
DESIGN & ACCESS STATEMENT

Job no:
JJ01



Lockcorp House
75 Norcutt Road
Twickenham
TW2 6SR

March 2017
Revision 0



The Boathouse
27 Ferry Road
Teddington
TW11 9NN

020 8973 0050
info@maa-architects.com

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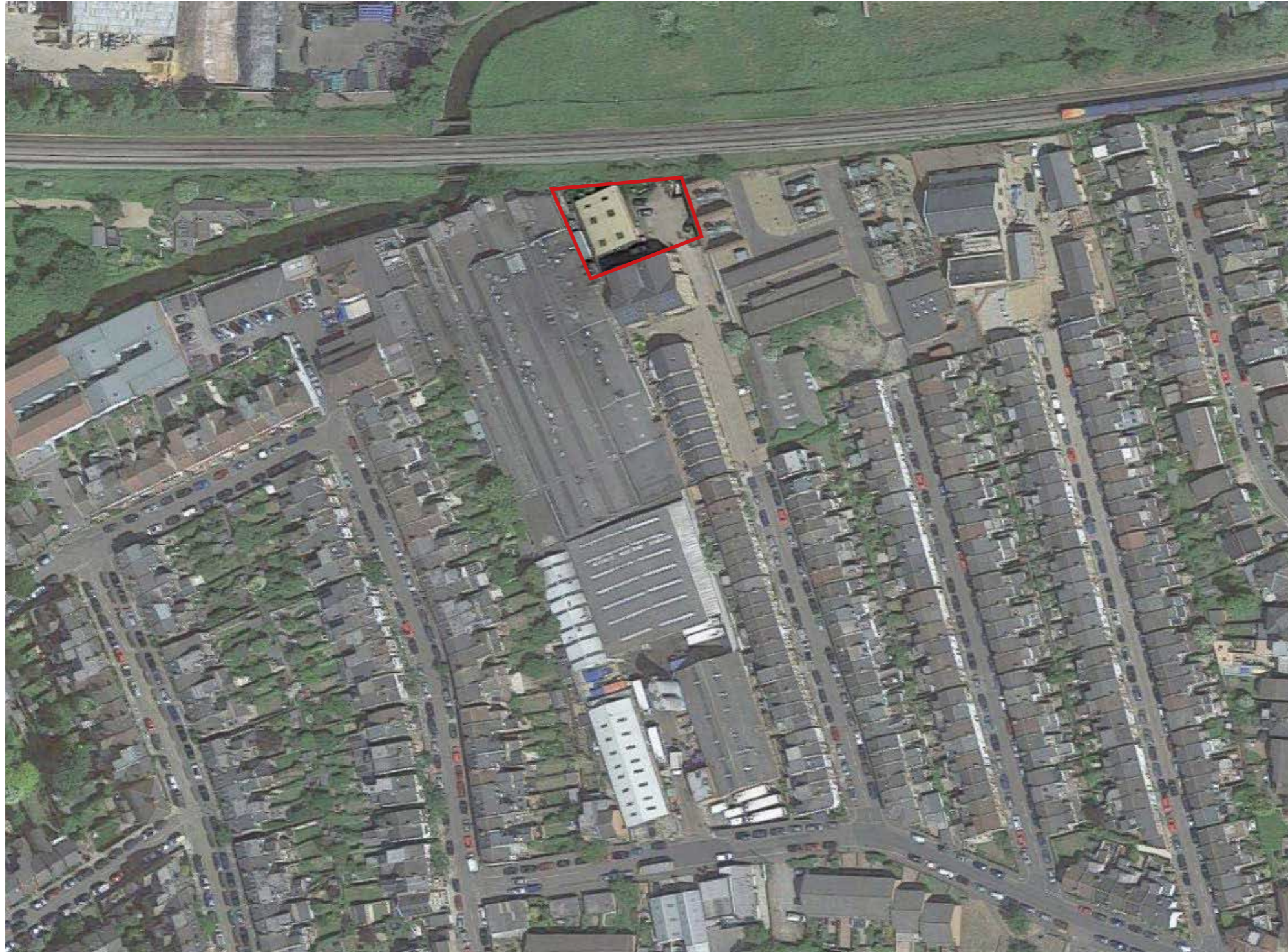
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INTRODUCTION SUMMARY

This is a Design and Access Statement for the redevelopment of a site located at the end of Norcutt Road in Twickenham. The proposal is to provide a student residence scheme formed of 49 bedrooms in 4, 5 & 6 bed clusters.

The site previously formed part of a larger site and has been subject to two previous planning applications. The first application was for the larger site as a whole and featured an office building in the portion of the site related to this enquiry. The second application related to this portion of the site only, and was for a 9-unit affordable housing scheme.

Both applications were granted permission.

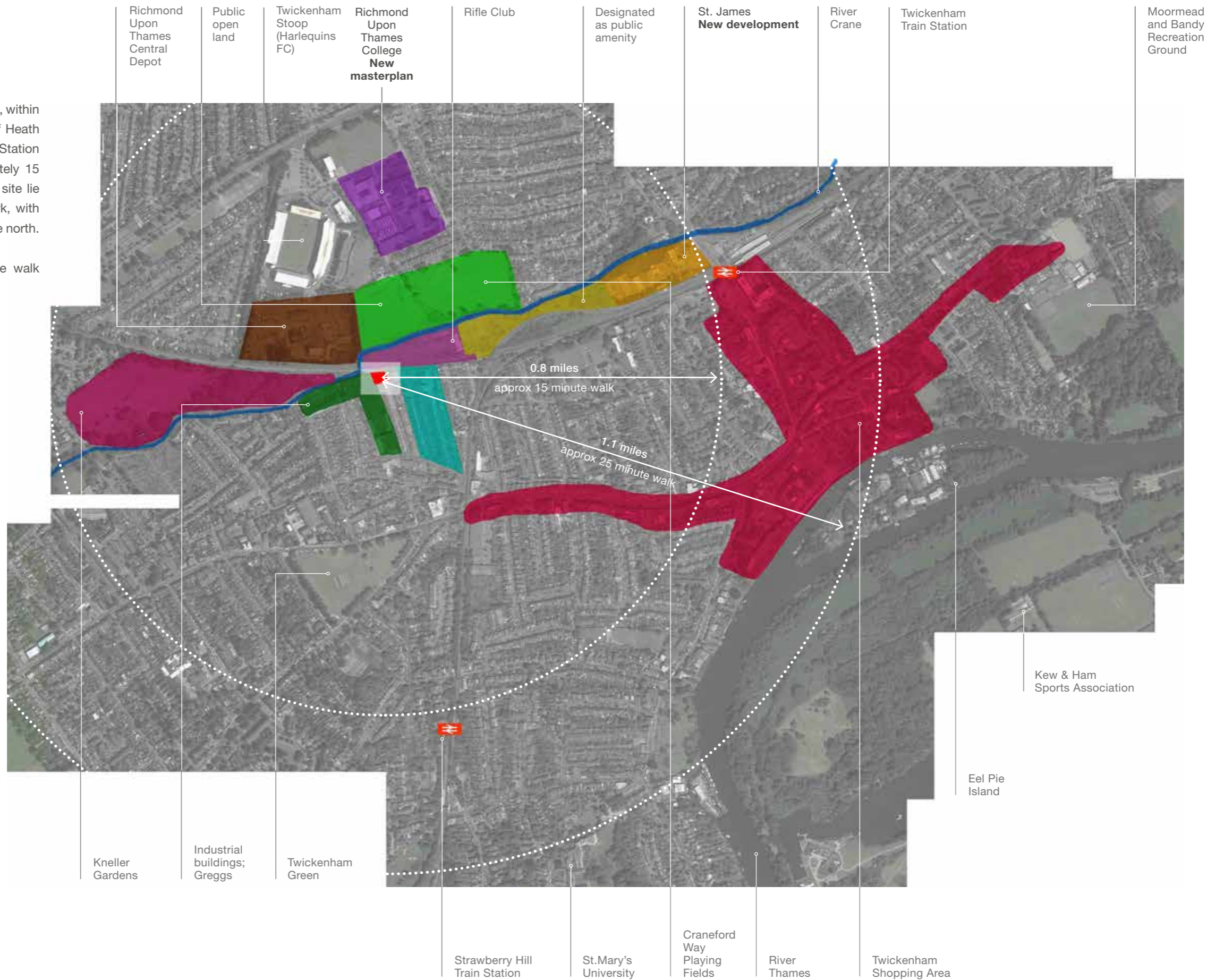


SITE CONTEXT

LOCATION

The site is to the west of Twickenham Town Centre, within easy reach of the facilities at the western end of Heath Road, and Twickenham Green. Twickenham Station and Strawberry Hill Station are both approximately 15 minute walk away. To the north and west of the site lie the Craneford Way playing fields and Crane Park, with The Stoop and Twickenham Stadium further to the north.

St Marys University is approximately 25 minute walk south.



SITE NORCUTT ROAD



01 Existing Site



02 Affordable Housing Block



03 Terraced Housing

The site is located at the northern end of Norcutt Road, which is a predominantly residential street. The site forms the terminus to the street as the railway line from Twickenham to Staines is immediately north of the site. Norcutt Road is mainly two storey nineteenth century terraced housing. Immediately to the south of the site is the recent development of affordable flats and private housing which formed the basis of the original overall application.

The site is currently occupied by a two storey industrial building, but as noted previously, permission has been gained for both affordable housing and an office development.

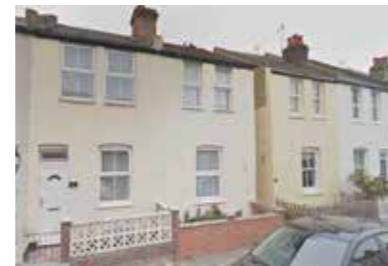


CONTEXTUAL ANALYSIS

SURROUNDING CHARACTER

The site is to the west of Twickenham Town Centre, within easy reach of the facilities at the western end of Heath Road, and Twickenham Green. Twickenham Station and Strawberry Hill Station are both approximately 15 minute walk away. To the north and west of the site lie the Craneford Way playing fields and Crane Park, with The Stoop and Twickenham Stadium further to the north.

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01 Terraced housing
Norcutt Road



02 Residential & Industrial
Edwin Road



03 Terraced housing
Crane Road



04 Commercial & Residential
Colne Road



05 Residential & Industrial
Gould Road



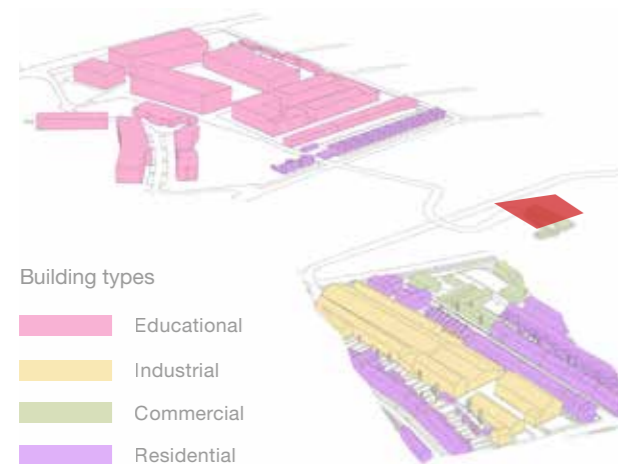
A Public footpath



B View from pedestrian bridge



C View from Playing fields looking over the railway embankment & site the site



06 Residential & Industrial
Hamilton Road



07 Terraced housing
May Road



08 Terraced housing
Talbot Road



09 Terraced housing
Warwick Road



10 Residential
Craneford Way

SURROUNDING DEVELOPMENT

LOCAL PERMISSIONS & PRECEDENTS



Richmond Upon Thames College Master Plan
Reference: 15/3038/OUT
 New redevelopment of the site to provide 5 storey College, a Secondary School and Special Educational Needs School. The proposal also includes Technical Hub and Sports centre, as well as upgrading Craneford Way East playing fields, the footbridges and the Marsh Farm Lane footpath. A new residential development providing 180 units with 190 parking spaces and update to open space and landscaping.



Brewery Wharf Development
 New development of 82 luxury apartments and 28 gated houses, 2 restaurants, public piazza and a cultural venue. The site is located opposite Twickenham Train Station.



The local area is predominantly residential with various industrial uses interspersed amongst the residential areas, typically located adjacent to the railway line and River Crane which form the northern boundary to this area. The majority of the housing is Victorian terraced houses, typically two storeys height, though there are more recent developments within the urban grain.

As the site sits on the railway boundary its immediate context is more industrial, with the local EDF Twickenham Grid substation to the east and Gregg's bakery to the west.



Langhorn Drive
 4 Storey development



Greggs Bakery
 Forthcoming Development Site along Edwin Road



37 Hamilton Road
Planning Application: 10/1691/FUL
 Conversion of existing redundant industrial building into 21 flats, demolition of minor buildings and structures and construction of 6 new residential units, with 24 car parking spaces.

SITE CONTEXT

SURROUNDING CHARACTER

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A
View from foot-
bridge towards
Craneford Way
playing fields



B
Looking south
from public
open land to-
wards the site



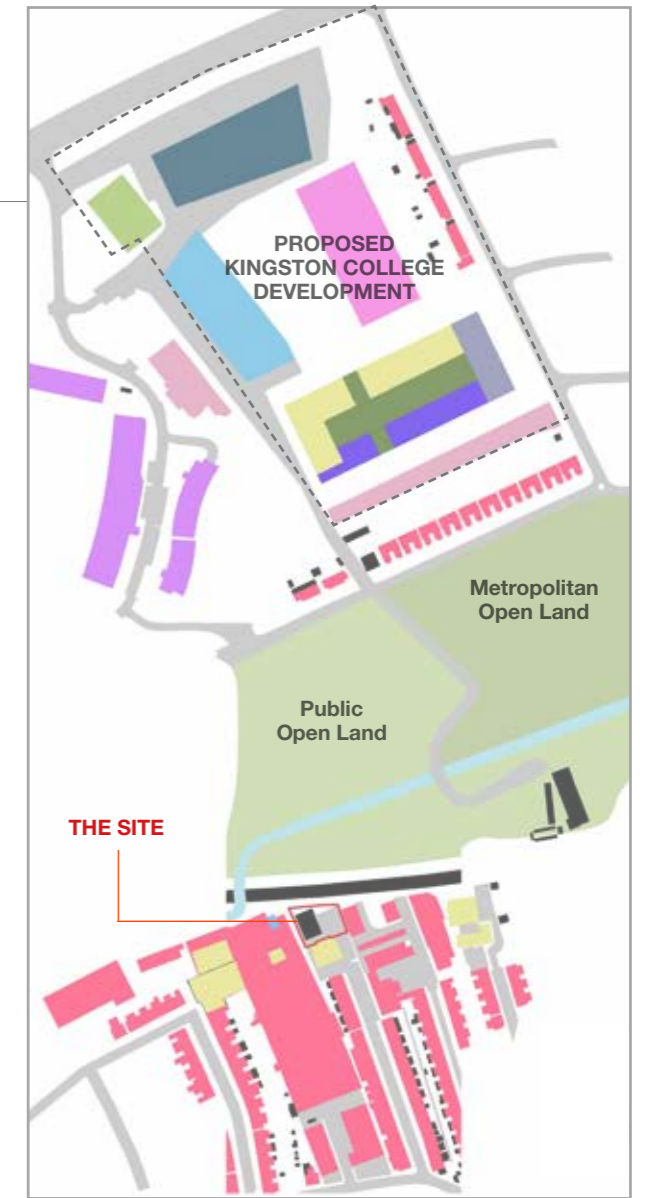
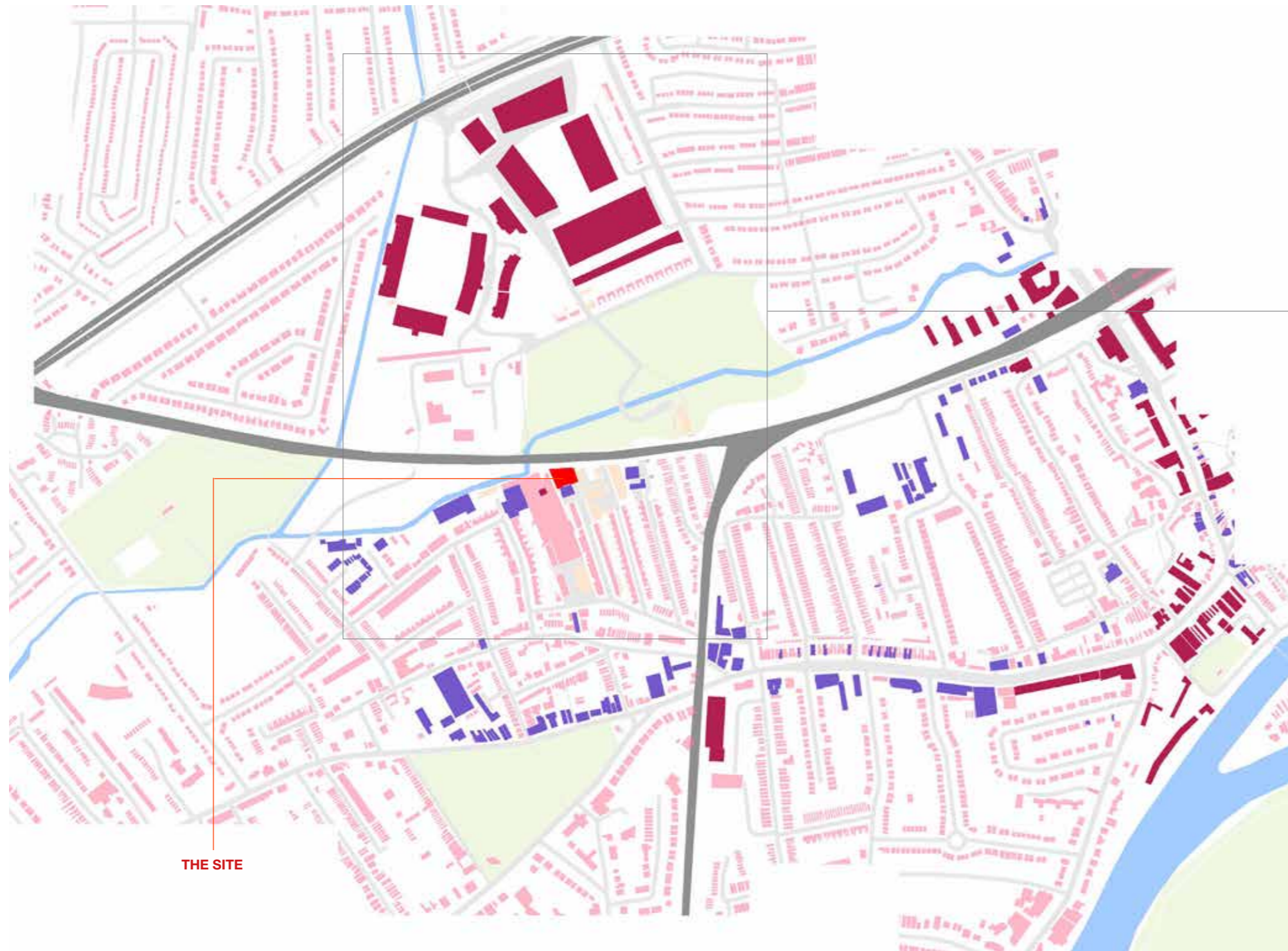
C
View of the site
looking from
the
footbridge



SURROUNDING MASSING

HEIGHT PARAMETER ANALYSIS

Though the area is predominantly 2 – 2.5 storeys, there are a variety of developments in the local and wider context which are taller. The plan adjacent highlights these buildings, which include the recently approved Richmond upon Thames College Masterplan.



Site Location

- 1 Storeys
- 2 Storeys
- 3 Storeys
- 4+ Storeys

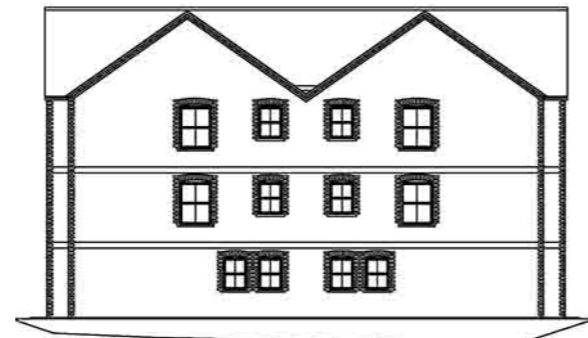


PLANNING HISTORY

FIRST APPLICATION 2009
(REF. 06/2018/FUL)

The Planning Committee approved the application to demolish the existing buildings on the site and redevelopment to provide a terrace of 7 private houses, an apartment block containing 4 open market flats and a single block of 11 affordable flats and a single office block comprising of 900sqm GFA with associated off street car parking and landscaping.

The proposal was for a gradual increase in height from south to north, with the houses continuing the rhythm of Norcutt Road, rising to 3 storeys for the affordable block, and then 4 storeys for the office building. The application was approved and the houses and apartment block were subsequently built.

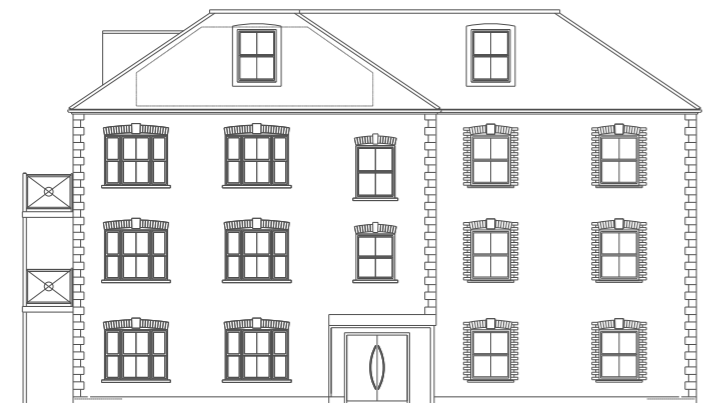


PLANNING HISTORY

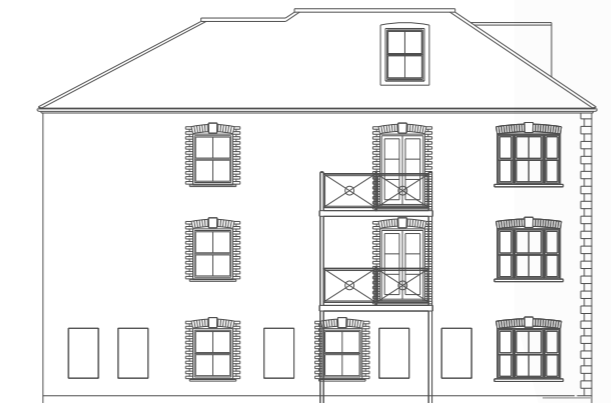
SECOND APPLICATION 2015 (REF. 14/0157/FUL)

Subsequently, in 2014, a second application was made (14/0157/FUL) to replace the consented office building with an apartment block containing 9 affordable units with 6 off-street car parking spaces and associated amenity and landscaping area. The building footprints and height were similar, continuing the strategy identified in the original application.

The apartment block is three storeys with accommodation located within the roof – effectively 4 storeys.



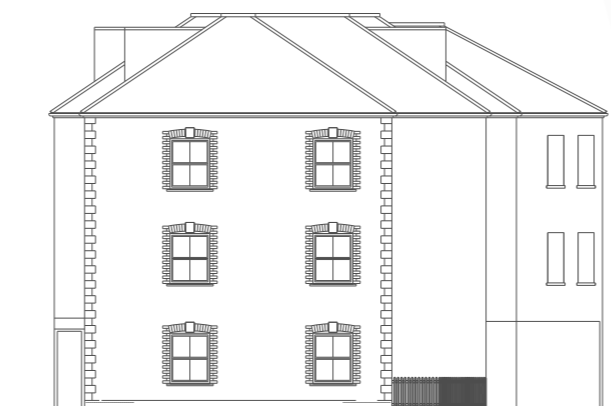
Front elevation



Side elevation



Rear elevation



Side elevation



FIRST CONSULTATION

PRE-APP: FEBRUARY 2016

Proposal

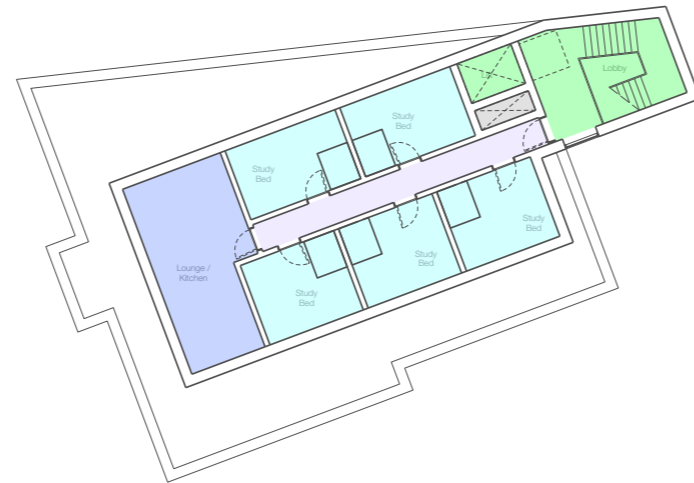
MAA submitted a pre-application enquiry in February 2016 for a 50 bedroom student residence scheme with associated ancillary spaces. The student accommodation is formed of ten flats / clusters, each with 5 bedrooms with communal kitchen and dining space. The proposed scheme is six storeys, with the top floor set back. The internal organisation had been developed in consultation with St Marys University with a view to the development being offered to SMU students.

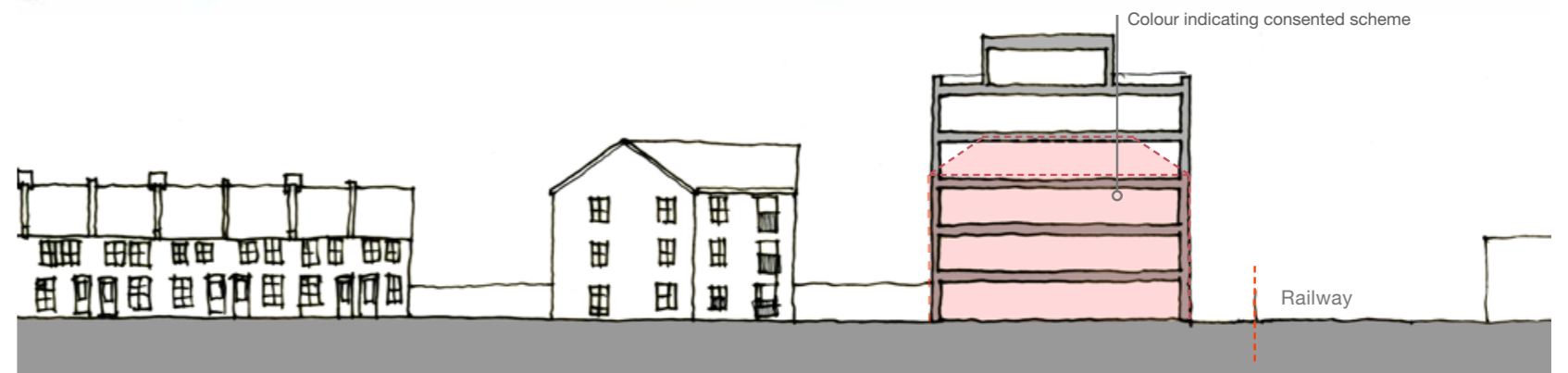
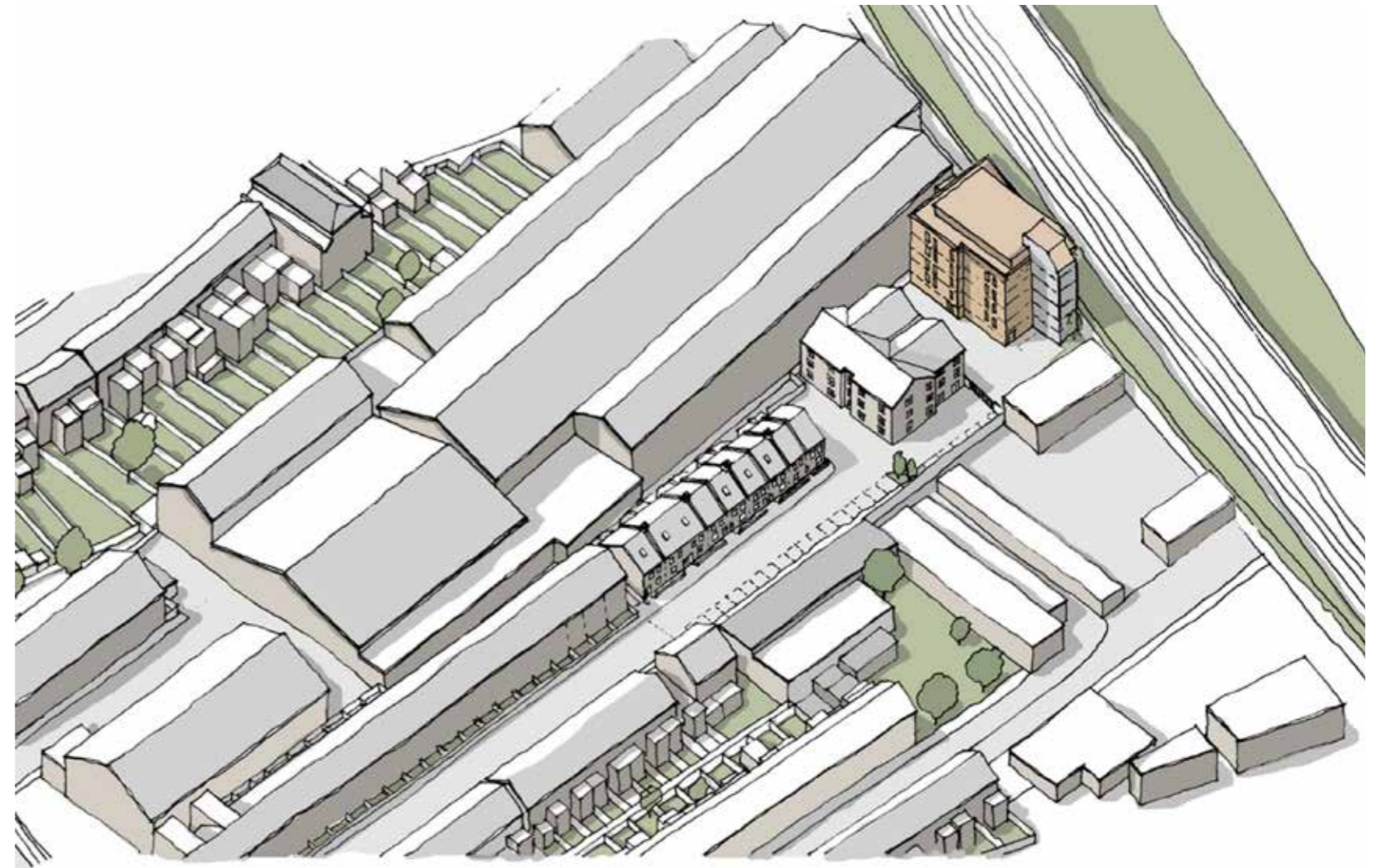
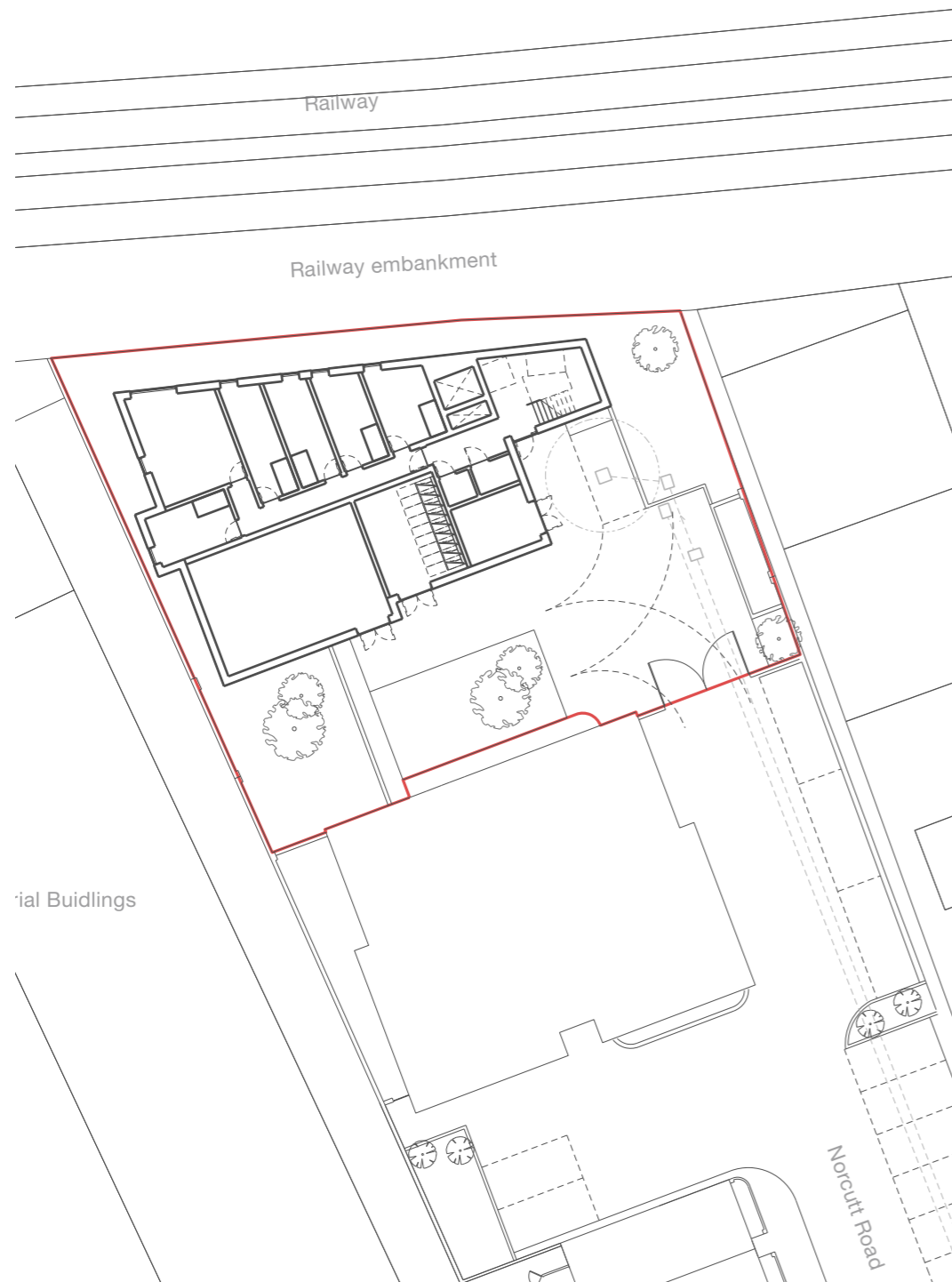
The building footprint closely aligned with the existing consents with the stair core extended to the east to form an end to the street vista. This would be predominantly glazed to provide a strong visual end. The proposal included limited car parking.

Council's response

The London Borough of Richmond upon Thames responded to the pre-application enquiry on the 6th April 2016. The key design comment was that at 6 storeys the building height was excessive, and that the building height needed to be reduced.

Parking was also identified as a concern that would need to be addressed through the design process.





SECOND CONSULTATION

PRE-APP: SEPTEMBER 2016

Proposal

The revised proposal has taken on board the Council's comments from the initial pre-application. The building height has been reduced by a floor to four storeys with a setback fifth floor. The building footprint has been revised to include the full width of the site to ensure that the number of bedrooms is maintained – now 51 as opposed to 50 previously.

The ancillary spaces have been moved from within the building footprint to stand alone enclosures. Cycles and bin store are now on the eastern boundary to provide a buffer zone to the adjacent substation, and the plant room to the western boundary to frame the entrance courtyard.

Council's response

Urban Design Officers have commented that the revisions to the south facing elevation are beneficial as they have reduced the impact of scale- the fenestration appeared overpowering before. On balance, the design now appears acceptable, this particularly looks more convincing in the visualisation. Details of materials, fenestration and landscape should be submitted with a forthcoming planning application.

The Council's Transport Officer has commented that the previous transport comments still stand. As the draft student management plan is only headings this does not provide the information required as to how students will be managed and is insufficient information to provide further comment. No CPZ in the area means that parking by students cannot be controlled and the area is already at capacity with on street parking. Officers will comment on a full plan Student Management Plan submitted with an application at assessment stage.

