

### CHARACTER

#### 6. Is the design specific to the scheme?

The design of the scheme is unique but also reflects the local vernacular of the area's surrounding buildings. In appropriate area's the buildings respond to Twickenham's local vernacular, reflect the Site's historic uses, as well as contribute to a new aesthetic to the area, namely a contemporary landmark Community Building.

Building heights have been articulated to respond to surrounding buildings. Buildings fronting London Road have been designed to be lower than the approved Twickenham Rail Station scheme, as well as both Regal House and Bridge House. The Site's buildings engage with the street scene, forming a suitable definition to London Road without dominating and creating a canyonising effect, and also address the viewpoint at the junction of Whitton and London Roads. The taller parts of the development are proposed to be located to the south-eastern corner closer to the commercial frontage of London Road and the expanse of space across the railway towards Railway Approach. The design of the buildings in this part of the scheme are of a warehouse aesthetic and are influenced by the Site's former uses, as the local Rail Station and a brewery.

Massing is lower towards Heatham House and the River Crane corridor to prevent oppressive overshadowing to this area.

Towards the rear (western end) of the Site, a more domestic architectural approach is adopted, providing houses which reflect the prevailing context of the area. Responding to the Georgian houses on Station Road, proposed dwellings have a room within the pitched roof. The form is repetitive in nature and helps to articulate and clarify the character area. The buildings on this portion of the Site reflect the local area's historic housing, primarily located to the south of site and run perpendicular to the railway to allow visual permeability run north to south across the Site.

*ANTICIPATED SCORE: 1.0*

#### 7. Does the scheme exploit existing buildings, landscape or topography?

The Site's topography and surrounding landscape have influenced the layout and design of the scheme. The Site itself is accessed by a Network Rail owned ramp and sits approximately 4m below street level, therefore the height of the new buildings has taken account of the topography of the Site to ensure the scheme integrates with the urban fabric of Twickenham. The buildings utilise the location's changing nature of the Site levels with the massing stepping down deeper into the development.

Landscape features to the north and west of the Site have provided natural boundaries for the scheme. The River Crane is a strong presence along the northern edge of the Site and the design of the scheme has been careful to preserve residents' views of the river from the south of the Site. The Metropolitan Open Land, located to the west of the Site, will be preserved.

The size and orientation of the Site also influence the orientation of the houses on the western side of the Site. A north-south layout for these homes ensures the garden spaces maximise the sun's east-west trajectory.

*ANTICIPATED SCORE: 1.0*

#### 8. Does the scheme feel like a place with distinctive character?

The scheme has been designed to provide Twickenham and its Northern Quarter with a new place – a gateway to Twickenham town centre. The topography of the Site gives the scheme a distinct and contained feel, equally the design and layout has looked to integrate with the wider area – namely the new public piazza meeting London Road at street level and the orientation of the scheme's buildings. The Mixed Use Quarter and Community Building have been designed as meeting places for the people of Twickenham to come together.

The scheme offers both points of interaction inside the flexible Community Building as well as outside within the piazza and courtyard spaces.

While the western end of the scheme is residentially-led, the design of the scheme sees the eastern and western ends of the Site as one. To access the houses, residents must pass through the Mixed Use Quarter.

*ANTICIPATED SCORE: 1.0*

#### 9. Do the buildings and layout make it easy to find your way around?

As a compact site of 1.15 hectares site, it is easy to navigate across the Site - from the front along London Road towards the back of the Site, which faces local MOL. The landmark Community Building at the front of the Site makes the scheme easy to locate within the Twickenham skyline. A clear hierarchy and sequence of spaces begins at the new piazza and leads into a series of courtyard space via a shared walkway.

*ANTICIPATED SCORE: 1.0*

#### 10. Are streets defined by a well-structured building layout?

The Site's landscaping plays an important role in creating places for people to use and enjoy. The natural boundary of the River Crane has influenced the position of the buildings within the Site's Mixed Use Quarter and has encouraged the creation of an outdoor piazza, which sits at the entrance of the scheme. The scheme, and particularly this location within the scheme, has been identified as part of the northern approach into Twickenham town centre. The landscaping, coupled with the buildings, contributes to the northern approach and offers a long desired gateway into the town centre.

All the houses' front doors on the western end of the Site are orientated towards landscaped courtyards. This layout provides defined streets and structure across the Site. The courtyards also create social places for residents and encourage social interaction between neighbours.

*ANTICIPATED SCORE: 1.0*

*ANTICIPATED SUBTOTAL 5.0*

# Appendices

## Building for Life Assessment

### STREETS, PARKING & PEDESTRIANISATION

#### 11. Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

While the scheme faces the very busy London Road, within the Site itself, the buildings have dictated the overall layout of the scheme. Due to the location of the River Crane to the north of the Site, overall access had to locate along the southern boundary of the Site. The topography of the Site has also dictated the on-street car parking for private houses in the western end of the Site.

*ANTICIPATED SCORE: 0.5*

#### 12. Is the car parking well integrated and situated so it supports the street scene?

Two car parking spaces are provided for each of the houses and one car parking space for each apartment. Parking is provided for the houses within the semi-private courtyard spaces while parking for the apartments is located underneath the Mixed Use Building at the front of the scheme. Since the Site is well connected by public transport, there are a limited number of visitor parking spaces.

*ANTICIPATED SCORE: 0.5*

#### 13. Are the streets pedestrian, cycle and vehicle friendly?

All streets are shared surfaces between vehicles and pedestrians. The courtyards will double as social spaces as well as accommodate private residential parking. Cars do not get priority and the scheme looks to provide safe east-west connections for pedestrians and cyclist, especially across London Road.

*ANTICIPATED SCORE: 1.0*

#### 14. Does the scheme integrate with existing streets, paths and surrounding development?

The development site is a former Royal Mail Sorting Office, therefore historically the Site was closed off to the wider local community. The previous use meant that the buildings were commercial, ancillary and warehouse-orientated in their use, modest in height and set back from the frontage to allow access and a service yard. These combined factors result in a frontage that does not currently offer any townscape benefit to this important gateway location.

The Site will now open up to the public along London Road and sensitively integrate into the local area so as not to disturb the residents to the north and south of the Site. The scheme is aware of its prominent position along London Road and directly opposite Twickenham Rail Station, therefore mixed uses - namely apartments, restaurants and the Community Building - have all been located in this part of the Site. The height of the Community Building has been designed to avoid canyonisation along London Road.

The layout, design and height of the new buildings towards the western end of the Site, where the scheme's houses are located, respect the character and layout of the surrounding area and look to integrate into the area's urban grain.

*ANTICIPATED SCORE: 0.5*

#### 15. Are public spaces and pedestrian routes overlooked and do they feel safe?

Public spaces have been designed to integrate into the existing streetscape of the area. The Community Building and restaurants will activate the public spaces keeping them lively and safe throughout the week.

The apartments in the Mixed Use Building are designed around a courtyard, which provides an extra level of safety for the residents who will live alongside the Site's mixed uses.

The courtyards are semi-private spaces that are primarily for residents to use and enjoy. With the front doors orientated towards each other, the courtyard spaces are well overlooked by neighbouring properties.

*ANTICIPATED SCORE: 1.0*

*ANTICIPATED SUBTOTAL 4.0*

### DESIGN & CONSTRUCTION

#### 16. Is public space well designed and does it have suitable management arrangements in place?

Overall, an established Management Company will take responsibility for the shared public realm and open spaces. The public space has been designed to cater for a range of uses as well as open up the wider site which was previously closed off to the public. The piazza is set at the same level as the street and will look to create a positive relationship and dialogue with the surrounding streetscape.

An Estates Office, with a permanent base within the Mixed Use Building, will coordinate all maintenance activities.

*ANTICIPATED SCORE: 1.0*

#### 17. Do the buildings exhibit architectural quality?

The facades of the buildings are designed to respond to the context surrounding them. The townhouses to the rear are designed with a Georgian vernacular, to reflect many residential streets and properties in Twickenham. The facades of the Mixed Use Building are designed in two varying styles; a warehouse aesthetic, providing a link with waterfront activities and the River Crane and a heritage aesthetic, reflecting the Site's history as the former location at one point in time of the Rail Station and at another period a brewery. The façade design and materials proposed for the Community Building are similar to the rest of the Site, with a modern block proposed that provides an attractive and inviting exposed brick facade and signage/public art immediately seen by people arriving in Twickenham via the Rail Station.

*ANTICIPATED SCORE: 1.0*

#### 18. Do internal spaces and layout allow for adaptation, conversion or extension?

All new homes comply with July 2010 Lifetime Homes standards in providing adaptable and flexible accommodation, ranging from the proximity and size of parking spaces, level thresholds, width of circulation corridors, lifts, heights of sills, switches and sockets, location of living rooms and WCs, and allowance for the future hoist installation. A total of 9 apartments (10.9 % of apartments) are provided as wheelchair adaptable units, designed to allow a standard two bedroom apartment to be adapted in the future to wheelchair compliant standards. Design measures to allow this include corridors, doors and lifts being designed to allow for wheelchair access and living rooms and bedrooms conforming to Part M of the Building Regulations and allowing for wheelchair access, turning and space to park a wheelchair.

*ANTICIPATED SCORE: 1.0*

#### 19. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

Materials for the majority of the development have been proposed to ensure the new buildings are generally in keeping with traditional Twickenham architecture of which brick is proposed as the main element offering longevity and lasting quality to the buildings.

The façade design and materials proposed for the Community Building propose a contemporary & innovative design in terms of its materiality and massing which enhances its quality, especially important given its location directly opposite the entrance to Twickenham Rail Station for people arriving by train.

Measures taken to ensure compliance with the relevant level of Code for Sustainable Homes include the use of photovoltaic panels to the houses and CHP plant to the apartments to reduce energy use and improve overall performance.

*ANTICIPATED SCORE: 0.5*

#### 20. Do buildings or spaces outperform statutory minima, such as building regulations?

All houses in the development exceed space standards as stated in designated guidance such as The London Plan. All apartments meet the space standards stated in the London Plan with a number exceeding the minimum. The development is proposed to outperform building regulations with regards to areas such as sound insulation.

*ANTICIPATED SCORE: 0.5*

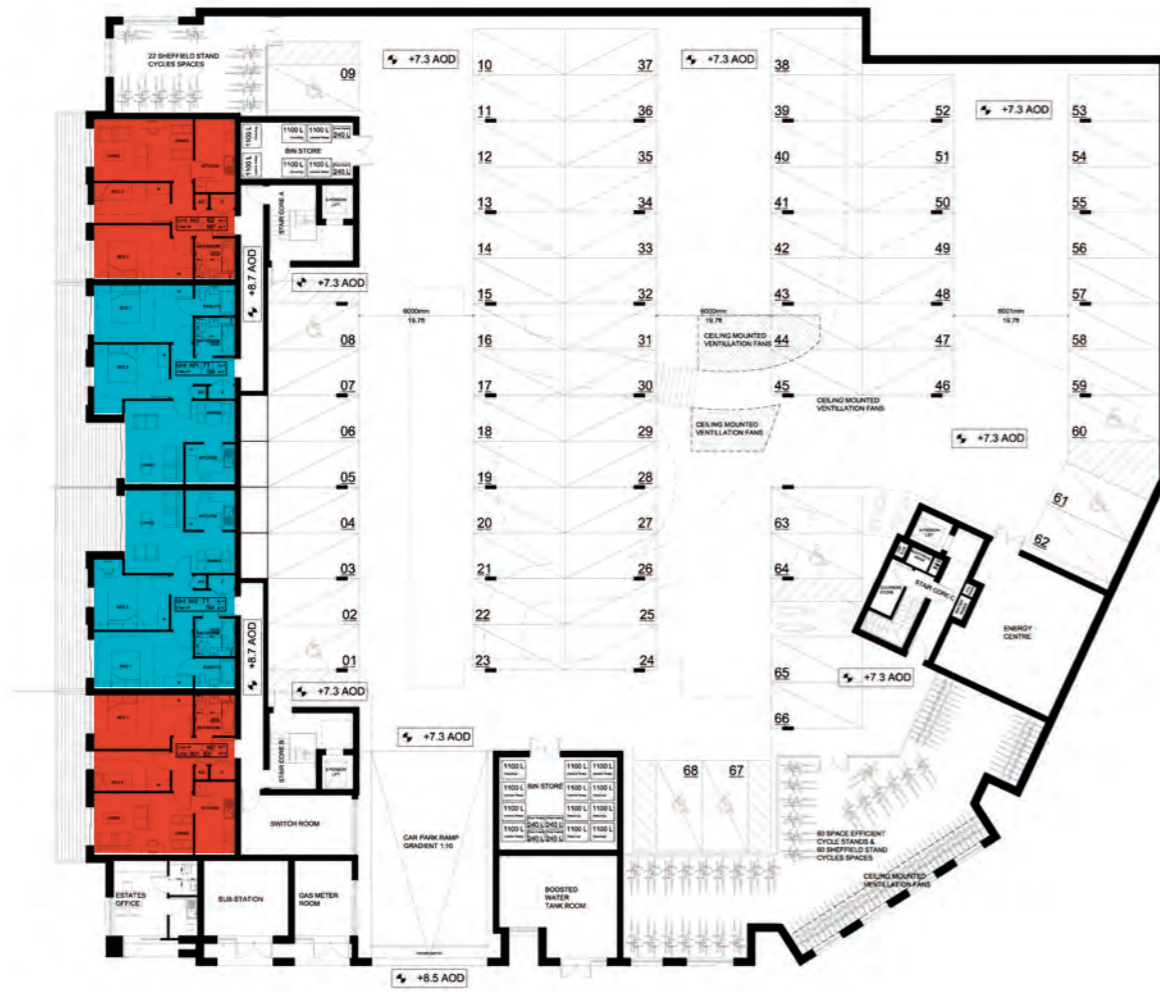
*ANTICIPATED SUBTOTAL 4.0*

*ANTICIPATED TOTAL SCORE: 16.5*

# Appendices

## Indicative Floor Plans

### Lower Ground Floor

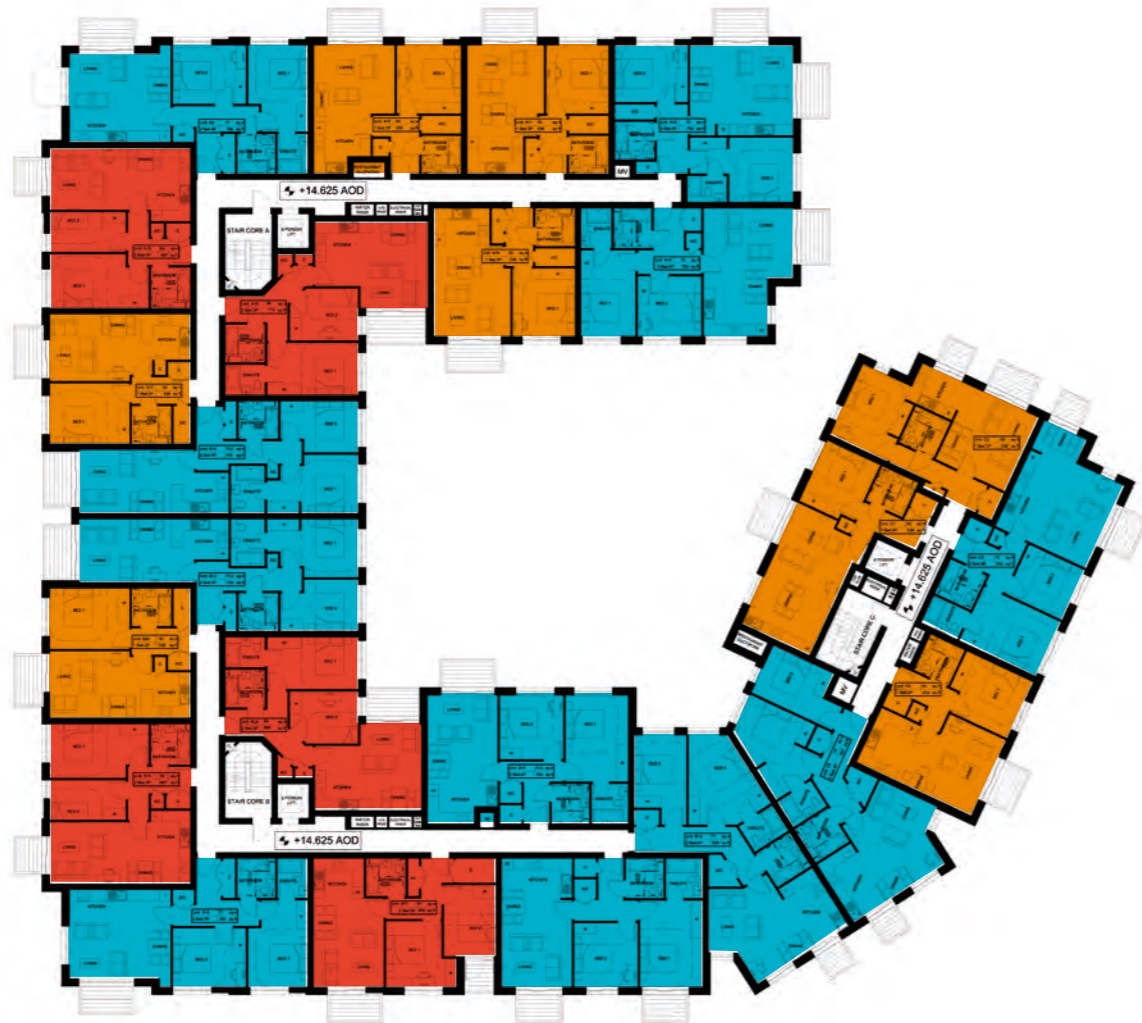


### Ground Floor

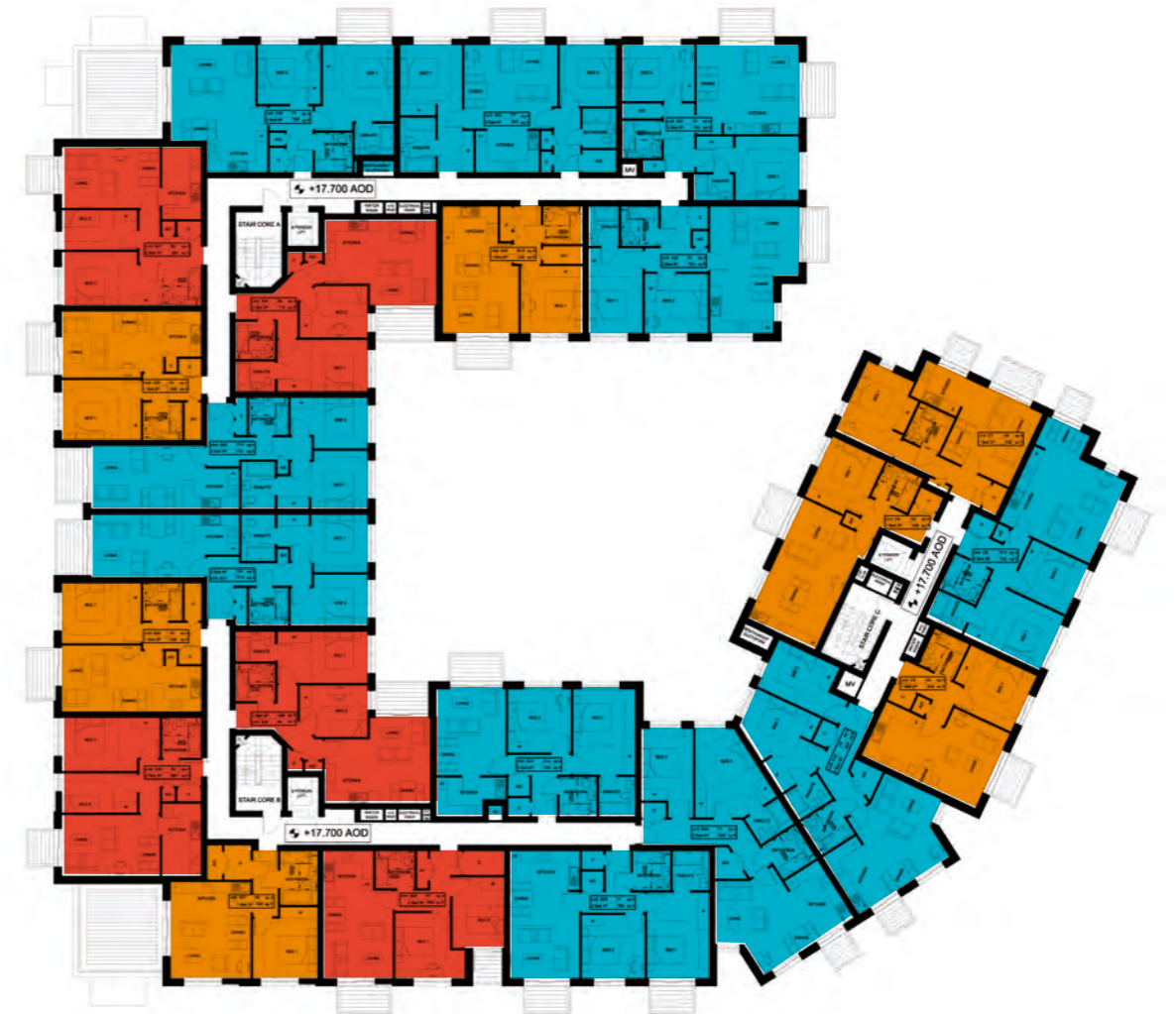


- 1 Bed 2 Person Apartment
- 2 Bed 3 Person Apartment
- 2 Bed 4 Person Apartment

First Floor



Second Floor



- 1 Bed 2 Person Apartment
- 2 Bed 3 Person Apartment
- 2 Bed 4 Person Apartment

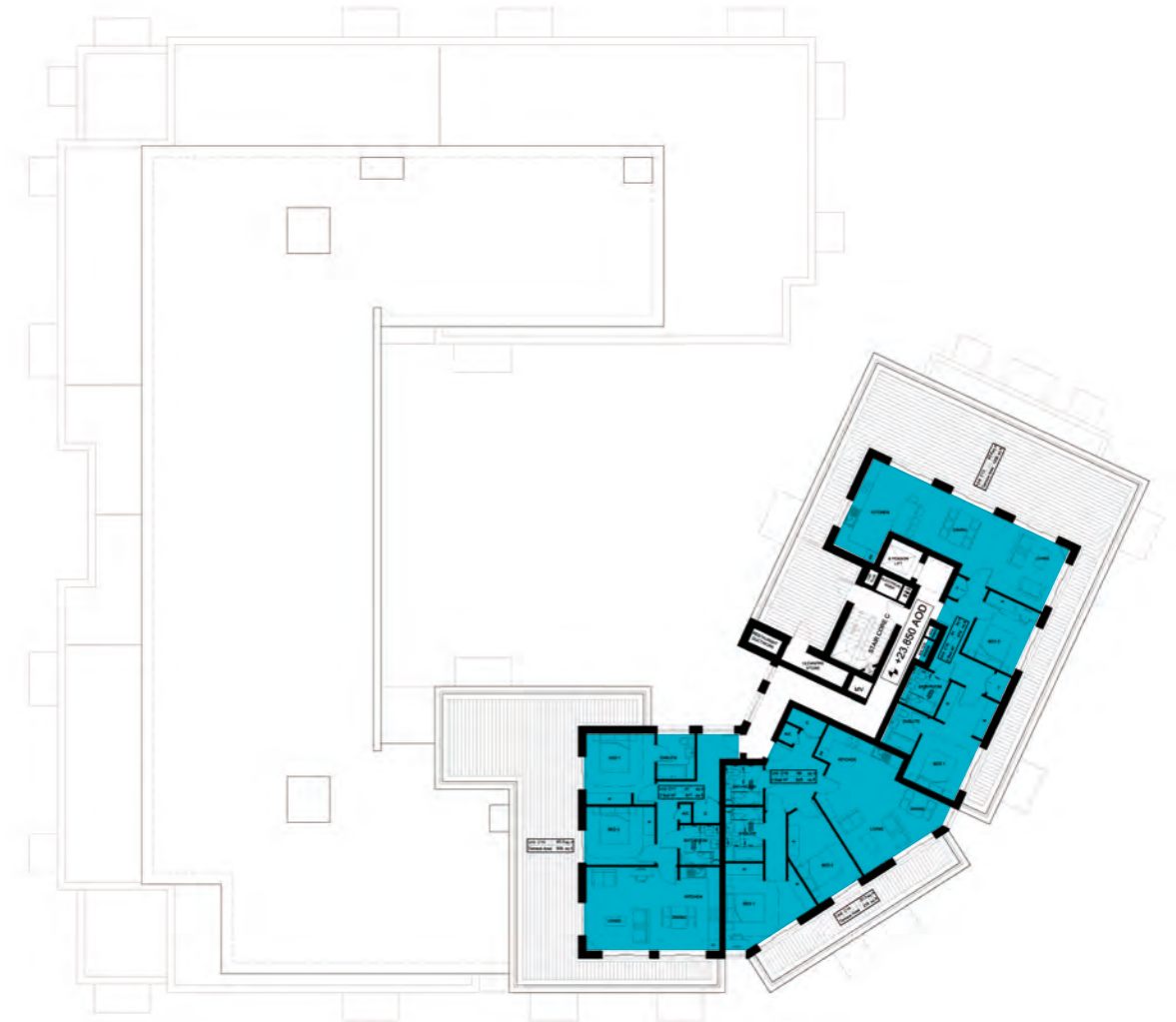
# Appendices




## Indicative Floor Plans

### Third Floor



### Fourth Floor



-  1 Bed 2 Person Apartment
-  2 Bed 3 Person Apartment
-  2 Bed 4 Person Apartment

### MIXED USES

Use	size (sq.m.)	size (sq.ft.)
Restaurant - 1	302	3250
Restaurant - 2	290	3121
GROSS INTERNAL	592	6371

### COMMUNITY BUILDING

Use	size (sq.m.)	size (sq.ft.)
GROSS INTERNAL	1265	13615

### HOUSES MIX

Type	No. of Units	% split
3B 6P	6	21.4%
4B 7P	22	78.6%
TOTAL	28	

### APARTMENT MIX

Type	No. of Units	% split
1B 2P	22	26.8%
2B 3P	16	19.5%
2B 4P	44	53.7%
TOTAL	82	

### SITE SUMMARY

Tenure	No. of Units	% split
Apartments	82	74.5%
Houses	28	25.5%
TOTAL	110	

# Appendices

## Mayor's Housing SPG, EIP Draft

### 1.0 SHAPING GOOD PLACES

#### 1.1 Defining Places

- How does design respond to its physical context, including the character, legibility, figure ground, public space, landscape and topography
- How the scheme integrates with the local network of public spaces
- How spaces and routes are to be overlooked and safe, and blank elevations at ground floor avoided
- How any new public spaces are designed as part of the local movement network, and how they relate to the local vision for the area.

#### 1.2 Outdoor Spaces

- Demonstrate compliance with the Borough's open space strategies, ensuring that a review of surrounding open space is undertaken and address any deficiency in provision
- Make appropriate play provision in accordance with the relevant standards
- Communal open space to be overlooked, accessible to all, suitably managed and designed to take advantage of direct sunlight;

### 2.0 HOUSING FOR A DIVERSE CITY

#### 2.1 Appropriate Density

- Demonstrate how the density of residential accommodation satisfies London Plan policy relating to PTAL and accessibility of local amenities and services, and is appropriate to the location

#### 2.2 Residential Mix

- Demonstrate how the mix of dwelling sizes and tenures meet strategic and local borough targets and are appropriate to location

### 3.0 FROM STREET TO FRONT DOOR

#### 3.1 Entrance and Approach

- All main residential entrances should be visible from the public realm and clearly identified.
- Distance from the accessible car parking space to the home or relevant block entrance should be kept to a minimum and be level or gently sloping
- Approach to entrances should be level or gently sloping
- Entrances to be illuminated and have level thresholds. Entrance doors to have 300mm of clear space to the pull side, and compliant clear opening widths. Main entrances should have weather protection and a level external landing

#### 3.2 Shared Circulation Within Buildings

- Number of dwellings accessed from a single core should not exceed eight per floor, subject to dwelling size mix.
- Access cores serving 4 or more dwellings to have an access control system with entry phones in all dwellings linked to front door with electronic lock release. Unless 24 hour concierge is provided, additional security measures to be provided where either more than 25 dwellings are served by one core, potential occupancy of the dwellings served by one core exceeds 100 bed spaces or 8+ dwellings per floor.
- Dwellings accessed via internal corridor, the corridor should have natural light and adequate ventilation.

	BASELINE	GOOD PRACTICE	COMPLIANCE
1.1 Defining Places	✓		✓
1.2 Outdoor Spaces	✓		✓
2.1 Appropriate Density	✓		✓
2.2 Residential Mix	✓		✓
3.1 Entrance and Approach	✓		✓
3.2 Shared Circulation Within Buildings	✓	✓	X
	✓		✓
	✓		X

- Minimum 1200mm width for all paths, corridors and decks for communal circulation
- Preferred 1500mm width and considered important where corridors are double loaded or wheelchair accessible dwellings provided.
- For buildings with dwellings entered from communal circulation at first, second or third floor without lifts, space should be identified close to cores for future installation of wheelchair accessible lift.
- Dwellings entered at the 4th floor and above to be served by at least one wheelchair accessible lift, and desirable that 3rd floor are also served one such lift. All dwellings entered at 7th floor and above to be served by 2+ lifts.
- Every designated wheelchair accessible dwelling above the ground floor to be served by 1+ wheelchair accessible lift.
- Desirable that all wheelchair accessible dwellings served by 2+ lifts.
- Principal stairs should provide easy access regardless of lift provision. If lift provided, to be wheelchair accessible

#### 3.3 Car Parking

- Should conform to London Plan policy on car parking provision. In areas of good public transport accessibility / town centres the aim should be to provide less than one space per dwelling.
- Each designated wheelchair accessible dwelling should have a car parking space 2400mm wide with a clear access way to one side of 1200mm.
- Consideration to be given to siting and organisation of parking within an overall design for open space so that car parking does not negatively affect the use and appearance.
- Where parking is within the dwelling plot, at least one car parking space should be capable of enlargement to a width of 3300mm. Where provided in communal bays, at least one space with a width of 3300mm should be provided per block entrance or access core in addition to spaces designated for wheelchair user dwellings.

#### 3.4 Cycle Storage

- Should provide dedicated storage space for cycles 1 per 1-2 bed dwelling; or 2 per 3+ bed dwelling
- Cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to street.
- Where provided within the home, it should be in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage not acceptable in habitable rooms or on balconies

#### 3.5 Refuse, Post and Deliveries

- Communal refuse and recycling containers to be accessible to all residents including children and wheelchair users, and located on hard, level surface. Location should satisfy local requirements for waste collection and achieve full credits under the Code for Sustainable Homes. Refuse stores within buildings should be located to limit the nuisance caused by noise and smells and provided with means for cleaning.
- Storage facilities for waste and recycling containers should be provided in accordance with the Code for Sustainable Homes Technical Guide and local authority requirements.

	BASELINE	GOOD PRACTICE	COMPLIANCE
1.1 Defining Places	✓		✓
1.2 Outdoor Spaces	✓		✓
2.1 Appropriate Density	✓		✓
2.2 Residential Mix	✓		✓
3.1 Entrance and Approach	✓		✓
3.2 Shared Circulation Within Buildings	✓	✓	X
	✓		✓
	✓		✓
	✓		✓
	✓	✓	X
	✓		✓
	✓		✓
	✓		✓
	✓		✓
	✓	✓	N/A
	✓		✓
	✓		✓



### 4.0 DWELLING SPACE STANDARDS

#### 4.1 Internal Floor Area

- All developments should meet minimum space standards. For dwellings designed for more than 6 people, 10m<sup>2</sup>+ should be added for each additional person. The dwelling type (bedroom/persons) and Essential GIA (sq.m) minimum standards for single storey dwellings are as follows:  
1b2p = 50sq.m; 2b3p = 61sq.m; 2b4p = 70sq.m; 3b4p = 74sq.m; 3b5p = 86sq.m; 3b6p = 95sq.m; 4b5p = 90sq.m; 4b6p = 99sq.m.
- Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy.

#### 4.2 Flexibility and Adaptability

- Dwelling plans should demonstrate that dwelling types provide flexibility by allowing for alternative seating arrangements in living rooms and by accommodating double or twin beds in at least one double bedroom.

#### 4.3 Circulation in the Home

- Hallways and other circulation spaces inside the home should meet minimum widths.
- Design of dwellings of more than one storey should incorporate potential for stair lift to be installed and suitable identified space for through-floor lift from entrance level to storey containing main bedroom and accessible bathroom

#### 4.4 Living, Dining and Kitchen Areas

- Combined floor areas for living / kitchen / dining space should be met.
- The minimum width of the main sitting area should be 2.8m (2-3 person dwellings) and 3.2m (4+ person dwellings).
- Dwellings with 3+bedrooms should have two living spaces, eg. living room and kitchen-dining room. Both rooms to have external windows. If kitchen is adjacent to the living room, the internal partition between the rooms should not be loadbearing, to allow for reconfiguration. Studies will not be considered as second living spaces.
- There should be space for wheelchair turning in dining areas and living rooms and basic circulation space for wheelchairs elsewhere
- A living room, living space or kitchen-dining room should be at entrance level.
- Windows in the principal living space should start 800mm above finished floor level (+/- 50mm) to allow people to see out while seated. At least one opening window should be easy to approach and operate by people with restricted movement and reach.

BASELINE	GOOD PRACTICE	COMPLIANCE
✓		✓
✓		✓
✓		✓
✓		✓
	✓	✓
	✓	✓
	✓	✓
✓		✓
✓		✓
✓		✓

#### 4.5 Bedrooms

- Minimum area of single bedroom to be 8 sq m. The minimum area of a double or twin bedroom to be 12 sq m.
- Minimum width of double and twin bedrooms should be 2.75m in most of the length of the room.
- In homes of two or more storeys with no permanent bedroom at entrance level, there should be space on the entrance level that could be used as a convenient temporary bed space
- Structure above a main bedroom and an accessible bathroom should be capable of supporting a ceiling hoist and the design should allow for a reasonable route between this bedroom and bathroom

#### 4.6 Bathrooms and WCs

- Dwellings designed for an occupancy of five or more people should provide a minimum of one bathroom with WC and one additional WC.
- Where there is no accessible bathroom at entrance level, a wheelchair accessible WC with potential for shower to be installed to be provided at entrance level.
- An accessible bathroom should be provided in every dwelling on the same storey as a main bedroom
- Walls in bathrooms and WCs should be capable of taking adaptations such as handrails.

#### 4.7 Storage and Utility

- Private sector dwellings should ensure this minimum level either within the dwelling or elsewhere within its curtilage provided minimum internal provision includes storage space free of hot water cylinders and other obstructions with a minimum internal height of 2m and a minimum area of 0.8sq.m for 2 person dwellings, in addition to storage provided by furniture in habitable rooms. For each additional occupant an additional 0.5 sq.m of storage space is required.

#### 4.8 Study and Work

- Dwelling plans to demonstrate that all homes are provided with adequate space and services to work from home.
- Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

#### 4.9 Wheelchair User Dwellings

- 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with the GLA Best Practice Guide, Wheelchair Accessible Housing.

#### 4.10 Private Open Space

- Minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant.
- Private outdoor spaces should have level access from the home
- The minimum depth and width of all balconies and other private external spaces is 1500mm.

BASELINE	GOOD PRACTICE	COMPLIANCE
	✓	✓
	✓	✓
✓		✓
✓		✓
	✓	✓
✓		✓
✓		✓
✓		✓
✓		✓
✓		✓
✓		60%
✓		✓
✓		✓

# Appendices

## Mayor's Housing SPG, EIP Draft

### 5.0 HOME AS A PLACE OF RETREAT

#### 5.1 Privacy

- Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property and the street and other public spaces.

#### 5.2 Dual Aspect

- Developments should avoid single aspect dwellings that are north facing, exposed to noise exposure categories C or D, or contain three or more bedrooms.
- Where single aspect dwellings are proposed, the designer should demonstrate how good levels of ventilation, daylight and privacy will be provided to each habitable room and the kitchen.

#### 5.3 Noise

- The layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings.

#### 5.4 Floor to Ceiling Heights

- Minimum floor to ceiling height in habitable rooms is 2.5m between finished floor level and finished ceiling level.

#### 5.5 Daylight and Sunlight

- Glazing to all habitable rooms should be not less than 20% of the internal floor area of the room.
- All homes should provide for direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight.

	BASELINE	GOOD PRACTICE	COMPLIANCE
5.1 Privacy	✓		✓
5.2 Dual Aspect	✓		X
5.3 Noise	✓		✓
5.4 Floor to Ceiling Heights	✓		✓
5.5 Daylight and Sunlight		✓	✓
		✓	✓

### 6.0 CLIMATE CHANGE MITIGATION AND ADAPTATION

#### 6.1 Environmental Performance

- Designers to seek to achieve minimum of Level 4 of the Code for Sustainable Homes in all new developments.
- All homes should satisfy London Plan policy on sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change.

#### 6.2 Energy and CO2

- Development proposals should be designed in accordance with the London Plan energy hierarchy, and should make 44% improvement (2010-2013) on 2006 Building Regulations targets for carbon dioxide emissions reduction.

#### 6.3 Overheating

- Development proposals should demonstrate how the design of dwellings will avoid overheating during summer months without reliance on energy intensive mechanical cooling systems.

#### 6.4 Water

- New dwellings should be designed to ensure that a maximum of 105 litres of water is consumed p/person p/day.
- Where development is in an area at risk of flooding, it should incorporate flood resilient design in accordance with PPS25.
- New development should adhere to standards for surface water run-off as per Code for Sustainable Homes.
- New development should incorporate Sustainable Urban Drainage Systems and green roofs where appropriate.

#### 6.5 Materials

- All new residential development should meet the requirements of the Code Level 4 with regard to using materials with lower environmental impacts over their lifecycle.
- All new residential development should accord with Code for Sustainable Homes Level 4 and London Sustainable Design and Construction SPG with regard to the sourcing of materials.

#### 6.6 Ecology

- Design and layout of residential development should avoid areas of ecological value and seek to enhance the ecological capital of the area in accordance with GLA best practice guidance on biodiversity and nature conservation.

	BASELINE	GOOD PRACTICE	COMPLIANCE
6.1 Environmental Performance		✓	✓
6.2 Energy and CO2	✓		✓
6.3 Overheating	✓		✓
6.4 Water	✓		✓
	✓		✓
	✓		✓
	✓		✓
6.5 Materials		✓	✓
	✓		✓
6.6 Ecology	✓		✓



### Estate Management and Community Stewardship

St James will establish a long-term management structure that will provide a real legacy in achieving effective and efficient estate management services for the new community encouraging ownership and delivering accountability at a local level.

St James believe the best way to achieve enduring success, capture local enthusiasm and provide the community infrastructure for long term stewardship is to firstly establish a management company with management responsibility for the shared public realm and open spaces.

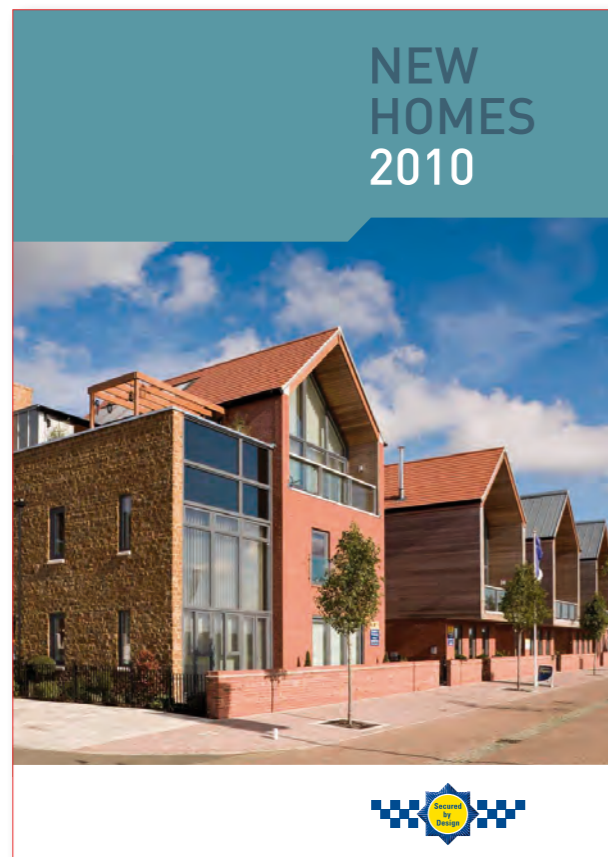
The initial point of contact for residents, businesses and visitors will be the Estates Office, which will permanently be based on the lower ground floor of the Mixed Use Building. The Estates Office will coordinate all maintenance activities and timings associated with these.

# Appendices

## Ownership & Security

### What is Secured by Design?

Established in 1989, Secured by Design (SBD) is owned by the Association of Chief Police Officers (ACPO) and is the corporate title for a group of national police projects focusing on the design and security for new and refurbished homes, commercial premises and car parks as well as the acknowledgement of quality security products and crime prevention projects. Secured by Design focuses on crime prevention at the design, layout and construction stages of homes and commercial premises and promotes the use of security standards for a wide range of applications and products. Being inherently linked to the government's planning objective of creating secure, quality places where people wish to live and work, Secured by Design has been cited as a key model in the Office of Deputy Prime Minister's guide 'Safer Places - The Planning System & Crime Prevention' and in the Home Office's 'Crime Reduction Strategy 2008-11'.



### Consultation

A meeting was held with the Crime Prevention Design Advisor (CPDA) for the LBRuT on August 15th 2012 to discuss the proposals for the Site, as well as consider key considerations in regards to Secured by Design principles. Among the items discussed were:

- Access into units A01, A02, B01 and B02 (apartment block) - confirmation that access into these units is from circulation cores within Mixed Use Building. These plots will have private terrace areas with boundary railings and defensible planting protecting the terrace area from the housing courtyard it faces.
- Access into restaurant units - will be from the new public square on London Road; no access from private residential courtyard within Mixed Use Building.
- Access controls into apartments – a request was made from the CPDA for the gates into the internal courtyard to be fitted with keypad access controls and for doors leading from the courtyard into the communal entrances to be fitted with the same.
- Access into the basement car park – the CPDA mentioned that a barrier with access controls should be fitted across the bottom of the ramp into the car park limiting public access into this area.
- Gates into residential courtyards – gates are proposed to the courtyards at the request of the crime prevention officer. Pedestrian gates (unlocked) will be located across footpaths into the courtyards.
- Rear access to private gardens – it was requested that locked gates are fitted across the ends of footpaths which access the rear of gardens to the houses.
- Garden fences – are proposed to be 1800mm high close boarded fences with 300mm trellis to top.
- Car barns – Ensure visual link between cars parked within car barns and accommodation they serve (house type B). Gap between top of garden fence and underside of roof over car barn should be sufficient to allow sight from first floor living rooms over parking spaces.
- Gable walls to houses – ensure they are not exposed to sports pitches on adjacent site. St James confirmed that a 3m wall with landscape buffer and existing fences around pitches will be located between gable walls and sports pitches.
- Sports pitches – are outside of the application site boundary & not in ownership of St James.
- Defensible planting – proposed around the base of the apartment building where it is aligned by a public footpath.
- Cycle storage in basement car park – CPDA requests no windows into cycle store. St James confirm any openings are required for ventilation purposes of the basement level, and will have vertical railings across the opening. The openings will also be at high level due to the raised ground level following the line of the ramp into the site.
- CCTV – is proposed to the basement car park and to all communal entrances to within the Mixed Use Building.
- Letterboxes to apartments – are proposed to be in front doors to apartments. Access for postman at communal entrances will be by FOB key.

Public Piazza Proposed



# Appendices

## CGI's

Aerial view of new Public Piazza



View of Community Building from London Road

