

Dear Riverside Action Group (RAG),

For those of you who did not receive the Council update on the Riverside development, this is to supply you with a quick update.

The 5 architects short-listed for the development have been announced by the Council in accordance with the RIBA design competition procedure. Please see link on the Council's website [here](#).

The Design Brief which the architects have to reply to is [here](#).

If you have time, it is worth a browse at least, because it sets out the context and scope of the proposed development.

A key element of that is to be the removal of the parking spaces on the riverside, upstream of Eel Pie bridge, between Water Lane and Wharf Lane. As you may be aware, that was a key pledge of the Liberal Democrats in the local election campaign.

The Council officers responsible for parking and traffic are in the process of working out the implications: where and how can alternative parking places be found, and how many and how many? What will be the effects of blocking off the current thoroughfare from Water to Wharf Lane?

Many of the local stakeholders have expressed frustration that these questions have not been properly addressed earlier, before the invitations to tender went out to the shortlisted architects. The Design Brief allows them possibility to propose different configurations for the development, for example, that the service road behind King Street be extended to meet Water Lane, thereby giving a new way through. RAG is following this issue closely.

One particular issue is the junction between King Street, Water Lane and Church Street which is already busy and which, according to one possible configuration, would have to take two-way traffic. The boat houses and other businesses on Eel Pie Island are serviced by some HGV vehicles as well as vans which will need space to continue their deliveries.

RAG has emphasised the importance of focusing on traffic flows and the issues of access as much as on the parking aspects. We have also taken the line that there should be a presumption **against** any suggestion of two-way flows at the top of Water and Wharf Lanes.

The architects have been given site visits which will hopefully give them a feel for the unique character of the Riverside.

The Council has put a tentative figure on the cost of construction of £25 to £35 Million (page 23 of the Design Brief). Again the architects have leeway to present proposals within or outside that price range (page 23 again). This is of course an important aspect of the development in relation its future financial viability.

As ever, RAG welcomes your comments.

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Mark, Peter and Marion