Nature	<ul style="list-style-type: none"> • Fulwell Public Golf Course (60m south) - Metropolitan Open Land (MOL), Site of Important Nature Conservation (SINC) and Public Open Space • Glebe Gardens, Glebe Way (100m east) - Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	None.		
Description of Current Site Character	<p>Homebase Superstore is a large hardware and retail store with associated car park, accessed north of Twickenham Road. The building is a typical 1990s purpose-built design for its type: single-storey and wide with a pitched roof and front gable. Two temporary use single-storey kiosks occupy the site to the north, which operate as vehicular glass repair services. A McDonalds drive-thru and car park occupy the site to the west.</p> <p>The site adjoins Great Chertsey Road to the north where boundary treatment is meshed wire fencing and concrete poles, with some overgrown greenery of low value. To the south the boundary treatment along Twickenham Road is wooden fencing.</p>		
Neighbour Context	<p>The surrounding area is a mix of commercial, industrial and residential uses. The north of the area is dominated by the busy Chertsey Road which is also the borough boundary with Hounslow. Immediately west of the site is the Apex Corner roundabout connecting Great Chertsey Road (A316), Hampton Road (A305) and Twickenham Road. Directly south off Apex Corner is a tyre-fitting service (134 Twickenham Road) and a retail unit adjacent to this.</p> <p>Neighbouring residential dwellings are two-storey in height and comprise short terraces and semi-detached pairs: Nos. 1a-c Glebe Cottages and 1 & 2 Twickenham Road to the southeast, and 1-17 [odds] Butts Crescent to the east. The rear gardens of properties fronting Butts Crescent and 1a Glebe Cottage directly abut the site. Further two-storey dwellings front Twickenham Road</p>		

CONTEXT:

Proposed Site – Homebase, Twickenham Road, Hanworth, TW13 6EZ

on the opposite side of the street to the south. Beyond these is Fulwell Golf Course which is designated MOL, a SINC and Public Open Space. Within these grounds is the large two-storey David Lloyd fitness centre.

The site is not in a conservation area and there are no Listed Buildings or BTMs.

Vision: Proposed site - Homebase, Twickenham Road, Hanworth

The site presents a significant opportunity to bring forward high-quality residential-led redevelopment with a flexible range of other uses, including retail, office, commercial and community/social. New development will provide improvements to the quality of the public realm with landscape design and trees. Provision of on-site car parking to London Plan standards will be expected, with an opportunity to reconfigure existing delivery/servicing arrangements to improve noise and disturbance-related amenities for neighbouring dwellings.

- It is recognised that McDonalds is in separate ownership to the remainder of the site. Development is not dependent on the comprehensive redevelopment of the entire site, which may come forward in part, though a comprehensive redevelopment would be supported.
- There is a need for housing in the borough and this site is considered suitable for a substantial provision of new housing units (including a policy compliant level of affordable housing).
- As the site is located outside of a town centre **and defined Primary Shopping Area and defined retail frontage**, the existing retail use is not protected. The Council expects any redevelopment to provide a range of uses, including retail, office, commercial and community/social, to meet local needs.
- Residential development should be sited away from Great Chertsey Road, to mitigate impact of air pollution and noise on future residents.
- Any redevelopment proposal should create an attractive frontage on Twickenham Road, including protection of street trees, as well as planting of new trees and improved landscaping. There is an expectation that any redevelopment will provide new on-site Public Open Space in addition to any external amenity space requirements; delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and wellbeing of future occupants and users, including surrounding communities.
- There is potential to increase heights and massing towards the north and northwest of the site, stepping down to respect the low-rise urban grain of existing neighbouring dwellings; having regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

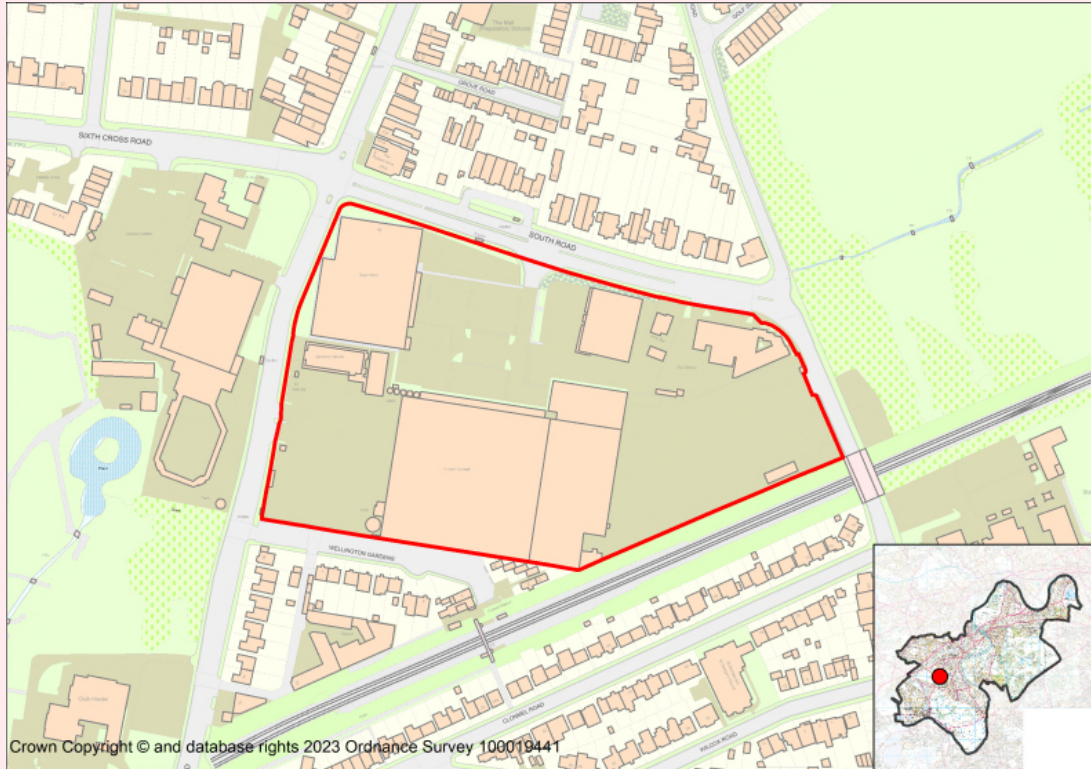
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 19

Fulwell Bus Garage, Wellington Road, Twickenham



CONTEXT:

Proposed Site – Fulwell Bus Garage, 82 Wellington Road, Twickenham, TW2 5NX

Ward	Fulwell and Hampton Hill	Site Area	4.4 ha
Land ownership	Public and private	CIL Band	Richmond CIL: Fulwell and Hampton Hill – Low MCIL: Band 1
Existing land uses	Bus depot and associated offices (Sui Generis), ambulance station (Sui Generis), fire station (Sui Generis), supermarket, retail and associated car parking (Use Class E), car showroom (Sui Generis)		
Local Plan Place-Based Strategy	Twickenham, Strawberry Hill & St Margarets	Urban Design Study Area	C4 Strawberry Hill Residential
Village Plan Guidance	Character Area 5 'Fulwell Triangle', Twickenham Village Planning Guidance	Neighbourhood Plan	
London Plan Designations	None specified	Type of Centre	None – out of town centre

CONTEXT: Proposed Site – Fulwell Bus Garage, 82 Wellington Road, Twickenham, TW2 5NX			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 3 'moderate' • Fulwell Station approximate 3 minute walk • No Controlled Parking Zone • Vehicular access via South Road and Stanley Road • Existing car park for retail customers 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Groundwater Flooding (>75% risk with northern end of site 50-75% risk) • Area Susceptible to Surface Water Flooding (between 1 in 30 and 1000 chance) • Throughflow Catchment Area 	Trees	TPO Group Area along northwestern corner of site, TPO trees on northern border, TPO tree outside site on southern boundary
Views	None		
Heritage Assets	Fulwell Bus Depot – Building of Townscape Merit (BTM)	Access to Open Space / Nature	<ul style="list-style-type: none"> • Area Poorly Provided with Public Open Space • Fulwell Public Golf Course (15m west) - Metropolitan Open Land (MOL), Site of Important Nature Conservation (SINC) and Public Open Space) • Strawberry Hill Golf Course (15m east) - MOL, SINC • Teddington Cemetery (270m southeast) - SINC, Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	None.		
Description of Current Site Character	<p>The multi-use site is occupied by an operational TfL bus depot to the south comprising large garage and associated offices (Busways House). A supermarket and retail store are located in the northwestern corner, currently occupied by Lidl and B&Q, with large car park towards the centre. There is also a car sales / servicing & MOT garage (Citygate SEAT and Volkswagen Twickenham). In the northeast of the site are the operational Twickenham Ambulance Station and Twickenham Fire Station.</p> <p>Fulwell Bus Garage was formerly a tram depot built in 1902 for London United Tramways from where London's very first trolleybuses operated. Rebuilt in 1987, it has four gabled and pedimented spans, circular glazed openings at the top of each gable and a large central clock. It is a dominant feature in the area, with original red bricked garages and red bricked wall running along its boundary with Stanley Road.</p> <p>The site is bounded by railway lines to the south, Wellington Road to the east, South Road to the north and Stanley Road to the west.</p> <p>There are a number of protected trees along the northwestern corner and northern border of the site.</p>		
Neighbour Context	<p>The surrounding area has a varied character with a mix of commercial, industrial and residential uses.</p> <p>West of the site is Fulwell Golf course and retail uses, including the large Squire's Garden Centre. To the south are two-storey residential dwellings which front Wellington Gardens and face the site.</p>		

CONTEXT:

Proposed Site – Fulwell Bus Garage, 82 Wellington Road, Twickenham, TW2 5NX

Fronting the busy South Road to the north are residential dwellings two- to three-storeys in height. West of the site is Strawberry Hill Golf Club which includes some retail development.

Vision: Proposed site - Fulwell Bus Garage

The Council would support a redevelopment of the site which protects the BTM bus garage and its setting; and retains the bus garage operation and social infrastructure use on site. Additional acceptable uses on site include residential with a policy-compliant level of affordable housing (in line with public sector land disposal). Development will provide opportunities for improved permeability through the site, including to Fulwell Station, as well as improved public realm with enhanced biodiversity and landscaping.

- The existing bus garage use should be retained to safeguard capacity for efficient and sustainable operation of the bus network, unless it is demonstrated that it is operationally no longer needed or enhanced re-provision has been made elsewhere in a convenient and accessible alternative location.
- The ambulance and fire station uses will be retained unless surplus to requirements. Only if other alternative social or community infrastructure uses have been explored and options discounted in line with other policies in this Plan, would a residential-led scheme with policy compliant levels of affordable housing and on-site car parking be considered as a potential redevelopment option.
- ~~As it~~ The site is located outside of a town centre and defined Primary Shopping Area and defined retail frontage, the existing retail use is not protected. The Council expects any redevelopment to provide a range of uses, including retail, office, commercial and community/social, to meet local needs.
- There is a need for housing in the borough and this site is suitable for a substantial provision of new housing units, including a policy compliant level of affordable housing). In line with the London Plan where there is publicly owned land, the Council expects that grant funding opportunities are explored to increase affordable housing provision above what is expected in policy.
- The BTM will need to be retained and its setting protected and enhanced.
- There is opportunity to open up the site at the south to improve pedestrian and cycling routes to Fulwell Station. Any proposals for placemaking at this part of the site would need to be designed in a way appropriate to the wider context; including protecting the openness and character of designated open land, and the low-rise urban grain of houses on Wellington Gardens, and protecting the amenities of these occupiers.
- Permeability through the site should be improved, in particular for active forms of travel, such as walking and cycling. Development should seek to improve the public realm through enhanced landscaping and biodiversity. There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and wellbeing of future occupants and users, including surrounding communities.
- Development, including heights, design and massing, should have regard to the design objectives set out in the relevant character area profiles in the Urban Design Study and Village Planning Guidance.
- It is recognised that the site is of mixed ownership. Any developer would be expected to approach and work in partnership with all landowners as part of a comprehensive redevelopment of the site. However, it is recognised that the site may come forward in

part, which would also be supported subject to other requirements being met as identified in the Site Allocation above.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

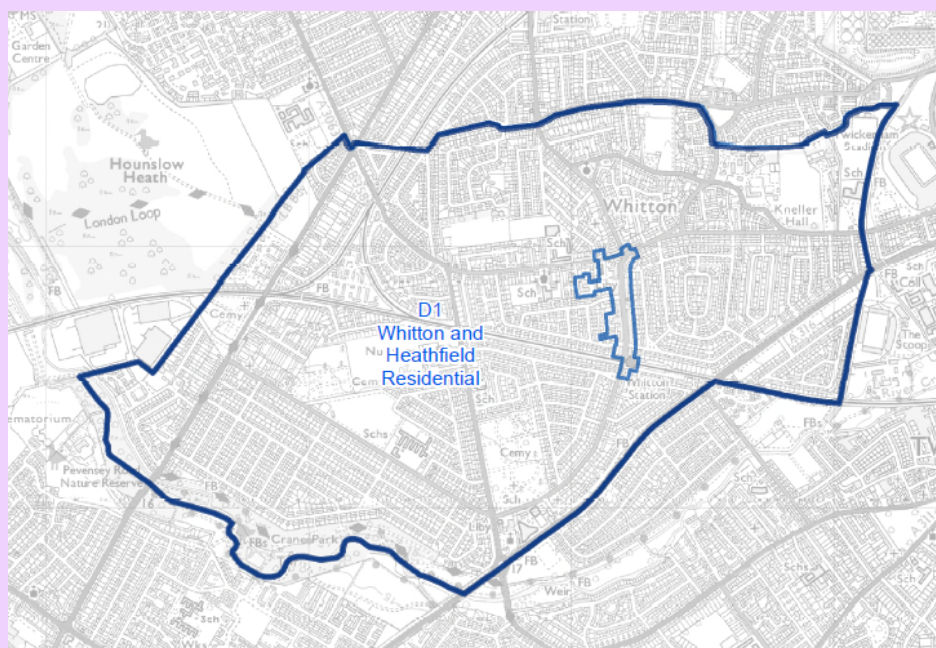
Long (10-15 years)

9 Place-based Strategy for Whitton & Heathfield

Policy PBS4 Place-based Strategy for Whitton & Heathfield

Area Profile

The Whitton & Heathfield area encompasses Whitton and Heathfield Residential and Whitton High Street. These are character areas D1 and D2 in the Urban Design Study.



Whitton and Heathfield is slightly isolated from the rest of the borough as a result of heavy traffic on Chertsey Road (A316) and by the River Crane. The residential areas are primarily large estates of inter-war terraced or semi-detached houses set back from the street with hedgerows.

Whitton has a unique 1930s High Street, whilst the Heathfield area has less of a focus with few focal points.

Whitton town centre forms a focus of retail activity and is identified as a district centre in the borough's centre hierarchy and the London Plan (see section 6 of the Plan). However, the London Plan recognises it has low commercial growth potential. There are also three smaller shopping parades, around Hanworth Road, Nelson Road and Powder Mill Lane, serving day-to-day needs. Whitton centre also plays a particular role for visitors to Twickenham Stadium.

The River Crane and Crane Park provide a natural environment, enclosed from the surrounding housing estates by mature vegetation. This is continued through several open spaces including Heathfield Recreation Ground, Murray Park and Twickenham Cemetery. Hounslow Heath separates the area from further development to the west.

A striking contrast to its surrounds is the Grade II listed Kneller Hall and gardens, which was built in the early 18th Century as a large house near to the former village centre and then home to the Royal Military School of Music for over 150 years (until Summer 2021).

Whitton is less accessible by public transport in comparison to Richmond and Twickenham.

As part of the Urban Design Study consultation in 2021, feedback was invited on what people value in their area. Character area D1 Whitton and Heathfield Residential scored poorly across all aspects, with green and open spaces scoring the highest. Character area D2 Whitton High Street was scored highest for shops and restaurants, while valuing heritage, tranquillity, green spaces and vibrancy received slightly lower scores.

Overall strategy

Overall, the Urban Design Study recognises that Whitton and Heathfield Residential D1 has having a medium sensitivity to change, with some areas of high sensitivity, including listed buildings and open spaces. The strategy is to improve the character of this area, with future new development using historic references, as well as taking opportunities to develop new character and sense of place. Overall, Whitton High Street D2 has a medium sensitivity to change, owing to the consistency in built vernacular and scale of buildings along the High Street, and the strategy is to conserve its uniformity and functionality and enhance its strength of character and identity. The Urban Design Study contains design guidance for each character area.

Other initiatives

The Council works with 'Love Whitton', by Whitton Business Association and the Town Centre Manager. Love Whitton actively promote Whitton businesses, and in the community they organise and fund local events that attract people into the High Street, including an annual St Georges Day Parade.

Vision

The vision for Whitton & Heathfield is to retain and reinforce the established character of the area and ensure the provision of community facilities and transport links. This includes protecting the 1930s architecture, within both Whitton High Street and in the surrounding residential areas and encouraging village events such as markets or regular cultural events, in the High Street or in other suitable areas such as parks and open spaces.

There are some development sites that provide the opportunity to develop new character, including ensuring Kneller Hall lies at the heart of the Whitton community, through a viable long-term use protecting its heritage significance and opening up the site to include community uses along with a new public park.

Policy

Future development in this place is expected, where relevant, to:

- **Conserve the consistency and suburban quality of the area, retaining and restoring front gardens and boundary walls as an important characteristic that provides consistency to the streetscene.**

- Consider opportunities to reduce the dominance of cars and promote active travel; improve permeability and create space for pedestrians; introduce measures to improve cycling safety and air quality.
- Embrace the Crane River valley character in adjoining urban spaces by implementing appropriate planting palettes and wayfinding.
- Contribute to enhancing the sense of arrival and quality of the public realm at Whitton Station, identifying opportunities for art, wayfinding, and public realm.
- Contribute to opportunities to provide space for dwelling and encourage village events such as markets or regular cultural events in the High Street or in other suitable areas such as parks and open spaces; including temporary pedestrianisation of roads to enable “spill-out” from restaurants, cafés and pubs, and restoring and maintaining street trees and planters.
- In areas deficient in access to Public Open Space, consider opportunities to improve access to existing spaces; either through design and public realm improvements, or where opportunities arise, provide new publicly accessible open space. Open spaces that are currently not publicly accessible, such as Kneller Hall, will be encouraged to make them available for public access and use.

Within the town centre boundary, the Telephone Exchange (Site Allocation 20) provides a redevelopment opportunity to provide for employment and social infrastructure use, increasing permeability to the High Street, with some opportunity in the identified mid-rise zone in Whitton Town Centre in accordance with Policy 45 Tall and Mid-Rise Building Zones. There is an opportunity to create a sense of identity through future landmark developments, enhanced public realm, and gateway features at either end of Whitton High Street. Shopfronts, including signage and canopies, should be in keeping with the 1930s character, and original shopfronts should be retained, reinstated and enhanced (in accordance with the shopfront guidance in the Whitton and Heathfield Village Planning Guidance SPD).

At Kneller Hall (Site Allocation 21) there is an opportunity to create a mixed use “quarter” bringing new homes, employment and community uses, including in the identified mid-rise zone in accordance with Policy 45 Tall and Mid-Rise Building Zones. This will be set within the protected landscape and heritage significance of the Grade II listed Hall and MOL, with the opportunity to open up community access, including a new public park offering recreation and leisure as well as informal play and wildlife habitats.

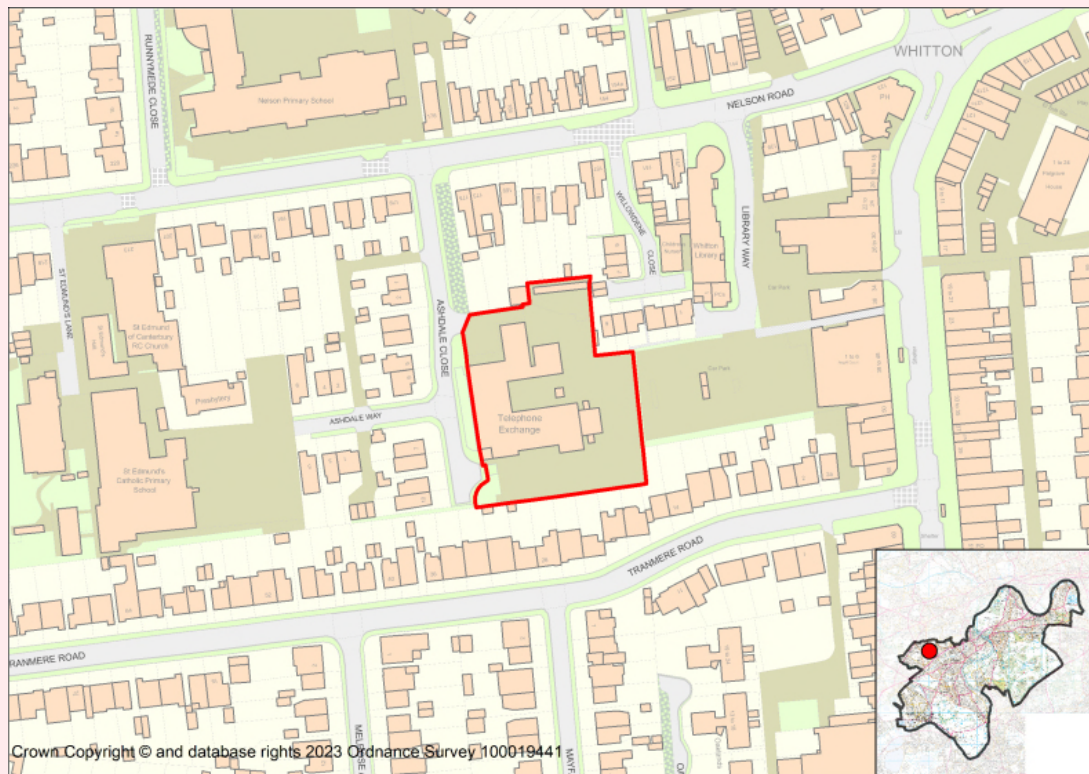
At Whitton Community Centre (Site Allocation 22) there is an opportunity to reprovide community facilities (the existing ~~day~~ **community** centre and pharmacy) with affordable housing above, to provide modern facilities for the elderly and wider local community.

See details in the Site Allocations within this area:

- Telephone Exchange, Ashdale Close, Whitton
- Kneller Hall, Whitton
- Whitton Community Centre, Percy Road, Whitton

Statement Site Allocation 20

Telephone Exchange, Ashdale Close, Whitton



CONTEXT:

Proposed Site – Kneller Hall Telephone Exchange, Ashdale Close, Whitton, TW2 7BE

Ward	Whitton	Site Area	0.14ha
Land ownership	Private	CIL Band	Richmond CIL: Whitton – Low MCIL: Band 1
Existing land uses	Telephone exchange (sui generis) and associated office use		
Local Plan Place-Based Strategy	Whitton & Heathfield	Urban Design Study Area	D2 Whitton High Street
Village Plan Guidance	Character Area 1 'High Street Whitton', Whitton & Heathfield Village Planning Guidance	Neighbourhood Plan	
London Plan Designations	Brownfield Site Register	Type of Centre	Whitton Main -Town Centre Boundary
Transport / Highways	<ul style="list-style-type: none"> PTAL 2 'poor' Whitton Station approximate 4 minute walk No Controlled Parking Zone 	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Kneller Hall Telephone Exchange, Ashdale Close, Whitton, TW2 7BE

Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Groundwater Flooding (>75% risk) • Area Susceptible to Surface Water Flooding (1 in 100 and 1 in 1000 chance) 	Trees	None
Views	None		
Heritage Assets	None on site Adjacent to site: <ul style="list-style-type: none"> • Buildings of Townscape Merit (BTMs) - 161-167 [odds] Nelson Road (20m north), 38-48 & 34-36 High Street (65m east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Area Poorly Provided with Public Open Space • St Edmunds School grounds (150m west) - Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	None		
Description of Current Site Character	The detached telephone exchange fronts Ashdale Close to the east and is two to four storeys with flat roof. It appears to date from the 1960s/70s. The building is enclosed by hard surfacing and on-site car parking. There is an Article 4 Direction which removed permitted development rights for change of use from Use Class E to residential (C3).		
Neighbour Context	The immediately surrounding area is suburban and predominantly low-rise in nature, comprising two-storey interwar semi-detached dwellings. The site borders the rear gardens of houses fronting Nelson Road to the north, Tranmere Road to the south and Willowdene Close to the east. Directly to the east is a Council car park, accessed via Library Way which runs north to the High Street. Here the area becomes more mixed and commercial in nature, where heights range up to three storeys. Whitton Library fronts the west of Library Way.		

Vision: Proposed site - Telephone Exchange, Ashdale Road, Whitton

If the Telephone Exchange is declared surplus to requirements, there is an opportunity for comprehensive redevelopment of the site. Appropriate land uses include employment and social infrastructure or other appropriate **main-town** centre uses. Any development should explore provision of employment space, such as offices or other commercial, uses, before a mixed-use scheme with housing would be considered, including policy compliant affordable housing.

- The applicant/owner will be expected to work together with the Council and adjoining landowners to bring forward a scheme that contributes to the vitality and viability of Whitton town centre.
- There is an expectation that redevelopment provides employment space in this town centre boundary location, particularly offices which could be in the form of flexible shared workspaces.
- Any redevelopment proposal should provide for employment and social infrastructure or other appropriate **main-town** centre uses.
- Only if other **main-town** centre uses as well as social infrastructure or community uses have been explored and options discounted in line with other policies in this Plan, would a mixed use scheme with housing, including policy compliant affordable housing, be considered as a potential redevelopment option.

- There is opportunity for a comprehensive redevelopment of the site. Development should ensure that the site establishes a positive relationship with the surrounding area, including car park, library and High Street. This should include increased permeability from the site for pedestrians and cyclists through to the car park and to the High Street.
- The Urban Design Study identifies a mid-rise building zone (5-6 storeys) in Whitton Town Centre set back from the High Street, which much of this site falls within, with potential for development to improve the character of the town centre, in accordance with Local Plan Policy 45 Tall and Mid-Rise Building Zones.
- Design objectives and general guidance relating to the local character of the area, which the redevelopment of this site should have regard to, is set out in the Urban Design Study in the character area profile and design guidance for D2 Whitton High Street and the Whitton and Heathfield Village Planning Guidance SPD.

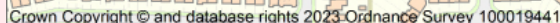
Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Kneller Hall, Whitton



CONTEXT: Proposed Site – Kneller Hall, Kneller Rd, Whitton, Twickenham, TW2 7DN			
Ward	Whitton	Site Area	9.72 ha
Land ownership	Private (previously in public sector ownership)	CIL Band	Richmond CIL: Whitton – Low MCIL: Band 1
Existing land uses	Formerly home of the Royal Military School of Music (Use Class F1). The site has temporary permission for film-making.		
Local Plan Place-Based Strategy	Whitton & Heathfield	Urban Design Study Area	D1 Whitton & Heathfield Residential
Village Plan Guidance	Character Area 6 ‘Kneller Hall’, Whitton & Heathfield Village Planning Guidance	Neighbourhood Plan	
London Plan Designations	Brownfield Site Register	Type of Centre	None – outside town centre
Transport / Highways	<ul style="list-style-type: none">• PTAL 2 ‘poor’• Whitton Station approximate 10 minute walk• Controlled Parking Zone: R – Twickenham Events	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Kneller Hall, Kneller Rd, Whitton, Twickenham, TW2 7DN			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Area Susceptible to Groundwater Flooding (>75% risk) 	Trees	Significant number of trees on site subject to TPO including some TPO Area Groups
Views	None		
Heritage Assets	Archaeological Priority Zone – Whitton Listed Building – Kneller Hall (Grade II), boundary walls and gatepier (Grade II), coach house (curtilage Grade II) Buildings of Townscape Merit (BTMs) Adjacent to site: • BTM - Duke of Cambridge Public House, Kneller Road (14m southwest of site)	Access to Open Space / Nature	<ul style="list-style-type: none"> • Area Poorly Provided with Public Open Space • Candidate site for designation as a Site of Important Importance for Nature Conservation (subject to Regulation 19 Local Plan consultation) • Kneller Chase Bridge (eastern part of site – Metropolitan Open Land (MOL)) • South of Kneller Road (5m south of site) (150m west) - Other Open Land of Townscape Importance (OOLTI)
Relevant Planning History	<ul style="list-style-type: none"> • 22/0344/LBC - Listed Building consent for internal works at Kneller Hall associated with investigations, opening up and enabling works to inform future development proposals. - Granted 07/07/2022 • 22/1157/FUL & 22/1158/LBC - Temporary use of existing buildings and land for film-making purposes. - Granted 13/06/2022 • There is a live full planning application and Listed Building consent under consideration (22/3004/FUL and 22/3005/LBC) for: demolition of the existing modern buildings; conversion of Kneller Hall and associated buildings to a day school; internal/external alterations to Kneller Hall including demolition and rebuilding of west wing single-storey extension; new purpose-built buildings for teaching space, indoor sports facilities, sporting pavilion and forest school building; alterations to existing playing fields to include an all-weather pitch, flood lighting to existing tennis courts and returfing; new access from Whitton Dene; associated works. The application has been subject to pre-application advice as part of a Planning Performance Agreement with the Local Planning Authority. 		
Description of Current Site Character	<p>Formerly a private estate with a large house in the centre, the highly sensitive site was home to the Military School of Music for over 150 years until the Ministry of Defence released it in 2016. The site was sold to Dukes Education Group, who run a Twickenham-based public school and intend to make the Kneller Hall site the new home for their Radnor House School. There is a live planning application under consideration for their plans.</p> <p>The main building is Grade II Listed, largely dating from 1848 and neo-Jacobean in style. Some buildings were added in the grounds over the years in connection with the music school use, including the Band Room which is a BTM. The coach house, now a guard room, is curtilage Grade II listed and the boundary walls are listed in their own right. Kneller Hall has undergone many changes throughout its history, though whilst the interior has been much altered, the exterior has largely retained its 1848 appearance; the west wing is thought to be one of the building's oldest surviving parts and has undergone some alteration to its east elevation. The imposing main front elevation faces Kneller Road and lends considerable character to this part of Whitton.</p> <p>The site includes extensive grounds designated as MOL, which include playing fields, with a significant number of protected trees. <i>The grounds are also a designated Site of Importance for Nature Conservation, the majority of which is acid grassland, with a proportion towards the south identified as irreplaceable.</i></p> <p>There are several vehicular access points: two entrances from Whitton Dene and Kneller Road to the west and an additional entrance from the south, also from Kneller Road. On-site parking is provided and has previously provided support for Twickenham Stadium and the Rugby World Cup. A Masterplan Supplementary Planning Document (SPD) for the Kneller Hall site was adopted in 2020.</p>		

CONTEXT:

Proposed Site – Kneller Hall, Kneller Rd, Whitton, Twickenham, TW2 7DN

Neighbour Context

The site is bound by Kneller Road to the south and west, Whitton Dene to the west, Kneller Gardens and Ambleside Close to the north and Duke of Cambridgeshire Close to the east.

The Duke of Cambridge pub opposite the side entrance to the site is a BTM and the original village of Whitton lies to the west of the site on Nelson Road; several of the buildings in the road are BTMs.

The surrounding area is predominantly residential and low rise suburban in character, though 180m to the east is Twickenham Station. Immediately east is Chase Bridge Primary School and Twickenham Playing Fields, both of which form part of the Kneller Chase Bridge designated MOL. Immediately north is Whitton Tennis Club.

Vision: Proposed site - Kneller Hall

Appropriate land uses include residential (including affordable housing), educational use, employment and employment-generating uses, including offices, as well as social infrastructure uses, such as health and community facilities. The Council will expect the playing fields to be retained and the provision of high quality public open spaces and public realm, including a new publicly accessible green and open space available to both existing and new communities, together with links through the site to integrate the development into the surrounding area.

- Future development would be expected to demonstrate how the vision set out in the Kneller Hall Masterplan SPD 2020, and requirements above, are being met.
- It is expected that the new site owners will provide educational uses but the Council would also support employment-generating uses including lower-cost units for small businesses, the voluntary sector, creative industries and scientific and technical businesses including green technology.
- Social infrastructure and community uses, such as leisure, sport and health uses, should be incorporated and the need for such facilities should be fully explored.
- There is potential for a new residential 'quarter' to be created towards the west of the site.
- The Council will seek a policy-compliant level of affordable housing as part of any residential scheme, in line with public sector land disposal.
- There is opportunity, as set out in the Kneller Hall SPD and Urban Design Study, for the centre of the residential area to accommodate building heights of 4-5 storeys tapered down to 2-3 storeys on the boundaries. Any proposal in the area identified as a mid-rise building zone would be assessed against Local Plan Policy 45 Tall and Mid-Rise Building Zones.
- Any redevelopment proposal for the whole site will require the restoration and enhancement of the listed Kneller Hall. The reuse of this historic building offers an excellent opportunity to ensure the site incorporates and promotes a cultural and historical legacy of the 'home of military music'.
- Any development should be sensitive to the historic building; respond positively to the setting of the heritage asset and the site's setting within the historic core of Whitton; and ensure that any proposal integrates well within the existing surrounding area and local Whitton community.
- The design of any residential area should seek to create active frontages along Whitton Dene and Kneller Road. The layout should be designed to encourage walking and cycling and create a visual and physical link into the existing community.
- It is expected that the existing playing fields will be retained and where possible upgraded, such as ancillary facilities including changing facilities, to support the use of the playing

fields^{1,2}, provided that any existing ecological benefits and the openness and character of the MOL is **retained-protected**, and where possible enhanced. There is an expectation that any redevelopment proposal would improve the character and openness of the designated open land **and protect the ecological value of the SINC in accordance with Policy 39**. Development in the MOL itself **would-is** not **be** supported, though there may be an opportunity to consolidate and re-provide the current built footprint within the MOL in a new building, in compliance with Local Plan Policy 35 and the requirements of the NPPF, subject to scale, massing and impact on character and openness.

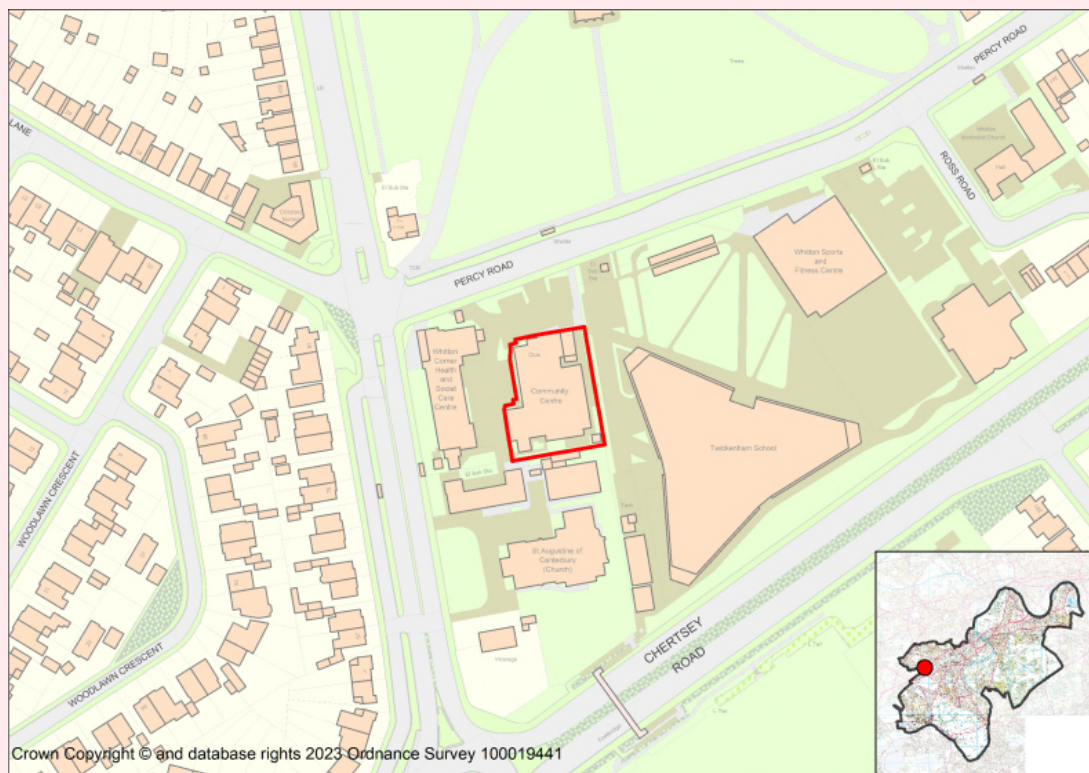
- Any redevelopment of the scheme should provide ecological enhancement through the creation of an east-west habitat corridor.
- Design objectives and general guidance relating to the local character of the area, which the redevelopment of this site should have regard to, is set out in the Kneller Hall SPD and accompanying Heritage Assets Assessment and the relevant character area profiles and design guidance in the Whitton and Heathfield Village Planning Guidance SPD and Urban Design Study.

Expected Implementation Timescale

Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)
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Statement Site Allocation 22

Whitton Community Centre, Percy Road, Whitton



CONTEXT:

Proposed Site – Whitton Community Centre, Percy Road, Whitton, Twickenham, TW2 6JL

Ward	Heathfield	Site Area	0.14 ha
Land ownership	Public	CIL Band	Richmond CIL: Heathfield – Low MCIL: Band 1
Existing land uses	Community centre (Use Class F2) and local pharmacy (Use Class E(e))		
Local Plan Place-Based Strategy	Whitton & Heathfield	Urban Design Study Area	D1 Whitton & Heathfield Residential
Village Plan Guidance	Character Area 9 'Bishop Perrin Primary School', Whitton & Heathfield Village Planning Guidance	Neighbourhood Plan	
London Plan Designations	None specified	Type of Centre	None – outside town centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 2 'poor' • Whitton Station approximate 10 minute walk • No Controlled Parking Zone 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Whitton Community Centre, Percy Road, Whitton, Twickenham, TW2 6JL			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Groundwater Flooding (>75% risk) 	Trees	On-site trees bordering Percy Road. None protected.
Views	None		
Heritage Assets	Adjacent to site: <ul style="list-style-type: none"> • Building of Townscape Merit – Church of St Augustine of Canterbury, Hospital Bridge Road (20m south of site) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Twickenham Cemetery (35m north of site) (150m west) - Other Open Land of Townscape Importance (OOLTI), Site of Importance ce for Nature Conservation (SINC) • There is a lively and attractive local shopping centre at Kew Gardens Station... there are also local parades at Kew Green and Sandycombe Road which provide for top-up shopping... the strategy for this area is to conserve the character, whilst enhancing existing features where appropriate (junction of Percy Road) (75m northwest) - OOLTI • Crane Park East and Lincoln Fields sports pitches (100m south) - Metropolitan Open Land (MOL)
Relevant Planning History	<ul style="list-style-type: none"> • 13/0479/FUL - Part change of use of building from community centre (D1) to pharmacy (A1) and creation of shopfront. - Granted 30/05/2013 		
Description of Current Site Character	Whitton Community Centre is a part single , part two -storey standalone building accessed from the south side of Percy Road, with a car park to the front of the property. The community centre is run by Whitton Community Association and offers a range of activities and space for the community, such as keep fit, health, dance, English classes, music tuition, arts clubs, support groups and activities/services aimed at women, children and older people. Whitton Corner Pharmacy is co-located on site, which has more recently acted as a NHS Covid-19 vaccination centre. It too is a valued community service that serves the local population.		
Neighbour Context	The site forms one part of a parcel of land east of the junction of Percy Road/Hospital Bridge Road, bordered by Percy Road to the north, Hospital Bridge Road (B358) to the west Chertsey Road (A316) to the south and Ross Road to the east. Within this parcel is a cluster of different uses all serving the local community. To the west of the community centre is Whitton Corner, a three-storey health and social care centre. To the south is the one- to two-storey Homelink Day Respite Care Centre, a substation, a single-storey porta-building whose use is not clear, and the locally listed St Augustine of Canterbury Church and its vicarage. East of the site is the newly-built Twickenham School site, comprising three buildings ranging between one and three storeys modern buildings, one of which also contains the Whitton Sports and Fitness Centre. On the opposite side of Percy Road to the north is Twickenham Cemetery, which is designated OOLTI.		

CONTEXT:

Proposed Site – Whitton Community Centre, Percy Road, Whitton, Twickenham, TW2 6JL

The wider surrounding area is predominantly residential in nature and is low density two-storey in character.

Vision: Proposed site - Whitton Community Centre

Proposed redevelopment will only be acceptable if the current community use is adequately reprovided, with the reprovion of the pharmacy. Only if reprovion of these uses has been provided then an affordable housing scheme can be explored on the upper levels of any redevelopment.

- **Given the importance of the community use and the services it provides, any redevelopment of the site would need to ensure the adequate reprovion of this use.** Local Plan Policy 49 Social and Community Infrastructure proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11 Affordable Housing in terms of mix, tenure and affordability, then it would not need to be considered for alternative social infrastructure use nor marketing evidence submitted. In those circumstances, a wholly affordable housing scheme would be supported. However, on this site the Council is seeking affordable housing with community/social infrastructure, due to the need to reprovion the existing use.
- **It is recognised that there are a range of social and community uses in operation in the immediate area.** Redevelopment of the site should explore opportunities for complementary and greater joined-up services with neighbouring community uses.
- Future development should be sympathetic to the adjacent areas of designated open land and protect their openness and character and, where relevant, their ecological value.
- Any development proposal should not cause harm to the setting of the BTM St Augustine's Church.
- The site is located within a cluster of 'larger' buildings and the Urban Design Study recognises there is potential, as a mid-rise building zone, for a proposal to be assessed against Local Plan Policy 45 Tall and Mid-Rise Building Zones, provided it has regard to the sensitive location adjacent to BTMs, OOLTI and MOL.
- Design objectives and general guidance relating to the local character of the area, which the redevelopment of this site should have regard to, is set out in **the Kneller Hall SPD and accompanying Heritage Assets Assessment and** the relevant character area profiles and design guidance in the Whitton and Heathfield Village Planning Guidance SPD and Urban Design Study.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

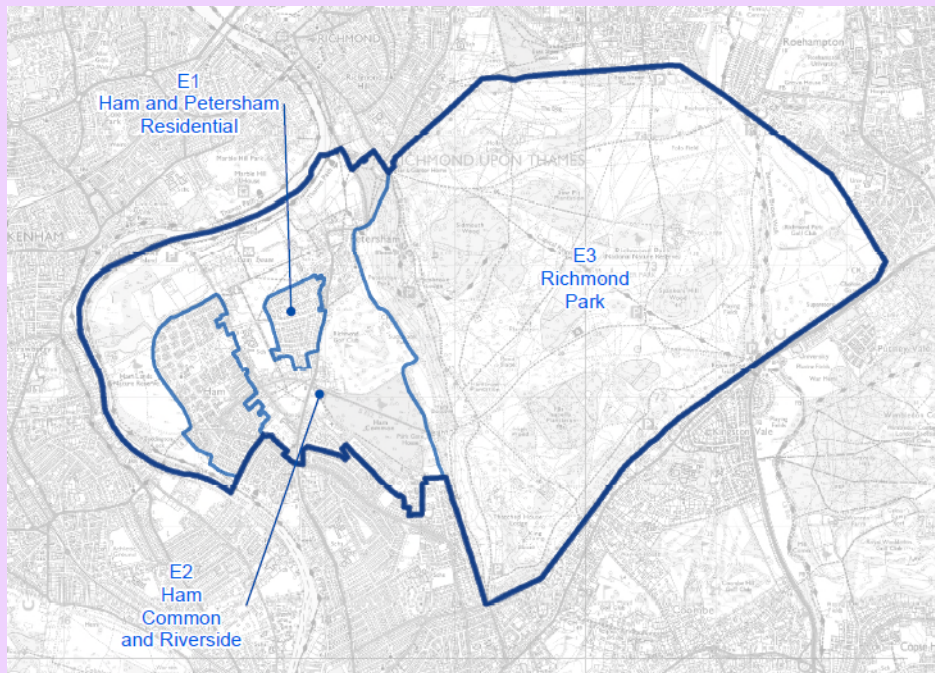
Long (10-15 years)

10 Place-based Strategy for Ham, Petersham & Richmond Park

Policy PBS5 Place-based Strategy for Ham, Petersham & Richmond Park

Area Profile

The Ham, Petersham & Richmond Park area encompasses Ham and Petersham Residential, Ham Common and Riverside, and Richmond Park. These are character areas E1, E2 and E3 in the Urban Design Study.



The area is defined by its setting on a bend in the River Thames, providing an important element within the Arcadian Thames landscape, and broad belt of open land, including Petersham and Ham Commons. The National Trust-owned Ham House and Richmond Park are national landmarks and visitor attractions. This area includes the designated strategic view from King Henry VIII's Mound to St Paul's Cathedral. In addition, the area contains the only view in England to be protected by an Act of Parliament; The Richmond, Petersham and Ham Open Spaces Act (1902) prevents development of the land on and below Richmond Hill to protect the unique and distinctive foreground views that it provides to the west and south; (see further details in Policy 27 Views and vistas). A key feature of this place is Richmond Park, which has protected status as an important habitat for wildlife; it is a European Special Area of Conservation (SAC) and a National Nature Reserve (NNR) as well as London's largest Site of Special Scientific Interest (SSSI).

Some parts of this place are not well-served in terms of local shopping facilities and parts have been amongst the most relatively disadvantaged in the borough. Ham Parade, identified as a local centre in the borough's centre hierarchy (see section 6 of the Plan), is a well-used parade of shops and local services, along with other local clusters of shops, schools and local services across the area. The majority of residents work outside of the area.

A large part of this place is covered by the Ham & Petersham Neighbourhood Plan which was adopted in January 2019, following a successful referendum result. The Neighbourhood Plan sets out the history of the area and its development, how the area physically relates to its neighbours and describes the current character. It recognises the range of social groups living in the area is a distinctive and valued characteristic in terms of different ages and social groups. The description of the neighbourhood area as 'semi-rural' has been used to describe the setting of the settlements of Ham and Petersham within

substantial areas of open and undeveloped land, as a distinctive and valued feature of the area, providing relative isolation from more urban areas of London. It recognises the area is quite isolated, with few vehicular access points and limited bus routes, with more options to access on foot or by cycle.

Relationship of the Neighbourhood Plan with the Local Plan:

Both the Local Plan and Neighbourhood Plan should be read together and used to guide and shape development in the locality. The Neighbourhood Plan was prepared in the context of the then emerging 2018 Local Plan, and all its policies were considered to be compliant with the Local Plan. In essence, the Neighbourhood Plan reflects and responds to the unique characteristics and planning context of the Ham and Petersham Neighbourhood Area, thereby adding an additional level of detail to the Local Plan. There are a number of policy areas within the Neighbourhood Plan that exceed the requirements of the 2018 Local Plan; where this was justified through local evidence, such as the higher levels of cycle storage due to the poor accessibility of this part of Richmond borough. The Policy on Open Spaces also goes beyond Local Plan requiring that any development adjacent to open space should not detrimentally impact on the value of the green space; this is in response to the distinctiveness of the area and the large amounts of high-quality open spaces.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. Character area E1 Ham and Petersham Residential was rated highly for attractiveness, valuing heritage, tranquillity, green spaces and community spirit. For character area E2 Ham Common and Riverside scores varied across the different features, with green spaces receiving the highest score and other highly scored features included tranquillity, attractiveness, and community spirit. Character area E3 Richmond Park received the highest possible score for its attractiveness, and it was also scored very highly for valuing heritage, tranquillity, and green and open spaces.

Overall strategy

Overall, the Urban Design Study recognises Ham & Petersham Residential (E1) has townscape of medium quality, with the prevailing sense of spaciousness and “village” character increasing the sensitivity of the area; and Petersham having a high sensitivity to change. It recognises Ham Common and Riverside (E2) as having high sensitivity to change, due to openness and visual aesthetic of the area. Richmond Park (E3) is recognised as having high sensitivity to change, with the high value and susceptibility of the areas meaning that significant change is unlikely to be appropriate.

For Ham and Petersham Residential (E1) the strategy is to improve the character of the area by taking opportunities to create a sense of place, enhancing the existing parades and developing a well-defined neighbourhood centre. The functionality and biodiversity value of the area’s open spaces, and the quality of its public realm, will also be improved. For Ham Common and Riverside (E2) and Richmond Park (E3) the strategy is to conserve. The Urban Design Study contains design guidance for each character area and for Richmond’s Riverside.

Other initiatives

The Neighbourhood Forum comprises a large group of active residents, business representatives and representatives of local community services and voluntary groups, whose purpose is to further the social, economic and environmental well-being of the area, including through preparing and monitoring the Neighbourhood Plan.

Initial feasibility has been carried out for a new pedestrian and cycle bridge in the borough, with the best location found to be connecting Ham to Twickenham; with another suitable location identified as Ham to Radnor Gardens in Strawberry Hill. As set out in the Council's Third Local Implementation Plan, additional studies are required to determine the economic feasibility of the bridge, and funding for the bridge must still be found.

Vision

As set out in the adopted Neighbourhood Plan, the vision for Ham & Petersham is to build on the identity of Ham and Petersham as a distinct and sustainable mixed community, giving great opportunities to live and work within a semi-rural historic landscape.

The vision for a sustainable community is that, whenever viable, residents will have access to education, shopping, working, cultural and other opportunities within Ham and Petersham, to foster a greater sense of belonging and identity; encouraging an increasing proportion of local journeys to be by foot or bicycle by creating a network of cycle/walking routes accessible to a range of ages and good public transport.

The Neighbourhood Plan identifies the key opportunity for redevelopment at Ham Close, to provide modern housing and community facilities in keeping with the character of the area.

Richmond Park, an area of national and international importance for wildlife conservation and rich heritage, will be protected.

Policy

Future development in this place is expected, where relevant, to:

- Enhance existing local centres and shopping parades, to improve the appearance and attractiveness through appropriate shopfronts and signage, along with directional signage, lighting, seating, public art, space for community events and soft landscaping including at Ham Parade (according with Neighbourhood Plan Policy O1) and St Richard's Square (according with Neighbourhood Plan Policy O2).
- Conserve and enhance the network of green spaces and the public realm, improve the riverside environment, and improve legibility to better connect open spaces to the townscape, including around Ham Common/Ham House Estate.
- Contribute to improving transport infrastructure, including improvements to support bus use and the accessibility of existing ferry services (according with Neighbourhood Plan Community Proposal 1).
- Contribute to reducing the dominance of vehicle traffic along main roads and parades, and provide more space for and improve visibility, accessibility and connectivity for pedestrians and cyclists.
- Contribute to enhancement of Ham Village Green through the provision of soft landscaping, planting, seating and appropriate play and exercise equipment (according with Neighbourhood Plan Community Proposal 5).

At Ham Close (Site Allocation 23, Neighbourhood Plan Policy O3), the regeneration proposed is an opportunity for redevelopment to create a landmark scheme, creating a sense of identity, providing modern homes and community facilities in the identified mid-rise zone, in accordance with Policy 45 Tall and Mid-Rise Building Zones. There is also an opportunity if Cassel Hospital is declared surplus to requirements (Site Allocation 24, Neighbourhood Plan Policy O5) for conversion to community facilities. The Neighbourhood Plan seeks to make the most of small

sites that are currently under-used or redundant and have been previously developed, while protecting back land garden sites from development, as large gardens and low density housing are characteristic of the neighbourhood area.

Other policy initiatives

The Council will continue to explore funding opportunities to take forward bridge feasibility for a new foot and cycle bridge linking Ham and Twickenham (according with Neighbourhood Plan Community Proposal 1).

See details in the Site Allocations within this area:

- Ham Close, Ham
- Cassel Hospital, Ham Common, Ham

Statement Site Allocation 23

Ham Close, Ham



CONTEXT:
Proposed Site – Ham Close, Ham, Richmond, TW10 7PB

Ward	Ham, Petersham & Richmond Riverside	Site Area	4.31 ha
Land ownership	Private (formerly public)	CIL Band	Richmond CIL: Ham Petersham – Low MCIL: Band 1
Existing land uses	192 residential flats (Use Class C3) managed by Richmond Housing Partnership (RHP), youth centre (Use Class F2), health clinic (Use Class E), shops (Use Class E)		
Local Plan Place-Based Strategy	Ham Petersham & Richmond Park	Urban Design Study Area	E1 Ham & Petersham Residential
Village Plan Guidance	None	Neighbourhood Plan	Ham & Petersham Neighbourhood Area
London Plan Designations	Brownfield Land Register	Type of Centre	None – outside town centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 1a/b 'very poor' • Teddington Station approximate 30 minute walk • No Controlled Parking Zone 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Ham Close, Ham, Richmond, TW10 7PB			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Surface Water Flooding (between 1 in 100 and 1 in 1000 chance) • Area Susceptible to Groundwater Flooding (>75% risk) 	Trees	<ul style="list-style-type: none"> • Some well-established high townscape value trees on site. None protected. • Proposed
Views	None		
Heritage Assets	<p>Archaeological Priority <u>Area</u>: Zone – Ham Fields Adjacent to the site:</p> <ul style="list-style-type: none"> • Conservation Area - CA23 Ham House (immediately east) • Listed Buildings – Beaufort House, Ham Street (35m east) (Grade I), Beaufort Cottages, Ham Street (35m east) (Grade II), Newman House, Ham Close (70m east) (Grade I) • Buildings of Townscape Merit (BTMs) - 199 Ham Street (50m east), 1-6 Tollemache Almshouses, Ham Street (18m southeast) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Back Lane Open Space (known as Ham Village Green) (eastern part of site east) - Other Open Land of Townscape Importance (OOLTI), Public Open Space • St Richard & St Andrew C of E Primary School (immediately adjacent west) - OOLTI
Relevant Planning History	<ul style="list-style-type: none"> • 22/1442/FUL - Demolition of existing buildings on-site and change of use of land within Ham Close, the Woodville Day Centre and St Richards Church of England Primary School and the existing recycling and parking area to the east of Ham Village Green for a phased mixed-use redevelopment comprising: <ol style="list-style-type: none"> 452 residential homes (Class C3) up to 6 storeys (with plant above) Community/Leisure Facility (Class F2) of up to 3 storeys in height (with plant above) Maker labs (sui generis) of up to 2 storeys Basement car park Provision of on-site cycle, vehicle and servicing parking Provision of amenity space and playspace Site wide landscaping and alterations to Ham Village Green, and New pedestrian, vehicle and cycle accesses and internal routes and associated highways works. - Committee resolution to approve subject to referral to the GLA at Stage 2 and no adverse direction being received, and conditions/informatives- Permission granted 22/03/2023. 		
Description of Current Site Character	<p>The Ham Close Estate is a 1960s infill development between Ashburnham Road and Woodville Road, connected via Ham Close, consisting of orthogonal residential tower blocks ranging from 3 to 5 storeys. These are managed by RHP, who is the freeholder. They are poorly constructed by modern standards, with poor insulation and damp; they fail to meet minimum space standards; and none of the units benefit from lifts or private amenity space. The estate also includes the Ham Youth Centre and large car park; Ham Clinic; a block of shops and flats on the corner of Ham Street/Ashburnham Street; and public open space Ham Village Green. The buildings are spaced well apart on the site with a significant amount of grassed areas, lending the estate good permeability. There is also on-site parking, including garages, areas of hard standing and two vehicular routes through the estate (Ham Close).</p> <p>The Hill Group has been working in partnership with RHP for regeneration of the estate and submitted a planning application in June 2022 for demolition of the existing flats and creation of 452 new homes (affordable and private); two new community buildings which will replace the youth centre; and re-provision of open space. In September 2022 the Council approved use of Compulsory Purchase Powers to secure the regeneration. The Council is working in cooperation with RHP including through funding support. Further information can be found on the dedicated Ham Close website.</p>		

CONTEXT:

Proposed Site – Ham Close, Ham, Richmond, TW10 7PB

Neighbour Context	The surrounding area is suburban and low rise in nature. To the north fronting Woodville Road are two-storey interwar short terraces and semi-detached houses. To the east is the boundary of Ham House Conservation Area, where there a number of protected trees and listed buildings. To the east there are flat-roofed three-storey post-war flats fronting Wiggins Lane and the Grey Court School campus and grounds beyond Ham Street. South of the site at the corner of Ham Street and Ashburnham Road is Ham Library. Along Ashburnham Road are two-storey terraces and three-storey flat-roofed blocks of flats further east. East of the site is St Richard's CE Primary School, Ham Children's centre, St Richard's C of E Church and the Richmond Council-run Woodville Residential Care Home.
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Vision: Proposed site - Ham Close, Ham

Proposed redevelopment should re-provide the existing affordable housing and any additional housing over and above this level should provide affordable housing in line with Local Plan Policy 11 'Affordable Housing'. Use of the land should be optimised to provide high quality living spaces for both existing and new residents of Ham Close.

- As the land was originally owned by the Council, the policy expectation on public land disposals is that higher levels of affordable housing should be achieved.
- There is a need to retain, and where possible enhance, the landscape and existing green spaces, including Ham Village Green and trees wherever possible.
- Servicing, car and cycle parking should be provided as part of the regeneration of the area, in line with London Plan standards, and any development should enhance the quality of the local townscape, thereby creating a more cohesive sense of place.
- Any redevelopment proposal should respond positively to the unique and distinctive character of Ham Close and Ham, including the setting of the adjacent Ham House Conservation Area and the listed buildings and Victorian properties that line the frontage. Potential impacts of any development on the views and setting of Ham House should be carefully considered in order to avoid adversely affecting the setting of Ham House.
- The Urban Design Study identifies Ham Close as a mid-rise building zone (5-6 storeys) with the opportunity for any new development to respond appropriately to the surrounding landscape and scale, in accordance with Local Plan Policy 45 'Tall and Mid-Rise Building Zones'. Any development should respond appropriately to the surrounding landscape and scale and should demonstrate positive benefits in terms of townscape, local aesthetic quality and relate well to the local context. Redevelopment of the site should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profile and design guidance in the Urban Design Study.
- There is also a need to take into account the adopted Ham and Petersham Neighbourhood Plan, which sets out further guidance and policies that any development proposal will be assessed against, including Policy O3 'Ham Close'.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 24

Cassel Hospital, Ham Common, Ham



CONTEXT:

Proposed Site – Cassel Hospital, 1 Ham Common, Ham, Richmond, TW10 7JF

Ward	Ham, Petersham & Richmond Riverside	Site Area	3.97 ha
Land ownership	Public	CIL Band	Richmond CIL: Ham Petersham – Low MCIL: Band 1
Existing land uses	NHS Hospital (Use Class C2)		
Local Plan Place-Based Strategy	Ham Petersham & Richmond Park	Urban Design Study Area	E2 Ham Common & Riverside
Village Plan Guidance	None	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None- outside town centre
Transport / Highways	<ul style="list-style-type: none"> PTAL 1b/2 'very poor/poor' Teddington, Twickenham and Strawberry Hill 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Cassel Hospital, 1 Ham Common, Ham, Richmond, TW10 7JF			
	Stations approximate 55 minute walk <ul style="list-style-type: none"> No Controlled Parking Zone 		
Flood Risk	<ul style="list-style-type: none"> Flood Zone 1 Area Susceptible to Surface Water Flooding (1 in 1000 chance) Area Susceptible to Groundwater Flooding ($\geq 25\%$ $< 50\%$ risk) 	Trees	T1 (TPO T0713) southeast corner of site. All trees on site protected via conservation area. T1 (TPO T1122) outside site on northwest boundary.
Views	None		
Heritage Assets	Archaeological Priority Zone – Ham CA7 Ham Common Conservation Area Listed Building – The Cassel Hospital House (Grade II) Adjacent to the site: <ul style="list-style-type: none"> Conservation Area - CA67 Parkleys Estate Ham (immediately east) Listed Buildings – Langham House estate, Langham House Close (immediately west) (Grade II), Fox House, Upper Ham Road (90m northeast) (Grade II), Ivy House Cottages and Railings, Parkleys Estate (50m east) (Grade II), The Cottages and Garden Walls (40m south) (Grade II) Buildings of Townscape Merit (BTMs) - 1-9 Upper Ham Road and Gate House (immediately east), The Hand & Flower public house and The Stable (55m east), St Andrews Place (65m east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> Cassel Hospital grounds - Other Open Land of Townscape Importance (OOLTI), Site of Important Nature Conservation (SINC) Ham Common (immediately north) - Metropolitan Open Land (MOL), OOLTI, SINC
Relevant Planning History	None		
Description of Current Site Character	Cassel Hospital provides treatment for adults and young people with severe and complex personality disorders. Owned by West London Mental Health Trust (WLMHT) <i>West London NHS Trust</i> , the hospital is a series of buildings up to 3-storeys in height, some of which are listed, set in extensive grounds to the south. Access is via Ham Common to the north, with some limited on-site car parking at the front of the main hospital.		
Neighbour Context	The surrounding area is very sensitive and comprises a high number of Listed Buildings and BTMs within the Ham Common and Parkleys Estate Conservation Areas. The designated Ham Common to the north lends the area an open character. To the west of the site is Langley House Close which contains the Grade II listed three-storey Langley House estate. South of the site is Malden House School and two-storey semi-detached dwellings fronting Dukes Avenue and two-storey cottage terraces fronting Craig Road. Warners Lane runs along the southeastern part of the site which is also two-storeys in character but is more mixed with some light industrial uses alongside the residential. Upper Ham Common bounds the site to the east which marks the boundary of the Grade II listed Parkleys Estate. Here building		

CONTEXT:

Proposed Site – Cassel Hospital, 1 Ham Common, Ham, Richmond, TW10 7JF

heights range between 1-3 storeys. Ham Common (road) bounds the site to the north which separates the site from Ham Common. At the northeastern corner of the site is the 3-storey Morgan's House which is flats.

Vision: Proposed site - Cassel Hospital, Ham Common, Ham

If the site and hospital are declared surplus to requirements, social and community infrastructure uses are the most appropriate land uses for any development proposal. Conversion or potential redevelopment for residential uses could be considered if it allows for the protection and restoration of the listed buildings.

- Development is dependent on the hospital being declared surplus to requirements and **WLMHT's West London NHS Trust's** decision on how much of the site they would need to retain for their own future needs. It is therefore recognised that the site could come forward for development as a whole or in part.
- Only if other alternative social or community infrastructure uses have been explored and options discounted in line with other policies in this Plan, would a residential-led scheme with policy-compliant affordable housing (in line with a public sector land disposal be considered as a potential redevelopment option.
- Local Plan Policy 49 'Social and Community Infrastructure' proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11 'Affordable Housing' in terms of mix, tenure and affordability, then it would not need to be considered for alternative social infrastructure use nor marketing evidence submitted. In those circumstances, a wholly affordable housing scheme would be supported.
- It is acknowledged that conversion or potential redevelopment for residential uses may be needed to support the protection and restoration of the listed buildings. Residential uses should, however, be limited to the minimum necessary to achieve viability.
- On-site car and cycle parking in line with London Plan requirements would need to be provided as part of any residential scheme.
- Development would not be supported in the parts of site that are designated OOLTI and SINC. Any future proposal would need to protect and where possible enhance the character and openness of the designated open land.
- Any restoration and/or conversion would have to respect the significance of the heritage asset; protect and enhance the listed buildings, ensuring their sensitive repair and re-use, and the Ham Conservation Area and setting. The settings of neighbouring listed buildings would also need to be considered as part of any development on this site.
- There is also a need to take into account the adopted Ham and Petersham Neighbourhood Plan, which sets out further guidance and policies that any development proposal will be assessed against, including Policy O5 'Cassel Hospital'. Redevelopment of the site should also have regard to the design objectives and general guidance relating to the local character of the area in the relevant character area profile and design guidance set out in the Urban Design Study.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

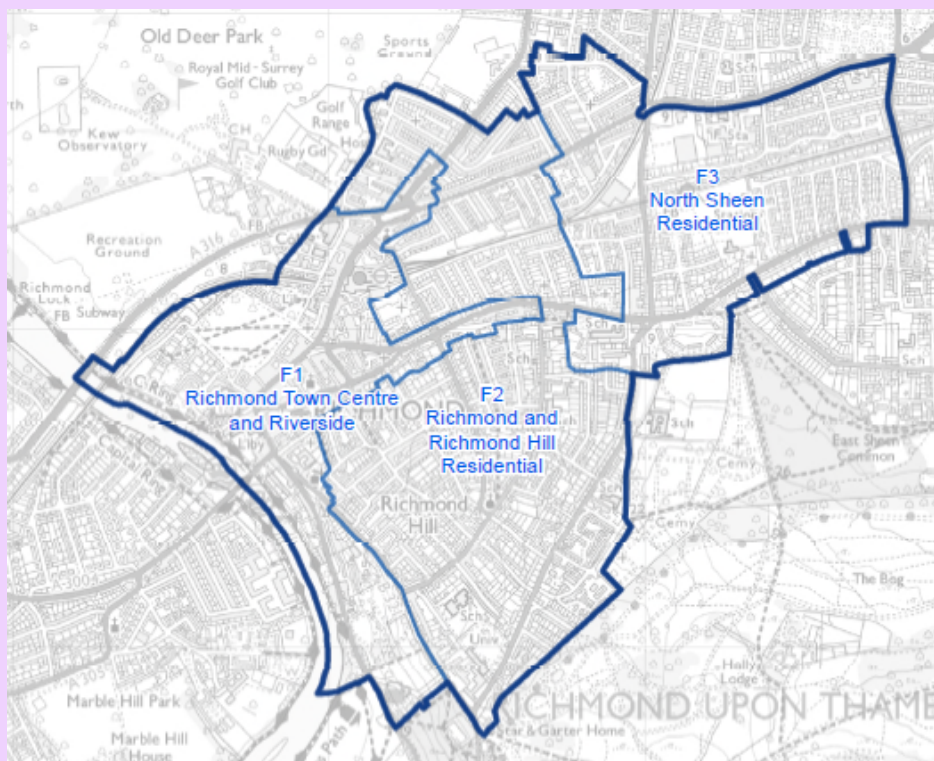
Long (10-15 years)

11 Place-based Strategy for Richmond & Richmond Hill

Policy PBS6 Place-based Strategy for Richmond & Richmond Hill

Area Profile

The Richmond & Richmond Hill area encompasses Richmond town centre and riverside, and the residential and mixed use areas into Richmond Hill and North Sheen. These are character areas F1, F2 and F3 in the Urban Design Study.



Richmond's character derives from its location on the River Thames and its historic built environment and landscape, providing a strong setting to the town centre and surrounds. There are four Conservation Areas which are at the core of the town centre character. The wider place includes the historic Green, the open spaces along the riverside, accessed from the centre along characterful, intimate pedestrian lanes, and connectivity to the Thames Path, Old Deer Park and Richmond Park. The Place-based Strategy for Ham, Petersham & Richmond Park recognises Richmond Park faces recreational pressures but has protected status as an important habitat for wildlife and a Site of Special Scientific Interest. The residential areas encompass Richmond Hill in the south-east and the gradual transition towards Kew to the north-east, reflecting much of its historical character and scenic views as a result of the steep topography. There are neighbourhood centres at Sheen Road and Friars Stile Road, and Important Local Parades at Lower Mortlake Road and Kew Road.

Richmond town centre is the most accessible centre by public transport. As major road infrastructure runs through the area, there is a prominence of roads in the centre. The town centre is defined as a 'major' centre in the London Plan's network of town centres. It is the major shopping centre in the borough comprising a range of good multiple and smaller specialised shops within a high quality

environment. Richmond has attracted an impressive cluster of technology and IT companies. It also has a wide range of leisure and entertainment facilities such as theatres, a Curzon cinema, Pools on the Park, the Museum of Richmond and numerous public houses, cafes and restaurants.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. Character area F1 Richmond Town Centre and Riverside scored highly for green and open spaces. F2 Richmond and Richmond Hill Residential was regarded highly for attractiveness, valuing heritage, green spaces, vibrancy, shops and restaurants and culture. F3 North Sheen Residential scored relatively poorly for most features.

Overall strategy

Overall, the Urban Design Study recognises Richmond Town Centre (F1) and Richmond and Richmond Hill (F2) having a high sensitivity to change, with both areas having strong character. Richmond Town Centre has a strong sense of place and heritage and the strategy is to conserve the richness of townscape and historic elements and enhance the identity of specific areas (notably around the station) and the functioning of the area as a town centre. North Sheen Residential (F3) has a medium sensitivity to change overall, with some parts of the urban grain fragmented and with detracting features. Positive change has the potential to enhance character to create a sense of place, and the strategy is to improve the area. The Urban Design Study contains design guidance for each character area and for Richmond's Riverside.

Richmond is the borough's major centre as recognised in the London Plan, drawing in visitors from the borough and beyond, and is considered a town centre with strong commercial growth potential. The area's night time economy is classified as NT2, with regional or sub-regional significance, hosting an array of cafes, restaurants, bars, pubs and cultural activities, including the Richmond Theatre, Orange Tree Theatre and the Curzon Cinema. With demand for leisure uses increasing, there is opportunity to build on this evening and night time culture across the town centre, improve green spaces and along the Riverside, including improved wayfinding from Richmond Station.

The 2020 Centre Land Use Survey reported an increase in vacancies in Richmond town centre due to the impact of the pandemic, with visible vacancies in shopping frontages, such as the closure of House of Fraser. The Retail Study 2023 (phase 2) reports that Richmond is considered to have an upscale market position and forecasts an increase in convenience goods floorspace by 2039 and additional food/beverage floorspace requirements, resulting in total requirement (retail and food/beverage) of ca. 3,270sq.m (gross) uses for Richmond. An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that in Richmond there will be a surplus of retail (comparison and convenience) floorspace for both the 2034 (310 sqm) and 2039 (84 sqm) forecasts and a requirement for 2030 sqm of food/beverage floorspace by 2034 rising to 3300 sqm in 2039, resulting in an overall requirement (retail and food/beverage) of c 1720 sqm (gross) rising to 3240 sqm (gross) in 2039. There is therefore no need to allocate for additional floorspace, but there is expected to be a shift from comparison goods retail space to food/beverage and leisure/cultural uses, with vacant shop premises also converting to these uses. This may utilise the flexibility introduced by Government allowing for changes of use within Use Class E (commercial, business and service uses) which in principle do not require planning permission.

Other initiatives

The Council supports businesses and retailers working with the current Richmond Business Improvement District (RBID), Be Richmond, which has been in place since 2017 and is continuing efforts to ensure Richmond fulfils its potential as a great place to live, work and explore. Be Richmond aims to highlight the town's strengths and focuses on five priorities:

- Supporting Business Growth
- Enhancing the look and feel of the BID area
- Raising the profile of Richmond to all relevant parties
- Implementing key corporate and social responsibility strategies
- Working to address parking and traffic congestion issues

Be Richmond commissioned the preparation of a Place Plan in 2019 and following the production of a baseline report has produced the Future Vision for Richmond (2021). The vision statement is to:

Support Richmond become fit for the future: helping it be a resilient, prosperous, vital and healthy place for people, through improvements which help them who live, work, and explore.

Strengthen its role as a diverse and exciting cultural destination, drawing energy and focus from its strong heritage and landscape identity.

There are six themes:

Strength of character: Celebrate Richmond's unique historic character, its longstanding role as a leisure destination, a hub for culture, and as part of the Arcadian Thames.

Open for business: Support flexibility, diversity and growth of businesses, recognising the changing nature of the town centre offer, and also the important role of places outside of the core retail area.

Places to pause: Enhance and supplement Richmond's network of public spaces, supporting diverse public life, and providing a new focal point.

Community wellbeing: Support a healthy and happy community, with spaces for people of all ages, abilities, and all walks of life.

Walk this way: Strengthen pedestrian connections between different parts of the town, making the rich urban structure more legible, giving people the confidence to choose a less well-trodden path and explore the wider area.

Green and pleasant land: Make the most of Richmond's open spaces and riverine landscape, and provide additional green, for amenity, biodiversity, and in response to the climate emergency.

A pilot Clean Air Zone within Richmond Town Centre is being progressed. As the most polluted location in our borough and a hot spot for through traffic, the ambition is to reduce polluting vehicles and dissuade vehicles from unnecessarily using the town centre as a through route. This will help to establish the priorities of the local and wider Richmond Town Centre community with consideration given to air quality, public realm improvements, a balance of both or other measures.

Vision

The vision for Richmond & Richmond Hill is to retain and enhance its unique character and create a community and cultural offer in and around the Old Town Hall and Riverside to enhance its unique visitor attraction.

The aim is that Richmond Town Centre will continue to be a thriving major centre with a diverse mix of retail, employment, service, leisure and arts uses.

Though encouraged, the growth of the evening economy will be carefully managed to ensure the amenity of residents is maintained.

Policy

Future development in this place is expected, where relevant, to:

- Contribute to a sense of activity and vibrancy in the town and neighbourhood centres, to improve and restore high street frontages and the lanes to encourage a diverse range of uses, including independent shops and businesses, emphasising local makers and artisans.
- Encourage the provision of office floorspace and new flexible workspaces within the town centre and intensification of existing employment sites to provide for jobs and support local businesses.
- Facilitate the temporary reuse of vacant units to help diversify the town centre offer and activate underutilised frontage.
- Enhance the public realm through creating high quality spaces in the town centre; reinforcing a retail circuit by upgrading Eton Street and Red Lion Street; creating a new destination hub at Whittaker Avenue Square; enhancing the triangle of land between Hill Rise, Petersham Road and Compass Hill as publicly accessible green space; enhancing Richmond Hill gateway; improving wayfinding and the sense of arrival at Richmond Station; and enhancements at Richmond Riverside and Richmond Promenade.
- Promote routes for active travel and exercise, encouraging healthy activity and exploration of the Richmond area by local workers, visitors and residents via sustainable travel. Contribute to a reduction in car travel in the Richmond area and improve air quality. Support greening through tree-planting on the High Street (including the station) and Whittaker Avenue Square; introducing 'green trails' across the town centre through to the river and Old Deer Park; creating green walls on the lanes where appropriate; and enhancing the riverside environment.
- Contribute to measures related to air quality, public realm and transport, to implement priorities informed by work around the pilot Clean Air Zone within Richmond Town Centre.
- Ensure that any expansion and management of entertainment and leisure facilities is sensitive to the amenity of people who live in the centre and the wider functioning of the area; promoting the night-time economy through diversifying the range of cultural venues and offers; encouraging on-street al fresco dining and making a welcoming environment for all night-time economy users and workers.
- Support the cultural and community offer for both residents and visitors around the Richmond Cultural Quarter, including bringing the reference and lending libraries together and enhancing The Museum of Richmond to create a cultural hub to provide a destination for visitors, and encouraging outdoor temporary and permanent art and theatre interventions.
- Maintain and provide new public toilets within the public realm, supplementing the Richmond Community Toilet Scheme, and including provision at Richmond Station and to serve Richmond Riverside and Richmond Green.
- Improve North Sheen Residential area by improving the sense of arrival at North Sheen station, along with upgrades to the public realm and greening opportunities.

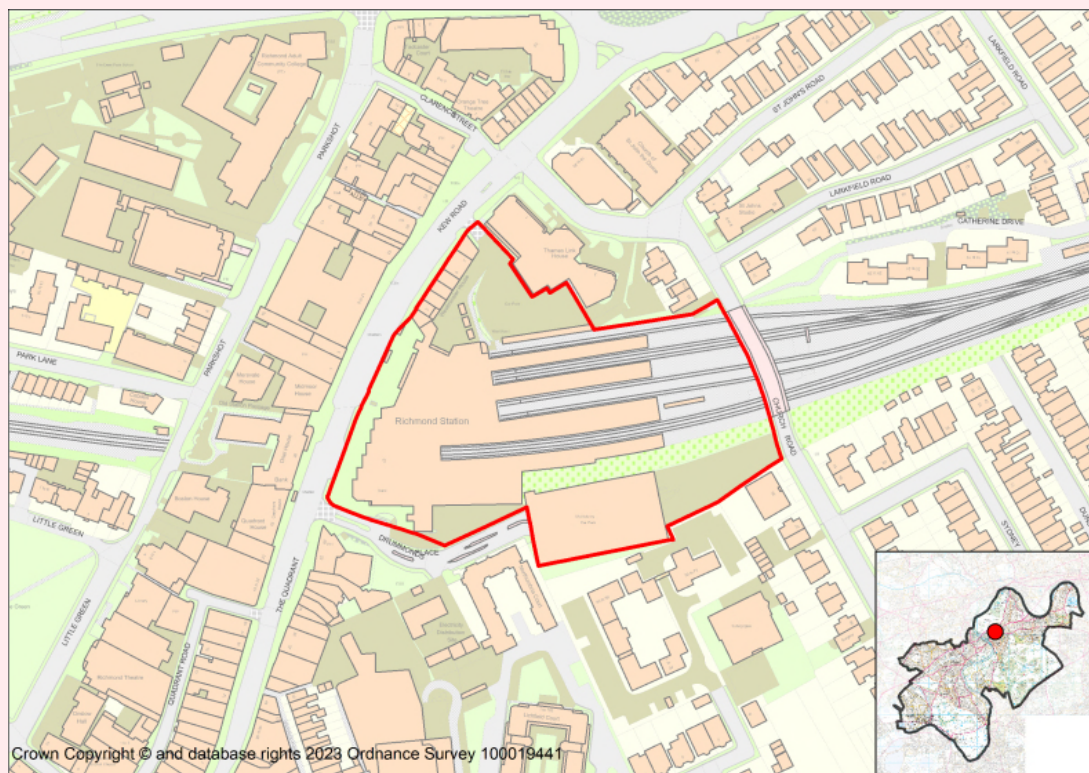
Within the town centre boundary, Richmond Station (Site Allocation 25) provides a major redevelopment opportunity, which could provide substantial interchange improvements as well as a range of appropriate town centre uses, with some opportunity to accommodate a landmark tall building within the heritage and other constraints identified, in accordance with Policy 45 Tall and Mid-Rise Building Zones. There is an opportunity to replace, upgrade, or better integrate, the multi-storey car park on Paradise Road, so that it better addresses the streetscape and is less prominent in views. The former House of Fraser site (Site Allocation 26) on George Street is expected to be repurposed to deliver a mix of uses, including retail, offices/workspace, and leisure/community use, with improved active ground floor street frontages including along Paved Court and at Golden Court.

See details in the Site Allocations within this area:

- Richmond Station, Richmond
- Former House of Fraser, Richmond
- Richmond Telephone Exchange, Spring Terrace, Richmond
- American University, Queens Road, Richmond
- Homebase, Manor Road, North Sheen
- Sainsburys, Lower Richmond Road, Richmond

Statement Site Allocation 25

Richmond Station, Richmond



CONTEXT:

Proposed Site – Richmond Station, The Quadrant, Richmond, TW9 2NA

Ward	South Richmond	Site Area	1.96 ha
Land ownership	Private	CIL Band	Richmond CIL: South Richmond – Higher MCIL: Band 1
Existing land uses	Railway Station (Sui Generis) and associated uses		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F1 Richmond Town Centre
Village Plan Guidance	Character Area 15 & Conservation Area 17 'Central Richmond', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Major town centre Brownfield Land Register	Type of Centre	Richmond Main-Town Centre Boundary
Transport / Highways	<ul style="list-style-type: none"> PTAL 6B 'excellent' Richmond Station provides Southwestern train services and also access to Underground and Overground services. 	Air Quality	Air Quality Management Area Pilot Clean Air Zone

CONTEXT: Proposed Site – Richmond Station, The Quadrant, Richmond, TW9 2NA			
	<ul style="list-style-type: none"> Controlled Parking Zone A1 – Richmond Town Local distributor road / Crown road 		
Flood Risk	<ul style="list-style-type: none"> Flood Zone 1 Critical Drainage Area Area Susceptible to Surface Water Flooding (between 1 in 30 and 1 in 1000 chance) Area Susceptible to Groundwater Flooding (<75% risk) Throughflow Catchment Area 	Trees	None
Views	None		
Heritage Assets	<p>Archaeological Priority Zone – Richmond Town</p> <p>CA17 Central Richmond Conservation Area</p> <p>Building of Townscape Merit (BTM) - Richmond Railway Station</p> <p>Adjacent to the site:</p> <ul style="list-style-type: none"> Listed Buildings – Milestone at junction with Church Road/Kew Road (70m north) (Grade II), Church of St John the Divine, Kew Road (50m north) (Grade II), 6-8 Church Road (30m northeast) (Grade II) BTMs – properties fronting Church Road Church Road (immediately northeast and southeast), properties fronting Sydney Road (nearest 35m to east), properties fronting Kew Road (opposite Kew Road to west), properties fronting The Quadrant (immediately south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> Michels Row Open Space - (150m north) Other Open Land of Townscape Importance (OOLTI), Public Open Space Old Deer Park Sports (170m northwest and west) - Metropolitan Open Land (MOL) Little Green Richmond (100m southwest) and Richmond Green (190m southwest) - MOL, Public Open Space
Relevant Planning History	<p><u>None. <i>Planning permission granted 11/06/2024 under application reference 23/3371/FUL for creation of two additional levels of Class 3 accommodation comprising 7no. units at Westminster House.</i></u></p>		
Description of Current Site Character	<p>The Site Allocation comprises Richmond Station, the railway tracks to the rear, Gateway House and the multi-storey car park to the south, and Westminster House and open car park to the north. Richmond Station lies in the heart of the town centre and is a busy interchange which acts as the gateway into Richmond. Its 1930 Art Deco façade and entrance/booking hall make it worthy of its BTM status, though the side and rear of the building is unattractive and is not considered to contribute to the setting. Late 19th century canopies cover the tracks close to the station. The station building is 2-3 storeys with retail units occupying the ground floor and office space in upper floors. The Urban Design Study identifies the underwhelming sense of arrival at the station and a negative feature.</p> <p>Westminster House is a 5-storey office block with basement gym which is included in the Primary Shopping Area fronting Kew Road. Gateway House adjoins the station to the south, which is a 4 storey office block rising to 6 storeys to the rear where land levels are lower. The site is a Key Office Area and there is an Article 4 Direction which removed permitted development rights for change of use from Class E to residential.</p>		

CONTEXT:

Proposed Site – Richmond Station, The Quadrant, Richmond, TW9 2NA

	The whole of the site is within the Central Richmond Conservation Area.
Neighbour Context	<p>The surrounding area is very sensitive and comprises a high number of Listed Buildings and BTMs within the conservation area. Kew Road which bounds the site to the west forms part of a busy shopping centre comprising a mix of uses, including offices. Building styles vary and range from 2 to 4 storeys.</p> <p>To the south the area is more residential comprising purpose-built flats. Immediately south of the site adjoining the car park is Northumbria Court, 4 storeys in height. Beyond this, dwellings on Litchfield Gardens range from 2 to 3 and a half storey dwellings and purpose-built flats 3 to 6 storeys.</p> <p>Adjoining the site to the north is Thames Link House, a large 5-storey office block.</p> <p>Bounding the site to the east is Church Road which crosses the train track overhead via a bridge. To the east of the site the character is residential comprising dwellings 2 to 3 and a half storeys, the majority of which are BTMs.</p>

Vision: Proposed site - Richmond Station, Richmond

There is opportunity for comprehensive redevelopment to provide an improved transport interchange, public realm and an appropriate mix of town centre uses. Appropriate uses include a mix of commercial and community uses, to include retail, offices/workspace and leisure/community use, together with residential on upper floors.

- There is a need for a comprehensive approach, including transport interchange improvements for National Rail and London Underground, to be considered in partnership with Network Rail and TfL.
- The Richmond upon Thames Retail and Leisure Study (Phase 2) forecasts a surplus of retail *(comparison and convenience)* floorspace (118 sqm) and a requirement for 1,956 sqm of food/beverage floorspace by 2034, amounting to a small total requirement *(retail and food/beverage)* of c. 1,750 sqm (gross) uses for Richmond to 2034. *An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that in Richmond there will be a surplus of retail (comparison and convenience) floorspace for both the 2034 (310 sqm) and 2039 (84 sqm) forecasts and a requirement for 2030 sqm of food/beverage floorspace by 2034 rising to 3300 sqm in 2039, resulting in an overall requirement (retail and food/beverage) of c 1720 sqm (gross) rising to 3240 sqm (gross) in 2039.*
- Any commercial floorspace should enable the centre to grow and diversify in a way that brings vitality and viability and responds to changes in the retail and leisure/entertainment industries, providing commercial, business and service uses to serve the local community, create jobs and provide a destination for visitors, bringing additional benefits to Richmond town centre.
- The site is located in the borough's largest centre and therefore there is an expectation that any proposal makes provision for employment floorspace, particularly offices, which could be in the form of flexible shared workspaces (including a proportion of affordable workspace).
- Other uses for community, leisure and entertainment, such as for health and fitness or restaurants and cafes, would be appropriate in this highly accessible town centre location. There could be opportunity for publicly-accessible viewing at upper levels as part of a commercial use. Development could contribute to the night-time economy through providing vibrant, active uses that are inclusive and increase surveillance. Development should be designed so that potential amenity impacts are mitigated.
- The provision of housing (including policy-compliant affordable housing) in upper floors as part of a mixed-use scheme would be appropriate. Due to its location near a Tube,

Overground and National Rail Station, the site would lend itself to a Build to Rent scheme (with policy-compliant levels of affordable rented units).

- There is potential to improve facilities for pedestrians and cyclists (including secure cycle storage), as well as for public transport users, to promote active travel through the opportunity to interchange. This should include future-proofing to consider, for example, e-micromobility, charging and storage, to benefit residents, visitors and businesses (e.g. e-cargo bikes).
- Development should ~~demonstrate an understanding of~~ *have due regard to* the station BTM, including its visual character which lies principally in the façade and booking hall. Any redevelopment proposal should be of the highest quality in character and respond positively to the Conservation Area and BTM.
- Any redevelopment proposal is expected to contribute to enhancements to the public realm, improving wayfinding and supporting greening, as set out in the Place-Based Strategy for Richmond & Richmond Hill. This should include a high-quality, pedestrian-only amenity space outside the station, to provide a sense of destination that could be used for civic use. There is potential to improve the general environment of the station and crease a sense of arrival.
- The Urban Design Study identifies a small area next to the station as a tall building zone (7-8 storeys), with a mid-rise zone buffer (5-6 storeys), with the opportunity for a landmark building that is well designed and sensitive to identified constraints, in accordance with Policy 45 Tall and Mid-Rise Building Zones. It recognises that development is heavily constrained by the scale of the surrounding buildings, the modest scale of The Quadrant, the proximity of the residential area to the south and a number of high value heritage assets.
- Redevelopment of the site should have regard to the design objectives and general guidance relating to the local character of the area, set out in the relevant character area profile and design guidance in the Urban Design Study and Village Planning Guidance.
- The Council has produced and adopted a development brief for this site and intends to update this SPD.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 26

Former House of Fraser, Richmond



Ward	South Richmond	Site Area	0.9 ha
Land ownership	Private	CIL Band	Richmond CIL: South Richmond – Higher MCIL: Band 1
Existing land uses	Retail (Use Class E(a))		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F1 Richmond Town Centre
Village Plan Guidance	Character Area 14 & Conservation Area 3 'Richmond Green', Character Area 15 & Conservation Area 17 'Central Richmond', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Major town centre None known	Type of Centre	Town Centre Boundary - Richmond

CONTEXT: Proposed Site – Former House of Fraser, 16 Paved Court, 20 King Street, 4-8 & 10 Paved Court and 75-81 George Street, Richmond, TW9 1ND			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 6a ‘excellent’ • Richmond Station approximate 6 minute walk • Controlled Parking Zone A1 – Richmond Town • Local distributor road / Crown road 	Air Quality	Air Quality Management Area Pilot Clean Air Zone
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Area Susceptible to Groundwater Flooding (≥ 50 <75% risk) • Throughflow Catchment Area 	Trees	None
Views	None		
Heritage Assets	Archaeological Priority Area : Zone – Richmond Town Conservation Areas – CA3 Richmond Green and CA17 Central Richmond Listed Buildings – 20 King Street (Grade II), 6-8 Paved Court (Grade II) Building of Townscape Merit (BTM) - 4 Paved Court Adjacent to the site: <ul style="list-style-type: none"> • Listed Buildings – 10-14 Paved Court (adjoining site east) (Grade II), buildings fronting Paved Court (opposite Paved Court immediately east) (Grade II), 25 The Green (8m northeast) (Grade II), 3, 6, 7 & 8 King Street (13m south) (Grade II) • BTMs – 27-28 The Green (north corner [outside site]), properties fronting Golden Court (immediately north), properties fronting The Green (immediately north), properties fronting George Street (immediately north and east), properties fronting King Street (immediately south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Old Palace Terrace Green - (50m east) Other Open Land of Townscape Importance (OOLTI) • Richmond Green (30m north) - Metropolitan Open Land (MOL), Public Open Space
Relevant Planning History	Planning permission granted 23/12/2022 under application ref. 22/2333/FUL for additional storey at 4th floor and basement extension to provide flexible office space and gym.		
Description of Current Site Character	Sitting at the junction of King Street and George Street, the site comprises a large purpose-built department store 4-5 storeys in height, which was formerly a House of Fraser. The entire site is in the Primary Shopping Area and its location in Richmond’s town centre meant that the former store was regarded as an anchor in the key shopping area. House of Fraser closed in September 2020 and the site is now vacant. The closed shopfront is part of a wider, lack of active frontages in places along the High Street, which has been identified in the Urban Design Study as a negative feature of the area. The Site Allocation also includes 20 King Street which is a 3-storey later addition to the store at the corner of Paved Court, with a restaurant at ground floor; and 4-8 Paved Court a two-storey row of commercial/retail which adjoins the store to the east. The remainder of the properties on		

CONTEXT:

Proposed Site – Former House of Fraser, 16 Paved Court, 20 King Street, 4-8 & 10 Paved Court and 75-81 George Street, Richmond, TW9 1ND

Paved Court do not form part of the Site Allocation and neither does the Princes Head public house at the northern corner of the site. There is an Article 4 Direction restricting change of use from Class E to residential.
The site is located in a very sensitive location. Whilst the main building has no heritage designations, units within Paved Court are either Grade II Listed or BTM and the site straddles two conservation areas, within which there are numerous Listed Buildings and BTMs nearby.
There is no vehicular access to the site or parking.

Neighbour Context The surrounding area is very sensitive and comprises a high number of Listed Buildings and BTMs within the two conservation areas. Located in Richmond town centre, the character of the area is mixed comprising a range of office, retail, commercial, food and drink and other uses. The majority of the buildings are historical and high quality, though there is some more modern development, such as Water Lane Building opposite the site to the south on Hill Street. Building heights range from 2-3 storeys with accommodation in the roof.

Vision: Proposed site - Former House of Fraser, Richmond

The site is expected to be repurposed to deliver a mix of uses, including retail, offices and leisure/community use, with improved active ground-floor street frontages along Paved Court and at Golden Court to improve the quality and appearance of the town centre.

- The Richmond upon Thames Retail and Leisure Study (Phase 2) forecasts a surplus of retail **(comparison and convenience)** floorspace (118 sqm) and a requirement for 1,956 sqm of food/beverage floorspace by 2034, amounting to a small total requirement of c. 1,750 sqm (gross) uses for Richmond to 2034. **An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that in Richmond there will be a surplus of retail (comparison and convenience) floorspace of 310 sqm and a requirement for 2030 sqm of food/beverage floorspace by 2034, resulting in an overall requirement (retail and food/beverage) of c 1720 sqm (gross).**
- In Richmond there is a shortage of units with larger floor plates, although flexible floorspaces that could be adapted to meet the needs for local businesses and small firms will also be supported.
- Any commercial floorspace should enable the centre to grow and diversify in a way that brings vitality and viability and responds to changes in the retail and leisure/entertainment industries, providing commercial, business and service uses to serve the local community, create jobs and provide a destination for visitors, bringing additional benefits to Richmond town centre.
- The site is located in the borough's largest centre and therefore there is an expectation that any proposal makes a substantial provision of employment floorspace, particularly offices, which could be in the form of flexible shared workspaces (included a proportion of affordable workspace).
- Any development proposal should be of the highest quality in character, respond positively to the Conservation Areas, protect and where possible enhance the on-site Listed Buildings and BTMs, as well as nearby heritage assets. Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 27

Richmond Telephone Exchange, Spring Terrace, Richmond



CONTEXT:

Proposed Site – Richmond Telephone Exchange, Spring Terrace, Paradise Road, Richmond, TW9 1LW

Ward	South Richmond	Site Area	0.19 ha
Land ownership	Private	CIL Band	Richmond CIL: South Richmond – Higher MCIL: Band 1
Existing land uses	Telephone exchange (sui generis) and associated office use		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F1 Richmond Town Centre
Village Plan Guidance	Character Area 16 & Conservation Area 31 'Sheen Road', Character Area 11 & Conservation Area 30 'St Matthias', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	None known	Type of Centre	Town Centre Boundary – edge of Richmond town centre

CONTEXT: Proposed Site – Richmond Telephone Exchange, Spring Terrace, Paradise Road, Richmond, TW9 1LW			
Transport / Highways	PTAL 6a 'excellent' Richmond Station approximate 7 minute walk No Controlled Parking Zone Local distributor road / Crown road	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Area Susceptible to Groundwater Flooding (<25% risk) • Throughflow Catchment Area 	Trees	Significant trees on site protected via location in Conservation Area. Numerous boundary trees outside site protected via TPO.
Views	None		
Heritage Assets	<p>Archaeological Priority Area: Zone – Richmond Town Conservation Areas – CA31 Sheen Road Richmond and CA30 St Matthias Richmond Listed Buildings – 20 King Street (Grade II), 6-8 Paved Court (Grade II)</p> <p>Building of Townscape Merit (BTM) - 4 Paved Court</p> <p>Adjacent to the site:</p> <ul style="list-style-type: none"> • Listed Buildings – Properties fronting Spring Terrace (immediately north) (Grade II) • BTMs – Properties fronting Sheen Road (immediately north and to northeast), properties fronting Church Road (immediately east), properties fronting Dynevor Road (immediately south), properties fronting Mount Ararat Road (55m west) 	Access to Open Space / Nature	None
Relevant Planning History	None.		
Description of Current Site Character	<p>Richmond Telephone Exchange is a flat-roofed part 3 part 4 storey detached building set back from Sheen Road. It is a purpose-built building dating from the mid-1930s, whose roof is a long-standing communications base system. Access is via Sheen Road to the north and there is a small servicing yard to the west of the building. The site is predominantly hardstanding though there are some significantly sized trees.</p> <p>The site is located in a very sensitive location. Whilst the main building has no heritage designations, it straddles two conservation areas and most nearby buildings are Listed or BTMs.</p>		
Neighbour Context	<p>The site is located to the south of the junction of Sheen Road, Paradise Road and Lichfield Gardens. The surrounding area is predominantly residential and the majority of buildings are either Listed or BTMs. 3-storey dwellings from Sheen Road and Spring Terrace to the north. To the northeast at 37 Sheen Road is The Courtyard comprising 6 residential units converted from office space in</p>		

CONTEXT:

Proposed Site – Richmond Telephone Exchange, Spring Terrace, Paradise Road, Richmond, TW9 1LW

2021. Rear gardens of dwellings fronting Church Road, Dynevor Road and Mount Ararat Road bound the site to the east, west and south.

Vision: Proposed site - Richmond Telephone Exchange, Richmond

If the Telephone Exchange is declared surplus to requirements by the telecoms landowner, either in whole or part, the Council would support a residential-led scheme, including policy-compliant affordable housing.

- As the site has an existing employment use, the Council expects that any residential-led scheme that comes forward meets the level of affordable housing set out in Policy 11 Affordable Housing as a minimum, together with evidence that there has been engagement with the GLA and the Council's housing teams to explore grant funding to maximise affordable housing provision.
- The Council expects that any proposal demonstrates as a starting-point whether the existing buildings can be converted. If this is not feasible, then a comprehensive redevelopment would be acceptable. If the site is to redeveloped, any height of the new built form should take into account the residential properties which adjoin the site on three sides.
- Any development proposal must be of the highest quality in character and protect and where possible enhance the Conservation Areas, as well as nearby heritage assets. Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

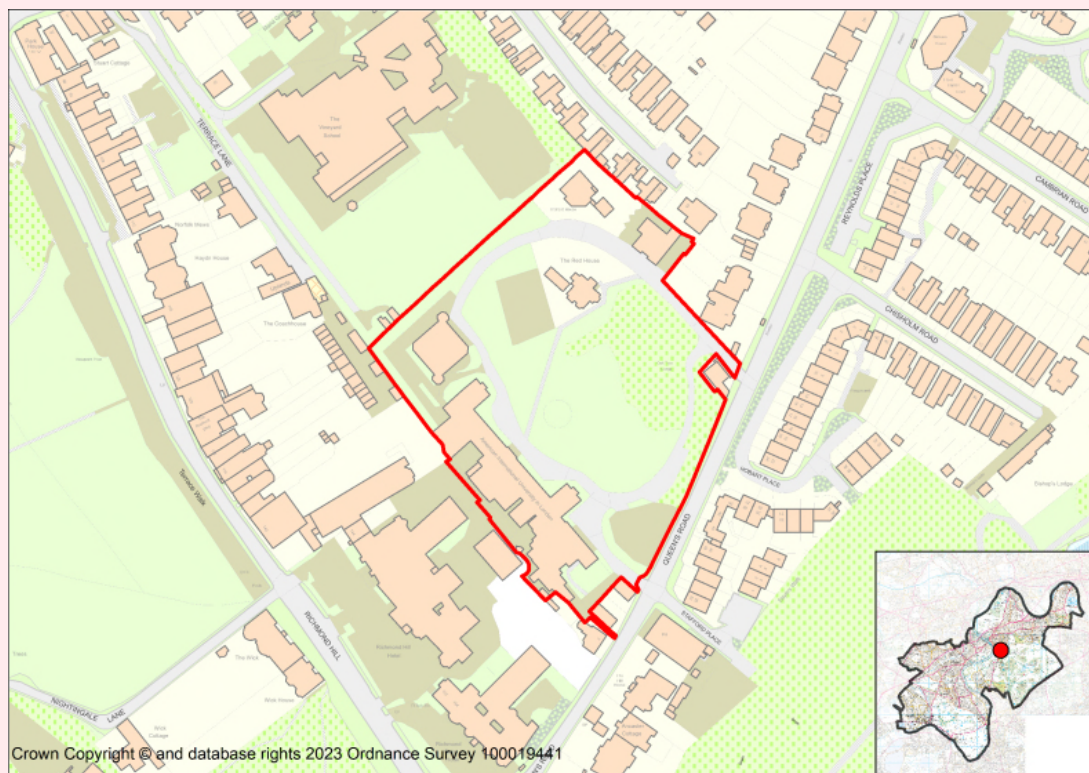
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 28

American University, Queens Road, Richmond



CONTEXT:

Proposed Site – American International University, Queens Road, Richmond, TW10 6JP

Ward	South Richmond	Site Area	2.01 ha
Land ownership	Private	CIL Band	Richmond CIL: South Richmond – Higher MCIL: Band 1
Existing land uses	University and student accommodation – Use Class F1(a) and C2		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F1 Richmond Town Centre
Village Plan Guidance	Character Area 12 & Conservation Area 5 'Richmond Hill', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	None known	Type of Centre	None – out of centre

CONTEXT: Proposed Site – American International University, Queens Road, Richmond, TW10 6JP			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 1b 'very poor' • Richmond Station & North Sheen Stations approximate 22 minute walk • No Controlled Parking Zone • Local distributor road / Crown road 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (small area to northeast) (1 in 1000 chance) • Area Susceptible to Groundwater Flooding (<25% risk) • Throughflow Catchment Area 	Trees	Significant trees on site protected via location in Conservation Area.
Views	None		
Heritage Assets	<p>Conservation Areas – CA5 Richmond Hill</p> <p>Listed Buildings – Main Building (Grade II), 6-8 Paved Court (Grade II)</p> <p>Building of Townscape Merit (BTM) - The Red House</p> <p>Adjacent to the site:</p> <ul style="list-style-type: none"> • Listed Buildings – Richmond Hill Hotel, Richmond Gate Hotel, Doughty House and properties fronting Richmond Hill (immediately west and south) (Grade II), properties fronting Reynolds Place, Hobart Place, Queens Road, Sayers Walk & Cambrian Road (immediately east) • BTMs – Upper College Lodge (southern corner of site), Porters Lodge (eastern corner of site), 5&7 Queens Road (immediately north), properties fronting Rosemont Road (immediately north), 3 Queens Road, Richmond Gate Hotel (immediately south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Vineyard School - (immediately northwest) Other Open Land of Townscape Importance (OOLTI) • Richmond Park (60m south and east) - Metropolitan Open Land (MOL), Site of Special Scientific Interest (SSSI) • Petersham Common (100m south and west) - MOL, Site of Importance for Nature Conservation (SINC), Public Open Space
Relevant Planning History	None.		
Description of Current Site Character	<p>The American University Richmond campus has been located on the site since 1972, but now has plans to relocate to a site in a neighbouring borough. Currently the campus provides residential accommodation for its students within three of the buildings on site, via over 200 bedspaces. The site is located in a sensitive area. The main building is Grade II Listed, 3 storeys in neo-Gothic style, with the Red House in the northeast corner a BTM. The site is within a Conservation Area. Access to the site is via Queens Road to the east with some onsite parking. The grounds are predominantly greened and contain a number of trees.</p>		

CONTEXT:

Proposed Site – American International University, Queens Road, Richmond, TW10 6JP

Neighbour Context

The site is located in a very sensitive location; it straddles two conservation areas and very few nearby buildings are not either Listed or BTMs.

The site is bounded by Richmond Hill and Richmond Harbour 4* Hotels ranging to 4 storeys in height. To the north of the site is the two-storey Vineyard Primary School set in grounds that are designated open space. This is currently a 3 form entry school with no space for further expansion, according to the School Place Planning Strategy 2019. Rosemont Road bounds the site to the north which comprises houses 2-3 storeys in height. To the east the site is bounded by Queens Road which comprises residential properties in a range of styles ranging up to 3 storeys, beyond which is Richmond Park. Approximately 360m west of the site runs the River Thames, where the area becomes more mixed in nature.

Vision: Proposed site - American University, Queens Road, Richmond

If the site is declared surplus to requirements, then educational uses are the most appropriate land use for the site. If an educational use is not viable on site, then the provision of community/social infrastructure uses would also be appropriate or could be incorporated as part of a mixed-use scheme.

- **If the site is deemed to be surplus to requirement, the Council expects that an educational use is continued on site. A mixed-use proposal incorporating education and social/community infrastructure uses would also be acceptable.**
- **Any development proposal should be of the highest quality in character and protect and where possible enhance the heritage assets on site and the Conservation Area, as well as nearby heritage assets. Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.**

Expected Implementation Timescale

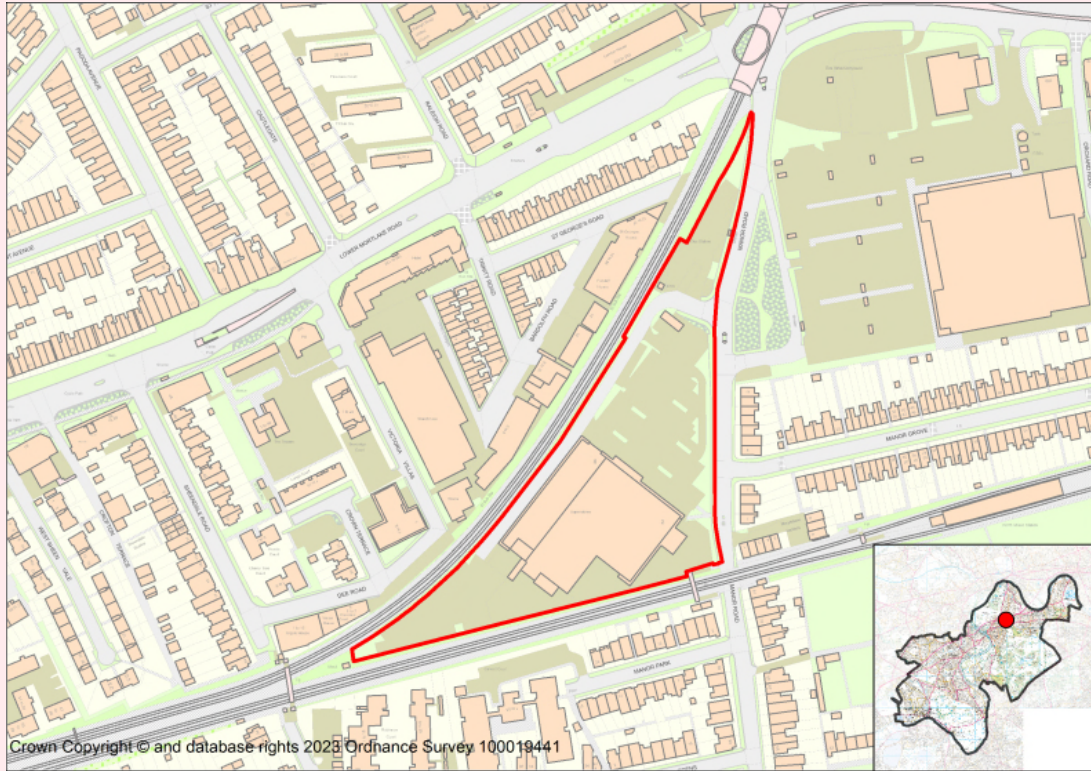
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 29

Homebase, Manor Road, North Sheen



CONTEXT:
Proposed Site – Homebase, 84 Manor Road, Richmond, TW9 1YB

Ward	North Richmond	Site Area	1.84 ha
Land ownership	Private	CIL Band	Richmond CIL: North Richmond – Higher MCIL: Band 1
Existing land uses	Retail use hardware store and associated car park (Use Class E)		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F3 North Sheen Residential
Village Plan Guidance	Character Area 6 'Old Gas Works', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Homebase, 84 Manor Road, Richmond, TW9 1YB			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 4 'good' • Richmond Station & North Sheen Stations approximate 22minute walk • No Controlled Parking Zone • Local distributor road / Crown road 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (1 in 100 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Throughflow Catchment Area 	Trees	TPO Are Group Wood (T0411) on site to the north and south.
Views	None		
Heritage Assets	<p>None.</p> <p>Adjacent to the site:</p> <ul style="list-style-type: none"> • Conservation Areas – CA50 Sheendale Road (20m west), CA31 Sheen Road Richmond (50m southwest) • BTMs – properties fronting Manor Grove (opposite Manor Road to east), properties fronting St Georges Road, Trinity Road and Trinity Cottages (opposite railway lines to west and northwest) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Sainsbury's Manor Road - (immediately northeast) Other Open Land of Townscape Importance (OOLTI) • North Sheen STA Allotments (40m east) - OOLTI • Finucane Court, Stanmore Gardens (130m west) - OOLTI
Relevant Planning History	<p>An application (ref. 19/0510/FUL) for redevelopment of the site for a residential-led scheme to provide 385 homes (35% affordable) was refused by Planning Committee in July 2019 on grounds of under-provision of affordable housing, visual impact, residential standards and sustainability. The application was called in by the Mayor of London (ref. GLA/2020/6252/s3) and during the process the scheme was revised to increase the number of homes to 453. The proposal includes buildings up to 11 storeys. The Mayor resolved to grant permission but a decision remains outstanding: <u>Permission has been granted and the decision notice was issued 23/05/2024.</u></p>		
Description of Current Site Character	<p>The site comprises a typical 1990s purpose-built retail store, single-storey with large floorplate and pitched roof with gabled entrance. Formerly a Homebase, the store is now permanently closed and vacant. It comprises a large on-site surface-level car park of approximately 170 spaces to the front and servicing yard to the rear, within which there are two protected tree groups. Access is via Manor Road to the north. There is a TfL bus terminal to the north of the site.</p>		
Neighbour Context	<p>The character of the surrounding area is a mix of residential and commercial. Railway/underground/overground lines bound the site to the south and west/northwest and Manor Road to the east, which further north adjoins the junction roundabout with the A316 Lower Mortlake Road and Lower Richmond Road.</p> <p>Fronting Bardolph Road to the west is a modern 3-storey residential terrace, a 2-storey building materials supplier and Falstaff House, a 4-storey modern block of flats. To the southwest is Dee Road which comprises flats up to 5 storeys in height with some 2-storey dwellings beyond. To the northeast is a large out-of-town retail complex and carpark, which includes a Sainsbury's superstore, which is a Site Allocation in the Local Plan. To the east are 2-storey residential terraces fronting</p>		

CONTEXT:

Proposed Site – Homebase, 84 Manor Road, Richmond, TW9 1YB

Manor Road, which are BTMs. South of the site beyond the railway tracks the area is more predominantly residential and low rise.

Vision: Proposed site - Homebase, Manor Road, Richmond

There is opportunity for a comprehensive residential-led redevelopment of the site with a flexible range of uses, including retail, office and community/social. This should include the provision of high-quality public realm and improvements to permeability and the Manor Road street frontage, to integrate the development into the surrounding area.

- **The existing bus terminus will need to be retained on site, in consultation with TfL, as well as provision of adequate standing capacity and drivers’ facilities.**
- **As the site is located outside of the town centre and Primary Shopping Area, the existing retail use is not protected. The Council does expect that any redevelopment would provide a range of uses on the site, including retail, office and community, to meet local needs.**
- **There is a need for housing in the borough and this site is considered suitable for a substantial provision of new housing units including a policy compliant level of affordable housing).**
- **The Urban Design Study identified part of the site as a tall building zone (7-8 storeys) with a mid-rise buffer zone (5-6 storeys), in accordance with Policy 45 Tall and Mid-Rise Building Zones. It is recognised that there is currently a planning application with the Mayor which proposes heights up to 11 storeys. However, the Urban Design Study recommends the appropriate heights for the zone are up to 8 storeys to respects the small scale of the surrounding area.**
- **Due to the constraints of the railway lines and built form along Manor Road, including designated BTMs and close proximity to two Conservation Areas, the height of the built form should increase towards the middle of the site and step down to the boundary. Any proposal should assess potential impacts on views and amenity. The Council expects that the street frontage along Manor Road is enhanced.**
- **Proposals should look to provide a high-quality public realm. The Council expects the creation of permeability through the site with sensitive landscape design that can also promote active transport, such as walking and cycling.**
- **There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and wellbeing of future occupants and users, including surrounding communities.**
- **Any future developer is expected to engage with TfL to ensure development does not lead to unacceptable impacts on the local road network. Any scheme should include pedestrian routes where possible and encourage active travel.**
- **Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.**

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 30

Sainsburys, Lower Richmond Road, Richmond



CONTEXT:

Proposed Site – Sainsbury's Lower Richmond Road, Richmond, TW9 4LT

Ward	North Richmond	Site Area	2.63 ha
Land ownership	Private	CIL Band	Richmond CIL: North Richmond – Higher MCIL: Band 1
Existing land uses	Retail and associated car park (Use Class E)		
Local Plan Place-Based Strategy	Richmond & Richmond Hill	Urban Design Study Area	F3 North Sheen Residential
Village Plan Guidance	Character Area 6 'Old Gas Works', Richmond & Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Sainsbury's Lower Richmond Road, Richmond, TW9 4LT			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 54 'very-good' • North Sheen Station approximate 5minute walk • No Controlled Parking Zone • Local distributor road / Crown road • Adjacent to Transport for London Road Network (TLRN) 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Throughflow Catchment Area 	Trees	Two trees in southwest corner subject to TPO
Views	None		
Heritage Assets	None. Adjacent to the site: <ul style="list-style-type: none"> • BTMs – properties fronting Manor Grove (immediately south), 1 Shakespeare Terrace, Lower Richmond Road (25m east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Sainsbury's Manor Road (on site) - Other Open Land of Townscape Importance (OOLTI) • Niton Road/Upper Richmond Road (65m northeast) - OOLTI • North Sheen STA Allotments (95m south) - OOLTI
Relevant Planning History	None.		
Description of Current Site Character	The site comprises a large purpose-built Sainsbury's supermarket, with other complementary uses such as pharmacy, Starbucks coffee shop and car wash, with car park with petrol garage. The supermarket is a well-established and key facility for the local community. The site is accessed from Manor Road. There is also a TfL bus terminus located on the western side of the site.		
Neighbour Context	The surrounding area is a mix of residential, commercial and industrial. The site is bounded by the busy A316 Lower Richmond Road to the north where there is a footbridge to residential terraced streets beyond. To the west the site is bounded by Manor Road, beyond which is the former Homebase site, which is now a Site Allocation in the Local Plan. To the south the site is adjoined by rear gardens of locally listed two-storey terraces fronting Manor Grove. Further east the character becomes more mixed with the Gas Valve Compound, residential flats up to 6 storeys in height and other uses including gym, car wash, Richmond Fire Station and the Market Road Business Park.		

Vision: Proposed site - Sainsburys, Lower Richmond Road, Richmond

The Council will support comprehensive redevelopment of the site to provide for retail and residential uses. The continued use of the site as a foodstore and the reprovision of the existing retail floorspace is required.

- Any redevelopment proposal will be required to retain and/or reprovide the existing retail floorspace; associated car parking provision is expected to be reprovided in line with London Plan standards.
- Redevelopment of the foodstore provides an opportunity to optimise the use of the site and it is acknowledged that any redevelopment proposal may necessitate a period of closure and/or a loss of trade during construction.

- There is a need for housing in the borough and this site is considered to be suitable for a substantial provision of new housing units with a policy-compliant level of affordable housing.
- There is an expectation that any redevelopment proposal should provide public realm benefits, including improvements to the visual appearance of the area.
- There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and wellbeing of future occupants and users, including surrounding communities.
- Any future developer is expected to engage with TfL to ensure development does not lead to unacceptable impacts on the local road network. Any scheme should include pedestrian routes where possible and encourage active travel.
- The Urban Design Study identifies part of the site as a tall building zone (7-8 storeys), in accordance with Policy 45 Tall and Mid-Rise Building Zones.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.
- The site is adjacent to the Gas Valve Compound and any redevelopment proposal needs to take account of its proximity to the gas pipeline.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

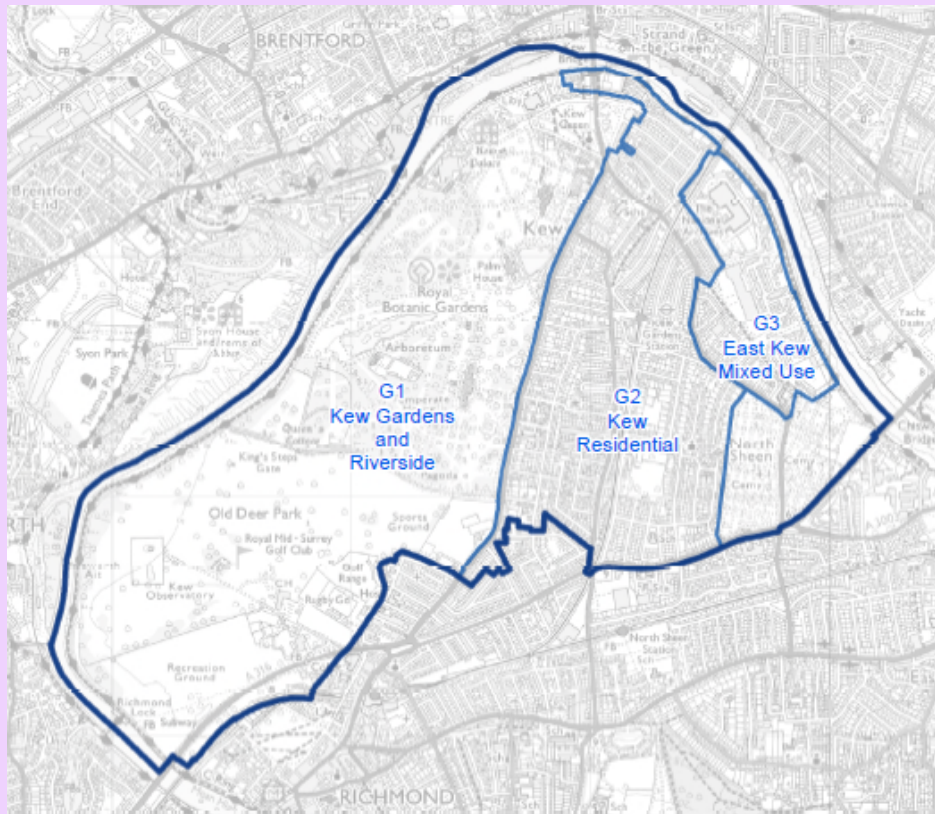
Long (10-15 years)

12 Place-based Strategy for Kew

Policy PBS7 Place-based Strategy for Kew

Area Profile

The Kew area encompasses Kew Gardens and Riverside, Kew Gardens, and East Kew Mixed Use. These are character areas G1, G2 and G3 in the Urban Design Study.



Kew is enclosed on two sides by a bend in the River Thames. The area's setting is strongly influenced by its scenic meandering river frontage and the significant open spaces of Old Deer Park and the Royal Botanic Gardens, Kew. The open space at Kew Green forms an important gateway to the borough.

The river and related towpaths and open spaces are the defining features of the area. Tree lined streets are a common feature through much of Kew. While Kew Green is fronted by grand Georgian and Victorian homes, to the northeast of the Green are terraced cottages which create a more intimate urban character. Houses are more densely arranged in Kew than many other parts of the borough with shorter set-backs and fewer spaces between properties.

The Royal Botanic Gardens, Kew which was declared a UNESCO World Heritage Site in 2003, is a world-famous and world-leading scientific organisation and botanic garden. It is amongst the most important cultural heritage sites in the world and a key feature of London's identity as a world city. The Government has committed to protecting, conserving, presenting and transmitting to future generations the Outstanding Universal Value of World Heritage Sites and to protecting and conserving their settings.

This area includes Old Deer Park which is a historically important and well used recreational and community area of the borough. The extensive open space supports a range of recreational functions, including the Pools on the Park (Richmond Baths), Richmond Athletic Association and the Royal Mid-Surrey Golf Club.

There is a lively and attractive local shopping centre at Kew Gardens Station, presenting a distinctive gateway for those arriving by rail or underground, and there are also local parades at Kew Green and Sandycombe Road which provide for top-up shopping.

There has been major residential development at East Kew, providing contemporary apartments and houses in a landscaped setting, along with commercial and municipal uses which are in the form of larger scale and less regular development. The Townmead Road Re-use and Recycling Centre provides

for residential and trade waste. There is a well-used out of centre retail park. Visitors also come to the National Archives, which is the official archive and publisher for the UK Government, providing document reading rooms to access the collection as well as events.

As part of the Urban Design Study consultation in 2021 feedback was invited on what people valued in their area. Kew Gardens and Riverside (G1) received very inconsistent scores, but it was scored particularly highly for attractiveness, tranquillity, and green spaces. Kew Residential (G2) scored consistently high for all features, with shops and restaurants, attractiveness and heritage marginally higher. East Kew Mixed Use (G3) features were not scored consistently, showing stark positive views on some aspects mirrored by negative views on other aspects, but in particular attractiveness, tranquillity, and green spaces were considered to be positive features of the area.

Overall strategy

Overall, the Urban Design Study recognises that both Kew Gardens and Riverside (G1) and Kew Residential (G2) have a high sensitivity to change, where the existing character is very strong. It recognises for Kew Gardens and Riverside (G1) that the character area contains a series of unique open spaces and townscape that are in excellent condition, and the strategy for this area is to conserve its character. The Study recognises for Kew Residential (G2) that the characteristic elements and features are largely in good condition, and the strategy for this area is to conserve the character, whilst enhancing existing features where appropriate. For East Kew Mixed Use (G3) it recognises a medium sensitivity to change, as the existing character of the area is disjointed and lacks coherence or identity, with the potential for development to improve the character and address negative qualities, particularly in areas such as around the retail park. It sets out long-term opportunity to transform the character of the area into a coherent and attractive area of mixed-use development and services, looking to improve the sense of place, public access, and townscape legibility. The Urban Design Study contains design guidance for each character area and for Richmond's Riverside.

There is also an adopted SPD for the Old Deer Park area, produced to support the then emerging 2018 Local Plan and the site allocations within this area. This SPD provides an integrated framework which supports the conservation, enhancement and management of the Old Deer Park as a historically important and well-used recreational and community area of the borough. It considers the historic attributes of the site, the relevant planning policy framework, the recreational and community activities, environmental considerations and identifies opportunities to support its maintenance and enhancement.

Other initiatives

The Council works with Kew Traders Network, supporting the range of independent shops, restaurants and cafes in the heart of the village. There are many locally organised events including Kew Village Market.

At the time of writing, there are active travel initiatives, including the implementation in 2021 of a cycle scheme on Kew Road, the potential for a new cycle hub at Kew Gardens and upgrades to the Kew Gardens Station footbridge including improved accessibility.

Vision

The vision for Kew is to maintain its character as a residential area. Kew Gardens Station will continue to provide a lively shopping centre for residents and visitors, with local shops and services at Kew Green and Sandycombe Road.

The setting of the Royal Botanic Gardens, Kew World Heritage Site will be protected and enhanced, to conserve its outstanding universal value. There are opportunities to sustain the significance of the historic landscape of the Old Deer Park and the features it contains, as well as supporting its wildlife, nature conservation and climate change role, whilst also improving the Park for sports, recreation and community use, with enhanced access.

There is an opportunity through new development at Kew Retail Park to improve the character at East Kew and improve green links to the River Thames.

Policy

Future development in this place is expected, where relevant, to:

- Conserve the high-quality, traditional, frontages along the parade area by Kew Gardens Station, with opportunities for retaining and enhancing the “spill-out” of venues, including restaurants, cafés and pubs, to maintain a sense of activity and vibrancy.
- Improve wayfinding at the Station and across the town centre to places of interest such as Sandycombe Road, National Archives and the Royal Botanic Gardens, Kew.
- Preserve the openness of the parklands and the riverside, by resisting development which would affect this perception, and restoring historic elements where appropriate.
- In areas deficient in access to Public Open Space, consider opportunities to improve access to existing spaces, either through design and public realm improvements, or where opportunities arise, provide new publicly accessible open space. Where open spaces are currently not publicly accessible, their availability for public access and use will be encouraged.
- Support greening through conserving and enhancing street trees and planted front gardens with shrubs, small trees and hedges with a focus on biodiversity improvements.
- Contribute to conserving and enhancing the Royal Botanic Gardens, Kew World Heritage Site and surrounds in accordance with Policy 32 Royal Botanic Gardens, Kew World Heritage Site.
- Contribute to conserving and enhancing the significance of the Old Deer Park historic landscape and its features, as set out in the Old Deer Park SPD, including strengthening the southern boundary to reduce the impact and potential encroachment of sports developments, adjacent townscape, and Twickenham Road, on the registered park and garden and conservation area. Support the continued sporting and complementary uses at Pools on the Park and surroundings and Richmond Athletic Association Ground, Old Deer Park.
- Improve and transform parts of East Kew by improving the sense of place, public access and legibility, along with establishing more green infrastructure, particularly street trees.
- Enhance the connectedness of the Thames Path route within the wider Kew townscape and to the adjacent open spaces.
- Contribute to promoting active travel and reducing the dominance of vehicle traffic, including along Mortlake Road (A205) and Kew Road (A307) to reduce their severing impact.

There are opportunities in parts of East Kew for development to positively contribute to improving the character and addressing negative qualities, creating a sense of activity with an inviting public realm as part of a coherent strategy, to improve permeability and active travel links. At Kew Retail Park (Site Allocation 31) there is the opportunity for comprehensive residential-led redevelopment to include a range of commercial uses, improve the public realm, active travel and links to the River Thames. There is a tall building zone opportunity (7 storeys), surrounded by a mid-rise buffer to provide for a transition to the more modest surrounding area, in accordance with Policy 45 Tall and Mid-Rise Building Zones. Redevelopment at Kew

Biothane (Site Allocation 32) is expected to deliver a residential use with associated open space provision. The protection and enhancement of sporting uses and facilities is supported at Pools on the Park (Site Allocation 33) and Richmond Athletic Ground (Site Allocation 34) at the Old Deer Park.

See details in the Site Allocations within this area:

- Kew Retail Park, Bessant Drive, Kew
- Kew Biothane Plant, Mellis Avenue, Kew
- Pools on the Park and surroundings, Old Deer Park, Richmond
- Richmond Athletic Association Ground, Old Deer Park, Richmond

Statement Site Allocation 31

Kew Retail Park, Bessant Drive, Kew



CONTEXT:
Proposed Site – Kew Retail Park, Bessant Drive, Kew. TW9 4AD

Ward	Kew	Site Area	3.91 ha
Land ownership	3.91 ha	CIL Band	Richmond CIL: Kew – Higher MCIL: Band 1
Existing land uses	Retail and associated car park (Use Class E)		
Local Plan Place-Based Strategy	Kew	Urban Design Study Area	G3 East Kew Mixed Use
Village Plan Guidance	Character Area 14 'Kew Retail Park', Kew Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	None known	Type of Centre	None – out of centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 0-2 'worst <i>to poor</i>' • Kew Gardens Underground & Overground Station approximate 7minute walk, Mortlake Station approximate 22 minute walk • No Controlled Parking Zone 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Kew Retail Park, Bessant Drive, Kew. TW9 4AD			
	<ul style="list-style-type: none"> • Transport for London Road Network (TLRN) - Mortlake Road 		
Flood Risk	<ul style="list-style-type: none"> • Flood Zones 2/3/3a • Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Area Benefitting from Flood Defence – Environment Agency • Flood Alert Area – Environment Agency • Flood Warning Area – Environment Agency • Tidal Breach Inundation – Environment Agency 	Trees	Four trees in southwest corner subject to TPO
Views	None		
Heritage Assets	<p>None.</p> <p>Adjacent to site:</p> <ul style="list-style-type: none"> • Conservation Areas - CA73 Burlington Avenue & West Park Road (150m to west) and CA74 Ruskin Avenue & Defoe Avenue (15m to north) • Listed Building – West Hall. West Hall Road (Grade II) (50m south) • Royal Botanical Gardens World Heritage Site (500m west) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Townmead Kew & Kew Riverside (130m east) - Metropolitan Open Land (MOL), Other Open Land of Townscape Importance (OOLTI) and Public Open Space • Thames Kew East (180 east) - MOL, Site of Importance for Nature Conservation (SINC) • Offices of National Archives (150m north) - OOLTI
Relevant Planning History	None.		
Description of Current Site Character	<p>Kew Retail Park is a large well-used purpose-built two-storey retail building comprising 7 units, together with associated surface-level car park to the west and south. Vehicular access is via Bessant Drive to the west with a servicing along the eastern side, and there is also pedestrian access via a small park off West Hall Road to the south. The site's boundary treatment cuts it off from the surrounding area, creating almost an island effect.</p> <p>JTP Architects have been consulting the public on a new mixed-use residential proposal for the site.</p>		
Neighbour Context	<p>The surrounding area is a mix of residential and other uses. To the east the site directly bounds Kew Riverside, a recent mixed-use residential-led development of townhouses and apartments up to 5 storeys. Richmond Medical Group occupies the ground floor of Rose House. Further east is the former Stag Brewery site which is designated in the Local Plan as a Site Allocation suitable for residential development. Planning permission was granted in 2020 for a 4-6 storey specialist extra care facility for the elderly comprising 88 units.</p> <p>Kew Meadows Path bounds the site to the west, beyond which are interwar 2-storey houses and also the Marlborough Trading Estate. 2-storey houses front the residential streets to the north within the CA74. The South Circular Road runs close to the site to the west. Further north is The National Archives.</p>		

CONTEXT:

Proposed Site – Kew Retail Park, Bessant Drive, Kew. TW9 4AD

The River Thames is located approximately 180m to the east of the site.

Vision: Proposed site - Kew Retail Park

The Council will support a comprehensive residential-led redevelopment of the site with a range of commercial uses, including retail, offices (with the provision of affordable workspaces), and leisure. The redevelopment should look to improve the public realm, active transport through the site and links to the River Thames.

- There is a need for housing in the borough and this site is considered to be suitable for a substantial provision of new housing units. The Council expects that a policy-compliant level of affordable housing is provided.
- Whilst the site is not located within a town or local centre, it has for many years proved to be a popular retail destination. It is expected that commercial uses will be retained on site. The mix of uses, such as retail, cafes and offices, should be curated so that they add to the vibrancy and vitality of the new community. The proposed office provision should provide affordable workspace for small and medium-sized companies. **Any new convenience retail provision should not exceed the floorspace of the existing units, to protect the existing local centre in Kew. Any mixed use scheme including retail, will require a Retail Impact Assessment where applicable, in accordance with Policy 18 (g).**
- Any redevelopment proposal needs to take into account the site's proximity to the River Thames and high risk of flooding within a Flood Alert and Warning Area as designated by the Environment Agency.
- There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and well-being of future occupants and users, including surrounding communities. There should be an improvement to the public realm through high-quality landscaping, which can enhance and improve the biodiversity of the site, noting that tree-lined avenues are typical of the area.
- Proposals should be designed to improve the connectivity and permeability of the site, creating connections with the Kew Riverside development and the River Thames where feasible.
- The Royal Botanic Gardens, Kew World Heritage Site will need to be taken into consideration when designing any future scheme.
- Car parking provision is expected to be in line with London Plan standards. The existing site is car orientated and any proposal should look to increase active travel through the site and towards Kew Gardens Station and the surrounding area.
- The applicant will be required to submit a full transport assessment completed in accordance with local and London-wide guidance. The applicant is strongly advised to seek pre-application transport and highway safety advice from Council and TfL officers before completing their transport assessment.
- The Urban Design Study identifies part of the site as a tall building zone (7 storeys) surrounded by mid-rise buffer zones (5-6 storeys) to provide for an area of transition with the more modest surrounding buildings, in accordance with Policy 45 Tall and Mid-Rise Building Zones.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale		
Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)

Statement Site Allocation 32

Kew Biothane Plant, Melliss Avenue, Kew



CONTEXT:
Proposed Site – Kew Biothane Plant, Melliss Avenue, Kew. TW9 4BD

Ward	Kew	Site Area	0.69 ha
Land ownership	Private	CIL Band	Richmond CIL: Kew – Higher MCIL: Band 1
Existing land uses	Former biothane plant site (sui generis). Extant planning permission for residential care home (Use Class C2).		
Local Plan Place-Based Strategy	Kew	Urban Design Study Area	G3 East Kew Mixed Use
Village Plan Guidance	Character Area 15 'Biothane Plant', Kew Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	<ul style="list-style-type: none"> • Brownfield Land Register • Metropolitan Open Land • Thames Policy Area 	Type of Centre	None – out of centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 0 'worst' • Kew Gardens Underground & Overground Station approximate 10 minute walk, Mortlake Station approximate 18 minute walk 	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Kew Biothane Plant, Melliss Avenue, Kew. TW9 4BD			
	<ul style="list-style-type: none"> • No Controlled Parking Zone 		
Flood Risk	<ul style="list-style-type: none"> • Flood Zones 2/3/3a • Critical Drainage Area • Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Article 4 Direction – Fluvial and Tidal Hazard • Flood Alert Area – Environment Agency • Flood Warning Area – Environment Agency • Tidal Breach Inundation – Environment Agency 	Trees	Numerous trees along eastern border subject to TPO
Views	None		
Heritage Assets	None.	Access to Open Space / Nature	<ul style="list-style-type: none"> • Townmead Kew (eastern section of site) - Metropolitan Open Land (MOL) • Kew Riverside (immediately south) - Other Open Land of Townscape Importance (OOLTI) • Thames Kew East (immediately east) - MOL, Site of Importance for Nature Conservation (SINC) • Offices of National Archives (260m northwest) - OOLTI
Relevant Planning History	An application for an 88 unit residential specialist extra care home of 4-6 storeys was granted planning permission at Committee 16/09/2020 (ref. 18/3310/FUL). This permission has not been implemented. <i>Works commenced on site but have not been completed.</i>		
Description of Current Site Character	<p>The site was previously owned by Thames Water Utilities and served the Stag Brewery. Brewery operations ceased in 2015 and the site was declared surplus to requirements. The site is fully decommissioned and is now vacant. There is an extant planning permission granted in 2018 for a 88-unit residential specialist extra care home of 6 storeys, including leisure and social facilities. The eastern section of the site is MOL. The Open Land Review 2021 found this area, as part of the wider designation (Parcel 21 Mortlake Cemetery East, Townmead Kew and Thames Kew East), fulfils its role for MOL purposes.</p> <p>The site is accessed via Melliss Avenue to the west and fronts the River Tames and public tow path.</p>		
Neighbour Context	<p>The surrounding area is predominantly residential, with the exception of Kew Retail Park to the west. Scale of development in the immediate areas ranges from 3-5 storeys with taller residential riverside developments to the north of 6-7 storeys. Adjoining to the north of the site is the retained Thames Water facility with its associated structures and single-storey buildings, which remain in use and is fully enclosed by fencing and tree planting along its northern boundary. The 5-storey Terrano House (residential flats) is adjacent to the Thames Water facility to the north. Opposite, to the west of the site is a row of three-storey-storey terraced houses (owned by Metropolitan Thames Valley, formally Thames Valley Housing). 5-storey Maple House and Cedar House (residential flats) are adjacent to the terrace houses to the west. Adjoining to the south of the site</p>		

CONTEXT:

Proposed Site – Kew Biothane Plant, Melliss Avenue, Kew. TW9 4BD

are 4-storey terraced houses and Saffron House (residential flats) on Woodman Mews. The northeast of the site is approximately 5m from the Thames Water Sewage Pumping Station.

Vision: Proposed site - Kew Biothane Plant

The Council will support redevelopment of this site to provide for residential uses, including affordable housing, and associated open space provision.

- Due to its location in a largely residential area, redevelopment for housing, including affordable housing, is considered appropriate.
- The redevelopment of the site provides an opportunity to enhance the environment whilst meeting housing needs.
- A residential scheme would need to take into account the presence of the existing sewage treatment works to the north of the site and impact on residential amenities considered. The submission of an odour impact assessment would be required upfront.
- Parts of the site are designated as MOL and development in this area would not be acceptable. There is an expectation that any redevelopment proposal improves the character and openness of the MOL.
- There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value as well as for health and well-being of future occupants and users, including surrounding communities.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

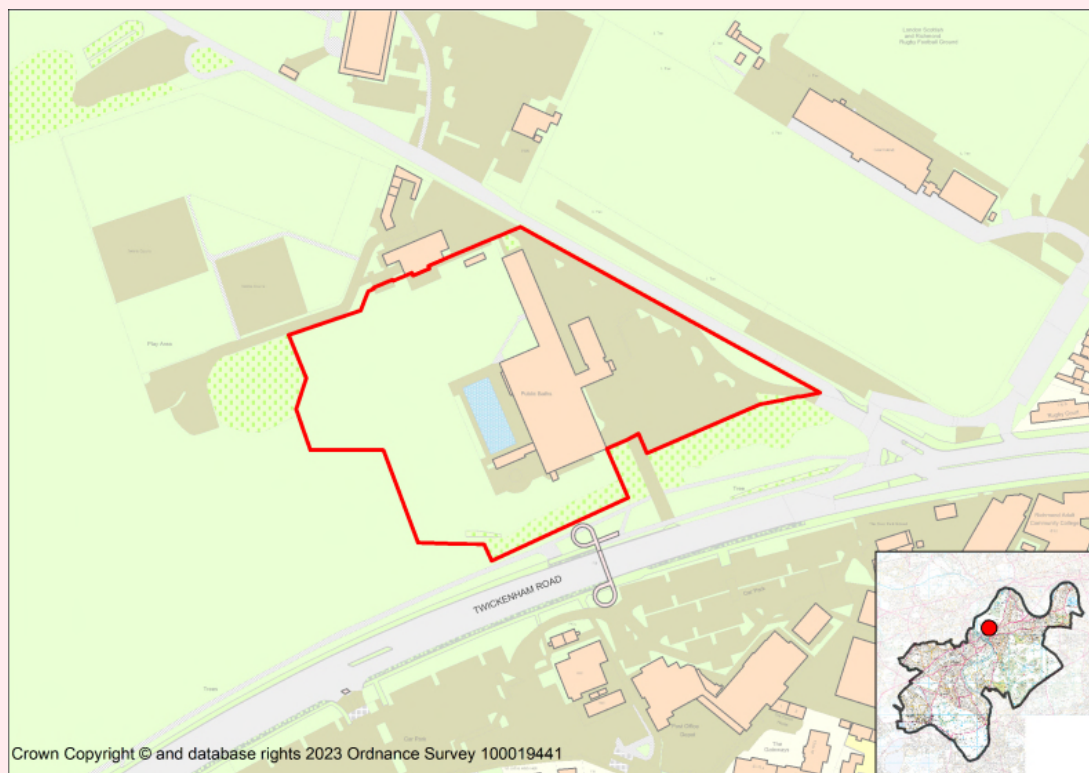
Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 33

Pools on the Park and surroundings, Old Deer Park, Richmond



CONTEXT:

Proposed Site – Pools on the Park and surroundings, Old Deer Park, Twickenham Road, Richmond. TW9 2SF

Ward	North Richmond	Site Area	1.96 ha
Land ownership	Public	CIL Band	Richmond CIL: North Richmond – Higher MCIL: Band 1
Existing land uses	Indoor swimming baths and leisure facility and ancillary café (Use Class F2(d) and E(d)), outdoor swimming pool (Use Class F2(d) and associated grounds and car park		
Local Plan Place-Based Strategy	Kew	Urban Design Study Area	G1 Kew Gardens and Riverside
Village Plan Guidance	Character Area 18 and Conservation Area 57 'Old Deer Park', Richmond and Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Thames Policy Area	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Pools on the Park and surroundings, Old Deer Park, Twickenham Road, Richmond. TW9 2SF			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 5 'very good' • Richmond Station approximate 5 minute walk • Controlled Parking Zone • Primary Secondary Road – Twickenham Road 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Throughflow Catchment Area 	Trees	Trees along southern boundary which are protected via CA57 though none subject to TPO
Views	<ul style="list-style-type: none"> • Protected View – View from St Margarets Promenade to Kew Pagoda • Indicative Protected View – View from towpath at Twickenham Bridge to Kings Observatory (indicative 20m buffer) 		
Heritage Assets	World Heritage Site – Royal Botanic Gardens, Kew CA57 Old Deer Park Conservation Area Historic Park and Garden – Royal Botanical Gardens & Old Deer Park (Grade I) Archaeological Priority Area: Zone – Old Deer Park Listed Building (Grade II) Adjacent to site: <ul style="list-style-type: none"> • Conservation Areas - CA36 Kew Foot Road (160m east), CA17 Central Richmond (90m southeast), CA3 Richmond Green (160m south) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Old Deer Park Sports (immediately east) - Metropolitan Open Land (MOL), (80m north) Site of Importance for Nature Conservation (SINC) • Old Deer Park Rec and Old Deer Park (immediately south) - MOL and Public Open Space
Relevant Planning History	None.		
Description of Current Site Character	Richmond Public Baths, known as 'Pools on the Park', is a part 2 part 1 storey Grade II Listed Building which houses two indoor swimming pools and health and leisure facilities, set within the Old Deer Park. Outside is an open-air lido, terrace and viewing deck. There is a café on site. To the west are landscaped amenity areas and to the east is a car park, accessed via Twickenham Road (A316) to the south. Section 5 of the Old Deer Park SPD includes details of the significance of the listed status of the Pools complex		
Neighbour Context	Old Deer Park surrounds the site. Behind the site is a nursery school which forms part of the building also containing the Recreation Ground changing facilities. To the northwest are hard and grass tennis courts and children's play areas. Further north is the Royal Mid Surrey Golf Club and course. To the east is the London Scottish and Richmond Rugby Football Ground.		

CONTEXT:

Proposed Site – Pools on the Park and surroundings, Old Deer Park, Twickenham Road, Richmond. TW9 2SF

Beyond Twickenham Road to the south the area is more built up. The character is mixed and includes Richmond Adult Community College, The Bridge Workspace, Royal Mail Delivery Office Richmond Green other retail and residential properties typically 2 storeys in height.

Vision: Proposed site - Pools on the Park and surroundings, Old Deer Park, Richmond

The Council supports the continued use of this site for sports uses, including improvements and upgrading of existing facilities. Additional leisure facilities, community and other complementary uses will be supported provided they meet identified needs and do not detract from the main use of the site as a publicly-accessible swimming facility. Any proposal would need to be fully justified having assessed the significance of the building and its setting, and having taken into account the wider heritage designations that apply to the site.

- **The Council's Indoor Sports Facility Needs Assessment 2015 (due to be updated 2023) states that there is a concern regarding the aging stock on this site and that this facility needs substantial works and upgrading. A particular concern raised in the Assessment is the cost of maintaining and running the facility due to its age. Further, the future population growth of the borough will place additional pressure on capacity.**
- **The Indoor Sports Facility Needs Assessment also suggests that ideally the building should be rebuilt to offer residents a modern swimming experience. In addition, the gym facilities require investment to match standards in other membership facilities.**
- **The SPD for the overall Old Deer Park (aligned to the Conservation Area boundary) sets out (in section 4) that Pools on the Park is an important public facility, for swimming and health and fitness facilities, and recognises the issues relating to the complex and age of the facility.**
- **As the existing Pools complex is Grade II Listed and the site lies within a Grade I Historic Park and Garden, Conservation Area and the Royal Botanic Gardens, Kew World Heritage Site buffer zone, it is important that any proposals are considered within the context of these designations. Any proposal will need to take into account the Old Deer Park SPD, demonstrating how an understanding of the significance of the listed status of the Pools complex has informed any scheme, and ensuring that it respects the significance having regard to the draft Statement of Significance for the site.**
- **Looking at the Park as a whole, the Old Deer Park SPD sets out opportunities to sustain the significance of the historic landscape of the Park and the features it contains, as well as supporting its wildlife and nature conservation role, improving the sports, recreation and community facilities and enhancing access into and around the Park. Any proposal will need to take into account the SPD and ensure that any prospective development is sensitive to the historic landscape of the Park and its features.**
- **Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.**

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 34

Richmond Athletic Association Ground, Old Deer Park, Richmond



CONTEXT:

Proposed Site – Richmond Athletic Association, Old Deer Park, Twickenham Road, Richmond. TW9 2SF

Ward	North Richmond	Site Area	9.93 ha
Land ownership	Public	CIL Band	Richmond CIL: North Richmond – Higher MCIL: Band 1
Existing land uses	Outdoor sports grounds (Use Class F2(c)) and associated structures		
Local Plan Place-Based Strategy	Kew	Urban Design Study Area	G1 Kew Gardens and Riverside
Village Plan Guidance	Character Area 18 and Conservation Area 57 'Old Deer Park', Richmond and Richmond Hill Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	<ul style="list-style-type: none"> Metropolitan Open Land Thames Policy Area 	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Richmond Athletic Association, Old Deer Park, Twickenham Road, Richmond. TW9 2SF			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 5 'very good' • Richmond Station approximate 9 minute walk • Controlled Parking Zone N – Northeast Richmond • Primary Secondary Road – Twickenham Road 	Air Quality	Air Quality Management Area
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Surface Water Flooding (1 in 100 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Throughflow Catchment Area 	Trees	Trees protected via CA57 though none subject to TPO
Views	<ul style="list-style-type: none"> • Indicative Protected View – View from towpath at Twickenham Bridge to Kings Observatory (indicative 20m buffer) 		
Heritage Assets	World Heritage Site – Royal Botanic Gardens, Kew CA57 Old Deer Park Conservation Area Historic Park and Garden – Royal Botanical Gardens & Old Deer Park (Grade I) Archaeological Priority Area: Zone – Old Deer Park Listed Building – Pavillion (Grade II) Adjacent to site: <ul style="list-style-type: none"> • Conservation Area - CA36 Kew Foot Road (immediately east) • Listed Buildings – Richmond Royal Hospital, 12 & 14, 19-23, 39 Kew Foot Road (immediately east) (Grade II), Swimming Baths, Old Deer Park (immediately west) (Grade II) • Buildings of Townscape Merit (BTMs) - various buildings fronting Kew Foot Road (immediately east) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Old Deer Park Sports - Metropolitan Open Land (MOL) and (immediately north) Site of Importance for Nature Conservation (SINC) • Old Deer Park Rec (immediately west) - MOL and Public Open Space • Michels Row (80m east) - Other Open Land of Townscape Importance (OOLTI) and Public Open Space
Relevant Planning History	None.		
Description of Current Site Character	<p>The site is home to the London Scottish Football Club and comprises 7 pitches, a 1950s grandstand and Grade II Listed pavilion, and includes changing facilities and a health and fitness facility. The grandstand is one of few cantilevered grandstands erected in Britain before the 1970s and the only British example of a reinforced concrete grandstand seen more commonly in post-war Continental Europe.</p> <p>The whole site is designated as MOL. The Open Land Review 2021 found this area, as part of the wider designation (Parcel 24 Old Deer Park & Kew Gardens) fulfils its role for MOL purposes. Access is via Twickenham Road (A316) to the south.</p>		

CONTEXT:

Proposed Site – Richmond Athletic Association, Old Deer Park, Twickenham Road, Richmond. TW9 2SF

Neighbour Context	Old Deer Park surrounds the site to the west, north and east. Separated by an access road the west is Pools on the Park indoor pools and lido complex and associated car park. To the northwest is the Royal Mid Surrey Golf Club and golf course to the north. Further east is the Mid-Surrey Bowling Club and grounds. The site is bounded by Kew Foot Road which runs to south to west, beyond which the area is predominantly residential and low rise.
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Vision: Proposed site - Richmond Athletic Association, Old Deer Park, Richmond

The Council supports the continued use of this site for sports uses, including improvements and upgrading of existing facilities. Additional leisure facilities, community and other complementary uses could be incorporated provided they have been fully justified as being necessary to support the continued sporting uses on the site, that they demonstrate meeting identified needs, do not detract from the main use of the site as a sports ground, and have been developed to take account of the Metropolitan Open Land (MOL) and historic designations.

- The evidence as set out in the Council's Playing Pitch and Outdoor Sports Strategy (2015 2023) suggests that the sports ground needs to be retained; however, improvements to pitch quality are required in relation to the existing facilities, including consideration of additional sports lighting on the seven senior pitches to eradicate 'overplay' to the changing facilities and the quality of the playing pitches as a result of them currently being 'overplayed'. The recent Action Plan updates have not identified any significant change to the situation, although the evidence base is due to be these are regularly updated in 2023.
- The Council supports the principal of improvement and upgrading of facilities to support the sports uses on this site.
- It is acknowledged that any improvement and upgrading of the existing sports facilities may require additional development to support the costs of improving/replacing existing facilities. Recognising the historic and policy designations relating to the scheme, any such development would be to be clearly justified, be for associated leisure and/or other complementary uses, and provide for a comprehensive development approach for the whole site. Development must also demonstrate that the character and appearance of the site, as well as its historic significance, is improved and enhanced.
- The whole site is designated as MOL and therefore inappropriate development would not be acceptable.
- As the pavilion is Grade II Listed and the site lies within a Grade I Historic Park and Garden, Conservation Area and the Royal Botanic Gardens, Kew World Heritage Site buffer zone, it is important that any proposals are considered within the context of these designations. Any proposal will need to take into account the Old Deer Park SPD and demonstrate how an understanding of the significance of the listed status of the pavilion has informed any scheme.
- The Old Deer Park SPD sets out (section 4) the existing indoor and outdoor provision at the site, including the pitches and the health and fitness facility. Opportunities for improvement are identified (in section 5) including the details that would need to be addressed in any proposal for redevelopment of the grandstand or any reconfiguration of the pitches.
- Looking at the Park as a whole, the Old Deer Park SPD sets out opportunities to sustain the significance of the historic landscape of the Park and the features it contains, as well as supporting its wildlife and nature conservation role, improving the sports, recreation and community facilities and enhancing access into and around the Park.

Any proposal will need to take into account the SPD and ensure that any prospective development is sensitive to the historic landscape of the Park and its features.

- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

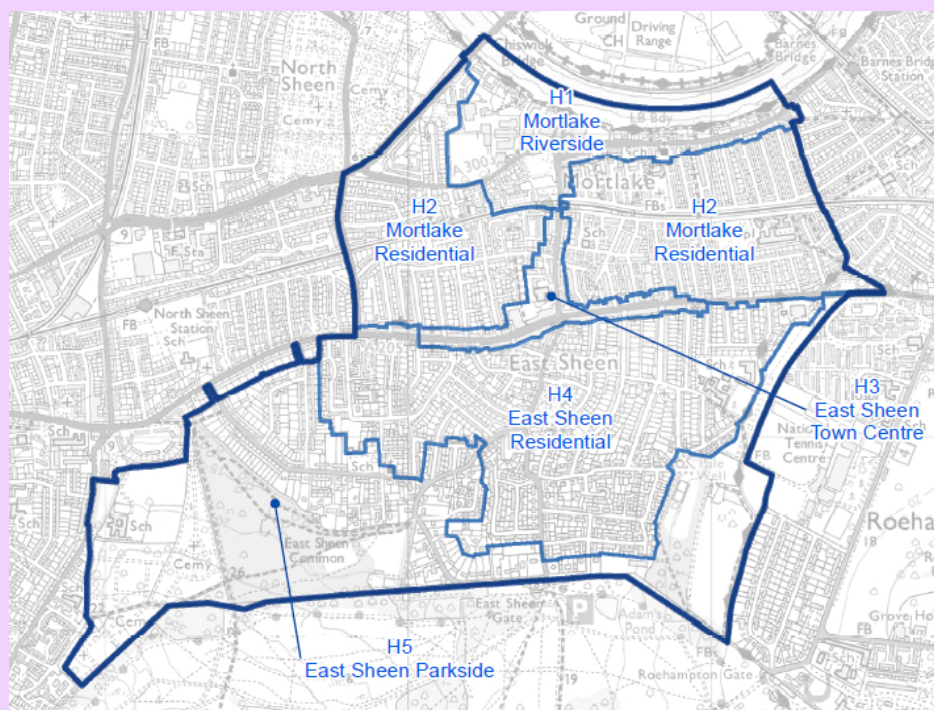
Long (10-15 years)

13 Place-based Strategy for Mortlake & East Sheen

Policy PBS8 Place-based Strategy for Mortlake & East Sheen

Area Profile

The Mortlake & East Sheen area encompasses East Sheen Town Centre, with East Sheen Residential and East Sheen Parkside, along with Mortlake Residential and Mortlake Riverside. These are character areas H1, H2, H3, H4 and H5 and in the Urban Design Study.



This area is predominantly residential, between the River Thames and Richmond Park. Towards Richmond Park there are attractive tree-lined streets with large houses, whereas north of Upper Richmond Road West the character is formed by terraced cottages and houses.

Across this area Sheen Common and Palewell Common provide unique open areas for a range of recreational activities and important wildlife habitats, along with Mortlake Common and the open space along the River Thames between Chiswick Bridge and Barnes – with the Varsity Boat Race traditionally ending at Mortlake.

The Mortlake (Stag) Brewery is a prominent part of the area's heritage. It is a significant development opportunity in the borough, since brewing operations ceased at the end of 2015. There are historic assets, the former bottling building, the Maltings building and the former hotel building, along with historic brick boundary structures that survive.

The centre of East Sheen is bisected by Upper Richmond Road West (A205 South Circular) and inevitably this has a major impact on its appearance and character. Identified as a district centre in the borough's centre hierarchy and the London Plan (see section 6 of the Plan), there is a mix of multiple and specialist shops, pubs, restaurants, cafes and a range of community facilities at the Sheen Lane Centre. The London Plan recognises existing office functions, generally within smaller units, should be protected, albeit that the area has medium commercial growth potential.

Mortlake now has limited shops and services on Mortlake High Street. There is a neighbourhood centre at White Hart Lane.

The area as a whole is relatively well-connected, which includes Mortlake Station, although the railway lines and level crossings also form barriers to movement.

As part of the Urban Design Study consultation in 2021 on what local people valued in their area, Mortlake Residential (H2) received moderately high scores for attractiveness, green spaces, shops and restaurants and community spirit. The highest scores received for East Sheen Town Centre (H3) were for its shops and restaurants, green spaces, vibrancy and community spirit. East Sheen Residential (H4) received consistently high scores across most features. East Sheen Common and Residential (H5) received particularly high scores for its attractiveness, tranquillity and shops and restaurants.

Overall strategy

Overall, the Urban Design Study sets out that Mortlake Riverside (H1) has a distinctive sense of place and heritage, with an overall high sensitivity to change, but its character risks being undermined by inconsistent building typologies, the dominating presence of main roads i.e. Lower Richmond Road and Mortlake High Street, and its increasing disconnect from the River Thames. For this area, the strategy aims to conserve and enhance the area's existing valued features and heritage assets, and to restore Mortlake's historical prominence and relationship with the Thames. Mortlake Residential (H2) has an overall high sensitivity to change, with an existing distinctive character and coherent townscape, and the strategy is to conserve and enhance the character. East Sheen Town Centre (H3) is considered to have a fair sense of place and heritage with a high sensitivity to change overall, although the western part of the town centre has relatively lower sensitivity. It is recognised that the quality and functioning of the area as a town centre has been negatively impacted by several unsympathetic developments, the dominance of vehicle traffic along the South Circular and the loss of coherence in shop frontages. The strategy is therefore to restore the historic character and improve its public realm and sense of identity, particularly along Upper Richmond Road to make it a more attractive destination. East Sheen Residential (H4) has a strong existing character and the townscape is well-maintained with a good quality of architecture, with a high sensitivity to change. The strategy is to conserve the character, elements and features, whilst enhancing appropriate areas. East Sheen Parkside (H5) has a strong existing character and a high sensitivity to change. The strategy is to conserve the character, whilst enhancing particular features in order to strengthen the area's future resilience. The Urban Design Study contains design guidance for each character area and for Richmond borough's Riverside.

Other initiatives

The Council works with the East Sheen Business and Retail Association (ESBRA) who work closely with the community dealing with local issues such as parking and funding new projects for all to keep the high street vibrant.

Transport for London's Cycling Action Plan has highlighted opportunities for additional cycle corridors and identified a top potential route through Sheen and Mortlake into the neighbouring borough of Wandsworth.

Vision

The vision for Mortlake is to create a new focus to the village by redevelopment of the Stag Brewery site, creating a recreational and living quarter and a link between the village and the riverside.

The vision for East Sheen is to retain the established character of the area, to maintain and enhance the district centre, providing shops, services and employment for the local communities. There is also the potential to make Milestone Green the centre of East Sheen.

Policy

Future development in this place is expected, where relevant, to:

- **Contribute to a sense of activity and vibrancy in the town and neighbourhood centres, retaining the mix of uses including restaurants, cafes and pubs along Sheen Lane and at the junction of Mortlake High Street and White Hart Lane, to maintain a sense of activity and vibrancy, and encourage independent shops and businesses, emphasising local makers and artisans. Encourage reinstatement of shopfronts' original design to achieve consistency in appearance in East Sheen Town Centre.**
- **Enhance the sense of arrival and quality of the public realm at Mortlake Station, including improved accessibility through opportunities for art and wayfinding.**
- **Incorporate focal points and establish distinctive landmarks, without recourse to tall buildings, including in East Sheen Town Centre to enhance the sense of place and the area's identity as a destination, such as the space around the war memorial.**
- **Contribute to creating a 'centre' for East Sheen at Milestone Green.**
- **Enhance the public realm and create public areas for dwelling and "spill-out", rather than narrow, transient spaces, using high-quality street furniture, and increase greening through tree planting and verges.**
- **Ensure new development along the river contributes to its valued leisure functions as well as positively addressing Mortlake High Street. Enhance local distinctiveness around Mortlake Riverside using its relationship with the river and historic industry, and improve the riverside environment.**
- **Enhance continuity, connectedness and legibility of the Thames Path route, to improve connectivity with the wider area.**
- **At East Sheen Parkside, enhance the quality and biodiversity of East Sheen Common and ensure green infrastructure is physically connected, notably along Fife Road, The Mall and Spencer Gardens, and improve boundary treatments and interface with Christ's School.**
- **Consider opportunities to reduce the perceived dominance of vehicles, promoting active travel with space to create café seating areas and improve pedestrian experience in East Sheen Town Centre and at Mortlake Riverside.**

There are site opportunities for new development in this area. Within the town centre boundary there is some potential where the townscape is less intact for development to restore the historic character. The Telephone Exchange and 172-176 Upper Richmond Road West, East Sheen (Site Allocation 37) is an opportunity - if the telephone exchange is declared surplus to requirements

– to contribute to the vitality and viability of the centre via a mixed-use scheme. Towards Mortlake High Street, there is a similar opportunity - if the Mortlake and Barnes Delivery Office, Mortlake (Site Allocation 36) becomes surplus - for employment or other commercial and retail uses.

At Stag Brewery (Site Allocation 35) there is a significant opportunity to create a new quarter for living, with recreational and commercial uses to generate vibrancy, local employment, community and leisure opportunities. The redevelopment should create vibrant links between the River and the town, enlivening the Riverside frontage and Mortlake High Street, to transform Mortlake while respecting the character and history of the area. There is an opportunity to accommodate tall buildings within the sensitivities of the surrounding context, in accordance with Policy 45 Tall and Mid-Rise Building Zones.

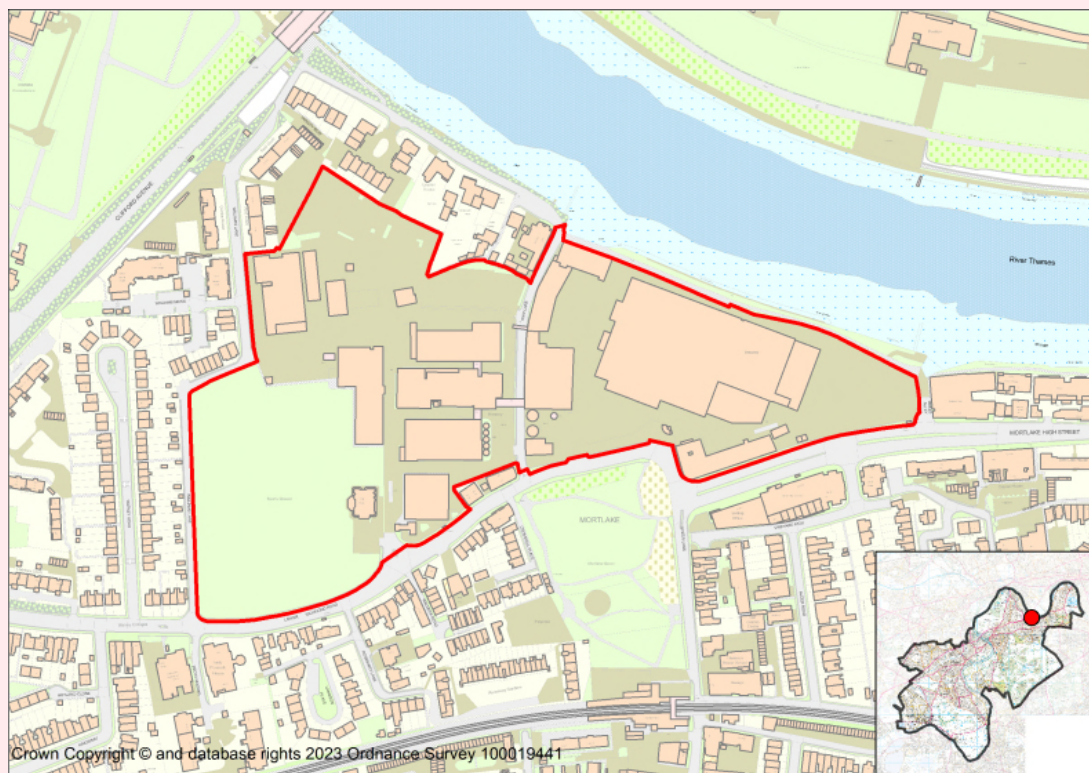
At Barnes Hospital (Site Allocation 38) redevelopment is expected to provide a new Special Educational Needs (SEN) school and health centre, along with residential.

See details in the Site Allocations within this area:

- Stag Brewery, Lower Richmond Road, Mortlake
- Mortlake and Barnes Delivery Office, Mortlake
- Telephone Exchange and 172-176 Upper Richmond Road West, East Sheen
- Barnes Hospital, East Sheen

Statement Site Allocation 35

Stag Brewery, Lower Richmond Road, Mortlake



CONTEXT:

Proposed Site – Stag Brewery, Lower Richmond Road, Mortlake. SW14 7ET

Ward	Mortlake & Barnes Common	Site Area	8.77 ha
Land ownership	Private (though includes a public towpath)	CIL Band	Richmond CIL: North Mortlake & Barnes Common – Higher MCIL: Band 1
Existing land uses	Former brewery with associated industrial buildings (Use Class B2); outdoor playing field (Use Class F2), Temporary permission for film production and associated uses.		
Local Plan Place-Based Strategy	Mortlake & East Sheen	Urban Design Study Area	H1 Mortlake Riverside
Village Plan Guidance	Character Area 7 'Stag (Mortlake) Brewery', Mortlake Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	<ul style="list-style-type: none"> • Brownfield Land Register • Thames Policy Area (adjacent) 	Type of Centre	None – out of centre

CONTEXT: Proposed Site – Stag Brewery, Lower Richmond Road, Mortlake. SW14 7ET			
Transport / Highways	<ul style="list-style-type: none"> • PTAL 2 'poor' • Mortlake Station approximate 5 minute walk • No Controlled Parking Zone N • Local Distributor Road / Crown road • Primary Secondary Road – Williams Lane 	Air Quality	<ul style="list-style-type: none"> • Air Quality Management Area • Air Quality Focus Area (adjacent)
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 2/3a • Surface Water Flooding (1 in 30 chance) • Area Susceptible to Groundwater Flooding ($\geq 50-75$ <75% risk) • Area Benefitting from Defences – Environment Agency • Flood Alert Area – Environment Agency • Flood Warning Area – Environment Agency • Tidal Breach Inundation – Environment Agency 	Trees	Number of trees along southern boundary and to north of site subject to TPO, TPO Area Group Wood (T0880)
Views	<ul style="list-style-type: none"> • View Protected Indicative Zone – View 2A West Mortlake • View Protected Indicative Zone – View 3 Chiswick Bridge Southeast View 		
Heritage Assets	<p>Archaeological Priority Area: Zone – Mortlake Conservation Area – CA33 Mortlake (small parts of east of site)</p> <p>Listed Building:</p> <ul style="list-style-type: none"> • Garden Wall to East of 1-8 Riverside House and Extending Behind 1-24 Reid Court Williams Lane (Grade II) <p>Buildings of Townscape Merit (BTMs):</p> <ul style="list-style-type: none"> • The Maltings Building • Bottling plant Building • Former Hotel Building <p>Adjacent to site:</p> <ul style="list-style-type: none"> • Conservation Areas - CA51 Mortlake Green (immediately south), CA33 Mortlake (immediately south) • Listed Buildings – Riverside House, Leyden House, Thames Bank House, Tudor Lodge, Thames Bank Cottages, Thames Bank (Grade II) (immediately north), Gateway Formerly to Cromwell House, Williams Lane (Grade II) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Mortlake Brewery Ground – Other Open Land of Townscape Importance (OOLTI) • Thames Barnes West (immediately north)- Metropolitan Open Land (MOL) and Site of Importance for Nature Conservation (SINC) • Towpath Mortlake, Barnes Bridge (immediately north) - Public Open Space • Mortlake Green (immediately south) - OOLTI and Public Open Space • Mortlake Cemetery East (100m west) - MOL • Kew Meadow Cemetery (100m west) - SINC • Chertsey Court, on Richmond Road (85m west) - OOLTI

CONTEXT: Proposed Site – Stag Brewery, Lower Richmond Road, Mortlake. SW14 7ET			
	(immediately west), Chiswick Bridge and Attached Balustrades, Great Chertsey Road (Grade II) (80m north) • BTMs - various buildings fronting Parliament Mews and Thames Bank (immediately north), 61-69 Mortlake High Street (immediately east), various buildings fronting Lower Richmond Road and Mortlake Training Centre (immediately south)		
Relevant Planning History	<ul style="list-style-type: none"> • Two planning applications were submitted jointly for: Application A (ref. 18/0547/FUL) - demolition of all buildings except The Maltings and façade of Bottling Plant and former Hotel and comprehensive phased redevelopment for residential flats, flexible-use space for commercial/community/leisure, new hotel, cinema, gym, office floorspace, and nursing/care home with flexible use living accommodation; Application B (ref. 18/0548/FUL) – new secondary school and sixth form, floodlit sports pitch, MUGA and play space. Planning permission granted by Richmond Planning Committee was overturned by the GLA in August 2021 on the following grounds: Height, massing and visual impact; heritage impact; neighbouring amenity impact; overall absence of a legal agreement; open space, transport mitigation, comprehensiveness and place-making. • The site was granted temporary planning permission for 2 years on 12/06/2020 for film-production and associated uses (ref. 19/3870/FUL). An application to extend the permission by 5 years is currently under consideration (ref. 22/1860/FUL). • There are 2 live planning applications for outline and full permission for a phased redevelopment of the site for demolition, extensions and new buildings (3-9 storeys) for a mixed-use scheme comprising residential, flexible-use space (retail, offices), cinema, hotel/pub and secondary school and sixth form college - Livingstone Academy (refs. 22/0900/OUT & 22/0902/FUL). 		
Description of Current Site Character	<p>The site sits on the River Thames and was formerly home to Stag Brewery until 2015 when operations ceased, since when the site has been declared surplus to requirements and sold. It comprises a number of industrial buildings associated with the brewery, 3 of which are BTMs and historical – the former Maltings building and former Bottling building and Hotel on Mortlake High Street. The remainder of the buildings are more modern and utilitarian. The site also comprises a private playing field, designated as OOLTI, and associated sports pavilion. The site is separated by Ship Lane which runs north south through the centre. The towpath is the Port of London's ownership and forms part of the Thames Path National Trail and Definitive Public Footpath (PROW55).</p> <p>The site is bound by Williams Lane to the west, Lower Richmond Road and Mortlake High Street to the south, Bulls Alley to the east and the River Thames to the north. Access is bea via Lower Richmond Road, Williams Lane and Ship Lane.</p> <p>There are currently 2 live planning applications under consideration for outline and full permission for a phased redevelopment of the site for demolition, extensions and new buildings (3-9 storeys) for a mixed-use scheme comprising residential, flexible-use space (retail, offices), cinema, hotel/pub and secondary school and sixth form college. Planning Committee resolved to grant full and outline planning permission on 18/07/2023 (application refs. 22/0900/OUT & 22/0902/FUL) for a phased redevelopment of the site for demolition, extension and new buildings (3-9 storeys) for a mixed-use scheme comprising residential, flexible-use space (retail, offices café/restaurant, drinking establishment, non-residential institutions and community use and boathouse), hotel/pub, cinema and secondary school and sixth form. Appeal Lodged on 28/02/2024.</p>		
Neighbour Context	The site is located in a highly sensitive area with a number of heritage assets and open land and conservation designations nearby. The surrounding area is predominantly residential and low-rise		

CONTEXT:

Proposed Site – Stag Brewery, Lower Richmond Road, Mortlake. SW14 7ET

with some commercial and retail uses on Lower Richmond Road and Mortlake High Street. West of the site is Chiswick Bridge (A316).

Vision: Proposed site - Stag Brewery

The Council will support the comprehensive redevelopment of the site. An appropriate mix of uses, particularly at ground floor levels, should deliver a new heart and centre for Mortlake. The provision of an on-site new 6-form entry secondary school, plus sixth form, will be required. Appropriate uses, in addition to educational, include residential (including affordable housing), employment, commercial such as retail and other employment generating uses, health facilities, community and infrastructure facilities (such as a museum), river-related uses as well as sport and leisure uses, including the retention and/or re-provision and upgrading of the playing fields. The Council will expect the provision of high-quality open spaces and public realm, including links through the site to integrate the development into the surrounding area as well as a new publicly accessible green space link to the riverside.

- Any proposed development should have due regard to the adopted Stag Brewery Planning Brief SPD 2011, which sets out the vision for redevelopment and provides further guidance on the site's characteristics, constraints, land use and development opportunities.
- There is a need to create a new heart for Mortlake, which should add to the viability and vitality of this area, for existing as well as new communities.
- There is a clear need for a new 6-form of entry secondary school, plus a sixth form, in the area, as set out in the Council's School Place Planning Strategy. The Council therefore expects any redevelopment proposal to allow for the provision of this school.
- ~~Whilst this site is not located within a town centre, it falls within the Mortlake Area of Mixed Use.~~ It is **therefore** expected that this site will provide a substantial mix of employment uses, including lower-cost units suitable for small businesses, creative industries and scientific and technical businesses including green technology. Other employment generating uses will also be supported.
- Retail and other commercial uses, such as cafes and restaurants, will add to the vibrancy of the new centre as well as contributing to the provision of important local employment opportunities.
- Incorporating a mix of uses, including social infrastructure and community as well as leisure, sport and health uses, and attractive frontages, should contribute to creating an inviting and vibrant new centre.
- The provision of residential uses (including policy-compliant affordable housing) will ensure that the new heart of Mortlake becomes a vibrant centre for new communities.
- In addition to any future development having to achieve 'Air Quality Positive', strict mitigation measures will be required, both to mitigate any effect on current receptors and highways and on future receptors within the proposed development, particularly for sensitive receptors, such as students at the secondary school.
- Links through the site, including a new green space and high-quality public realm link between the River Thames and Mortlake Green, provide the opportunity to integrate the development and new communities within the existing Mortlake community.
- The designated playing fields to the southwest corner of the site should be retained and/or re-provided and upgraded. In the event of re-provision and upgrading, where a comprehensive approach to redevelopment can be taken in line with Policy 36. Other Open Land of Townscape Importance, it may be acceptable to re-distribute designated

OOLTI within the site, provided that the new open area is equivalent or improved in terms of quantum, quality and openness. In addition, re-provision and upgrading of the playing fields within the site for sport uses has to be carried out in line with Policy 37. Public Open Space, Play, Sport and Recreation, the NPPF and Sport England policy.

- The adopted Stag Brewery development brief identifies a number of transportation and highway issues. The Council will expect the developer to work together with relevant partners, including TfL, to ensure that where necessary improvements to sustainable modes of travel, including public transport facilities, are secured as part of any development proposal. The opportunity to relocate the bus stopping/turning facility from Avondale Road bus station to this site should be investigated, if appropriate, as part of a comprehensive redevelopment.
- The existing BTMs should be retained. The reuse of these historic buildings offers an excellent opportunity to ensure the site incorporates and promotes a cultural and historic legacy, for example by providing an on-site museum. Any development should respond positively to the Conservation Area, including the setting of the Listed Buildings to the north of the site.
- There is potential in the tall building zone (7 storeys), with a mid-rise zone buffer (5-6 storeys), in accordance with Policy 45. Tall and Mid-Rise Building Zones, noting that the Urban Design Study recognises the limits due to the sensitivities of the surrounding context.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 36

Mortlake and Barnes Delivery Office, Mortlake



CONTEXT:

Proposed Site – Mortlake and Barnes Delivery Office, 2-12 Mortlake High Street, Mortlake, SW14 8JB

Ward	Mortlake & Barnes Common	Site Area	0.08 ha
Land ownership	Private	CIL Band	Richmond CIL: North Mortlake & Barnes Common – Higher MCIL: Band 1
Existing land uses	Royal Mail delivery office (Use Class Sui Generis)		
Local Plan Place-Based Strategy	Mortlake & East Sheen	Urban Design Study Area	H1 Mortlake Riverside
Village Plan Guidance	Character Area 3 'Mortlake High Street', Mortlake Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre
Transport / Highways	<ul style="list-style-type: none"> • PTAL 2 'poor' • Mortlake Station approximate 2 minute walk • Controlled Parking Zone M - Mortlake • Local Distributor Road / Crown road 	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Mortlake and Barnes Delivery Office, 2-12 Mortlake High Street, Mortlake, SW14 8JB

Flood Risk	<ul style="list-style-type: none"> • Flood Zone 2/3a • Critical Drainage Area • Surface Water Flooding (1 in 1000 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Area Benefitting from Defences – Environment Agency • Flood Alert Area – Environment Agency • Flood Warning Area – Environment Agency • Tidal Breach Inundation – Environment Agency 	Trees	None. There are some street trees of high amenity value on Mortlake High Street which are not protected.
Views	None		
Heritage Assets	<p>Archaeological Priority Area:</p> <p>Adjacent to site:</p> <ul style="list-style-type: none"> • Conservation Areas - CA51 Mortlake Green (immediately south and west), CA33 Mortlake (15m north) • Buildings of Townscape Merit (BTMs) – 11 Sheen Lane, 50 Vineyard Path (immediately south), Brewery Building, Ship Lane (25m north) 	Access to Open Space / Nature	Mortlake Green (immediately west) - Other Open Land of Townscape Importance (OOLTI) and Public Open Space
Relevant Planning History	None.		
Description of Current Site Character	The site comprises a 3-storey flat roofed building fronting Mortlake High Street, which operates as a Royal Mail sorting office. The site is subject to an Article 4 Direction (Site 48) restricting change of use from Use Class E (commercial) to residential. The building itself is not considered to be of any architectural merit. Vehicular access to the site is via Vineyard Path to the rear. As of 2023, Royal Mail has no plans to relocate its operations.		
Neighbour Context	The site is site is adjacent to two Conservation Areas and Mortlake Green to the west. Further north is the former Stag Brewery site. Mortlake Business Centre adjoins the site to the east, with 3-storey apartment blocks adjoining to the rear. To the south of the site the character of the area becomes predominantly residential and more intimate in scale, with the majority of nearby residential dwellings within the Conservation Area being BTMs.		

Vision: Proposed site - Mortlake and Barnes Delivery Office

In the event that the site is declared surplus to requirements by Royal Mail, appropriate land uses include employment or other commercial and retail uses.

- Evidence suggests there is a need for employment or other commercial and retail uses in this part of Mortlake, within the Council's Class E to residential Article 4 Direction (Site 48). Such provision should create an attractive frontage to the High Street.
- The provision of housing (including affordable housing) in upper floors may be considered as part of an employment-led mixed-use scheme where the existing employment use is retained and intensified (to include other commercial or

employment-generating uses). Only if other commercial or employment generating uses have been explored and options discounted in line with other policies in this Plan, would the provision of housing (including affordable housing) in upper floors as part of a mixed-use scheme be considered as a potential redevelopment option.

- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 37

Telephone Exchange and 172 – 176 Upper Richmond Road West, East Sheen



CONTEXT:

Proposed Site – Telephone Exchange and 172-176 Upper Richmond Road West, East Sheen. SW14 8AW

Ward	East Sheen	Site Area	0.44 ha
Land ownership	Private	CIL Band	Richmond CIL: East Sheen – Higher MCIL: Band 1
Existing land uses	Telephone exchange (sui generis); commercial and gym (Use Class E)		
Local Plan Place-Based Strategy	Mortlake & East Sheen	Urban Design Study Area	H3 East Sheen Town Centre
Village Plan Guidance	Character Area 6 'Church Avenue / Vernon Road', East Sheen Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	East Sheen Main -Town Centre (majority of site)
Transport / Highways	<ul style="list-style-type: none"> • PTAL 3 'moderate' • Mortlake Station approximate 8 minute walk • Controlled Parking Zone ES – East Sheen • Primary / Secondary Road 	Air Quality	Air Quality Management Area

CONTEXT:

Proposed Site – Telephone Exchange and 172-176 Upper Richmond Road West, East Sheen. SW14 8AW

Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (1 in 100 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) 	Trees	Some trees to the north – none protected.
Views	None		
Heritage Assets	Adjacent to site: <ul style="list-style-type: none"> • Conservation Areas - CA52 East Sheen Avenue (50m south), CA35 Queens Road Mortlake (60m northeast) • Buildings of Townscape Merit (BTMs) – 215-309 Upper Richmond Road (50m south) 	Access to Open Space / Nature	Area Poorly Provided with Public Open Space
Relevant Planning History	<ul style="list-style-type: none"> • Planning permission granted 21/12/2018 and now implemented for change of use to a gym (formerly Use Class D2) for No. 172-176 (18/0820/FUL) 		
Description of Current Site Character	The site comprises of a long, single-storey commercial unit with gym on the western half of the site and a large 3-storey with accommodation in the roof telephone exchange on the eastern side. A small car park for the commercial use is accessed off Upper Richmond Road West to the south and a small servicing yard is located to the north/rear of the telephone exchange, via a narrow access road from Upper Richmond Road West which divides the two buildings. A small non-designated grassed area is located to the north of the site to the rear of the commercial unit.		
Neighbour Context	Upper Richmond Road West is a busy shopping parade with buildings typically 3 storeys with residential in upper floors and shops, restaurants and other commercial at ground floor. On the opposite side of the road to the site the parade is part of East Sheen's designated Primary Shopping Areas and are also BTMs. The remaining surrounding area is predominantly residential mainly comprising 2-storey terraces.		

Vision: Proposed site - Telephone Exchange and 172 – 176 Upper Richmond Road West, East Sheen

In the event that the Telephone Exchange is declared surplus to requirements by the telecoms landowner, appropriate land uses for the whole site include employment and commercial uses as well as community and social infrastructure uses. A mixed-use scheme with housing (including affordable housing) in upper floors and to the rear could be considered.

- It is acknowledged that the implementation of the 2018 planning permission for change of use to a gym, which is now operational, means that a comprehensive redevelopment of the whole site is unlikely; however, there is still opportunity for the improvement of the area.
- The Richmond upon Thames Retail and Leisure Study (Phase 2) forecasts a small requirement for 189 m2 of retail (*comparison and convenience*) floorspace and a requirement for 1,128 sqm of food/beverage floorspace by 2034, amounting to a total requirement (*retail and food/beverage*) of c.1,300 sqm (gross) uses for East Sheen/Barnes to 2034. *An Addendum (April 2024) updates the quantitative assessment of the Phase 2 Study which supersedes earlier forecasting. It suggests that for East Sheen/Barnes there will be no requirement for retail (comparison and convenience) floorspace and a requirement for 1,100 sqm of food/beverage floorspace and hence a total requirement (retail and food/beverage) of c 1,100 sqm (gross) to 2034.*

- As the site is in one of the borough's town centres and given the borough's shortage of supply of employment land and premises, there is an expectation that any proposal provides employment floorspace, particularly offices, which could be in the form of flexible shared workspaces.
- Any redevelopment proposal should provide for employment or commercial floorspace as well as community and social infrastructure uses, that will enable the centre to grow and diversify in a way that responds to changes in the retail and leisure industries, providing commercial, business and service uses to serve the local community. Such provision should create an attractive frontage along Upper Richmond Road West.
- Only if employment and other commercial as well as social infrastructure uses have been explored and options discounted in line with other policies in this Plan, would the provision of housing (including policy compliant affordable housing) in upper floors and to the rear of the site as part of a mixed-use scheme be considered as a potential redevelopment option.
- The Council acknowledges that the area encompasses two different sites in different ownership; however, the Council will expect the landowners to work together to bring forward a scheme that contributes to the vitality and viability of East Sheen centre.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

Short- term (0-5 years)

Medium (5-10 years)

Long (10-15 years)

Statement Site Allocation 38

Barnes Hospital, East Sheen



CONTEXT:

Proposed Site – Barnes Hospital, South Worple Way, East Sheen. SW14 8SU

Ward	Mortlake & Barnes Common	Site Area	1.44 ha
Land ownership	Public and private	CIL Band	Richmond CIL: Mortlake & Barnes Common – Higher MCIL: Band 1
Existing land uses	Former hospital (Use Class C2); Extant outline planning permission for health centre (Use Class E(e)), Special Educational Needs (SEN) School (Use Class F1(a)) and residential (Use Class C2)		
Local Plan Place-Based Strategy	Mortlake & East Sheen	Urban Design Study Area	H2 Mortlake Residential
Village Plan Guidance	Character Area 8 'Grosvenor Avenue / West of Alexandra Road', East Sheen Village Planning Guidance SPD	Neighbourhood Plan	
London Plan Designations	Brownfield Land Register	Type of Centre	None – out of centre
Transport / Highways	PTAL 2 'poor' Mortlake Station approximate 9 minute walk Controlled Parking Zone B2 – White Hart Lane South	Air Quality	Air Quality Management Area

CONTEXT: Proposed Site – Barnes Hospital, South Worple Way, East Sheen. SW14 8SU			
Flood Risk	<ul style="list-style-type: none"> • Flood Zone 1 • Critical Drainage Area • Surface Water Flooding (1 in 100 chance) • Area Susceptible to Groundwater Flooding ($\geq 75\%$ risk) • Please note that the Environment Agency intends to review its Beverley Brook flood modelling, which could potentially result in a higher flood risk designation on this site; however, at the time of writing no changes have been indicated or confirmed. 	Trees	Two trees on site protected by TPO (northeastern and southeastern corner); TPO Area Group Wood within site along southern and northwestern boundary
Views	View Protected Indicative Zone – View 7		
Heritage Assets	Buildings of Townscape Merit (BTMs): <ul style="list-style-type: none"> • Barnes Hospital Buildings 1-8 South Worple Way • Conservation Areas - CA35 Queens Road Mortlake (immediately west), CA79 Cowley Road (Immediately north), CA16 Thorne Passage Mortlake (115m northeast), CA53 White Hart Lane Mortlake (130m east) • BTMs – 3-24 North Worple Way (30m north) 	Access to Open Space / Nature	<ul style="list-style-type: none"> • Mortlake Cemetery (immediately west) - Other Land of Townscape Importance (OOLTI), Site of Important Nature Conservation (SINC) • Railway Side Allotments (160m northeast) - OOLTI
Relevant Planning History	<ul style="list-style-type: none"> • Outline planning permission granted 14/09/2020 for mixed-use scheme comprising health centre, SEN school and 80 residential units (18/3642/OUT) - This has not been implemented. • 18/3642/NMA2 - Amendment to conditions in Outline Planning Permission (18/3642/OUT) to remove reference to 'quantums' - Pending consideration. An addition Non Material Amendment was granted (18/3642/NMA1) 20/12/2022 to remove reference to number of residential units. • A live planning application (21/3107/FUL) is currently under consideration which proposes to bring forward the residential element separately with an increase in units up to 106 (with the other two 'sites' being developed separately under application ref. 22/3758/FUL [currently awaiting validation at the time of writing]). • Full planning permission granted at Planning Committee (subject signing of a S106 Legal Agreement) for demolition of existing structures and redevelopment to provide a SEN school and health centre - Resolution to grant planning permission granted 10/05/2023 		
Description of Current Site Character	The Barnes Hospital site comprises numerous red brick buildings, ranging between 1-2 storeys, 8 of which are BTMs. The remainder of the site is predominantly hard standing though there is some soft landscaping around the perimeters and a number of protected trees and wood groups. The site was previously occupied by the Southwest London and St George's Mental Health Trust, providing health facilities, but was declared surplus to requirements in 2018. Part of the site was sold in March 2019 to a residential developer, with the remainder retained by the Trust. An outline planning application was granted permission in 2020 for a mixed-use scheme comprising health centre, SEN school and 80 residential units. DfE intend to deliver the school, London River Academy, a 90-place special free school for children and young people with social, emotional and mental health needs (SEMH). The permission has not yet been implemented and the site is vacant.		

CONTEXT:

Proposed Site – Barnes Hospital, South Worple Way, East Sheen. SW14 8SU

Neighbour Context	There are a number of Conservation Areas within close proximity to the site and the cemetery to the west is designated open land. The surrounding area is predominantly residential comprising 2-storey terraces on South Worple Avenue to the east and Grosvenor Avenue to the south. The site is bounded by the railway line to the north which serves Southwestern trains, with further residential houses beyond on North Worple Way, many of which are BTMs.
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Vision: Proposed site - Barnes Hospital, East Sheen

Appropriate land uses for the site include social and community infrastructure uses. Any redevelopment proposal will be required to prioritise the provision of a new Special Education Needs (SEN) school.

- There is a clear need for a new SEN school in this area, as set out in the Council's updated School Place Planning Strategy. The Council therefore expects any redevelopment proposal to prioritise the provision of the educational use.
- Appropriate land uses include social and community infrastructure uses (including education). The possibility of locating primary and/or community health services on this site should be investigated.
- Only if community and social infrastructure uses have been explored and options discounted in line with other policies in the Plan, would the provision of housing (including affordable housing) and potential for extra-care housing, be considered as a potential redevelopment option.
- Policy 49. Social and Community Infrastructure in this Plan proposes that should a scheme come forward for redevelopment or change of use to 100% genuinely affordable housing, in accordance with Policy 11. Affordable Housing in terms of mix, tenure and affordability, then the site would not need to be considered for alternative social infrastructure use or marketing submitted. In those circumstances, a wholly affordable housing scheme would be supported. However, on this site the Council is seeking social infrastructure/community use along with affordable housing, to meet local education and health needs.
- The Council expects that the most important existing BTMs are retained. Any proposal should respond positively to the adjoining Queens Road Conservation Area and the relationship with Mortlake cemetery.
- There is an expectation that any redevelopment provides new on-site Public Open Space in addition to any external amenity space requirements, delivering multi-functional benefits including for nature conservation and biodiversity value, as well as for health and wellbeing of future occupants and users, including surrounding communities.
- Development should have regard to the design objectives and general guidance relating to the local character of the area set out in the relevant character area profiles and design guidance in the Urban Design Study and Village Planning Guidance.

Expected Implementation Timescale

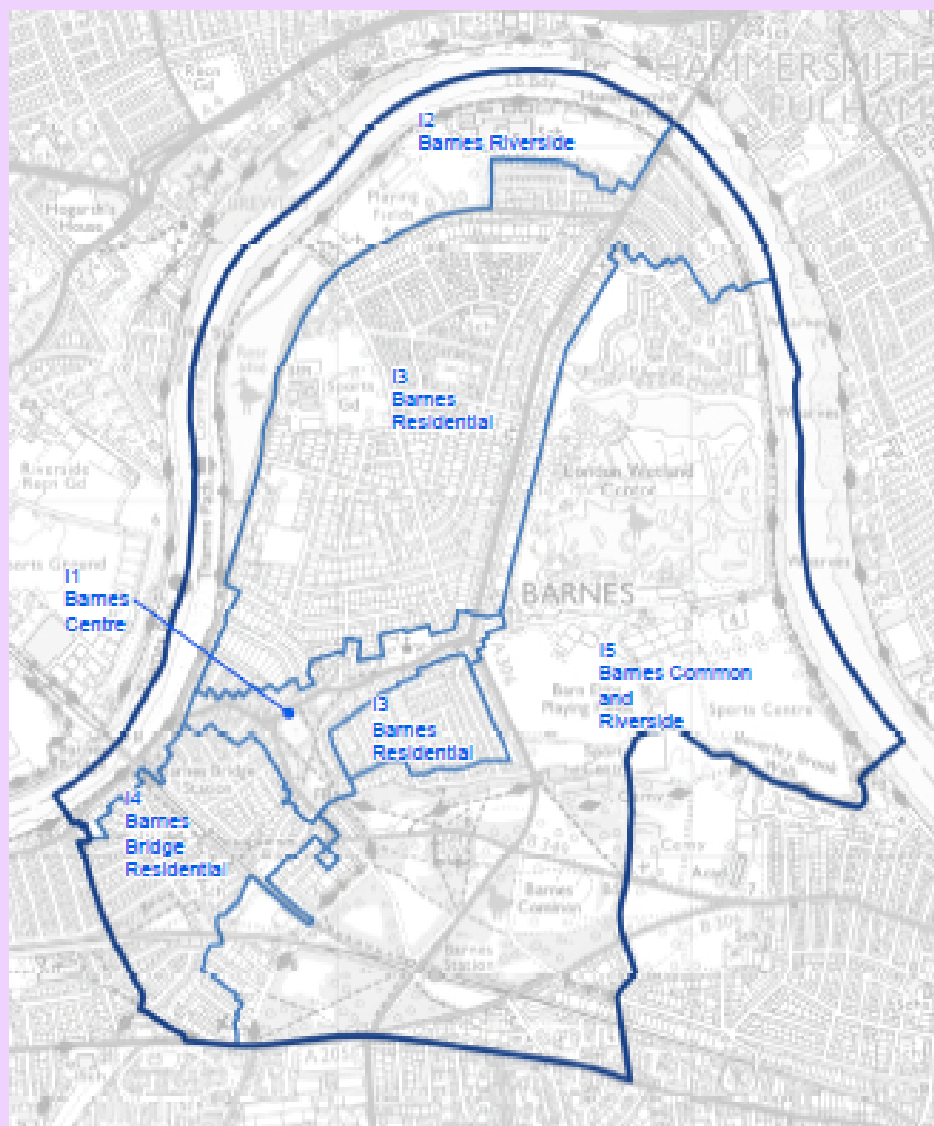
Short- term (0-5 years)	Medium (5-10 years)	Long (10-15 years)
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14 Place-based Strategy for Barnes

Policy PBS9 Place-based Strategy for Barnes

Area Profile

The Barnes area encompasses Barnes Centre and Riverside, the residential areas including Barnes Bridge and Barnes Common. These are character areas I1, I2, I3, I4 and I5 in the Urban Design Study.



The key features of Barnes are the Green; the pond and surrounding buildings and trees which create an outstanding village atmosphere; Castelnau with its fine houses which provide a dramatic approach to Hammersmith Bridge; and the former Harrods depository building (now converted into flats). The Bridge is an important transport link to key destinations for cyclists, pedestrians, vehicles and river traffic, and its closure for repairs in 2020 has caused considerable impact.

The River Thames and related towpaths and open spaces are the other defining features of the area. Key open areas include Barnes Common, the Wildlife and Wetlands Trust London Wetland Centre, Leg o' Mutton reservoir and the Barn Elms Playing Fields.

Barnes is identified as a local centre in the borough's centre hierarchy (see section 6 of the Plan). Barnes High Street and Church Road have a good range of local shops and services and there is also an important local shopping area at Castelnau which serves a distinct residential area that has been amongst the most relatively disadvantaged in the borough.

The setting of Barnes is strongly influenced by the River Thames bordering Barnes on three sides, as well as the significant open spaces of Barnes Common and the London Wetland Centre.

As part of the Urban Design Study consultation in 2021 on what people valued in their area, Barnes High Street Local Centre (I1) received the highest score for shops/restaurants, Barnes Riverside (I2) received the highest score for all features, and Barnes Residential (I3) was scored highly with the maximum score given to its green spaces.

Overall strategy

Overall, the Urban Design Study recognises the characterisation of Barnes Centre (I1) has a strong sense of place and is an area of high-quality townscape. The area's character and functionality, however, are negatively impacted by the dominating presence of traffic, especially along the A3003. It recognises the existing character of Barnes Riverside (I2) is strong, with a distinctive sense of identity and an abundance of high-quality open space; the quiet and suburban quality of the area is sensitive to new development. The townscape along The Terrace is a valued feature that forms an important frontage to Barnes. The Barnes Residential Area (I3) has an overarching sense of place from the high quality of the Castelnau and Barnes Green Conservation Areas, the sense of spaciousness, and the prevailing sense of unity across the character area. The existing character of Barnes Bridge Residential (I4) is strong, with a distinctive sense of place and "village" quality. Barnes Common and Riverside (I5) is recognised as very strong due to its extensive network of high-quality open spaces of metropolitan importance and the distinctive townscape elements that border the Common. The Urban Design Study strategy for all of these character areas is conserve, with little change expected overall given the overall high sensitivity to change and enhance the historic functionality around Barnes Centre through better prioritising pedestrian use and accessibility. The Urban Design Study contains design guidance for each character area and for Richmond's Riverside.

Other initiatives

The Council works with the Barnes Town Centre Manager, a role provided as part of the Barnes Community Association, to help attract new, independent shops to Barnes, make local shops more popular with residents, build on the image of Barnes as a tourist destination (as a way of increasing shoppers' footfall) and to work with traders.

The Council is working in partnership with Barnes Common Ltd and the London Wetland Centre WWT on a range of flood projects in the Beverley Brook catchment.

Vision

The vision for Barnes is to maintain and enhance the character of Barnes as an attractive residential area and as a place that people want to live and visit, enhancing community connection to reduce isolation and deprivation.

New development will occur through incremental intensification of small sites, with infill and conversions that are well-designed to respect the character and bring positive benefits to existing communities.

Policy

Future development in this place is expected, where relevant, to:

- Strengthen the role and function of the area's distinctive Barnes local centre and encourage independent shops, and support the neighbourhood centre of Castelnau to ensure day-to-day facilities are accessible, in accordance with Policy 1 Living Locally.
- Enable future pedestrianisation of A3003 in Barnes centre to make the area more permeable and reduce the prominence of traffic. This will present an opportunity to create public realm for dwelling as opposed to the existing, narrow and transient pavements along Barnes High Street.
- Consider opportunities to improve connectivity including wayfinding from the station, the High Street to Barnes Green and to the Riverside and Thames Path route.
- Improve the public realm to enhance the sense of arrival at Barnes Station, and reanimate streets as a local hub for shops, cafés, and small businesses, including around Priest's Bridge.
- Consider opportunities to enhance Barnes Riverside, preserving views along the Thames, opening up for sport and recreational activities and to maintain a sense of activity and vibrancy, with potential for temporary pedestrianisation of The Terrace to create café/restaurant seating or more width to improve pedestrian experience, reduce the perceived dominance of vehicles and better connect the townscape with the Dock Gardens and Thames Path, provided proposals accord with Policy 8 in respect of tidal flood defences and do not encroach on the river.

Other policy initiatives

The Council will support through partnership working proposals to investigate the feasibility to restore a green walkway along Barnes Bridge with step-free access at Barnes Bridge station. The Council will continue to work with relevant partners to deliver flood projects in the Beverley Brook catchment.

There are no Site Allocations within the Barnes area.

15 Policies

16 Responding to the climate emergency and taking action



Definitions for this section / theme of the Plan

Building Regulations: Part L (conservation and fuel power) of the Building Regulations in England sets the limiting values for all building fabrics, the conservation of fuel and energy. The Government is in the process of consulting on changes to Part L for the Future Homes Standard, anticipated to come into force in 2025. Part F (ventilation) applies to the ventilation requirements and standard required within buildings. Part O (overheating) requires the calculation and minimisation of overheating within commercial and residential buildings. Often known as TM52 and TM59 overheating analysis requires detailed dynamic simulation thermal modelling (DSM).

Building Research Establishment Environmental Assessment Methodology (BREEAM): BREEAM is a sustainability assessment and certification scheme for the built environment and provides a widely recognised and well understood framework for the promotion of sustainable design. It allows for the assessment and rating of the environmental life cycle impacts arising from different types of developments, including energy, pollution, water, materials, health and wellbeing, and waste. Compliance with BREEAM will help to mitigate the life cycle impacts of new and existing buildings on the environment and allow developers to demonstrate to the Council that development is truly sustainable.

Carbon: The word carbon is used in this Plan as shorthand for all greenhouse gases. London's carbon accounting is measured in carbon dioxide equivalent, which includes the conversion of other greenhouse gases into their equivalent carbon dioxide emissions.

Carbon Neutral: The definition of a carbon neutral building is a building where greenhouse gas emissions are minimised at all stages, including the manufacturing processes, during construction and during use of the building. The emissions that occur are balanced by climate-positive initiatives and offsetting so that the net carbon footprint over time is zero, making or resulting in no net release of carbon dioxide into the atmosphere.

Decentralised energy: Decentralised energy includes low- and zero-carbon power and/or heat generated and delivered within London. This includes microgeneration, such as photovoltaics on individual buildings, through to large-scale heat networks.

Low-carbon energy: Low carbon means less carbon dioxide. It is essentially energy that is produced with substantially lower greenhouse gas emissions than conventional fossil fuel power generation. There are four main types of low-carbon energy: wind, solar, hydro and nuclear power.

Renewable energy: This refers to energy collected from renewable resources that are naturally and constantly replenished. It includes sources like sunlight, wind, rain, tides, waves, and geothermal heat. Although most renewable energy is sustainable energy, some is not, for example some biomass is unsustainable.

Zero-carbon (Net-zero carbon): Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere. Zero-carbon therefore refers to both embodied energy and operational energy. Embodied energy refers to the energy which is used in the manufacture of the building materials, while operational energy is that which is used to heat, cool and power your home. The embodied energy of insulation, for example, is the energy which is used to create the insulation itself, while good insulation will help towards lowering a home's operational energy. A building which operates at zero carbon does not burn fossil fuels, has ultra-high energy efficiency and is 100% powered by renewable energy.

Zero-emission: Activity that causes no release of air pollutants and carbon dioxide or other greenhouse gases.

Policy 3

Tackling the Climate Emergency (Strategic Policy)

- A. Climate change is now the greatest challenge facing our society. The Council will promote zero carbon development, with the aim that all buildings and infrastructure projects in the borough will be net-zero carbon by 2043, at the latest. This will require substantial reductions in greenhouse gas emissions and will also reduce fuel poverty and improve long term energy security for Richmond's residents and businesses. Development must not exacerbate climate change or its effects. Development should increase local resilience to current and future impacts of climate changes, especially for the most vulnerable people and property.
- B. This will be achieved by requiring all development to:
1. reduce greenhouse gas emissions in accordance with the London Plan's Energy Hierarchy and support the transition to a low carbon society by maximising energy efficiency, zero and low carbon heat and local renewable energy generation;
 2. follow the principles of the circular economy and support effective resources use to ensure that they are kept in use for as long as possible and thereby minimise waste;
 3. reuse and refurbishment in preference to demolition and new construction;
 4. demonstrate that they are well designed, fully adaptable and resilient to the impacts of a changing climate;
 5. adapt to the changing climate by minimising the effects of overheating, mitigating the urban heat island effect, managing flooding, and minimising energy consumption in accordance with the London Plan's Cooling Hierarchy;
 6. enhance and improve the borough's green and blue infrastructure to ensure it delivers multi-functional benefits, such as enhancing micro-climates and natural carbon sinks as well as improving air quality;
 7. adopt an integrated approach to water management which considers flood risk and flood storage, sustainable drainage, water efficiency, water quality and biodiversity;
 8. reduce water demand and meet best practice water efficiency targets;
 9. adopt a circular economy approach and minimise embodied carbon;
 10. ensure that the principles of active and sustainable modes of travel are adopted;
 11. promote retrofitting of existing buildings, through low-carbon measures;
 12. promote healthy, sustainable and low carbon lifestyles in line with the Council's Climate Emergency Strategy.
- C. To ensure that Richmond is on the right trajectory to achieve its net-zero carbon target, responding to climate change, including sustainable design and construction, must be considered holistically from the start of the design process. Therefore, all development proposals are required to demonstrate how they will comply with all relevant policies on climate change and sustainable design during design, construction and operation of the development.
- D. The Council will work with partners and local communities to improve the energy *and water* efficiency of the existing building stock and wider public realm, with a particular focus on increasing energy efficiency of homes and businesses, especially improved insulation in lofts, walls and floors. The Council's Carbon Offset Fund will be used to implement projects to reduce carbon emissions across the borough.

- 16.1** Richmond Council is taking robust action to tackle the local and global threat of climate change, both externally, in partnership with local organisations and residents, and internally, minimising the Council's environmental impact by cutting carbon, waste and pollution. This was emphasised when Richmond Council declared a Climate Change Emergency in July 2019. The Council has prepared a Net Zero Carbon Study to support several policies in this Plan which set out ambitious targets for Richmond. Multiple typologies of residential and nonresidential developments, specific to Richmond, were prepared and assessed to understand what net zero carbon standards could be achieved and justifies the policies in the Plan are feasible and deliverable.
- 16.2** Planning has a significant role to play in minimising the borough's contribution to climate change and ensuring that the impacts of climate change can be effectively mitigated. Climate change impacts are increasingly affecting the day-to-day lives of people who live in, work in and visit Richmond borough. The urban heat island effect, flooding events, and extreme weather will threaten both our health and wellbeing and the physical fabric of the borough.
- 16.3** The Council's Climate Emergency Strategy sets out five priority areas (air, waste, water, nature and energy efficiency). The strategy outlines how the Council will reduce emissions and the organisation's carbon footprint, including a commitment for the Council to become carbon neutral by the year 2030 and zero carbon by the year 2050. This has since been updated by a commitment, with partners across London, to reach net zero carbon by 2043. The strategy also highlights that we will need to provide community leadership so that residents and businesses are able to get involved in preventing and preparing for climate change. Developers, local businesses and residents bringing forward all types and all sizes of development schemes within the borough as part of planning applications, all have a fundamental role to play in helping to meet this target. Therefore, all new development proposals coming forward within the borough should be zero carbon.
- 16.4** To achieve this ambitious target, we will need to decarbonise activities across all sectors. This will require a transition to a low carbon and circular economy which promotes the effective use of resources and minimises waste, ensure all journeys are no longer made by petrol and diesel vehicles but instead by zero carbon alternatives such as cycling and walking as well as zero carbon public transport. In addition, emissions from all existing and new buildings will need to be net-zero carbon by minimising energy demand and meeting all our energy needs using renewable and low carbon energy
- 16.5** To support the transition to a low carbon future in a changing climate, the Council will shape places in ways that contribute to radical reductions in greenhouse gas emissions; minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the reuse and conversion of existing buildings; support renewable and low carbon energy and associated infrastructure; and take full account of flood risks.
- 16.6** Extensive retrofit will be required to decarbonise Richmond's existing building stock given that low carbon heat solutions require high levels of energy efficiency. The costs of achieving higher standards via retrofit are three to five times higher than for new buildings and the carbon impact of delayed action is significant.
- 16.7** Policy 2 Spatial Strategy: Managing change in the borough sets out a presumption in favour of refurbishment. Whilst there will be circumstances where demolition may be more appropriate, in general, because of the substantial embodied energy savings made in repurposing existing buildings, compared with the ultra-high embodied energy costs of demolition and rebuild, the reuse and/or refurbishment of existing buildings is preferred. Using the existing capacity of buildings is economically, environmentally and socially responsible. The reuse or retrofit of existing buildings is also generally more cost-effective and less controversial because it conserves and enhances existing places and neighbourhoods.

- 16.8** Extrapolating the current annual London Plan housing target of 411 per annum for Richmond would mean that around 12,000 new dwellings could be built in Richmond between 2021 and 2050. The Local Plan and its policies must therefore ensure that new development in the borough does not create a legacy of poor performance that will require remedial action in the future and add to Richmond's retrofit burden. There is evidence that all new buildings will need to operate at
- net-zero carbon by 2030 in order to achieve a zero carbon built environment in the UK by 2050. This means that all new buildings must be designed to operate at net-zero carbon by 2025.
- 16.9** The climate change policies in this section should be read alongside the relevant policies in the London Plan as well as other sections in this Plan, including the green and blue infrastructure, and the design policies.

Policy 4

Minimising Greenhouse Gas Emissions and Promoting Energy Efficiency (Strategic Policy)

- A. To achieve the borough's target of net-zero carbon by 2043 at the latest, all proposed development will be required to demonstrate that the fullest contribution to minimising greenhouse gas emissions has been made on site.

This will be achieved by requiring:

B. All development:

1. to reduce greenhouse gas emissions on-site in accordance with the London Plan's Energy Hierarchy:
 - a. Be lean: use less energy and manage demand during operation.
 - b. Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.
 - c. Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - d. Be seen: monitor, verify and report on energy performance
2. to make the fullest contribution to supplying energy efficiently and cleanly, and to maximise renewable and low carbon energy generation, storage and use, through the deployment of appropriately selected, sized and sited technologies;
3. to promote a more ambitious use of available roof space to deliver multi-functional benefits (such as the co-location of renewable energy and green infrastructure);
4. to adopt a circular economy approach to building design and construction to reduce waste, to keep materials and products in use for as long as possible, and to minimise embodied carbon (see Policy 7 'Waste and the Circular Economy (Strategic Policy)').

C. All conversions and changes of use that result in the creation of 1 or more dwellings:

1. to provide an Energy Strategy demonstrating how emissions savings have been maximised on site at each stage of the energy hierarchy;
2. to achieve net-zero carbon with a minimum of 35% on-site reduction beyond Building Regulations (2021) (or any future updating successor to these standards).

D. New-build residential development of 1 or more dwellings, and major residential development of 10 or more dwellings (including changes of use, conversions and major refurbishments),

and non-residential development of 100sqm or more (including changes of use, conversions and refurbishments):

1. to achieve net-zero carbon with a minimum of 60% on-site reduction;
2. to provide an Energy Strategy demonstrating how emissions savings have been maximised on site at each stage of the London Plan's Energy Hierarchy;
3. to use low carbon heat and hot water supply; there can be no gas boilers in new dwellings or new non-domestic development in Richmond from 2024;
4. to demonstrate how energy demand, including regulated and unregulated uses (including plant or equipment), has been minimised on site through passive measures and by maximising the efficiency of building form, fabric and systems;
5. to reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the London Plan's Cooling Hierarchy (Policy SI 4 Managing Heat Risk) and meet the requirements of Part O of the Building Regulations (TM5~~92~~ (domestic) and TM5~~29~~ (nondomestic));
6. to meet the requirements of Part F of the Building Regulations (Ventilation);
7. to assess viability of on-site renewables and target solar technologies equal to 40% of building footprint area (unless it can be clearly demonstrated that this is not practical);
8. to disclose the anticipated Energy Use Intensity and space heating demand at design and pre-occupation stage, and over at least the first five operational years.

E. Zero carbon and the Council's Carbon Offset Fund

1. New development proposals will be required to get as close as possible to zero-carbon on-site, rather than relying on offset fund payments to make up any shortfall in emissions. A cash-in-lieu contribution to meet net-zero carbon will only be considered acceptable in instances where it has been clearly demonstrated with robust and credible evidence that no further savings can be achieved on-site, due to site constraints or limitations. Off-site provision instead of a cash-in-lieu contribution is only acceptable if an alternative proposal is identified, delivery of that proposal is certain and subject to agreement by the Council.
2. The London Plan's carbon offset price is currently set at £95/t. This is generally considered too low to actually deliver equivalent carbon savings and therefore does not incentivise sufficient on-site savings. Therefore, it is a perverse incentive for developers to offset carbon emissions via a cash-in-lieu contribution rather than achieving the actual savings on site.

In order to incentivise developers to implement on-site lower carbon strategies where possible, and to ensure that any remaining carbon shortfall can adequately be addressed off site, the carbon shortfall for the assumed life of a development (e.g. 30 years) will therefore be offset at a rate of **£300/t** as at 2021. The price for offsetting carbon is regularly reviewed. Any changes to Richmond's suggested carbon offset price will be updated in future guidance.

Table 16.1 Summary of net zero carbon and on-site carbon emission reduction requirements:

Development Type	Minimum on-site total reduction in CO2
Major residential development of 10 or more dwellings (including new build, change of use, conversions, and major refurbishments).	Net-zero with minimum 60% on-site reduction; with a maximum of 40% to be offset at a rate of £300/t
Minor new-build residential development of 1 or more dwellings.	Net-zero with minimum 60% on-site reduction; with a maximum of 40% to be offset at a rate of £300/t