



FUTURE OF HAM CLOSE

DESIGN WORKSHOPS – FEEDING BACK

Earlier this year, Ham residents were invited to work with the Council and RHP to help shape the proposed redevelopment of Ham Close.

Over the past three years RHP, in partnership with Richmond Council, has been working with local residents and stakeholders on what improvements they would like to see in the local area, and to develop a vision for Ham Close.

Throughout June and July, approximately 180 residents signed-up to attend a number of 'design workshops'.

These sessions were designed to give residents, RHP and the Council the opportunity to work together to come up with the best possible design solution for the Close, should redevelopment go ahead.

Workshops included:

- Financial Viability - This set the scene for developing a local proposal. It outlined what is possible in terms of financial viability and what this could mean in terms of the number of properties.
- Traffic and Transport - Discussing highways, junctions, street design, parking solutions, cycling and sustainable travel.
- Open Space and Landscaping - Discussing the design of open space including the village green, garden areas, common space and landscaping including boundary treatments and street trees.
- Community Facilities and Local Services - Looking at how community facilities are used and the best arrangement for the future and to consider any new community facilities or local services that might be desirable.
- Design Approach - Considering what makes Ham unique and the local design context that any proposal should respond to. Looking at building layout and the concept of character areas.
- Impact of Construction and Phasing of Development - Discussing the impact of construction on residents, businesses and the wider community and how this could be mitigated should redevelopment go ahead.

These boards aim to summarise the diverse and sometimes conflicting feedback from residents gathered by RHP and the Council at each of the workshops. They are not proposals.

NEXT STEPS

RHP and the Council are currently working with the architects to feed in, where possible, all the feedback from residents into potential design proposals for the site. It is hoped that these proposals will be published for full public consultation later in the autumn of 2016.



STAY INVOLVED

A full communications and engagement strategy will be put in place for the next consultation to make sure that all residents of Ham Close and the surrounding local area have a chance to have their say. This will include:

- Flyers to households
- Door knocks
- A pop-up exhibition of the consultation material
- A display in Ham Library sign-posting residents to further information and opportunities to have their say
- Information available on www.hamclose.co.uk

RHP: ☎ 0800 032 2433

Find out more at:
www.hamclose.co.uk



The following boards give a brief summary of key themes and comments from each of the workshops. RHP and the Council are feeding these themes, where possible, into the next stage of design development.

TRAFFIC AND TRANSPORT WORKSHOPS

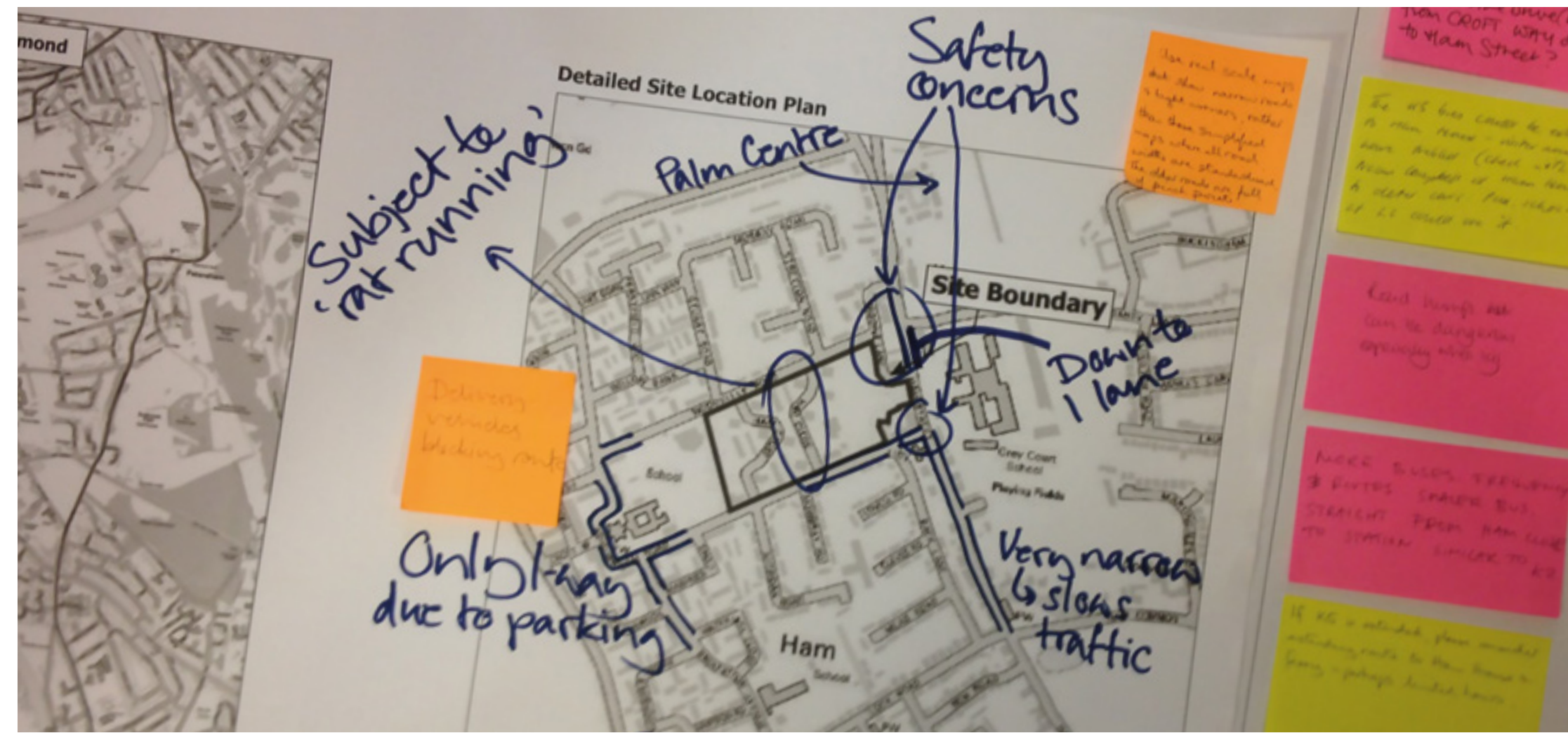
Workshops were held on:

Wednesday, 29th June in the Woodville Centre and
Saturday, 9th July at Grey Court School

Number of attendees: 32

Traffic and Transport Surveys

- Need a common sense approach to parking surveys and transport modelling
- Need to explore whether the traffic restrictions associated with the HUF HAUS development had an impact on the initial transport survey results
- Seasonal differences (increased traffic in the winter when the park closes early)
- Capacity of Petersham Rd (A307), particularly during peak hours, and junction capacity at Sandy Lane must be assessed
- Cumulative impact of other developments in the local area needs to be considered
- Impact of construction traffic (routes / hours etc.) needs to be considered



Design considerations

- Pinch points around Ham Close (Ashburnham Rd, Woodville Rd, Ham St etc.) due to on-street parking – single file traffic
- Safety – particularly around Back Lane, local schools, Riverside Drive, Wiggins Lane / Ham St / Ashburnham Rd
- Parking – as a minimum the development should provide one parking space per unit and some visitor parking
- Car clubs and charging points for electric vehicles should be provided
- Improvements to public transport – Possibly a bus route along Riverside Drive, extension to the K5 bus route, increased frequency of the 371 bus, direct routes to local train stations and improved Ferry Services
- Improved cycle routes between Kingston – Ham – Richmond (including raising towpath route and consideration of lighting) and Teddington
- A need for the new development to encourage and support walking – consideration of dropped curbs etc. for wheelchair users and prams
- Explore foot / cycle bridge to Twickenham
- Explore 20 mph zone and traffic calming
- Avoid roads cutting across the development – need to consider access for service and emergency vehicles

OUR RESPONSE	DISCUSSION TOPIC / QUESTION	YOUR FEEDBACK
<p>Should redevelopment go ahead a Framework Travel Plan would be prepared as part of a planning application. This would include various measures aimed at actively promoting and encouraging travel to and from the site by sustainable (i.e. non-car) modes</p>	<p>• How could the proposed redevelopment promote sustainable and active travel for residents and visitors? (Fig. 2.2 Local Cycle Network and Table 4.2 London Plan Cycle Parking Standards)</p>	<p>Cycling - During the winter/leaves months cycling along the river is too dangerous due to lack of lighting etc. Also had sign posted to the bridge but it was steep if you are on foot of you have a bicycle underneath parking the fields and meadows are difficult to access</p>
<p>A viable cycling network needs to be introduced in Ham & Petersham to help with cycling to school and encourage adults to cycle more</p>	<p>• How could the proposed redevelopment contribute to creating a safe and attractive network of pedestrian and cycle routes? (e.g. improving the cycle network between Richmond-Petersham-Ham-Kingston and / or improvements to the cycle- / foot-bridge into Teddington?)</p>	<p>Cycling in Ham is dangerous to winter, solutions would be needed for the flooded river and lack of lights Also, improved bridges, bike access would make a huge difference</p>
<p>Sustainable roads - important to cycling</p>	<p>• How could street design encourage walking?</p>	<p>Cycling as transport → when needed, where cycle beyond the park</p>
<p>One major problem is the cycling along the A2064. As this is not planned for the future, the only way to improve it is if people always possible is if people and it is not at all right.</p>	<p>IMPROVE CURB DROPS IN ALL AREA. INCREASE NO PARKING IN FRONT OF DROP CURB, AS PEOPLE IGNORE DROPS AROUND HERE AS THERE'S NO WARDENS.</p>	<p>Sandy Lane → improve here as more frequent is one route for pedestrians</p>
<p>Footbridge bridge to Twickenham would significantly increase travel options for them.</p>	<p>ALLEY & WAYS ARE TOO NARROW AROUND PETER CHAM.</p>	<p>Don't build rid cutting sensitive close</p>
<p>More cycle lanes to encourage cycling</p>	<p>CAR CLUB</p>	
<p>Complete traffic lining</p>	<p>ELEVATED CYCLE-WAY ALONG HAM SIDE OF THE THAMES TO MITIGATE TIDAL FLOODING</p>	
<p>We don't want 2 roads going straight on</p>	<p>BRID FOOTBRIDGE FROM HAM TO TWICKENHAM RE-LAY TOWN PATH FROM KINGSTON TO RICHMOND + ADD LIGHTING (LIKE THE TWICKENHAM ONE HAS)</p>	
<p>Car scheme</p>	<p>Cycling - improve route along river. Cycle lanes at top end</p>	
<p>Bike to every household</p>		

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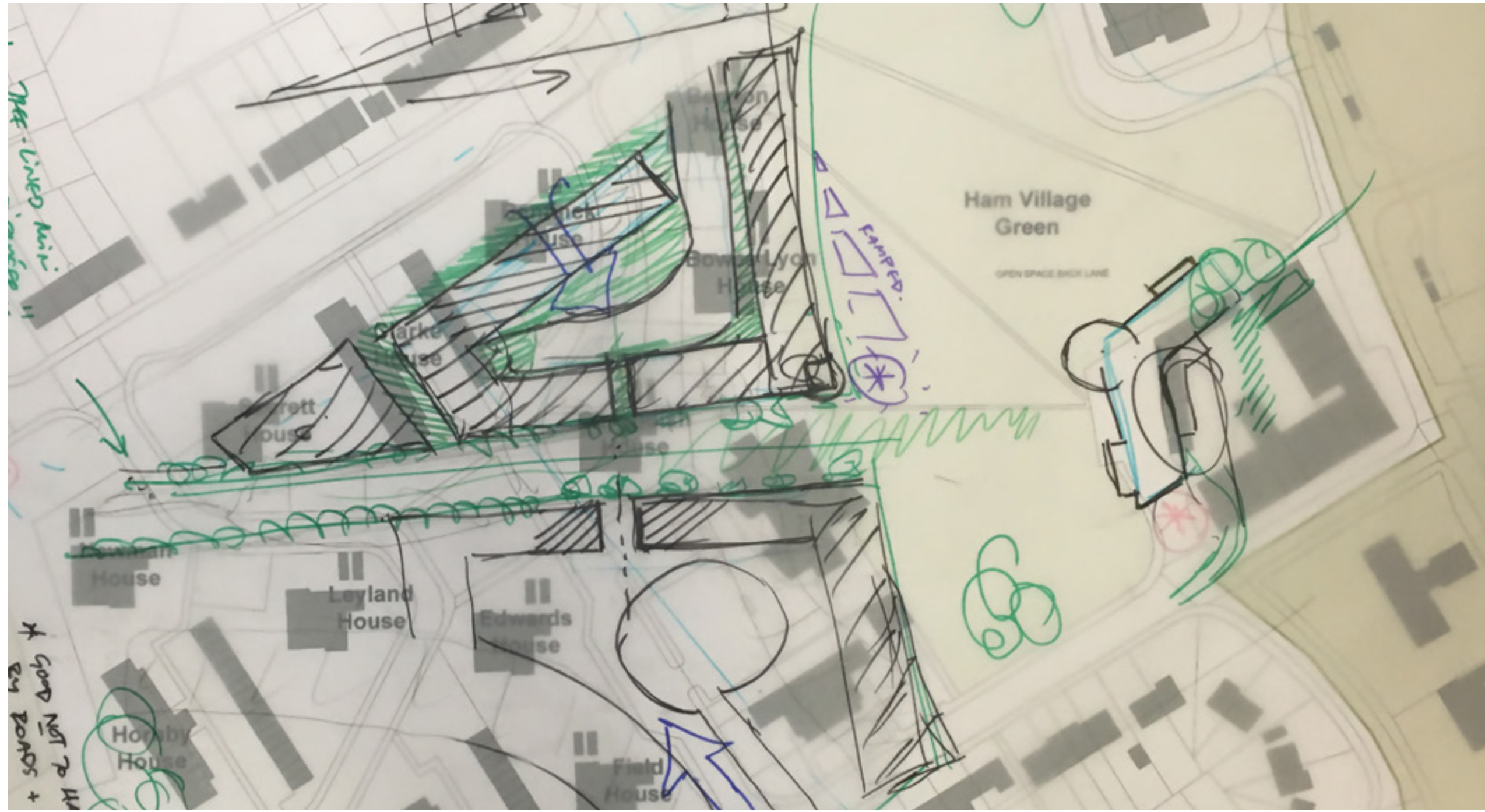
DESIGN APPROACH WORKSHOPS

Workshops were held on:

Tuesday, 5th July in the Woodville Centre and
Saturday, 16th July at Grey Court School

Number of attendees: 44

- Must not lose open feel and wherever possible gaps between buildings should be retained
- The spaces between buildings are as important as the buildings themselves – should be green and landscaped
- A variety of pedestrian / car free routes through the development – a green avenue through the Close
- The development should not be carved up by cars – roads should be cul-de-sacs
- Retain existing mature trees (of value) wherever possible and enhance existing green spaces
- A 'strong edge' to the green could be explored
- Taller buildings towards the centre of the development – could consider up to six storeys (subject to planning restrictions and careful design e.g. set-backs) if this enabled retention of more open / green space
- Must provide private / semi-private amenity space for residents – balconies / gardens / shared gardens
- Light is important – dual aspect properties and large windows (must avoid overlooking)
- A green, sustainable, eco-development
- Sensitively designed lighting solutions
- The parking solution should not overpower / dominate the development
- A modern interpretation of Ham's unique setting – different character areas / styles
- Some divergence of opinion regarding character areas – cottage feel vs. 21st century / more modern
- Materials – London stock brick, glass, stone, timber, (materials that draw on Ham's natural setting)
- Any development should be in harmony with existing buildings in Ham / the surrounding area
- Adequate storage for residents (including cycle storage)
- Phasing and decanting needs to be considered



Community Workshop Sketch



Community Workshop Sketch



Community Workshop Sketch

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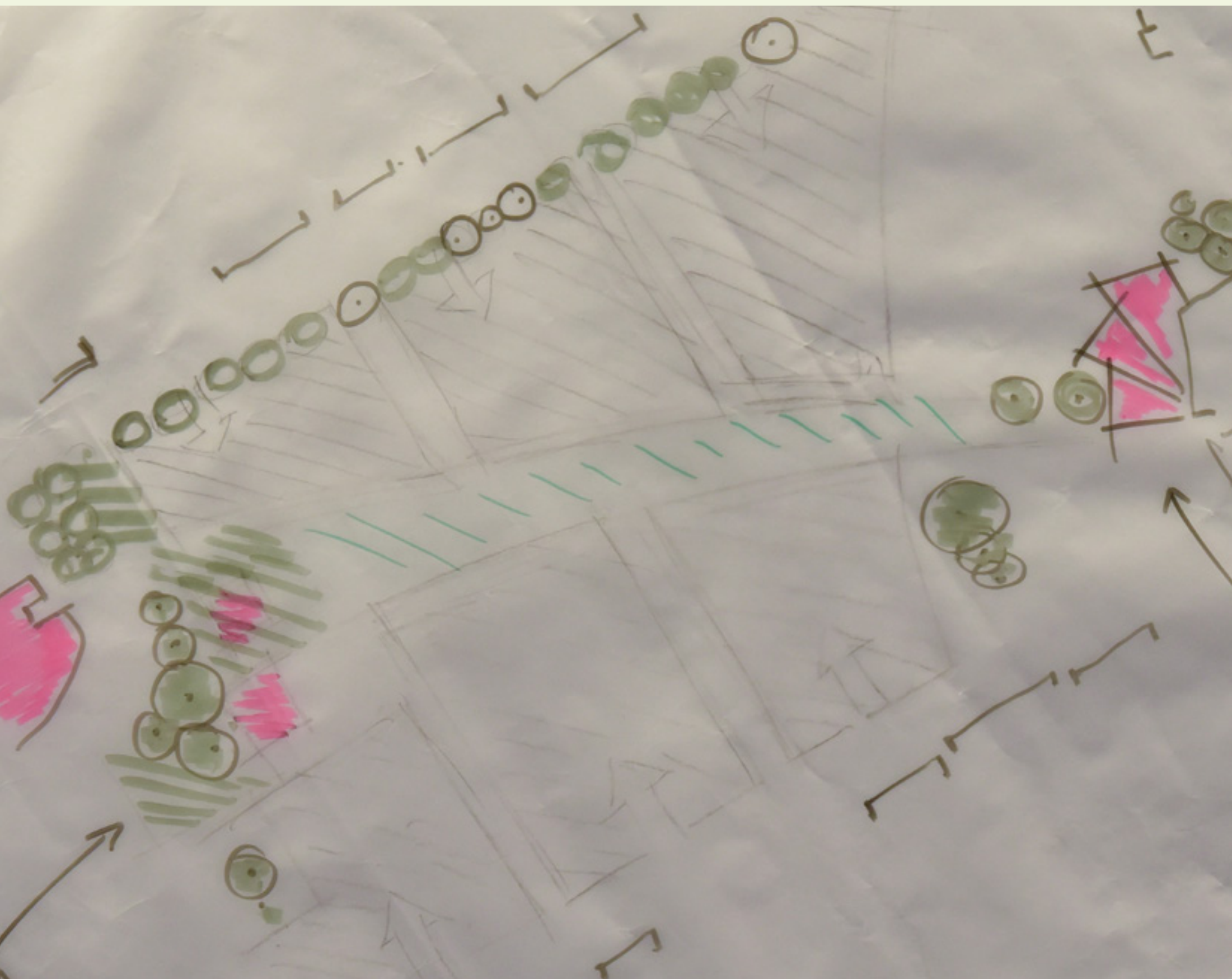
OPEN SPACE AND LANDSCAPING WORKSHOPS

Workshops were held on:

Saturday, 9th July at Grey Court School and
Wednesday, 20th July at Ham Youth Centre

Number of attendees: 27

- Green space and landscaping as important as new buildings
- The green is well loved, as is the way it 'bleeds into' Ham Close
- However, some feel the green could be built on, especially if this produces a less dense scheme and reduces the length of the build programme
- Need to explore improvements to natural play space
- Informal landscaping
- More private amenity (defensible) space for Ham Close residents (balconies / private gardens / shared gardens)
- Gaps between buildings important – these should be green / landscaped and contribute to a feeling of 'openness'
- Retain mature trees (of value) wherever possible and explore planting more mature trees throughout the development
- Explore green link through the development
- Enhance existing green and encourage use by all
- Use of land to the rear of the shops – little to no encroachment on the green, but there is an opportunity here



Community Workshop Sketch

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FINANCIAL VIABILITY WORKSHOP

Workshop held on:

Monday, 27th June in the Woodville Centre

Number of attendees: 26

This session set the scene for developing a local proposal.

The presentation, by BNP Paribas, outlined a common approach to establishing the financial viability of estate regeneration schemes, it considered risks and returns and the costs associated with financing development.

The appraisals presented by BNP Paribas indicated that proposals of less than 400 units are unlikely to be financially viable unless sales values growth accelerates.

The presentation also considered how a scheme's design impacts financial viability, for example:

- More smaller buildings are less efficient as you have to build more 'building cores' and 'building envelope', and
- The inclusion of basement parking increases build costs.

The session was designed to give residents a better understanding of the drivers and components of viability in order to inform the rest of the workshop programme. Important questions were raised regarding the feasibility of refurbishment and infill, the cost of living (e.g. rent levels) post redevelopment and the size of contributions from RHP, the Council and the GLA (Greater London Authority).

Both RHP and the Council committed to answering as many of these questions as possible prior to, or as part of, the public consultation later in the autumn, and to providing further opportunities to interrogate the financial viability of proposals developed following the design workshops.



COMMUNITY FACILITIES AND LOCAL SERVICES WORKSHOPS

Workshops were held on:

Monday, 11th July at St Richard's School and
Saturday, 18th July at Grey Court School

Number of attendees: 24

Health

- Services need to be considered within the context of the wider Ham and Petersham area
- Connections to the Children's Centre should be explored
- Links to the Woodville Centre should be explored
- GP service – residents are finding it difficult to secure appointments at the Lock Road surgery
- Ham Clinic – better links to GP provision, opportunity to deliver a greater breadth of services locally
- Opportunities to explore drawing in additional funding

Young People

- Links to Grey Court School and St Richard's Church of England Primary School should be explored
- Involving local young people in designing the future
- Indoor sports facilities (e.g. basketball)
- Need to consider early years provision and school place planning

Opportunities

- Screening facilities
- Adult education (e.g. University of the Third Age – U3A) and intergenerational projects
- Spaces for small business start-ups / business resource space (needs clear parameters – live / work units haven't worked locally previously)
- Connectivity – high speed broadband etc.
- Adequate provision of storage to support local businesses

Types and location of facilities / services

- Community spaces – provision of truly flexible and sustainable space
- Purpose built space(s) for Richmond MakerLabs
- Co-location of services brings opportunities – provision of smart buildings, must avoid the underutilisation of space



IMPACT OF CONSTRUCTION WORKSHOP

Workshop held on:

Wednesday, 13th July at Ham Youth Centre

Number of attendees: 24

- Construction Traffic – including access / routes (geographical pinch points) / safety (consideration of all road users, including cyclists and pedestrians) and timing (outside of peak hours)
- Waste Management – Recycling and sustainability
- Environmental controls during construction e.g. vibration, noise, dust, ecology, trees, contaminated substances (e.g. asbestos)
- Sustainable development (carbon footprint – carbon neutral)
- Surveys (including infrastructure capacity both during construction and post redevelopment / traffic / archaeological / services / noise / ecology etc.) must be published
- Construction impact on local business – effective policing of short stay car parking
- Communications must be clear, timely, meaningful and regular
- Construction Management Plan (CMP) must include: welfare facilities / travel plans / hours of work
- Apprenticeships, work experience and training opportunities for local residents should be explored

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