



REAR ELEVATION BEFORE



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The applicant has been in dialogue informally with the closest neighbor at 2 Saville Road since March and fairly frequently but informally with other neighbours, local business and a Ward Councillor following which we made a number of amendments.

On that basis I held Public consultation at Holy Trinity Church hall Twickenham Green on Monday 8th August. Invitation was by leaflet delivered to 70 houses nearest the site in Heath Road, Saville Road and Laurel Avenue, with more leaflets left in the local café.

This drop-in event attracted about 30 people including a Ward Councillor to view and discuss the drawings and computer images with two representatives of the developers. Feedback forms were provided and nine people provided written responses in addition to verbal comments. The next day two local residents who allowed us to visit their homes to see the way the development would affect them. There has been ongoing email contact with some residents.

The principle points of discussion, fairly accurately reflected in the feedback forms, were;

1. Remove the recycling station (most common comment)
2. Concern about commercial units would be empty, suggested community hub space / offices.
3. Disliked the dark bricks / need for more human-scale detail
4. Ensure sufficient parking off-road
5. Height no greater than neighbouring scheme
6. New trees and greenery appreciated, even more would be better.
7. Rear elevation, warm timber cladding in the recess preferred to white render

In response we have:

- made space which may, or may not, have bins
- changed the brick to a mid-tone buff multi
- added decorative Juliet balconies and window jamb linings which add detail and delight while hiding lower portions
- adjusted and detailed fascia and soffit of ground floor
- added detail to the brickwork with soldier courses etc.
- changed the privacy screens to the rear into panels of climbing plants, with PV panels moved to the top roof.
- surrounded the green roof with grids for climbing plants to the greenery is seen from below and PV panels are not.

Further comments were received during the planning process and the following changes were made:

- Recycling moved from east side to the west end of the north side.
- Planter added to the east end & vehicle gate to courtyard.
- South west 'wing' pushed back 9m to reduce dominance.
- As a result, changed from 10 flats to 9 flats, loss of 76 sq.m



VIEW OF NORTH ELEVATION - LOOKING EAST

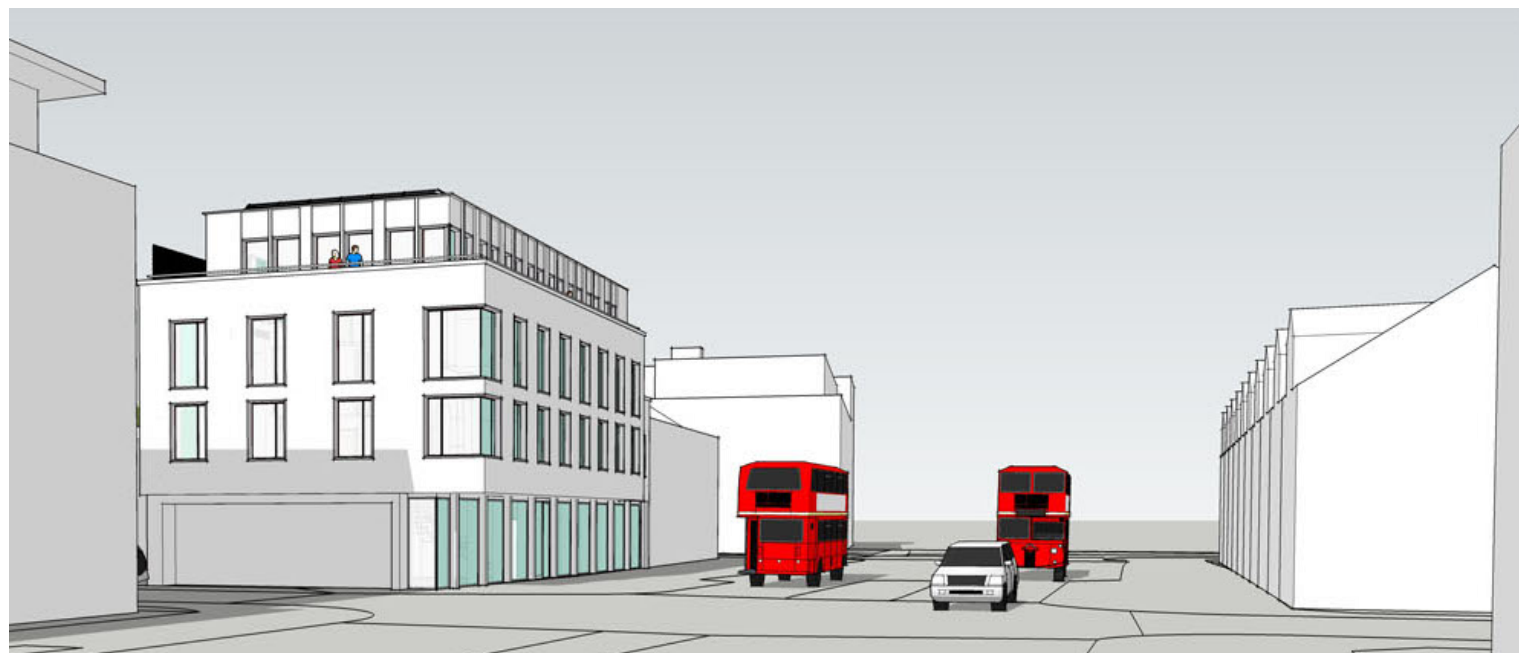
In the design development we see how the architects responded to the different scales appropriate to buildings on the main road and side road. The conclusion was that the site is too small to have two elements addressing different roads, the proposal takes its place in the line of medium-scale buildings along Heath Road, and is separated from the block behind by an open courtyard.

The frontage is divided into a clear base, middle and top. The base being a tall glazed colonnade suitable for its commercial function, held back to the line of the line of the existing advertising hoardings. The pavement to the side, along Saville Road, is made wider to accommodate the recycling bins if the council is not able to move them, as local residents wish. This is designed as a recess in the side of the building to make the bins less obtrusive in the streetscape.

The main accommodation jetties out above the ground floor towards the actual edge of the site ownership. This helps prevent the commercial frontage being over-dominant in appearance and provides shelter at the entrances. At the west end the façade cuts back to align with the ground floor to create a separate, two-storey element which adjusts the scale to meet the neighbouring shops across the existing small alleyway. This gives the impression of a unified plane from which the upper floor volume jetties out.

At the rear of the building there is a wide open courtyard with extensive planting, which gives access to car parking which is tucked away out of sight beneath the building. This also helps to retain reasonable levels of daylight to the neighbour's window on the boundary, see separate report by Brooke Vincent Partners. The rear façade is indented in the middle, where wide south-facing communal balconies are sheltered by climbing plants as 'hanging gardens' – see drawing 25

The penthouse floor provides a 'roof' element to provide visual completion to the building. It is set well back from the parapet of the floors below, reflecting neighbouring buildings, but at the west end it extends to lock together the three levels, integrating the lower western part.



VIEW OF WEST ELEVATION - LOOKING WEST ALONG HEATH ROAD



VIEW OF SOUTH ELEVATION - AERIAL VIEW



PALE FAIR-FACED CONCRETE COLUMNS



PROPOSED DETAILING - COMPUTER GENERATED IMAGE



BRICKS & SOLDIER COURSES AT CAMBERWELL LIBRARY



PAVING, PLANTERS & BRICKS AT ACCORDIA, CAMBRIDGE

Proportions have been carefully controlled in this design, with an interplay of horizontal and vertical features. Windows reflect the vertical (portrait) design typical of the street, and use two classic proportions, the upper windows follow the Golden Section, the lower windows use the less famous proportion of $1:\sqrt{2}$, which is actually much more common in classical architecture. The different proportions on different levels is known as 'Georgian proportions.' It can be seen that there are never more than seven identical windows on one façade, which is the cut-off point of countability and has been found to offer satisfying visual complexity.

The ground floor uses columns relatively closely spaced, so that the shop windows don't become too vast,. The columns run up in front of the fascia to emphasise verticality and rhythm, the space between each column is also of the proportion $1:\sqrt{2}$. The columns are thin but deep, to give a sense of strength to the base of the building while retaining elegance. The modelling of the façade is controlled throughout the building into a hierarchy of depth explained more fully in drawing 21

The concrete columns and fascia of the ground floor are an honest expression of the structural necessity, and give a visually appropriate sense of strength complemented by their pale colour and surface finish specific for visual concrete. From the townscape analysis above it is seen that brick is the predominant material in the area, with more red brick to the north of Heath Road, more yellow brick on the south side. There is also a lot of white painted render, particularly to the south, covering part or all of some facades.

Given the variety of brick colours and styles in the vicinity we had originally intended to stand apart and use neutral coloured bricks, with a dark brick volume set off against a white brick background. Public feedback led us to the proposed brick, which is a pale yellow-buff brick with a lot of texture and character, which is harmonious with neighbouring brickwork but also within the tonal range of the rendered facades.

Being pale in colour it brightens the streetscape, important as the north façade faces the major road. One brick type is now proposed for the whole building, which sets off the three-dimensional modelling of the façade. This is enhanced by the pattern of the brickwork detailing and the texture of the semi-handmade brick itself. This brick is seen on several recent high-profile developments including the new Camberwell Library and the Accordia housing project in Cambridge. See drawing 29.

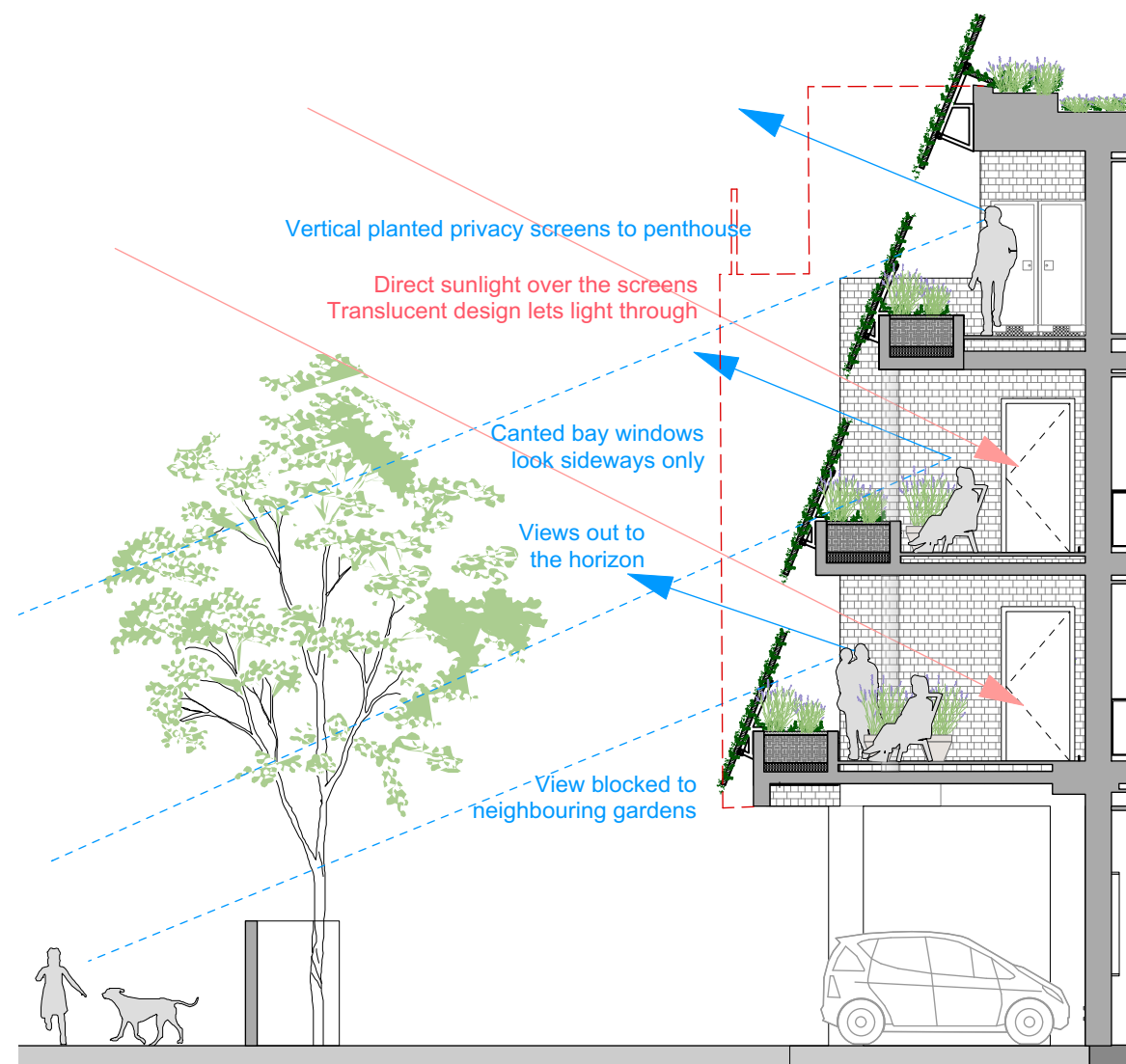
In contrast to the semi-rustic texture of the brick, all the trim is in crisp white pressed metal. The window openings are deeply recessed and have a white lining which has a fine edge, giving the sort of subtle detail reminiscent of the Regency houses around The Green. This is complemented by matching pressed metal copings and soffits, each of which have been carefully specified in the design drawings to be of the best quality, avoiding the ugly joints seen in some cheap systems. See drawings 22 and 23

Other important feedback was that there should be more human-scale detail and delight. We have taken this on board with the addition of ornamental metal Juliette balconies, using a pattern from the experts Grace & Webb. Chassay Studio have recently won awards for a development in Camden using similar metalwork to our own design. This also addresses the problem of full-height windows exposing furniture at low level.

RESIDENTIAL	Flat	Rms	Bed	persons	SqM	SqFt	Outside SqM	private or communal
Third floor	5 (upper)						22	
	9	3	2	4	78	839	55	
Second floor	8	2	1	2	51	549		
	7	3	2	3	61	656		17
	6	3	2	4	70	753		
	5	3	2	4	86	925		
First floor	4	2	1	2	51	549		
	3	3	2	3	61	656		26
	2	2	1	2	52	560		
	1	2	1	2	50	538		
	9	23	14	26	560	6,026	120	
	Flats	hr	Beds	persons	SqM	SqFt	Amenity SqM	
MIX			no					
	1 bed		4				44%	
	2 bed		5				56%	
	3 bed		0				0%	
			9				100%	

Summary	
Commercial Unit 1	60 SqM
Commercial Unit 2	52 SqM
No flats	9
Hab rooms	23
Parking	10 cars
Site area	524 SqM
	0.05 Hectares
Density	439 Hab rooms/Hectare
GIA	856 SqM

SCHEDULE OF AREAS



SECTION INDICATING PRIVACY & AMENITY

The application is for 10 flats over 3 floors above ground level commercial units and car parking. See schedule of areas adjacent.

The design development text explains how we arrived at the number and mix of flats. 1 & 2 bed flats are required by planning policy in this location rather than family homes. All units meet London Plan standards and the Nationally Described Space Standards. All homes are designed to be accessible and adaptable as detailed in the Access Statement on the following page.

Privacy is an important factor in the design, especially to the rear gardens of Saville Road and Heath Gardens. This is a particular design problem because this is the south-facing façade, protected from road noise and most suitable for amenity. The problem was solved by creating large communal terraces serving three or four homes which enjoy the sunshine on this south side, but are screened to prevent overlooking. This arrangement encourages sociability between neighbours and means that every flat can use the best exterior locations.

Plants alone cannot be relied upon to provide permanent screening, so we have designed welded grids which control the angle of view while letting sunshine in and providing support for climbing plants. The view from neighbours' homes towards the new building is also important, and so the climbing plant screens are extended in a series up the building like hanging gardens, supplementing the new trees to be planted in the courtyard. See drawing 25

Either side of these 'hanging gardens' the wings of the buildings have windows at first and second floors, and terraces above. These windows are designed as canted bays which project from the facade asymmetrically. The long face of the window is a fixed pane of obscured glass, the small light is clear glass, looking sideways towards Saville Road, and is openable for ventilation.

The third floor windows are screened by trellises with built-in planters for climbing plants as detailed in drawings 26. There are obscured glass privacy screens on the terraces behind these planters to ensure that there is no overlooking from the external spaces.

ACCESS STATEMENT

All of the proposed homes are designed to Building Regulations Approved Document M4 (2015) Category 2 'Accessible and Adaptable Dwellings.' The list below summarizes the way the proposed development will, organized by the section numbers in the regulation.

2.6 – 2.11 The approach to all entrances should be level or gently sloping : all flats have lift access direct from street level / carpark level.

2.12 Car parking & drop-off : Both of these are provided on site.

2.14 Communal entrance : will meet all of the criteria for Section 2.

2.16 Lift & Communal stairs : are designed in accordance with all the criteria for Section 2.

2.20 The principal private entrance doors : will meet all of the criteria for Section 2.

2.22 Circulation : The width of the doorways and hallways conform to the specifications in the table 2.1

2.23 Step-free dwellings : The dwellings are flats with a single floor level, there are no steps or stairs within.

2.24 Living, kitchen, windows : meet all of the criteria for Section 2.

2.25 Bedrooms : have a clear access zone 750mm wide around 3 sides of bed & to access window

2.26 Wall reinforcements : will be located between 300 and 1500mm from the floor

2.27 WC is provided within the main bathroom of each unit, which is fully compliant with Diagram 2.5

2.29 Each master bedroom has a bathroom which is fully compliant with Diagram 2.5 either adjacent or opposite.

2.30 Switches, sockets, window handles and service controls will be between 450 and 1200mm above the floor.



RECYCLING CENTRE

The main entrance to the development is from Heath Road. A centrally placed entrance gives access to a double height hall with lift and stairs to the flats above, entrances to the two commercial units, and a rear entrance from the carpark. There is a loading bay on Heath Road directly outside this entrance.

Local residents want to get rid of the recycling station from this location. We designed the building to accommodate the recycling centre on Saville Road, but further consultation has moved it to the west end of the front facade.

The carpark is entered from Saville Road using the existing cross-over, which will be re-built to improve visibility splays. The area has very good transport connections and parking is provided on site for 10 cars, see separate transport report. Lockable bicycle storage is provided for each flat and for both commercial units — see drawing 34 for details.

The carpark also contains bin stores. Each commercial unit has a store for two wheelie bins. The flats share a secure store containing two large eurobins (1100 litres) for general waste. These bin stores will be within easy access of Saville Road, the commercial binstore being more distant than the residential; if necessary the commercial bins can be moved near to the entrance on collection day, where there is adequate space for them. The existing recycling centre on Heath Road is relocated to a recess on Saville Road, and will accommodate recycling from this development.

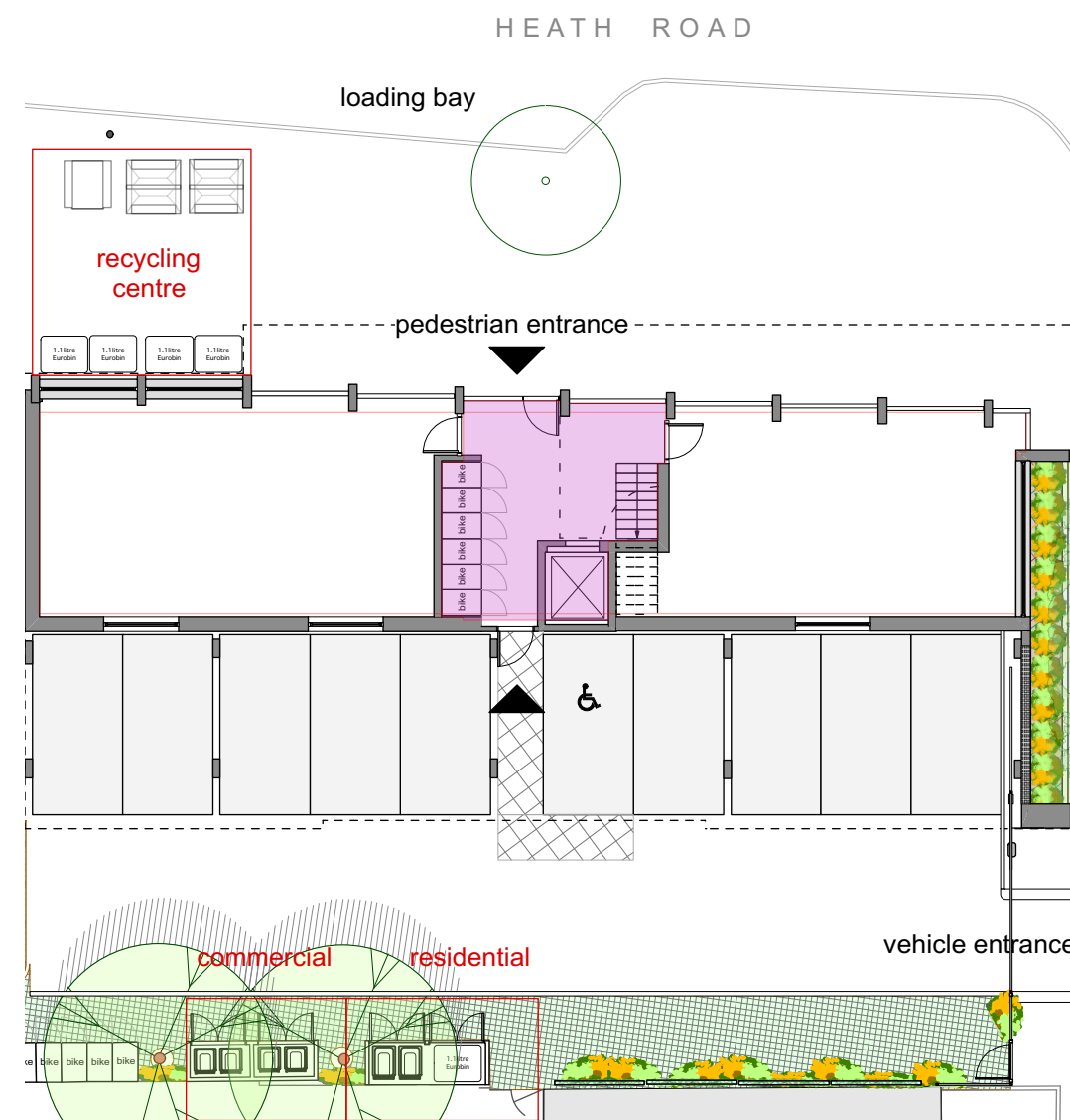
All servicing activity will be accommodated on-street, either using the existing on-street loading bay that abuts the site on Heath Road or from the single yellow line located adjacent to the site on Saville Road, as per the existing situation.

All of the proposed homes are designed to be accessible and adaptable as defined by the Building Regulations Approved Document M4 (2015). They will comply with Category 2 'Accessible and Adaptable Dwellings' which replaces Lifetime Homes standards.

There is a planning policy requirement for 10% Category 3 'wheelchair' homes for schemes of 10 or more flats. However, wheelchair flats should be on ground level so that they are not reliant on lift access which may break down. The ground level is fully occupied by the required commercial and parking spaces. In large developments it is sometimes permitted to locate wheelchair flats on upper floors provided that they are served by two lifts in case of breakdown. It would be disproportionate and unreasonable to install two lifts in such small development in order to serve one wheelchair flat, particularly as the flats are for private sale and very unlikely to be bought by a wheelchair user anyway.

Special measures are taken to ensure that level access is preserved to all external doors without compromising weather resistance — see drawing 27

A full analysis of transport is presented in a separate report by TTP Transport Engineers.



GROUND FLOOR PLAN