

LBR38 / INQ32

THE LONDON BOROUGH OF RICHMOND UPON THAMES

**TOWN AND COUNTRY PLANNING ACT 1990 – SECTIONS 226(1)(a) AND
226(3)(b)**

**LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976
ACQUISITION OF LAND ACT 1981**

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (TWICKENHAM
RIVERSIDE) COMPULSORY PURCHASE ORDER 2021**

AND

**APPLICATION FOR A CERTIFICATE PURSUANT TO SECTION 19 AND
SCHEDULE 3 OF THE ACQUISITION OF LAND ACT 1981**

IN RESPONSE TO THE INSPECTOR ON VIABILITY

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1. RESPONSE

- 1.1. This note is in response to the Inspector's request on viability.
- 1.2. In response, as detailed in paragraphs 13.5 to 13.8 of **LBR-1A** (Paul Chadwick's Proof of Evidence), the capital budget for the delivery of the Scheme was approved at the Council's Finance, Policy and Resources Committee on the 19th January 2023 (**CD 1.12**). In this report it was noted that this would be funded by capital receipts generated from the Scheme and available grants with an estimated net cost to the Council of £20 million. The Council has always said that it will take a long-term view on the costs of the Scheme and will be looking to invest to deliver wider benefits and help regenerate Twickenham town centre.
- 1.3. The position presented in the committee report (**CD 1.12**) is a reasonable estimate at this stage of the project and included for inflation and contingency. Officers were confident that this represented a realistic finance position. The approved budget is now be factored into the Council's capital budget ready for when the construction phase would likely start assuming a successful CPO outcome.
- 1.4. From the outset of the RIBA Design Competition, which the Trust agreed the Gardens could be part of, the intention was to develop a solution to the whole of the Scheme Lane. The inclusion of the Wharf Lane building has been in place since the concept design, a concept design which the Trust were "unanimous in their decision" they supported (No. 25 **LBR5**), it bookends the Scheme and is an integral part of the design (covered in general terms in **LBR2A**). Wider benefits of the Wharf Lane building are detailed in paragraph 9.33 of **LBR - 1A**.
- 1.5. The private residential and commercial components of the Wharf Lane building offer the highest value to the Scheme. Their removal would therefore inevitably substantially increase the cost of the Scheme to the Council.
- 1.6. The Council is unable to disaggregate the costs of the Wharf Lane building from the total costs. The Scheme was designed as a solution to the whole of the Scheme Land. Removing the Wharf Lane building would have an impact on several aspects of the design for example the open space and the flood defence, as well as removing key benefits. To truly understand the cost of the Scheme without the Wharf Lane building a new design would have to be developed, to ensure such a new Scheme was deliverable, which is an unrealistic suggestion.

- 1.7. It is also important to note that Planning permission was granted for the whole Scheme, and it is highly unlikely that planning policy requirements could be met within just the Water Lane building without a complete and complex re-design.