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Rev	Description	Author	Date

Client: Sharpe Refinery Service Ltd.
Project: Redevelopment of: Arlington Works Twickenham TW1 2BB
Drawing: EXISTING Site Analysis Building Heights
Scale: 1 : 500@A1 Date: 07/09/18 PF CH

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6.0 Detailed Design Response

DETAILED DESIGN RESPONSE

To be read with Appendix F – Proposed Plans and Appendix G – Proposed Perspective Views and Elevations

Use and Amount

The development proposes to decommission and remove the existing oil recycling storage and processing tank farm, telecommunications mast and corrugated steel-clad workshop buildings. As they are designated as BTM, the existing terraced stable buildings and the cobbled mews between will be retained. These will be refurbished and it is proposed that the northern terrace will be extended at both ground and first floor levels to the western site boundary to create a new B1 unit which, with the refurbishment of the existing building, will provide a total of approximately 610m² of B1 floorspace.

In addition, 24 new build apartments are proposed, arranged within two individual buildings, providing a total of seven 3 bedrooomed, twelve 2 bedrooomed and five 1 bedrooomed apartments, all with associated car parking set within landscaped amenity garden areas that extend around the perimeter of the proposed buildings, extending up to the site's boundaries. The main apartment building will incorporate the secure bicycle storage as well as the majority of the refuse and recycling storage. This mix of accommodation will include a number of family sized dwellings. Whilst there is limited space available on the site for family recreation/playspace, there are a number of parks/recreational grounds in the area, all within a mile (approx. 15 minutes walking distance) as described in the Context Appraisal section.

In line with the requirements of The London Plan, 10% (three units) will be allocated as wheelchair compliant units and be arranged to Building Regulations Part M4(3). All of the remaining units will generally be to Building Regulations Part M4(2) accessible and adaptable dwellings standard, with the exception of the two duplex units to the first and second floors of the smaller apartment building which, because of the limited size of the block, will be provided with stair access only. As such, each unit will be well planned, providing very good quality accommodation, and will be compliant with current Technical Housing Standards - nationally described space standard (DCLG March 2015).

The site has an approximate area of 0.303Ha. This creates a redevelopment proposal with a density of approximately 79 units/Ha which will equate to a density of approximately 244 habitable rooms/Ha. This will be in line with the appropriate density as suggested within The London Plan density matrix based

on the urban location, building form and massing and the PTAL index. As the site has moderate accessibility set within the 3 PTAL rating, the density matrix suggests an upper level of 70-170 units/Ha. The site is compliant with the criteria that defines this as being in an urban setting, but it is acknowledged that the local areas of housing to the east of the site could be considered to be more suburban, therefore the proposed density will be appropriately to the lower end of this range. It is noted that the merits of the proposal should not be solely judged on the basis of this density criteria and it must meet the requirements of the wider range of constraints as identified above. The density matrix and level proposed do, however, give an indication that, being in such close proximity to the local centre with access to buses and trains, etc., the level of accommodation will make good and appropriate use of this redevelopment opportunity.

Layout and Scale

The existing terraced stable buildings are proposed to be retained and refurbished, with the northern one to be extended as noted above. These are provisionally shown as four duplex units which would suit the existing arrangement of internal separating cross walls. This could be modified in the future to further subdivide them into more, smaller units subject to demand. The cobbled mews that extends approximately two thirds of the length of the existing terrace buildings adds to their character which is identified as the reason for their designation as a BTM. This cobbled surfacing is also to be retained and is proposed to be reinstated/extended to complete the paving of the mews to the full extended length of the refurbished terraces.

These buildings are fragments of what was always intended to be larger stable terraces before being swallowed up by the 20th Century redevelopment and expansion of the adjacent studio complex. As such, they now sit out of context and are a nostalgic glimpse to a bygone age, surrounded by later development. They are typical of Victorian mews stables and, in reality, are of little architectural value as not being particularly special or unique in their own right but are of local interest as a small surviving element of the ancillary buildings originally serving the large Victorian villas that also survive and are found in the local context today.

As a result of their location up against the boundary with the railway line and the narrow 7.6m separation between the two buildings, it is considered that these buildings are not ideally suited for conversion to residential use. Their original elevations and internal separating would be compromised by the changes that would be necessary for such a conversion. As such, they suit a well undertaken refurbishment to provide improved quality B1 commercial units that can accommodate their existing plan and elevational arrangement, better preserving their existing character as well as reflecting their ancillary

use.

The new residential units will be arranged within two new build apartment blocks and will provide as many dual aspect units as possible.

The larger block will contain a total of 20 units and will be located to the north western side of the site. It is proposed that it will have a stepped arrangement, with a three storeys brick 'base' with the top storey (third floor) set back to the north, away from the adjacent BTM, within a contemporary zinc set back roof enclosure. The building will be arranged at 10m high from ground level up to the top of the brick parapet, with the top of the roof at 13m. The building will be set back nom. 4.5m from the western boundary with the railway line to reduce any visual and acoustic impact from it. New screening planting to the boundary will also assist with this.

The smaller block will provide four units and will be sited between the eastern boundary with the adjacent Twickenham Studios and the eastern BTM terrace. The building will be arranged over three storeys with a two storey brick 'base' with the top storey (second floor) set back within a matching zinc roof enclosure housing the upper level of the two 2 bedrooomed duplex units. The building will be arranged at 6.85m high from ground level up to the top of the brick parapet, with the top of the roof at 9.85m. As a result of its proximity to both the boundary with Twickenham Studios and the adjacent BTM terrace, the smaller block will be orientated with the front elevation facing north east and the rear (south west) elevation overlooking the amenity garden space. This will be accessed from the passageway to the side of the proposed apartment building and from the rear entrance to its central core.

The buildings will be set within the landscaped site which will incorporate dedicated car parking for the apartments, The refuse and recycling storage will be incorporated into the enclosure of the larger apartment building, adjacent to the site entrance driveway, to ensure ease of access and use (and collection of refuse), whilst providing the required level of storage in a tidy enclosure incorporated into the block envelope, rather than a separate stand-alone block which would clutter the entrance.

A total of 23 car parking spaces will be arranged across the site, predominantly to the main access 'courtyard' space. 21 of these will be allocated to the residential units. Seven of the spaces will be located along the northern side of the access driveway, arranged parallel to it. This will retain access to the undercroft space below the adjacent studio building to the southern side of the driveway for the studio's use. The remaining 14 residential spaces will be located within the main site to the frontage and side of the main apartment building. There are two parking spaces shown allocated for the commercial units in line with policy requirements, based on the total B1 business/

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Sharpe Refinery Service Ltd.

Redevelopment of:
Arlington Works
Twickenham TW1 2BB

PROPOSED
Site Analysis
Building Heights

Scale	Date	Drawn	Checked
1 : 500@A1	07/09/18	PF	CH

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commercial floor area proposed. However, additional visitor and delivery parking for the B1 units will be available within the (nom. 8m wide) cobbled mews/yard between the terraces.

Whilst the site was considered to be backland in nature by the local authority in their pre-application advice, it is clearly not a typical backland situation as it does not sit within the back of a 'characteristic' property of the area. The application site is unique and atypical. It is further removed from the properties that could be considered characteristic and is therefore development of a site that is visually and more physically removed from the context through which it is approached. As such, the policy direction in relation to backland development reflecting its context is clearly less relevant. The application site has little, if any, visual connection to the local residential context from which it is approached. The large Twickenham Studio's building located to the east side of the site (adjacent to the access driveway) obscures it from any adjacent residential aspect as noted by the local authority:

"Due to its rear siting, it would be considered unlikely that any future development would be visible from Arlington Road."

The visible context of the site is considered to be that of the railway itself. There is some visual connection to the site from the residential properties located to the north side of the railway lines (2-14 Heathcote Road), however, it is noted that these are some considerable distance away (in excess of 40m) and will be little affected by the proposal for redevelopment of this site. The advice given in response to the previously submitted pre-application scheme (see Appendix E) was critical of the scale proposed, the local authority advising that:

"whilst the proposed heights would be similar to other existing properties within the local area, the scheme due to its rear siting would be highly visible from the railway line."

and concluding that:

"It would be considered that a four-storey building at a length of approximately 36m would not be characteristic of development along this important approach route into St Margarets and Twickenham. This is therefore considered to be out-of-character with the grain of the area."

The local authority acknowledges that, from other vantage points, the site has little visibility. At the proposed scale, this would not have any detrimental impact on the amenities of any of its neighbours nor from the local context, other than the railway line. The proximity of the proposal to the railway will result in this being the main vantage point. However, it assumes that the perceived height of the proposal will be a full four storeys, despite the set-back

of the mansard roof previously proposed. This view has been taken on board within the developed proposal.

The application site is approximately half a storey lower than the railway which, when taken with the additional height of a carriage riding above the rails, will put the perceived ground level almost a full storey lower than passengers viewing the site from a train. The set-back roof arranged behind a brick parapet, finished in contrasting metal clad material, will diminish the visual impact of this top floor which, with the reduced arrangement, will be less than three quarters the length of the main building, stepping back away from the adjacent Building of Townscape Merit. Added to this, the modelling of the façades with projecting cores and balconies will help to avoid any flatness or monolithic appearance of this façade. The overall perceived scale of the proposal, whilst greater than the existing *"jumble of industrial structures"*, is not considered to be over-bearing or dominant.

The scale of the proposal is typical of many railway line-side developments. Whilst the general scale of properties diminishes to the more suburban scale as the railway leads out from London and the more urban areas around Richmond, it is not uncommon for the immediate areas around local centres, particularly those with railway stations, to accommodate an increased scale of buildings. This signifies the centrality of the stations and the commercial activity which establishes around them. The passing views of such a proposal from an accelerating or decelerating train are momentary, not prolonged, encounters. Fleeting views from a train cannot be considered to be so imposing to passengers as to have a negative impact on their experience or appreciation of the context. The buildings will not appear to be so noticeably out of scale where they will be the same height as the immediately surrounding buildings; Twickenham Studios to one side and Howmic Court to the other.

Appearance

To be read with Appendix E - Pre-application Scheme, Appendix F – Proposed Plans and Appendix G - Perspective Views and Elevations

As noted in the preceding section, this application proposal is a development of the scheme previously submitted for pre-application advice. The layout and arrangement of the blocks within the site and the retention of the existing BTMs will remain generally consistent with the previous proposal. However, the elevational arrangement, massing and appearance has changed, addressing the advice given. Other than the comments made in relation to the scale and quantum of accommodation as noted above, the main architectural comments given in the pre-application response generally addressed the appearance of that previous scheme.

The visual separation of the site from its local context of the approach through the Twickenham Park residential area negates the need for a close replication of the architectural styles or references from that context. The site is large enough to establish its own character and appearance, creating its own identity. The pre-application scheme evolved to propose a very distinct double mansard aesthetic, amplifying the visual appearance of the roof to strongly reflect the warehouse aesthetic of the adjacent white profiled metal clad studio building and the corrugated work sheds currently occupying the central part of the site. This approach kept the main brick elevation body of the larger block at just over two storeys in height (with the tall brick parapet above the first floor). The scale of this base building closely related to the height of the brickwork envelope of the existing stables BTM, with the contrasting cladding material of the double height mansard enclosure rising above this parapet. It is acknowledged that this resulted in a form that was different from most traditional precedent buildings with mansard roofs. Such double mansard roofs are a form typically found on much larger, more urban 'mansion' blocks and were proposed here as a means of providing a very distinct and individual character. Such an approach was always going to risk attracting some objection and the subjective view of the local authority was critical of the "top-heavy" aesthetic that resulted. The suggested preference was for something more traditionally proportioned.

This application proposal has taken on board this advice, omitting the double mansard, and presents a more recognisable, less-distinctive approach. The base of the main apartment building proposes a three storey, yellow stock brick envelope, with a simple rectangular geometric form and a set back contrasting metal clad, flat roofed top floor enclosure. Aesthetically this follows the new London vernacular style that has become prevalent over the last 5-10 years. In this way, the proposal has become much more familiar, less distinct and less visually challenging. It will be much more characteristic of contemporary apartment redevelopment, particularly those found alongside railway corridors. As a result, the proposal should be less likely to attract subjective criticism for being too unorthodox. This is not a site that needs to create a challenging or iconic architectural statement. It does, however, need to be an attractive and appealing proposal which will improve the existing appearance of the site.

The larger and smaller apartment buildings will be arranged as described above and will be finished in yellow London stock brick to match the BTM terraces, with contrasting dark grey zinc metal cladding to the set back roof enclosure and stair cores, referencing the existing industrial character of the site. It is proposed that the windows and doors will also have a matching grey metallic finish to their frames.

The proposed apartment blocks will be different and contrasting in their contemporary appearance and form to the more traditional Victorian detailing of the stable terraces. However, the consistent use of matching yellow London stock brickwork will ensure a strong sense of integration and continuity, matching these elements together when viewed from the rear railway aspect and from within the depth of the site when the new apartment blocks and the existing stable terraces can be seen together. The refurbishment of the stable terraces will inevitably result in the cleaning-off of some of the many years of accumulated environmental dirt (principally the soot residue from years of smoke from coal fires) that has built up and discoloured the elevations. There is always debate about whether this soiling should be retained to preserve the current appearance of the stables that reflects their age and the environment that they have been through, however, the repairs and inevitable reinstatement that arises from the removal of later incongruous services and additions would result in a 'patchwork' across the façade and the buildings. In particular, the quality of the proposed refurbished use will benefit from the facades being cleaned back to expose their original bright and vibrant brickwork appearance.

Redevelopment of this site will create a new façade to the railway, where previously the site (and the existing BTM) had turned its back to it. This will improve the aspect of the site from this vantage point that is identified as being an important approach into the area. It will transform this view of the site from the *"existing jumble of industrial structures"* to an active and attractive residential block set behind a landscaped screen of boundary planting. The rear elevation of the apartment block will be as equally detailed and considered as the frontage elevation, with its arrangement of fenestration, balconies, projecting stair cores and set back roof form all creating a modelled form to avoid the block having a monolithic appearance. In response to the comments made, the windows and doors have been reduced to a more domestic scale. The verticality of the stair cores has been enhanced by these features being reduced in width and will extend to the full height of the top floor roof and are proposed to be clad with matching material. Their proportions will become more slender and less dominant, addressing the criticisms levied against the previously wider, more bulky arrangement.

The pre-application advice suggested a favour for balconies to be inset within the envelope of the building rather than projecting from it. This proposal retains projecting balconies in a more purposeful manner. As the second floor arrangement will match that of the first floor, this will allow a matching arrangement of stacked balconies that was not achievable in the previous double mansard scheme. These projecting balconies will further model the block and set the brick façade line of the envelope back behind these projections. The balconies will be clad in matching brickwork to maintain the continuity of the envelope. This will integrate the balconies into the main body of the building, avoiding the appearance of them being 'tacked-on' additions.

The balconies will incorporate a contemporary 'hit-and-miss' brickwork pattern in their detailing that will add texture and variety to the visual weight of the elevations. This will maintain the minimal palette of materials used, whilst incorporating a 'honeycomb' effect of this brickwork detailing and adding a texture and lightness to the otherwise heavy masonry. This will act as a screen to help attenuate noise from the railway. This detailing will require careful selection of the final brick used and the setting out of this to integrate the pattern into the bonding of the adjacent brick elevation.

The same changes to the form of the larger apartment building have also been applied to the smaller one. This previously incorporated a more traditional single storey mansard roof, however, to maintain the consistent appearance and family of detailing across the new proposal, this building will be as a two storey, yellow stock brick envelope, with a simple rectangular geometric form and a set-back contrasting metal clad, flat roofed top floor (second floor) enclosure, matching that of the larger apartment building. The smaller block will be immediately adjacent to the existing stable BTM building and its scale will more closely reflect that of the existing terrace.

The character and heritage value of the existing stable buildings as a BTM come from the original fabric of its internal elevations and that of the cobbled mews/yard between the terraces. The position of the smaller apartment building backing onto the rear of the southern terrace will not detract or impose itself on this key space. The reduction of the larger apartment building down to three storeys adjacent to this space will again help to mitigate any impact on it. The flank wall of the proposed apartment building in a matching stock brickwork will provide a stop and a sense of enclosure to the BTM buildings. This will help to provide a sense of enclosure to this mews space. The creation of this as a specific space will help to define its different commercial use from the wider residential use proposed for the site, in a similar manner to the enclosure created by the studio building to the south.

The existing stable building has become somewhat 'land-locked' by the development of Arlington Works and Twickenham Studios over much of the last century. It is not a BTM that is accessible or open to public view. It is a historical remnant tucked to the rear of a private site. As proposed, this arrangement will inevitably remain the same, however, the opening up of the site for residential use, with an open landscaped courtyard frontage, will potentially improve access to, and increase the appreciation of, this existing building preserved in a secluded setting, but refurbished and maintained for decades to come.

Landscaping

The proposal is for redevelopment of this existing brownfield site which is currently 100% impermeable with no planting or notable ecological features. This mixed use scheme will allow the incorporation of areas of planting and soft landscaping that will not only provide a pleasant setting and outlook from the units but will also improve the permeability of the site and allow the opportunity for some improvement to its ecological value.

The existing configuration of the site with its only access from its north eastern corner inevitably means that the main entrance frontage is occupied by the driveway. As this space widens, it is the logical position to incorporate the residential car parking. This will be subdivided into bays of two, three or four parking spaces interspersed with planting and small trees/shrubs to avoid this becoming a hard surfaced courtyard. There will also be a planted buffer to the frontage of the proposed larger apartment block that will lie to the north west side of this access driveway. There will be a more open area of south facing communal garden to the southern side of the site, to the rear of the smaller apartment block. The existing retained and refurbished stables terrace BTM is by its nature hard paved, with its original cobbled stableyard to be repaired and reinstated to its full length, where this has been lost and adapted in the past. The soft landscaped parts of the site cumulatively measure approximately 17% of the overall site area. This figure is inevitably quite low given the existing area of the stable yard and driveway, etc. It is not proposed to provide extensive private or communal amenity gardens for the apartment units. Those to the ground floor will benefit from privately demised terraces and those above will have balconies. The area as noted above is well served with parks and gardens in each direction. Moormead and Bandy Recreation Ground is to the west side of St Margarets, Marble Hill Park (and playspace) is to the south and Cambridge Gardens and playpark are to Clevedon Road to the east, set on the bank of the Thames immediately to the south side of Richmond Bridge. Across the bridge lies Richmond Green. All of these parks, playparks and gardens lie within less than one mile from the site within fifteen minutes walking distance. Contributions to the upkeep and maintenance of these parks can be considered in lieu of any considered deficiency in on-site amenity space.

The larger apartment building will be set back nom. 4.5m from the north western railway boundary, providing a perimeter planted buffer space with some demised terrace areas to the rear ground floor units. The boundary will be planted to help provide visual and acoustic screening from the railway.

Generally, the refuse storage areas and bicycle parking will be incorporated into the envelope of the main apartment building, accessed from the north side of the site, adjacent to the entrance. Additional covered refuse and secure bicycle storage will be incorporated into the stable terrace yard dedicated to the use of the business/commercial units.

Permeable tegular block paving will be provided to the shared hardstanding spaces through the site (other than the retained and repaired areas of granite cobbles to the BTM stable terraces). Parking spaces will be demarcated using paving blocks framing bitumen macadam surface finishing to the spaces themselves. The tegular paving driveway areas will also help to improve the permeability of the hardstanding areas, which are all currently impervious. This will allow the retention, attenuation and moderated surface water run-off from the paving sub-bases as an appropriate SUDs drainage system on a site where potential historical ground contamination may preclude direct infiltration to soakaways.

Accessibility

The site has a PTAL rating of 3, which indicates that it has average accessibility to public transport when compared with other London sites.

It is located less than half a mile (under 10 minutes walking distance) of St Margarets train station which has regular services into central London, terminating at Waterloo. The nearest bus stop is approximately 350m away (5 minutes walking distance) located on St Margarets Road with services to Richmond and Hammersmith bus station, providing underground connections into central London as well as to Heathrow Terminal 5.

A total of 23 on-site parking spaces will be provided; 21 for residential use (including three disabled parking spaces) and two spaces for the business/commercial units. Six of the car parking spaces will be provided with an electric vehicle charging point to bring this in line with The London Plan which requires 20% of spaces to have an electrical charging point to encourage the update of electric vehicles. Seven spaces will be provided as parallel spaces alongside the access driveway. The rest of the parking spaces will be located within the main site and incorporated into the proposed landscaping layout.

As noted above, the site is generally flat. This affords the opportunity for level approaches through to the entrance from both the front and the rear. All access pathways will be of appropriate widths and will be formed from solid tegular block paving (or similar) to optimise the potential for permeability wherever possible.

All of the units in the large apartment building will be accessible, with the inclusion of passenger lifts to each level of accommodation. In parallel, the communal stair will be to ambulant disabled standard and arranged in an attractive naturally lit and ventilated core, arranged to encourage its use over the reliance on the lifts. This building will provide three Part M4 (3) Wheelchair user dwellings (adaptable) standard in line with The London Plan accessibility policy requirements of 10% provision. All of the other units will meet the requirements of Building Regulations Part M4(2) Accessible and adaptable dwellings standard, with the exception of the two duplex units arranged to the first and second floors of the smaller apartment building which, because of the limited size of the block, will be provided with stair access only.

Internally, the units will be well planned with appropriate sized spaces and rooms. The internal standards will be compliant with the current Technical Housing Standards - nationally described space standard (DCLG March 2015). All room and corridor widths will facilitate access and potential wheelchair turning, with doors sized to provide clear opening widths that will be appropriate to facilitate access from corridor and hallway spaces, with a minimum 300mm clear space to their leading edge to facilitate ease of use by wheelchair users.

SUSTAINABILITY

To be read with Sustainability and Energy Statement – Produced by Bluesky Unlimited

In line with The London Plan policy 5.2 – Minimising carbon dioxide emissions and Policy 5.3 – Sustainable design and construction and London Borough of Richmond upon Thames (LBRuT) carbon dioxide emissions and zero carbon standard for major residential schemes (10 or more housing units), the proposal will be designed so that at least 35% of regulated CO2 emission reductions (against a Building Regulations Part L (2013) baseline) will be achieved on site with the remaining emissions, up to 100%, to be offset through a contribution to the council's Carbon Offset Fund.

The proposal will be built in accordance with the principles of the Mayor's Energy Hierarchy with a 'Fabric First' approach, ensuring that the envelope of the building will be constructed to a high level of thermal (insulating) performance, with high levels of airtightness and controlled ventilation (with mechanical ventilation heat recovery systems to each individual unit) and by the provision of efficient services and lighting to reduce energy demand in dwellings. This will ensure that, in the first instance, the units will be energy efficient and require a low level of energy input to make them work and be comfortable. Whilst predominantly east and west facing, most of the units will be dual aspect with none being single north aspect and also avoiding direct south facing exposed windows.

It is proposed to install an air source heat pump to serve each of the refurbished stable terrace B1 business/commercial units. These systems will provide space heating and cooling if required. These units will be located to the southern (end) flank wall of the southern terrace, operating over the proposed commercial parking spaces. This will mitigate any acoustic or visual impact on the proposed residential or commercial units and the neighbouring properties. The apartments will be provided with individual gas condensing boilers. In addition, it is proposed to install a photovoltaic array totalling 19.8 kW. This will consist of nom. 66 x 300W panels concentrated to the larger apartment building.

In line with LBRuT's mandatory planning application requirements for new dwellings, an Energy Statement has been prepared as part of this full planning application, incorporating a completed Richmond Sustainable Construction Checklist. (see Appendix 2 of the Sustainability Report).

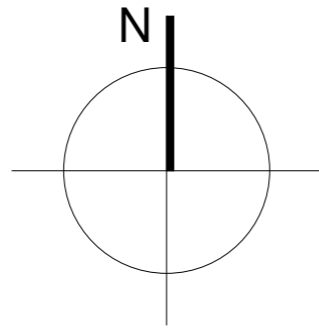
LBRuT's Sustainable Construction Checklist SPD notes that non-residential developments are subject to a BREEAM preliminary assessment undertaken by an accredited assessor. The refurbished commercial B1 units will achieve BREEAM, 'Excellent'. (See Appendix 1 of the Sustainability Report - Pre-Assessment Estimator).

It is also noted that LBRuT has adopted the national Building Regulations 'higher standard' for water consumption of 110 litres per person per day (including an allowance of 5 litres or less per person per day for external water consumption). The water efficiency measures proposed will ensure that the apartments achieve a water use target of 105 litres per person per day.

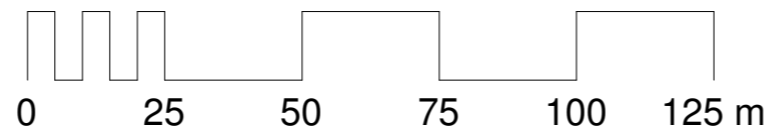
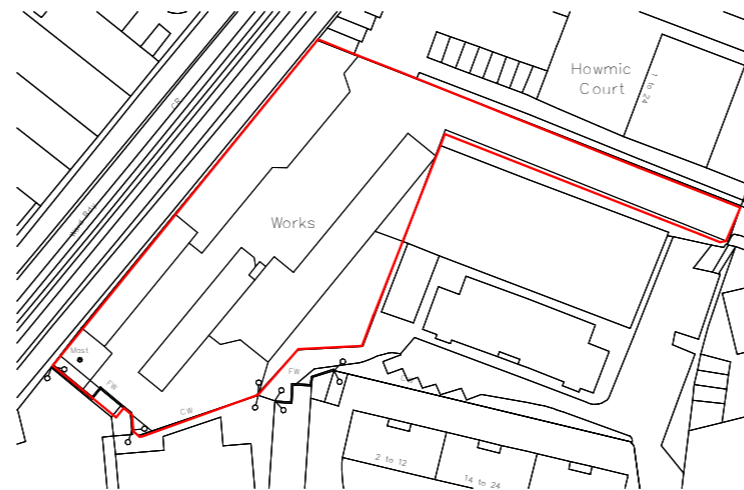
7.0 Appendices

- A Site Location Plan
- B Existing Site Survey Plan and Elevations
- C Photographs of the Surrounding Area
- D Photographs of the Site
- E Pre-Application Scheme
- F Proposed Plans (reduced size - not to scale)
- G Proposed Perspective Views and Elevations (reduced size - not to scale)

A Site Location Plan



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— Site Boundary

PLANNING

A	Planning Issue	30/07/2018	PF	CH
Rev	Description	Issued	Dwn	Chk

Client Sharpe Refinery Service Ltd.

Project Redevelopment of: Arlington Works
Twickenham TW1 2BB

Scale 1 : 1250@A3 | Date 30/07/18 | Dwn PF | Chk CH

Dwg EXISTING
1:1250
Site Location Plan

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B Existing Site Survey Plan and Elevations

Do not scale from this drawing

2 Existing - First Floor Mews Buildings
1 : 200



1 Existing - Ground Floor Site Plan
1 : 200

Note: Building detail shown outside the site boundaries have been removed (except at first floor level unless visible). Detail shown is indicative.

Table with columns: Rev, Date, Revisions. Includes a 'Notes' section detailing surveying standards and data accuracy.



Project information table including: Project Name (ARLINGTON WORKS), Location (ARLINGTON ROAD, TWICKENHAM), and Survey Type (TOPOGRAPHICAL SURVEY).

PLANNING

Revision table with columns: Rev, Description, Date, Issued, Drawn, Checked.

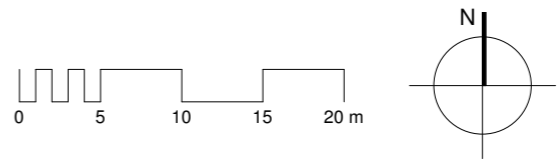
Client: Sharpe Refinery Service Ltd.

Project: Redevelopment of: ARLINGTON WORKS TWICKENHAM TW1 2BB

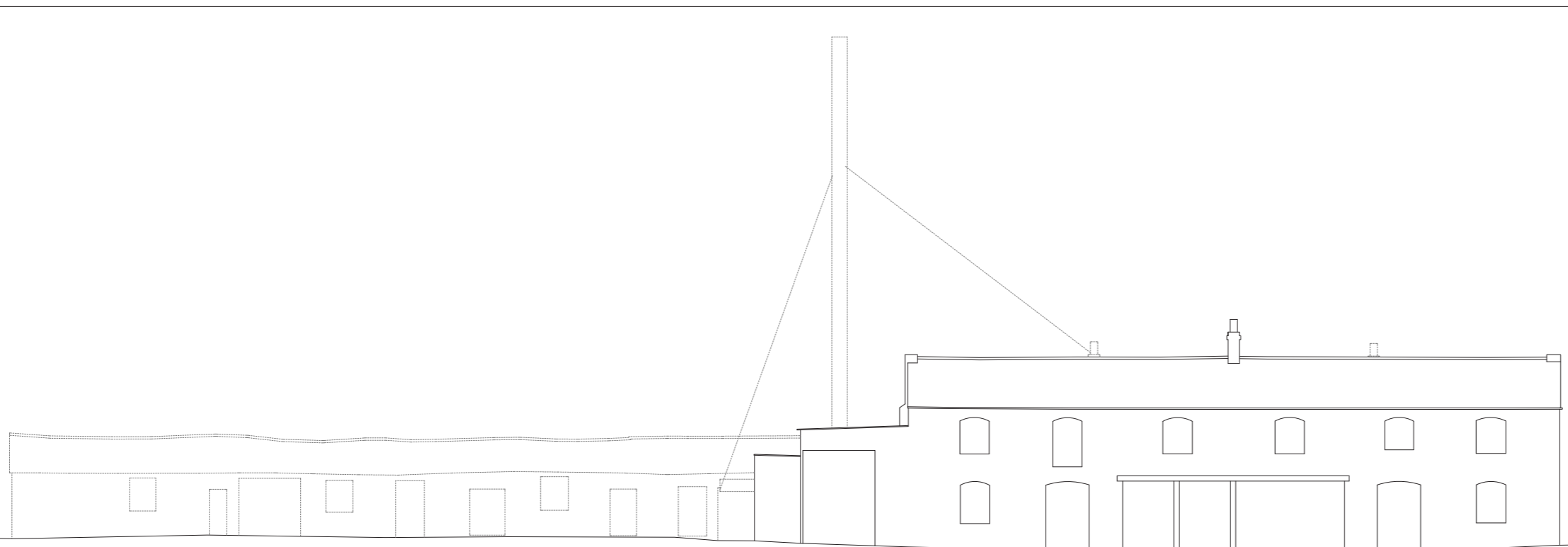
Drawing: EXISTING Mixed Use Scheme Site Plan - Existing

Scale and Date table with columns: Scale, Date, Drawn, Checked.

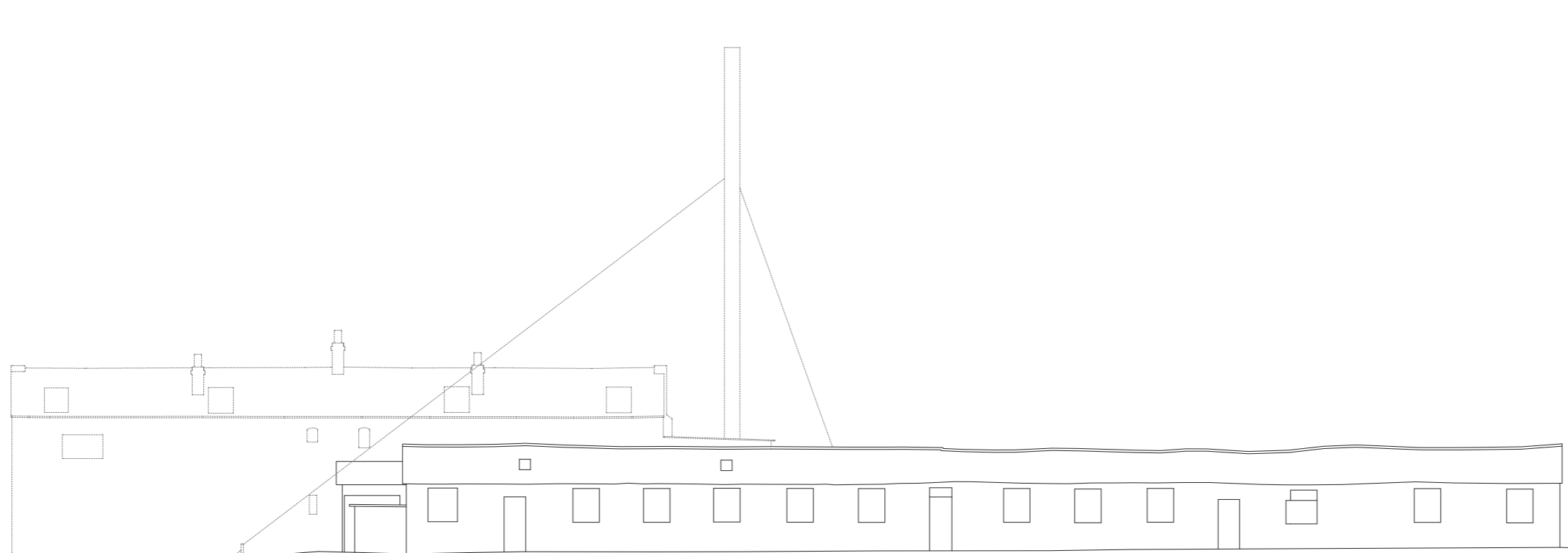
BrookesArchitects logo and contact details including address, phone, and website.



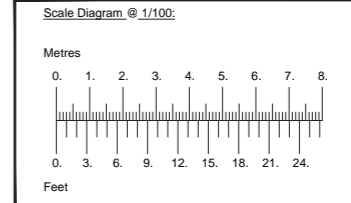
Final drawing identification table with columns: Rev No. and drawing ID 4786 | 2 | 02 | A.



NORTH WEST ELEVATION (VIEW FROM COBBLED STREET)
Scale 1:50



SOUTH EAST ELEVATION
Scale 1:50



LEGEND

Abbreviated Features

AC	Air Conditioning	FA	Fire Alarm	SA	Subsoiler
AS	T.V. Aerial Socket	FAB	Fire Bar	SC	Stop Cook
BSF	Bank Face Flag	FCS	Fixed Connection Box	SEP	Service Entry Point
BIG	Building Inlet Gully	FL	Floor Level	SK	Skillet
BS	Bank Bench	FSL	Floor Level	SLS	Soil Level
BML	Beam Level (Bull)	FWP	Four Water Down Pipe	SL	Sl Level
BS	BS	G	Gully	SM	Smoke Alarm
CCTV	Cable Circuit T.V.	GV	Gas Valve	SN	Sign
CL	Cable Level	HL	Head Level	SP	Service Pipe
CL	Cable Level	IC	Inspection Cover	SKL	Suspended Ceiling Level
CL	Cable Level	IS	Inset Level	SV	Shed Valve
CA	Cable Checker	IS	Inset	SWP	Soil & Vent Pipe
CTV	Cable TV Checker	ISB	Insulating Switch	SW	Surface Water
CTP	Cable TV Filter	LD	Light	SWP	Surface Water Down Pipe
CV	Underfloor Cover	LS	Light Switch	TC	Telnet Cover
DP	Down Pipe	MM	Moulding	TCE	Telnet Socket
DPC	Damp Proof Course	CH	Chimney Head	TH	Trash Hopper
DC	Drainage Channel	PE	Pipe	UTL	Utility to Lift
EC	Electric Cover	PEL	Light Pendant	UG	Underground
ECP	Electric Pipe	PP	Electric Power Point	UK	Unknown
ECU	Electric Consumer Unit	PT	Post	UC	Value Chamber
EFO	Electric Pipe Outlet	RAD	Radiation	VT	Vent Pipe
EP	Electric Pipe	RE	Roof Edge	VTP	Vent Pipe
EPL	Electric Power Line	RFL	Roof Level	WN	Window
ES	Earth Road	RH	Ridge	WP	Water Pipe
EVL	Excess Level	RSL	Roof Truss Level (Bull)	AC	Average
EL	External	RWP	Roof Water Down Pipe	H	Height

Line Types

Over Head: ---
Roof Truss: ---
Window: ---
Window & door levels as external unless stated

Sanitary Ware Symbols

Urinal:
Toilet:
Wash Basin:
Sink & Drawer:
Bath:

Doorway Symbols

Single:
Double:
2 Way Swing:

Building Levels

Ceiling Level: ---
Ridge Level: ---
Roof Level: ---
Roof Detail: ---
Eaves Level (Bottom of Tiles): ---
Sub Level: ---
Floor Level: ---
Window Detail: ---
Sill Level: ---

Rev.	Date	Revisions

Notes:
The accuracy and detail shown in this drawing is dependent on the original specification. Sunshine Survey Ltd. should be consulted before use of scales other than those stated.
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All underground service information is gained from measurements within drainage/service chambers, connections and alignments of piped/trench runs are indicated. Where appropriate local information will be annotated. Before use of any underground information the user should satisfy themselves of the completeness and accuracy before undertaking any works, safe digging practices should be used.

Plan Coordinate Control:
N/A

Level Datum:
All levels relate to OS Newlyn datum using geoid model OSGM15 at Control Station A

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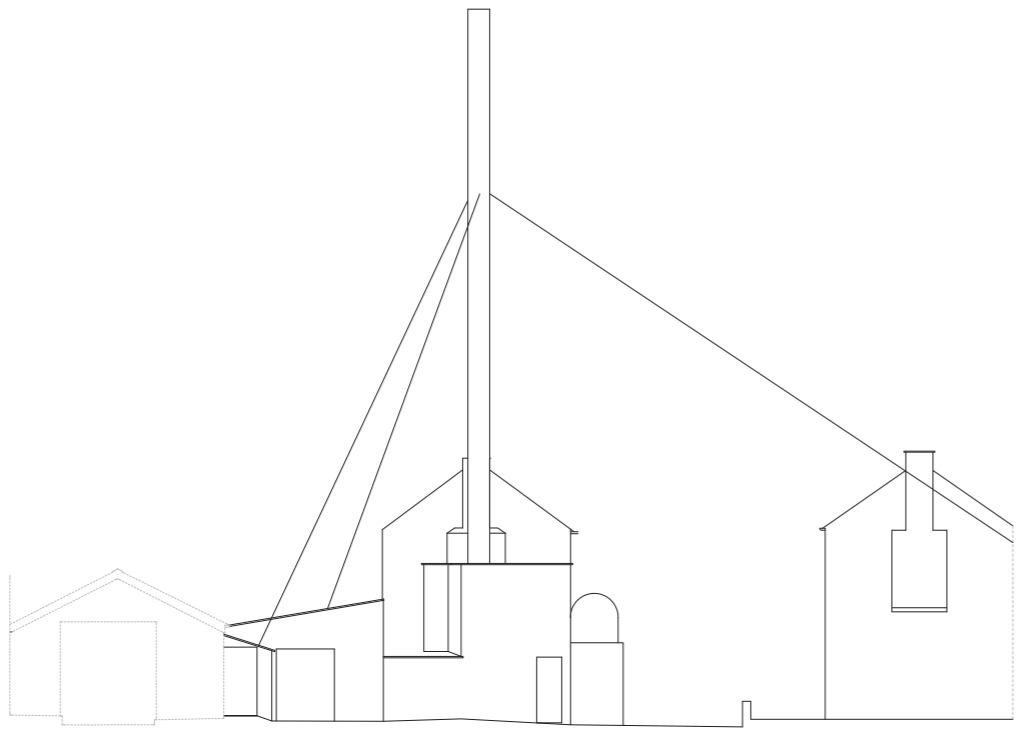
Business Reply Address:
28 Cadogan Road, Bury St. Edmunds, Suffolk, IP33 3QJ
Tel: 01284 850255
Email: info@sunshinesurvey.co.uk
Web: www.sunshinesurvey.co.uk

Project Title: **ARLINGTON WORKS, ARLINGTON ROAD TWICKENHAM**

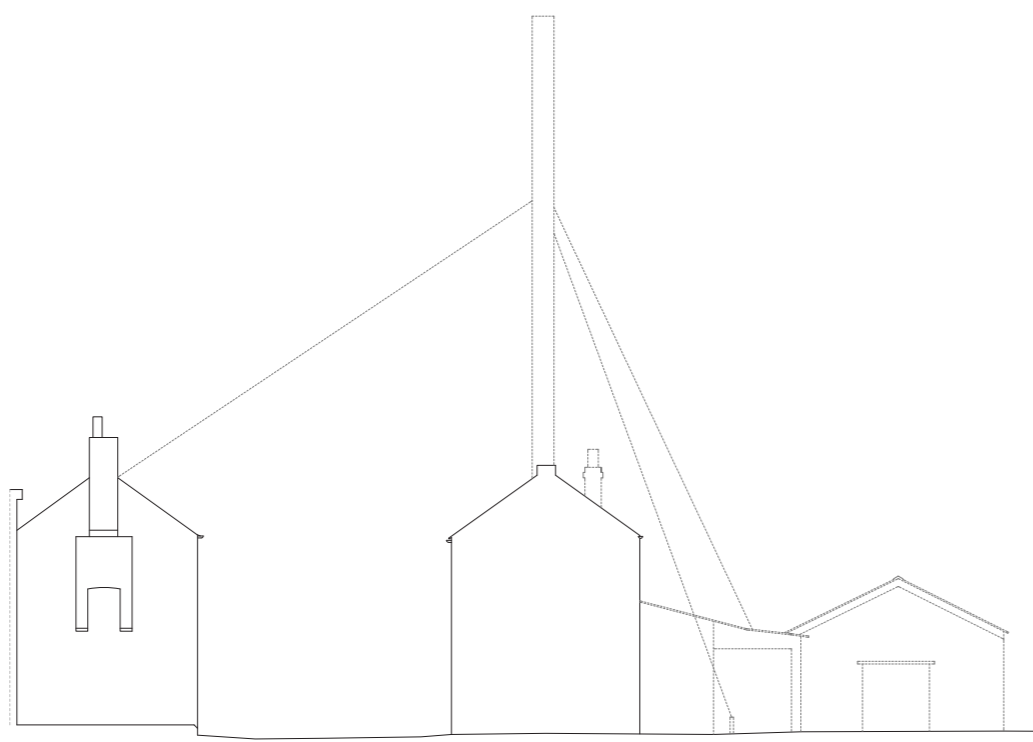
Client: **BROOKES ARCHITECTS**

Description: **OUTLINE ELEVATIONS**

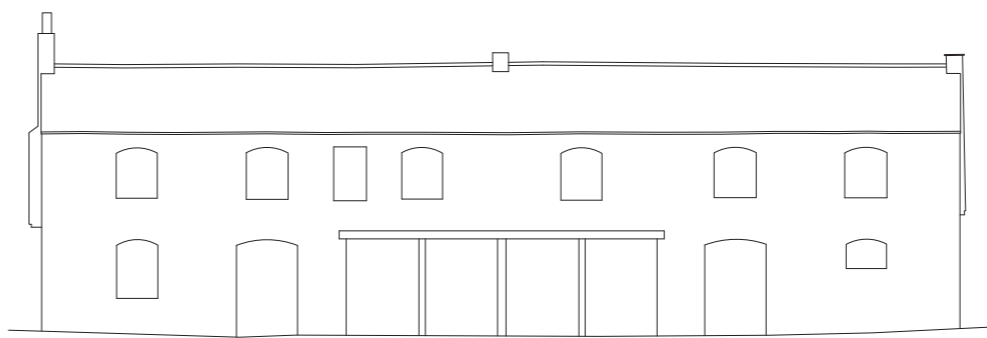
Date:	23.05.2018	Scale:	1:100 @ A1
Job No.:	GY4705	Surveyor:	GARY
Dwg No.:	2001	Drawn:	CGY



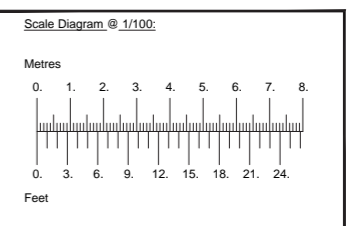
NORTH EAST ELEVATION
DRAWN BY: GARY



SOUTH WEST ELEVATION
DRAWN BY: GARY



SOUTH EAST ELEVATION (NEW FROM COBBLED STREET)
DRAWN BY: GARY



LEGEND

Abbreviated Features

AC	Air Conditioning	FA	Fire Alarm	SA	Shedding
AS	T.V. Aerial Socket	FAB	Fire Bell	SC	Shop Cook
BP	Break-Fix Pipe	FDB	Fixed Connection Box	SBP	Service Entry Point
BGS	Building Gas Gully	FL	Floor Level	SK	Socket
BS	Basin	FW	Food Waste	SL	Soft Lead
BK	Beam Level (Sill)	FWP	Food Waste Down Pipe	SL	Sl Level
BS	Basin	G	Gully	SP	Spout
CCTV	Closed Circuit T.V.	GV	Gas Valve	SN	Sign
CL	Ceiling Level	HL	Head Level	SP	Service Pipe
CL	Ceiling Level	IC	Inspection Cover	CLUS	Suspended Ceiling Level
CL	Ceiling	IL	Impedance Level	SP	Stop Valve
CA	Cable Chamber	IS	Insulation	SUP	Soil & Vent Pipe
CCV	Cable TV Cover	ISW	Insulating Switch	SW	Surface Water
CIP	Cable TV Filter	LS	Light Switch	SWP	Surface Water Down Pipe
CV	Underfloor Cover	LS	Light	TC	Television Cover
DP	Down Pipe	MH	Manhole	TCS	Television Socket
DPC	Damp Proof Course	CH	Chimney Head	TSL	Downspout Level
DC	Drainage Channel	PE	Pipe	UL	Unlikely to LB
EC	Electric Cover	PL	Light Pendant	UG	Underground
ECP	Electric Filter	PP	Electric Power Pipe	Unk.	Unknown
ECU	Electric Consumer Unit	PT	Pipe	VC	Value Chamber
EPO	Electric Plug Outlet	RAD	Radiator	VT	Vent
EP	Electric Pipe	RE	Roofing Pipe	VP	Vent Pipe
EPL	Electric Power Line	RFL	Roof Level	W	Window
ER	Earth Rod	RGL	Ridge	WP	Waste Pipe
EVL	Eaves Level	RLL	Roof Truss Level (Sills)	Av.	Average
EL	Elevation	RWP	Rain Water Down Pipe	H.	Height

Line Types

Clear Head: - - - - -
 Beam: - - - - -
 Roof Truss: - - - - -
 Window: - - - - -
 Window & door work and external ground level: - - - - -

Sanitary Ware Symbols

Urinal:

Toilet:

Wash Basin:

Sink & Drain:

Bath:

Doorway Symbols

Single:

Double:

2 Way Swing:

Building Levels

Head Level:

Roof Level:

Roof Truss Level (Sills):

Roof Truss Level (Rafters):

Roof Truss Level (Bottom of Truss):

Roof Truss Level (Top of Truss):

Roof Truss Level (Peak):

Roof Truss Level (Eaves):

Roof Truss Level (Gutter):

Roof Truss Level (Soffit):

Roof Truss Level (Drip):

Roof Truss Level (Fascia):

Roof Truss Level (Battens):

Roof Truss Level (Decking):

Roof Truss Level (Tiles):

Roof Truss Level (Slate):

Roof Truss Level (Shingles):

Roof Truss Level (Moss):

Roof Truss Level (Lichen):

Roof Truss Level (Algae):

Roof Truss Level (Fungi):

Roof Truss Level (Insects):

Roof Truss Level (Birds):

Roof Truss Level (Mammals):

Roof Truss Level (Reptiles):

Roof Truss Level (Amphibians):

Roof Truss Level (Fish):

Roof Truss Level (Plants):

Roof Truss Level (Animals):

Roof Truss Level (Humans):

Roof Truss Level (Other):

Rev.	Date	Revisions

Notes:
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Plan Coordinate Control:
 N/A

Level Datum:
 All levels relate to OS Newlyn datum using good model OSGM15 at Control Station A

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 Web: www.sunshinesurvey.co.uk

Project Title:	ARLINGTON WORKS, ARLINGTON ROAD TWICKENHAM	
Client:	BROOKES ARCHITECTS	
Description:	OUTLINE ELEVATIONS	
Date:	23.05.2018	Scale: 1:100 @ A1
Job No.:	GY4705	Surveyor: GARY
Dwg No.:	2001	Drawn: GY

C Photographs of the Surrounding Area



A. Residential - Arlington Road



B. Residential - St Margarets Court



C. Industrial - Twickenham Studios, The Barons



D. Residential - Arlington Road



E. Residential - Arlington Close



F. Residential and Industrial - The Barons

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 Website: www.brookesarchitects.co.uk



Rev.	Description	Issued	Check/Date

Client
 Sharpe Refinery Service Ltd

Project
 Redevelopment of:
 Arlington Works
 Twickenham TW1 2BB

Drawing
 EXISTING
 Immediate Surrounding Images

Scale
 @ A1

Date
 30/07/15

Checked
 CH

Brookes Architects
 part of The George Brown Lane
 London SW10 0ET
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 F: 020 7230 4201
 E: info@brookesarchitects.co.uk
 www.brookesarchitects.co.uk

Drawing No.	4786	2	05
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G. Block of Flats on Arlington Road



H. Block of Flats on Arlington Road



I. Semi-Detached Houses on Arlington Road



J. Block of Flats on Rosslyn Road



K. Blocks of Flats of Different Architectural Styles on Rosslyn Road



L. Terraced Blocks of Flats on The Barons



M. Terraced Houses on Ravensbourne Road



N. Terraced Houses on St Margarets Road



O. Terraced Houses on St Margarets Road

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Client: Sharpe Refinery Service Ltd

Project: Redevelopment of: Arlington Works Twickenham TW1 2BB

Drawing: EXISTING Surrounding Images

Scale: @ A1 Date: 30/07/18 Drawn: CH

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 100-102 The George, South Lane, London SW17 7JF
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 www.brookesarchitects.co.uk

Planning No.	4786	2	06	Rev. No.
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D Photographs of the Site



Arlington Works Access Way with Under Bay Parking



Arlington Works Garages and View of Twickenham Studios



Arlington Works Garages and Recycling Oil Tanks



Arlington Works Garages and View of Twickenham Studios



Rear of Arlington Works Garages Looking Towards Twickenham Studios



Arlington Works Buildings of Townscape Merit (to be refurbished and retained)



Buildings of Townscape Merit (to be refurbished and retained)



Arlington Works Access Drive Way



Arlington Works Access Drive Way



Oil Tankers Parked within Existing Site



View of Arlington Works Oil Tanks Towards Buildings of Townscape Merit



Buildings of Townscape Merit



Oil Tankers Parked within Existing Site



View of Twickenham Studios from Across Existing Garages



Buildings of Townscape Merit



View of Twickenham Studios from Behind Existing Garages



View of Existing Garages

E Pre-Application Scheme

Do not scale from this drawing



① Front Elevation
1 : 100



② Rear Elevation
1 : 100



③ South West Elevation
1 : 100



④ North East Elevation
1 : 100

PLANNING

2	Pre-application Issue	13/10/16	VJR	CH
1	Preliminary Issue	13/10/16	VJR	CH
Rev	Description	Issued	Drawn	Checked

Client
Sharpe Refinery Service Ltd.

Project
Redevelopment of:
Arlington Works
Twickenham TW1 2BB

Drawing
PROPOSED - Feasibility Scheme
Mixed Use Scheme - Option 7
Elevations - Main Block

Scale	Date	Drawn	Checked
1 : 100 @ A1	13/10/16	VJR	CH

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SUPERSEDED

4786	2	20	2
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① PERSPECTIVE 3



② PERSPECTIVE 4



③ PERSPECTIVE 5

PLANNING

Rev	Description	Rev. No.	Rev. Date	Rev. By	Rev. Chk.
A	Feasibility Scheme - Updated	06/10/16	CH	SRIS	
Z	Pre-application Issue	18/10/16	PF	SRIS	
1	Preliminary Issue	13/10/16	PF	SRIS	

Client
Sharpe Refinery Service Ltd.

Project
Redevelopment of:
Arlington Works
Twickenham TW1 2BB

PROPOSED - Feasibility Scheme
Mixed Use Scheme - Option 7
Perspective Views 2

Scale	Date	Drawn	Checked
@A1	13/10/16	PF	CH

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SUPERSEDED

Rev. No.			
4786	2	14	2

F Proposed Plans

Do not scale from this drawing

Car Parking Site PTAL: 3 Site Density: 79.2 units/ha Average Unit has 3 Habitable Rooms Table 6.2 of The London Plan (MALP) March 2016 - Urban setting requires up to 1 space per unit as per car parking standards matrix	Refuse and Recycling Storage Commercial 2.5 cubic meters per 1,000m ² = 1.7 cubic meters (1 x 1,100 eurobin) Residential 70 per bedroom refuse + 2 x 1,100 recycling = 9620 (6 x 1,100 eurobin)	Cycle Storage Commercial 1 per 500m ² + 1 per 500m ² (visitor) = 8 cycles Residential 1 per 1 bed unit + 2 per 2 bed unit + 1 per 40 units = 42 cycles
---	---	---

1 Bedroom
 2 Bedrooms
 3 Bedrooms
 B1 Commercial



Area Schedule - Commercial			
Level	Type	GIA (m ²)	GIA (ft ²)
C1			
00 - Ground Floor	Office / Commercial	67 m ²	716 ft ²
01 - First Floor	Office / Commercial	67 m ²	716 ft ²
C2			
00 - Ground Floor	Office / Commercial	67 m ²	720 ft ²
01 - First Floor	Office / Commercial	67 m ²	720 ft ²
C3			
01 - First Floor	Office / Commercial	67 m ²	716 ft ²
00 - Ground Floor	Office / Commercial	67 m ²	716 ft ²
C4			
00 - Ground Floor	Office / Commercial	67 m ²	725 ft ²
01 - First Floor	Office / Commercial	67 m ²	725 ft ²
C5			
00 - Ground Floor	Office / Commercial	38 m ²	405 ft ²
01 - First Floor	Office / Commercial	38 m ²	405 ft ²
Total		610 m²	6566 ft²

Area Schedule - Residential					
Number	Type	No beds	No persons	NSA (m ²)	NSA (ft ²)
Unit 1	Residential	2	3	74 m ²	797 ft ²
Unit 2	Residential	2	3	62 m ²	667 ft ²
Unit 3	Residential	2	3	62 m ²	667 ft ²
Unit 4	Residential	1	2	51 m ²	545 ft ²
Unit 5	Residential	3	4	76 m ²	819 ft ²
Unit 6	Residential	3	4	76 m ²	823 ft ²
Unit 7	Residential	1	2	51 m ²	545 ft ²
Unit 8	Residential	2	4	76 m ²	822 ft ²
Unit 9	Residential	2	4	76 m ²	822 ft ²
Unit 10	Residential	1	2	51 m ²	545 ft ²
Unit 11	Residential	3	4	76 m ²	819 ft ²
Unit 12	Residential	3	4	76 m ²	823 ft ²
Unit 13	Residential	1	2	51 m ²	545 ft ²
Unit 14	Residential	2	4	76 m ²	822 ft ²
Unit 15	Residential	2	4	76 m ²	822 ft ²
Unit 16	Residential	1	2	51 m ²	545 ft ²
Unit 17	Residential	3	4	76 m ²	819 ft ²
Unit 18	Residential	2	3	72 m ²	776 ft ²
Unit 19	Residential	2	3	71 m ²	769 ft ²
Unit 20	Residential	2	4	78 m ²	840 ft ²
Unit 21	Residential	2	3	62 m ²	672 ft ²
Unit 22	Residential	2	3	62 m ²	672 ft ²
Unit 23	Residential	3	4	101 m ²	1088 ft ²
Unit 24	Residential	3	4	101 m ²	1088 ft ²
Total Units: 24				1686 m²	18149 ft²

Area Schedule (Total Residential GIA)	
GIA (m ²)	GIA (ft ²)
2109 m ²	22701 ft ²

Site Area Approx. 3030m²
All areas are approximate

PLANNING

Rev	Description	Issued	Dim	CHK
A	Planning Issue	30/07/2018	PF	CH

Client
Sharpe Refinery Service Ltd.

Project
Redevelopment of:
Arlington Works
Twickenham TW11 2BB

Drawing
**PROPOSED
Mixed Use Scheme
Ground Floor Site Plan**

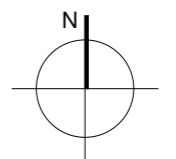
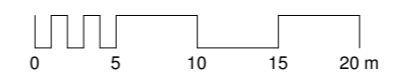
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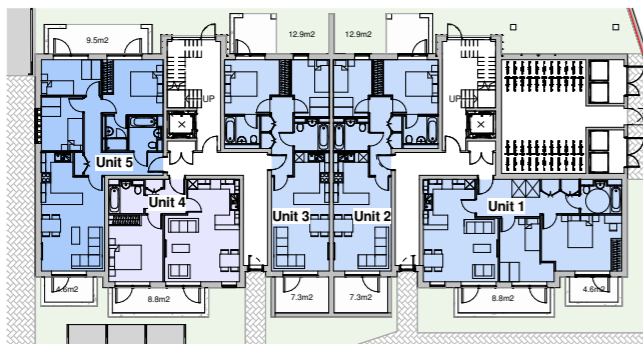
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4786	3	10	A
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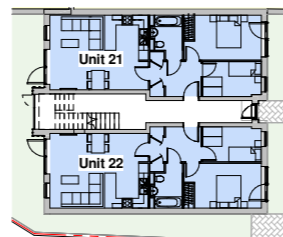
1 Proposed - Ground Floor Site Plan
1 : 200



Do not scale from this drawing



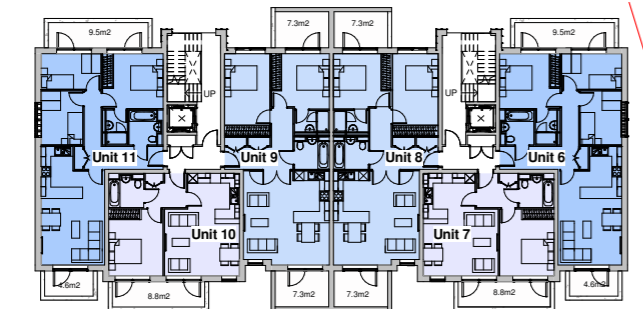
1 Main Building - Ground Floor Plan
1 : 200



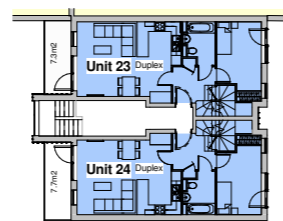
5 Small Block - Ground Floor Plan
1 : 200



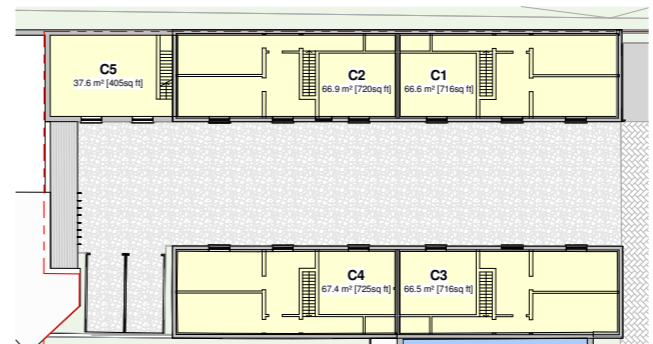
8 B1 Commercial Units - Ground Floor Plan
1 : 200



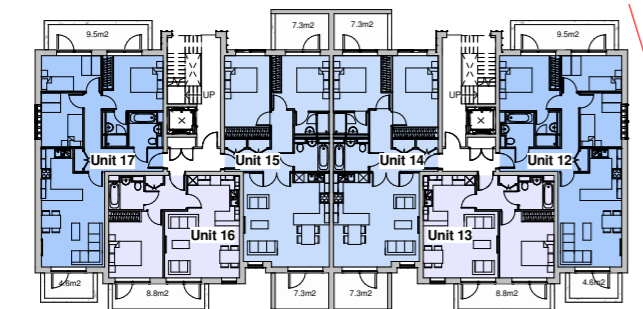
2 Main Building - First Floor Plan
1 : 200



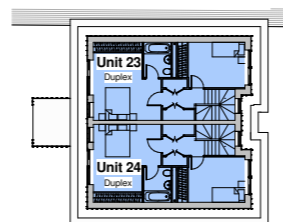
6 Small Block - First Floor Plan
1 : 200



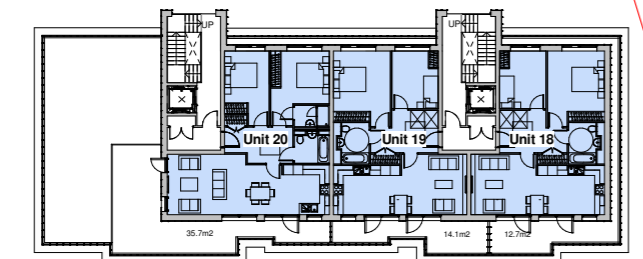
9 B1 Commercial Units - First Floor Plan
1 : 200



3 Main Building - Second Floor Plan
1 : 200



7 Small Block - Second Floor Plan
1 : 200



4 Main Building - Third Floor Plan
1 : 200

Area Schedule - Commercial				
Level	Type	GIA (m²)	GIA (ft²)	
C1	00 - Ground Floor	Office / Commercial	67 m²	716 ft²
	01 - First Floor	Office / Commercial	67 m²	716 ft²
C2	00 - Ground Floor	Office / Commercial	67 m²	720 ft²
	01 - First Floor	Office / Commercial	67 m²	720 ft²
C3	01 - First Floor	Office / Commercial	67 m²	716 ft²
	00 - Ground Floor	Office / Commercial	67 m²	716 ft²
C4	00 - Ground Floor	Office / Commercial	67 m²	725 ft²
	01 - First Floor	Office / Commercial	67 m²	725 ft²
C5	00 - Ground Floor	Office / Commercial	38 m²	405 ft²
	01 - First Floor	Office / Commercial	38 m²	405 ft²
Total			610 m²	6566 ft²

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Unit 6	Residential	3	4	76 m²	823 ft²	
Unit 7	Residential	1	2	51 m²	545 ft²	
Unit 8	Residential	2	4	76 m²	822 ft²	
Unit 9	Residential	2	4	76 m²	822 ft²	
Unit 10	Residential	1	2	51 m²	545 ft²	
Unit 11	Residential	3	4	76 m²	819 ft²	
Unit 12	Residential	3	4	76 m²	823 ft²	
Unit 13	Residential	1	2	51 m²	545 ft²	
Unit 14	Residential	2	4	76 m²	822 ft²	
Unit 15	Residential	2	4	76 m²	822 ft²	
Unit 16	Residential	1	2	51 m²	545 ft²	
Unit 17	Residential	3	4	76 m²	819 ft²	
Unit 18	Residential	2	3	72 m²	776 ft²	
Unit 19	Residential	2	3	71 m²	769 ft²	
Unit 20	Residential	2	4	76 m²	840 ft²	
Unit 21	Residential	2	3	62 m²	672 ft²	
Unit 22	Residential	2	3	62 m²	672 ft²	
Unit 23	Residential	3	4	101 m²	1088 ft²	
Unit 24	Residential	3	4	101 m²	1088 ft²	
Total Units: 24				1686 m²	18149 ft²	

Area Schedule (Total Residential GIA)		
GIA (m²)	GIA (ft²)	
2109 m²	22701 ft²	

All areas are approximate

- 1 Bedroom
- 2 Bedrooms
- 3 Bedrooms
- B1 Commercial

PLANNING

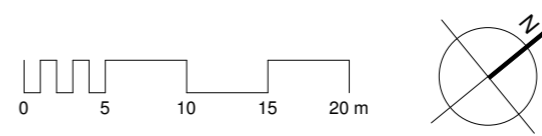
Rev	Description	Date	Drawn	Checked
A	Planning Issue	30/07/2018	PF	CH
Rev	Description	Issued	Den	Chk
Client	Sharpe Refinery Service Ltd.			

Project
**Redevelopment of:
 Arlington Works
 Twickenham TW1 2BB**

Drawing
**PROPOSED
 Mixed Use Scheme
 Floor Plans**

Scale	Date	Drawn	Checked
1 : 200@A1	30/07/18	PF	CH

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Rev. No.			
4786	3	11	A