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PLANNING



37 HAMILTON ROAD, TWICKENHAM

For: Hamilton Lofts Ltd

DESIGN AND ACCESS STATEMENT- SECOND APPLICATION

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REF: 3593

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AERIAL VIEW OF SITE FROM SOUTH WEST - DIAGRAMMATIC CAD MODEL

CONTENTS

1	Introduction	Page 1
2	Site Description	Page 1
3	History	Page 2
4	Existing Buildings	Page 3
5	Urban Design Analysis Context and Townscape	Page 5
6	Development Objectives	Page 6
7	Proposals	Page 7
8	Accommodation	Page 7
9	Massing Sunlight and Daylight	Page 8
10	Sustainability	Page 10
11	Other Key Planning Issues	Page 11
12	Consultations	Page 12
13	Relationship to Previous Application	Page 13

APPLICATION DRAWINGS

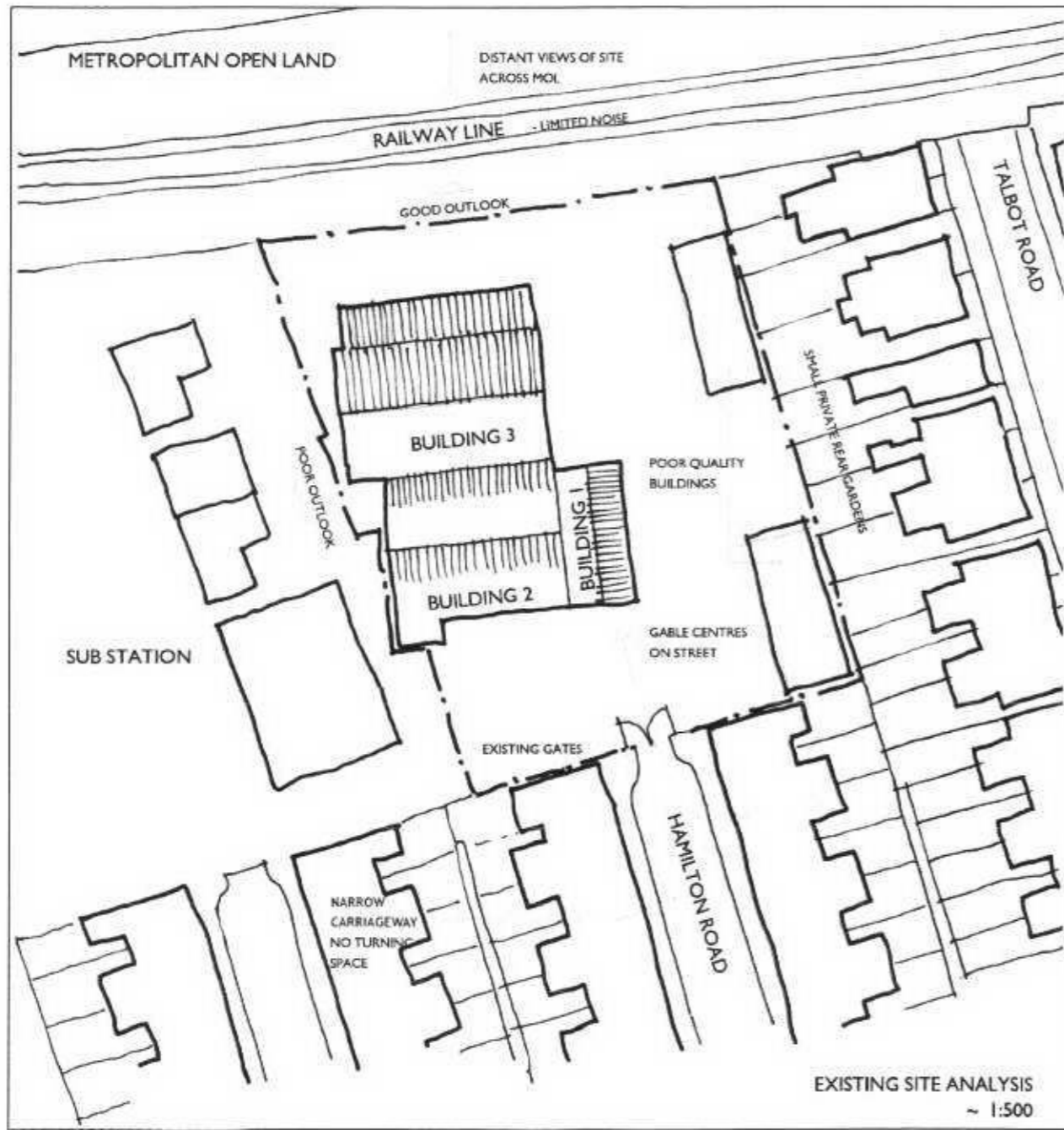
PL31	Location Plan
PL39	Level 4 Plan
PL32	Planting Strategy
PL33	Site Layout
PL34	Basement Plan
PL35	Ground Level plan
PL36	Level 1 Plan
PL37	Level 2 Plan
PL38	Level 3 Plan
PL39	Level 4 Plan
PL40	North Elevation & Contextlevation
PL41	East Elevation & Section AA
PL42	South Elevation & Section BB
PL43	West Elevation & Section C
PL44	Existing Elevations
PL45	Illustrative Elevational Examples

APPENDICES (see separate A4 document)

a.	Historical Appraisal & EH response	Page 01
b.	Structural Engineers report	Page 29
c.	Report on potential for Employment use	Page 57
d.	Affordable Housing/Financial Appraisal	Page 63
e.	Geotechnical reports	Page 87
f.	Transport assessment	Page 115
g.	Ecohomes Assessment inc. 10% renewable	Page 127
h.	Bat Survey	Page 133
i.	Environment Agency approval Flood Risk Assessment	Page 143
j.	LB Richmond Urban Design Panel report	Page 145

1 INTRODUCTION

This document has been prepared to support a second planning application by Hamilton Lofts Ltd for a development of 184 sq m of general business (B1) use, together with 31 residential units. It follows a period of extensive consultation after the rejection by the planning authority of the original application, made in October 2005.



2 SITE DESCRIPTION

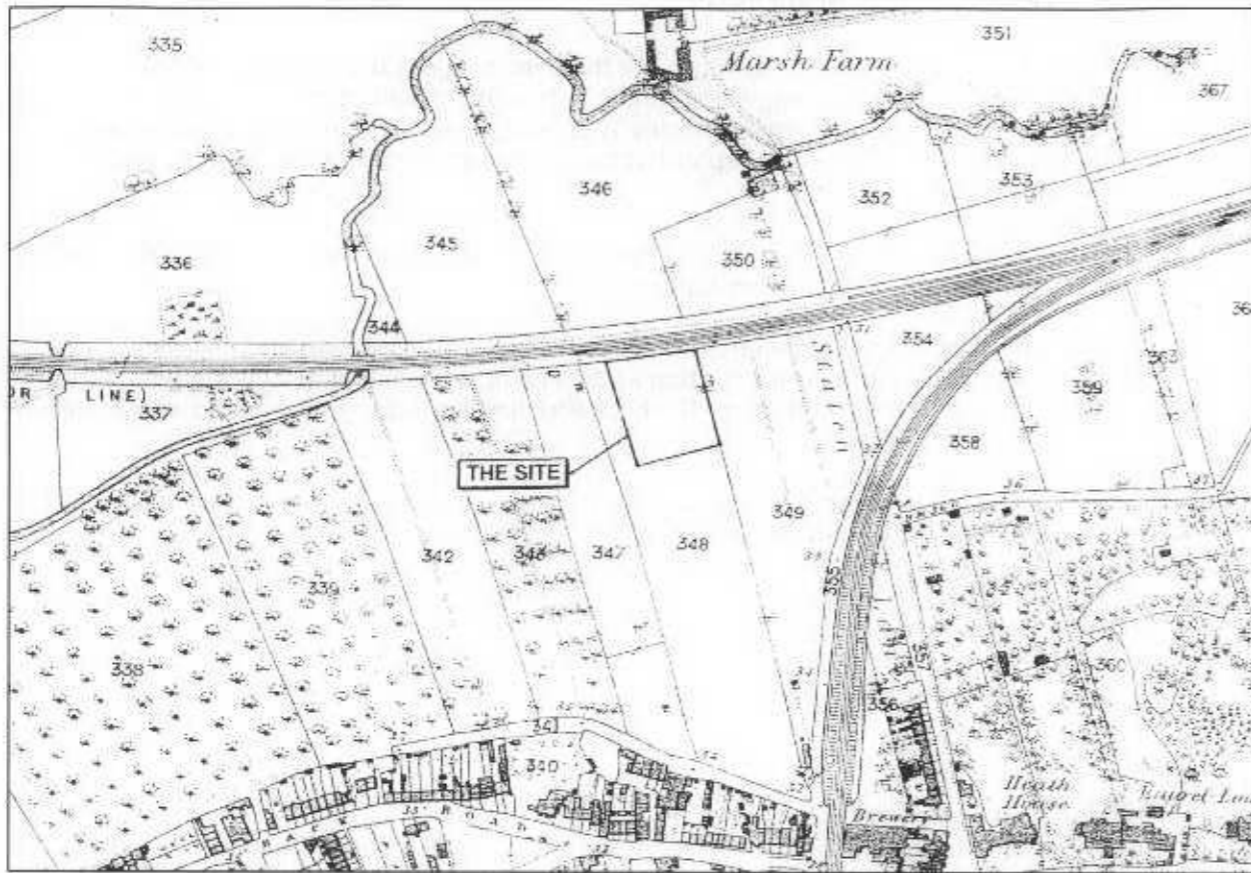
The site is characterised by markedly different boundary conditions on its four sides. To the North is open ground, separated by the railway line, which forms a distinct urban edge to the open space. To the East are back gardens of terraced houses. To the South are the flank walls of similar houses and the only access point, which terminates at the site without any turning space. To the West is a large electricity transformer sub-station.

The site itself is largely built up, with buildings of variable quality. The main structures, which are designated as being Buildings of Townscape Merit, are labelled Buildings 1, 2, and 3 on the site analysis plan opposite and are examined in depth in section 4. In addition, there are 1 ½ storey buildings of poor quality on the east boundary and temporary buildings dotted around the site. The general appearance of the site at present is run-down.

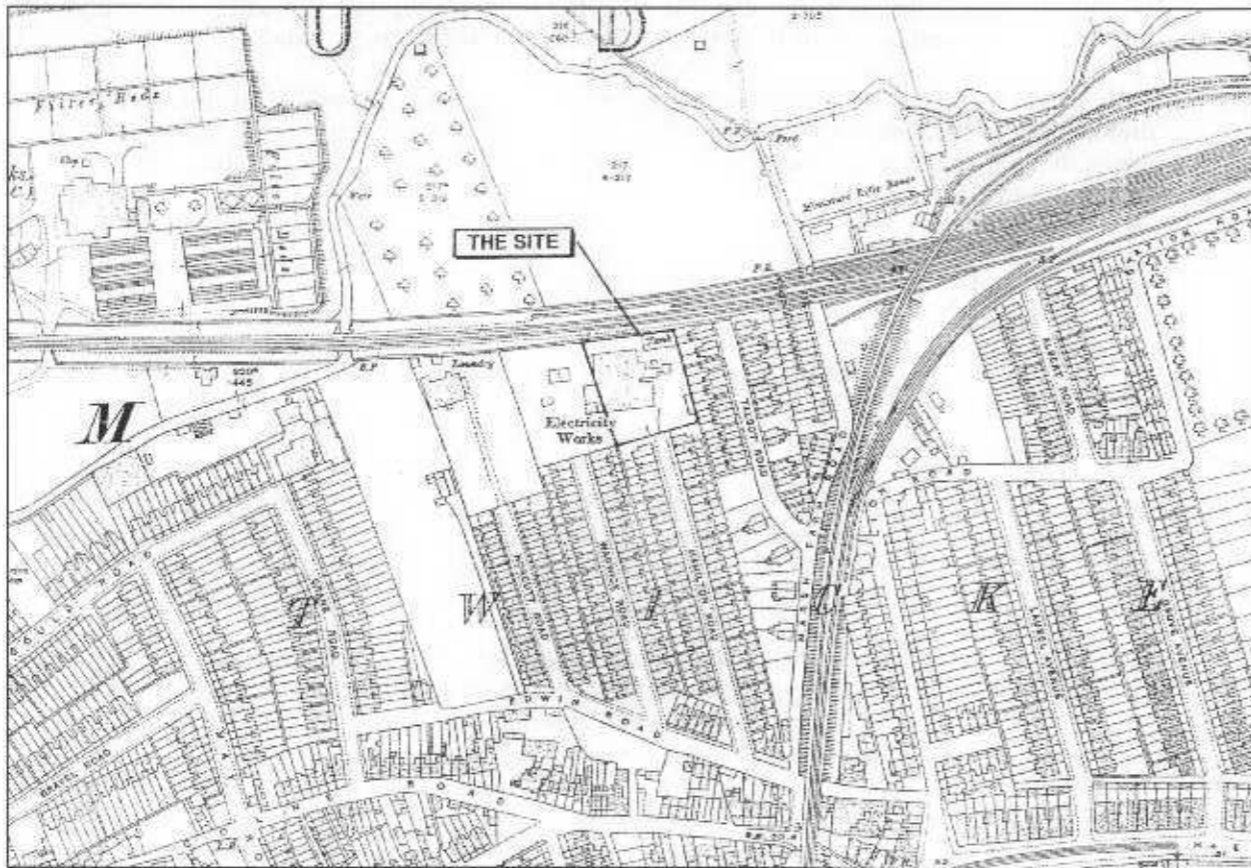
The recent use is generally storage, and there has previously been a small amount of light industry occupying a minor part of the site. Its established use is a combination of B1, B2 and B8, none of which is appropriate for an inaccessible location in a residential neighbourhood.



EXISTING VIEW FROM HAMILTON ROAD



1863 ORDNANCE SURVEY



1915 ORDNANCE SURVEY

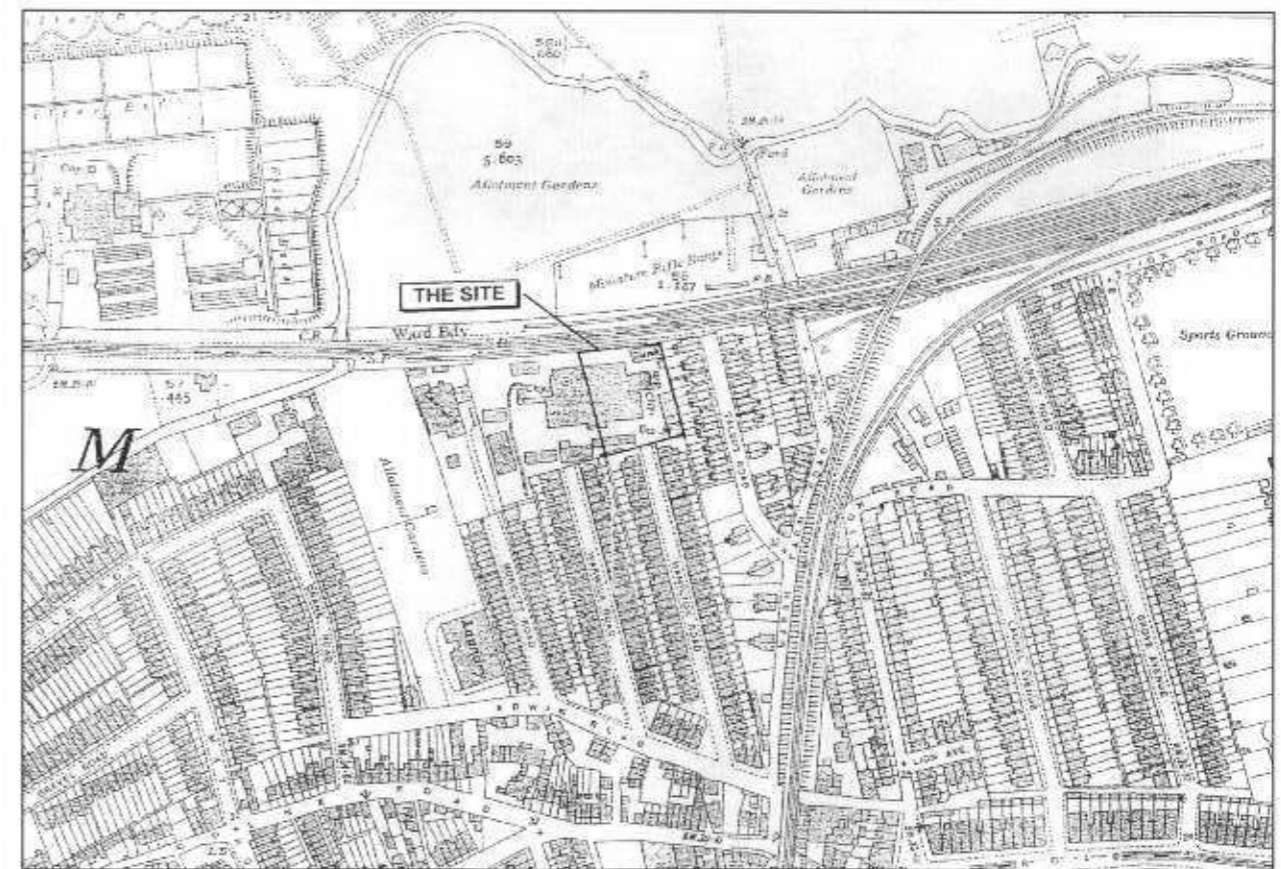
3 HISTORY

The area was farmland until the mid 19th century and the first major structures were the two railway lines. At the end of the century, the pattern of development was established south of the railway line with small terraces laid out in straight rows at right angles to the railway but the zone immediately south of the railway occupied by larger scale industrial structures: the electricity works, laundry and bakery.

The current site was created when, in the 1960s, the Victorian power station was superseded by a modern transformer sub-station that only required half the land occupied by the former works. The power station buildings were retained on the other half of the land but lay empty and derelict until the 1980s. Since the 1980s, the buildings have remained in a seriously dilapidated state and do not comply with workplace or health and safety requirements. The site has remained either vacant or predominantly used for storage. From time to time, a limited number of self-employed individuals have worked from the site.

Prompted by the previous planning application, the immediate locality was declared a conservation area by the planning authority in 2006.

An application to add the buildings to the statutory list in 2006 was rejected by English Heritage See Historical Appraisal, Appendix a.



1934 ORDNANCE SURVEY



EXISTING BUILDING 1



EXISTING BUILDINGS 2 & 1



EXISTING BUILDING 3

4 THE EXISTING BUILDINGS

The Buildings of Townscape Merit, which are the remaining electricity works, consist of three adjacent but distinct structures, which appear to have been built at much the same time. They are referred to in this document as Building 1, Building 2 and Building 3 (see site analysis for locations). A structural engineers report has been commissioned on these buildings and is included in Appendix b.

A historical appraisal was carried out in response to the application to add the buildings to the statutory list and this is included in Appendix a.

Building 1 has a domestic character, with timber floors, a pitched slate roof and timber sash windows. It occupies a prominent position at the end of the street with its gable symmetrically placed at the end of the street vista. The brickwork has decorative features and a large wisteria creates a prominent feature.

Building 2 adjoins Building 1 but is quite different in construction. It has very low ceiling heights, having been designed for battery storage, with concrete floors and cast iron windows. The roof is a corrugated iron barrel form. This building is in poorer condition than Building 1, particularly in terms of its brickwork, windows and roof. Building 2 has insufficient floor to ceiling heights for current occupation requirements. The external brickwork to the front elevation is at an advanced stage of deterioration and all the soft red bricks of the window surrounds would need to be replaced, as well as all the metal windows - in effect, one would need to rebuild the front elevation in order to retain it. And in the event that the façade was retained, with new floor levels behind, there is concern over floor loadings to the existing foundations.

Building 3 sits behind the other two and is a large warehouse having no intermediate floors. It is the tallest structure on the site and is mostly visible across the open ground to the north. Building 3 is a simple shed structure and has limited architectural or townscape merit. It is already effectively half demolished and in a poor state. It is a deep structure (some 20m from front to back) with few windows and therefore does not lend itself to conversion for residential or, indeed, most other uses. Nor can it be adapted to an appropriate use without severely limiting the redevelopment of the site, particularly in relation to car parking.

Both Buildings 2 and 3 were chopped in half and crudely bricked up with a single skin of breezeblock in the 1960s, to make room for the new electricity substation to the west. As a result, neither remaining building is complete and both have very weak structures on their western elevations.

The townscape value of the three buildings has been assessed according to their visual presence and quality and taking into account their structural condition. The results are expressed on the attached table.

Our conclusion on the existing buildings is as follows:

Building 1 is to be retained and restored.

Building 2 was proposed for demolition in the previous application, primarily because of its poor state and restricted head height. However, following consultation with the Local Authority and residents, Building 2 is now to be rebuilt in its original form. This requires a careful reconstruction process.

Building 3 is to be replaced with a modern interpretation of a robust industrial building meeting the current high standards required by the borough's Sustainability Policy. The bricks will be recycled, which achieves both sustainable and conservation objectives. The original brick arcades currently hidden from view are to be recreated as a landscape feature in the new courtyard.



BUILDING 1 - TYPICAL WINDOW



BUILDING 2 - TYPICAL WINDOW



BUILDING 3 - CONDITION OF SOFT RED BRICKWORK

TABLE 1: OUTLINE APPRAISAL OF EXISTING BUILDINGS.

See full structural report in Appendix b., and historical assessment in Appendix a

Item	Building 1	Building 2	Building 3
Townscape Value	Highest: forms centrepiece at end of street	Although less visible from street, generally felt to have an important townscape presence	Low - mainly over MOL
Space/Usability	Good - ceiling height generous	Difficult - ceiling height too low on upper floors	Single volume Not divisible
Structure - walls	1 ½ brick, fairly true	1 ½ brick, fairly true	2 brick
- floors	timber	1 st floor concrete/steel 2 nd floor steel/timber	None
- roofs	Slate on cut timber	Corrugated iron shell	Corrugated iron
Windows	Timber sashes - possible to repair/replace/upgrade	Cast iron - difficult to repair/replace/upgrade	Cast iron ditto
Brickwork - general	Soft red dressings only - replacement needed	Soft reds - more widespread - replacement needed	As Building 2
- arches	Flat gauged arches - OK	Segmental arches in soft reds, need rebuilding	
- cills	Moulded terracotta - much replacement needed	Moulded terracotta - much replacement needed	
- other details	Moulded string course Apron detail under windows		Good brick arcades Not visible externally
Overall	To be conserved and restored for commercial use	To be rebuilt in its original form	To be demolished, with recycling of bricks for replacement building



VIEW OF HAMILTON ROAD FROM SITE



VIEW OF LARGER SCALE INDUSTRIAL BUILDINGS

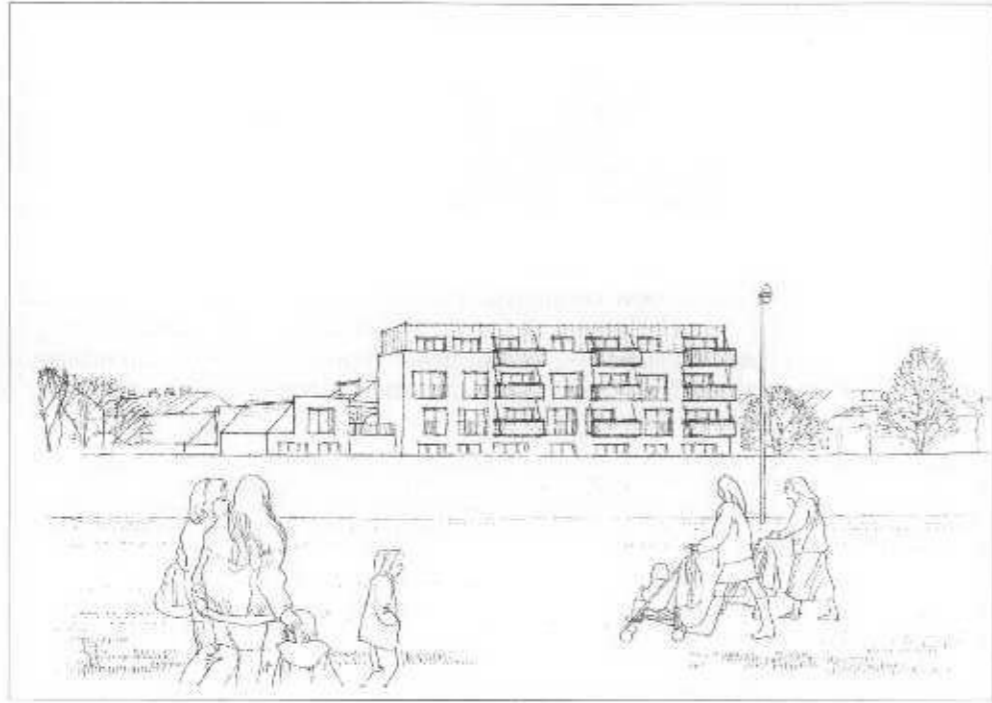
5 URBAN DESIGN ANALYSIS - CONTEXT AND TOWNSCAPE

The above sections have analysed the site itself, its history and the boundary conditions. This section addresses the requirement of current planning guidance to consider the townscape character of an area and how this might inform the design solution.

As previously mentioned, there is a mixture of different conditions around the site. The predominant ones are:

- a) Low rise ribbon terraced housing to the south and east.
- b) Larger scale industrial buildings on the site itself and along the railway. These include the railway structures (bridges etc) to the east of the site and the bakery to the West of the site.
- c) The railway forms an urban edge to the land use pattern to the south.

So the overall impression is one of a residential neighbourhood, relatively secluded, with larger structures adjoining the railway. The design challenge of this site is therefore to integrate the buildings of townscape merit in a sustainable development which reconciles the contrasting characteristics of the setting.



SKETCH OF PROPOSED DEVELOPMENT FROM METROPOLITAN LAND



VIEWS OF SITE FROM METROPOLITAN OPEN LAND



6 DEVELOPMENT OBJECTIVES

- a. To provide much needed housing (private and affordable) for the Borough.
- b. To improve the quality of the local urban environment while maximising the potential of the site to accommodate new homes and workplaces.
- c. To create flexible small scale employment space.
- d. To retain and restore a substantial part of the Buildings of Townscape Merit, which are currently in dilapidated condition.
- e. To provide 1:1 car parking while maintaining a pedestrian courtyard character.
- f. To minimise impact on adjoining properties.
- g. To improve vehicle movement by providing a turning facility at the end of the street.
- h. To make best use of the open outlook to the north, retaining a view through from Hamilton Road.
- i. To maximise opportunities for sustainable development.
- j. To remediate existing soil contamination.

HAMILTON ROAD, TWICKENHAM.
ACCOMMODATION SCHEDULE

project 3593 2nd November 2006

DRAWING REFERENCES: PL35, PL36, PL37, PL38.

	Plot no.	Unit Ref	Unit Type	Bedrooms	Area sq m	Hab Rooms
	1	-	Work Unit	0	184	0
	2	-	Open Market Flat	1	44	2
	3	-	Affordable Flat (shared owner)	1	44	2
♿	4	-	Affordable Flat (shared owner)	1	52	2
	5	-	Affordable Flat (shared owner)	2	80	3
♿	6	-	Affordable Flat (shared owner)	1	56	2
	7	-	Affordable Flat (shared owner)	2	77	3
	8	-	Affordable Flat (shared owner)	2	60	3
	9	-	Affordable Flat (shared owner)	2	61	3
	10	-	Open Market Mews House	2	91	3
	11	-	Open Market Mews House	2	91	3
	12	-	Open Market Mews House	2	91	3
	13	-	Open Market Mews House	2	91	3
	14	-	Open Market Flat	2	55	3
	15	-	Open Market Flat	1	46	2
	16	-	Affordable Flat (shared owner)	1	44	2
	17	-	Affordable Flat (shared owner)	1	52	2
	18	-	Open Market Flat	2	80	3
♿	19	-	Open Market Flat	1	56	2
	20	-	Open Market Flat	2	77	3
	21	-	Open Market Flat	2	80	3
	22	-	Open Market Flat	2	55	3
	23	-	Open Market Flat	1	46	2
	24	-	Affordable Flat (shared owner)	1	44	2
	25	-	Affordable Flat (shared owner)	1	52	2
	26	-	Open Market Flat	2	80	3
♿	27	-	Open Market Flat	1	56	2
	28	-	Open Market Flat	2	77	3
	29	-	Open Market Flat	2	60	3
	30	-	Open Market Flat	2	77	3
♿	31	-	Open Market Flat	1	56	2
	32	-	Open Market Flat	2	75	3
TOTALS	32 units			49	2190	80

7 PROPOSALS

- a). Buildings 1 and 2 are retained to keep the full backdrop to the end of Hamilton Rd as it exists at present. In the case of building 1, this is a straightforward refurbishment for office use, but Building 2 owing to its inherent problems will have to be substantially rebuilt for conversion to residential use. This will be done with the utmost care, reusing all undamaged bricks and matching all replacement bricks, the brick bond and mortar jointing.
- b). Building 3 will be replaced by a new residential building, of three storeys with a fourth storey set-back, and with a semi basement car park. This building will reflect the original form of Building 3 and reuse its brickwork. The design is representative of and integrated with the style of the retained buildings, whilst providing a contemporary response, to address the views of Richmond's Design Panel.
- c). There will be much smaller scale mews style terraced houses on the east boundary, set back a further 1 metre from the boundary than the footprint of the existing buildings in this location. The relationship on the adjoining properties in Talbot Road has been carefully considered in terms of sunlight, daylight, privacy and dominance (see Sunlight and Daylight). Materials comprise a combination of slate and green roof, with reclaimed brickwork, to address Design Panel and neighbours' wishes.
- d). The entrance to the site will have an open aspect, without gates, for greater visibility and clear access to a turning circle (which will be available for all residents and users of Hamilton Road).

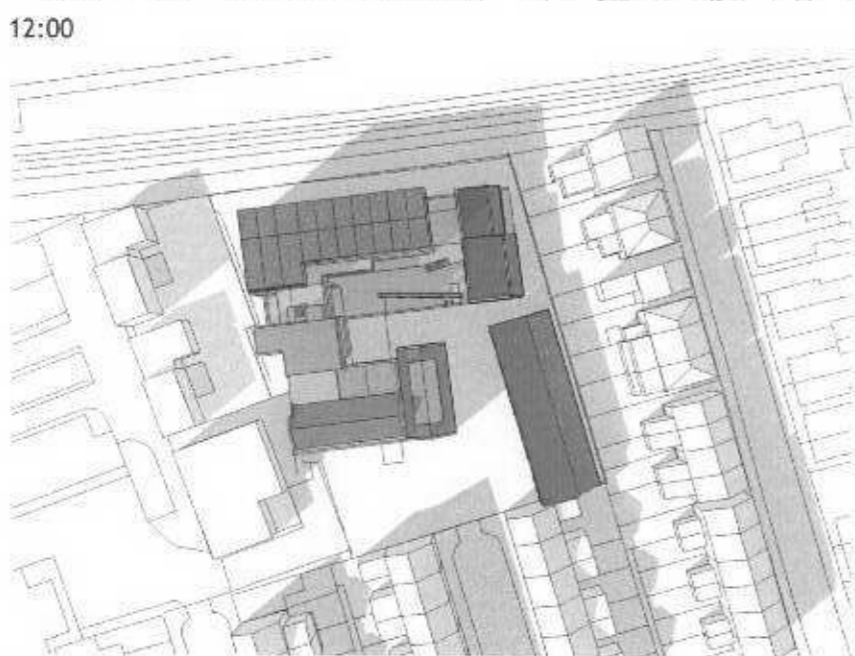
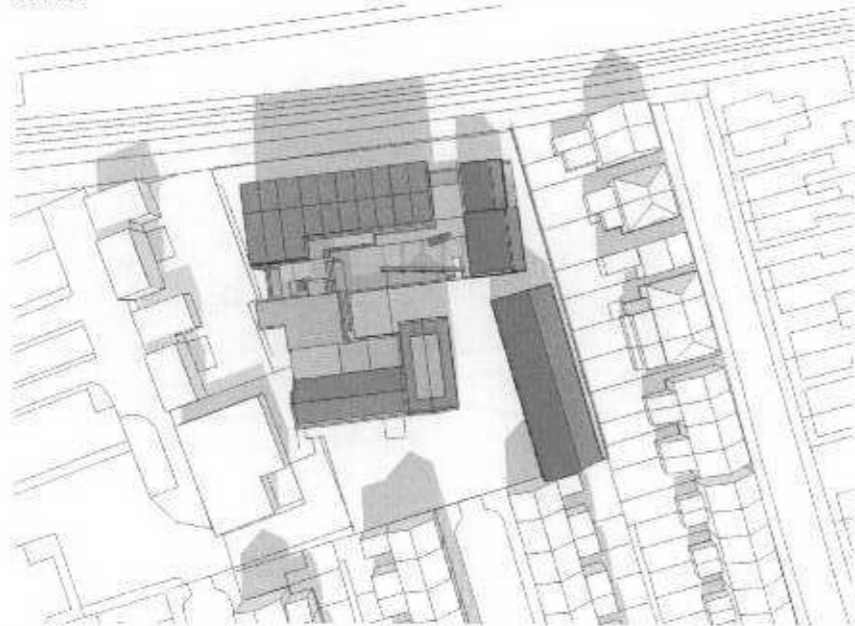
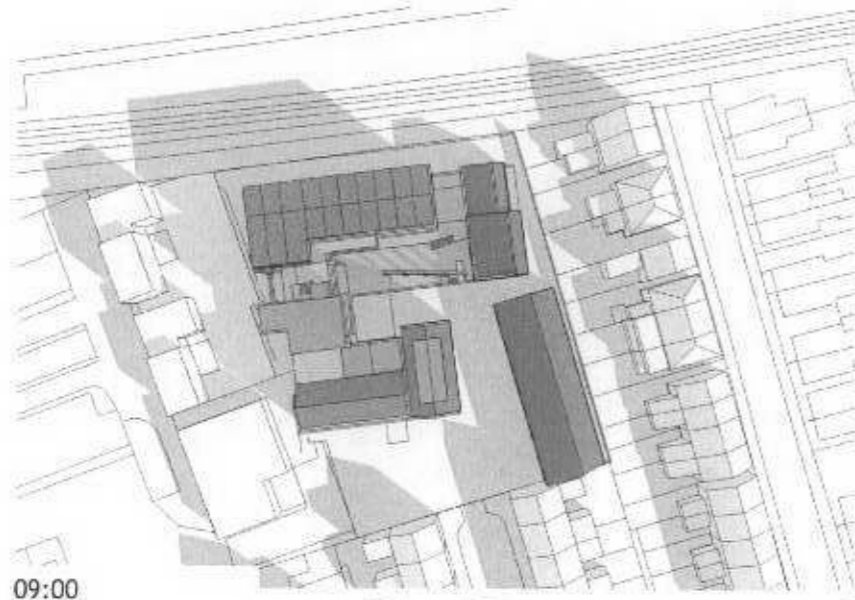
Landscaping in the central courtyard will be primarily good quality paving materials reflecting the industrial history of the site, combined with soft landscaping in the form of specimen trees, ornamental hedging and mews-style container planting. The open space to the railway will be landscaped in a manner appropriate to the particular ecology of railway embankments.

- e). The new accommodation will be fully wheelchair accessible, both from the basement car park and the ground level.
- f). 1:1 off-street parking will be provided.
- g). General planning and design objectives as set out in PPS1, PPG3, SPD on Design Quality and the Sustainable Design Checklist are addressed.

8 ACCOMMODATION see schedule

- a). The existing Building 1 is converted into B1 office space.
- b). Building 2 is converted into 11 apartments.
- c). The replacement for Building 3 contains 23 parking spaces in a semi basement car park and 13 apartments
- d). The small buildings on the east boundary accommodate 4 mews houses and 3 apartments
- e). Wheelchair provision: 5 units are designed to full wheelchair standards
- f). Parking is provided for all units, i.e. 32 spaces. There is a space available at ground level for mixed/shared use, ie. Visitor or B1 operational parking.
- g). The affordable housing is fully integrated with the open market housing in a "tenure blind" manner.

SUN PATH PLOTS 21ST MARCH



9 MASSING, SUNLIGHT AND DAYLIGHT

The new buildings have been placed on the site to take account of the following:

- a) The existing building footprint and heights
- b) Minimising loss of sunlight and daylight to adjoining residential properties.

To the west and north there are no areas which will be affected by loss of sunlight and daylight.

To the south boundary there are two houses but the orientation is such that no shading will occur (see sun path plots).

On the east boundary are the terraced houses of Talbot Road with their gardens backing onto the site. Here, care has been taken to minimise overshadowing by keeping building heights low, using the existing building heights as a reference. The new 1.5 storey buildings are replacing existing buildings of a similar height, do not have windows on the Talbot Road elevation, and would not alter the existing outlook of the Talbot Road properties. In response to concerns expressed by adjoining owners these buildings have been further reduced in height, so that the BRE guidelines are comfortably complied with - see section through East Boundary on page 9. The new three and a half storey building will be located at least 23 metres from the rear of the properties on Talbot Road - this complies with general standards for distances between buildings and is significantly greater than the distances between the existing buildings of Talbot Road and Hamilton Road.

The current ridge height of building 3 is the equivalent of a four storey building and the proposed new built form is set within this scale.

The proposed development is an efficient use of the site and, through the retention of the most valuable of the Buildings of Townscape Merit coupled with appropriately designed new buildings, maintains the character and appearance of the local area.

43 DEGREE LINE FROM
2 M ABOVE BOUNDARY TO
GARDENS OF TALBOT ROAD

25 DEGREE LINE FROM
REAR ELEVATION OF
BUILDINGS ON TALBOT ROAD

OUTLINE OF PROPOSAL
PRIOR TO CONSULTATIONS

OUTLINE OF PREVIOUS
APPLICATION PROPOSAL

TYPICAL SECTION THROUGH
CURRENT PROPOSAL

OUTLINE OF TYPICAL HOUSE
ON TALBOT ROAD

SITE BOUNDARY

1100 mm MIN

SECTION THROUGH EAST BOUNDARY

10 SUSTAINABILITY

There is a strong commitment to achieving a high standard of sustainability on this project. An Ecohomes 'excellent' rating is anticipated and the prediction is included in Appendix g. An undertaking is given to achieve the Borough's renewal energy target of 10% (see Appendix g).

Reference is made to the Borough Sustainability Checklist in this section as follows:

Sustainable Construction Checklist

Checklist Item	Illustrating Compliance	Check list Item	Illustrating Compliance
1. Achieve Ecohomes 'Excellent' Rating	See Ecohomes prediction (Appendix g)	10 Design out negative micro climate effects	See sun path plots. Development is south facing courtyard.
2. Investigate potential contamination of site.	See geotechnical report (Appendix e)	11. Facilitate the use of public transport	Site has single access point only so access to public transport is unaffected by proposal
3. Undertake ecological assessment	See ecological assessment and bat survey Appendix i	12 Encourage cycling and walking	100% cycle storage, covered and secure, min 1 space per unit
4. Design buildings and services for minimum energy use	See Ecohomes prediction and energy supply proposals (Appendix g)	13. Easy access to natural environment Appendix H	Green Roofs where possible. Ecological corridor alongside railway. Access to Metropolitan open land via adjacent street and footbridge
5. Reduce CO ₂ emissions by at least 10% through reusable energy's	See proposals for on site generation (Appendix g)	14. Best practice in Security by Design	See Section 10
6. Specify environmentally friendly construction materials	Existing bricks to be recycled. Timber products to be from Sustainable sources. Recycled aggregates to be used where possible. No PVC windows insulation to be selected to avoid harmful global warming content	15. Mitigate light pollution	Lighting Scheme will be designed to new British Standard PV power source for communal lighting
7. Water conservation and recycling	See Ecohomes prediction	16. Apply the principles of flood resistant design	Flood risk assessment carried out and recommendations followed
8. Recycling facilities	Adequate Storage provided for multiple recycling	17. Ensure the building is accessible to all	Section 11 refers. all units are accessible
9. Water Pollution and overburdening of average system	Green roof used where possible to reduce run off. On site storage for irrigation	18. Reduce adverse impact of construction process.	Bricks to be recycled. Other materials where possible.

11 OTHER KEY PLANNING ISSUES

Key planning policy issues on this site relate to loss of employment land, the level of affordable housing and financial contributions, decontamination, parking and traffic management, and sustainability.

Loss of Employment Land

The case for employment floor space is made in line with the test criteria set out in the UDP. It is submitted that existing and most alternative employment uses would be incompatible with the amenity of the surrounding residential area and that very restricted site access is not appropriate to most employment uses. A mixed use scheme of residential accommodation and a limited amount of office accommodation is more appropriate to the site location than current uses.

- a. The former use of the site was primarily for storage, with a limited amount of B1 space, and was not a significant employment generator. For many years, the site has either been mostly vacant or commanding very low rents.
- b. The existing buildings are a significant constraint on the marketability of the site. The buildings are in a poor condition, with minimal and deteriorating services, low ceiling heights in the front building, dangerous structures in the warehouse to rear, and with a leaking asbestos roof.
- c. Marketing of the site in 2003 attracted no interest from commercial users.
- d. It is only currently possible to make commercial use of the yard area. Possibly, as builder's yard or container storage?
- e. Problem that such yard uses are anti-social neighbours and would not be compatible with the amenity of the surrounding area, which is primarily residential.
- f. Also, there is very poor access to the site. In particular, there is a very tight corner from the A305 into Edwin Road, which is the only road leading to Hamilton Road. Hamilton Road is a fairly long, congested, residential cul-de-sac and very narrow with no passing places.
- g. Truck movements generated by continuing employment uses would be highly disruptive to the local area. Existing problems caused by other local employers are relevant considerations in this respect.
- h. The site requires total renewal for a viable future use.
- i. Likely to be significant exceptional costs associated with site clearance, decontamination, working in close proximity to a mains sewer and power cables, working next to a railway and accessing the site for construction.
- j. Upon redevelopment, site is not viable for B1 use. The site cannot even be classified as a secondary location - it is a very marginal location for employment purposes. There are examples of permanently unlettable offices in the immediate vicinity. Continuing access and other site constraints. Access and servicing arrangements would be severely restricted for a B1 development. Not well served by public transport. No possibility of office rents being sufficient to justify site redevelopment costs.
- k. Set in the context of a current surplus of office space available in Twickenham, particularly secondary stock.
- l. Acknowledged in the Officer's report for first application as not suitable for alternative non-residential uses.
- m. The only possibility is for a limited amount of office space which could provide a sustainable use in this location and offer employment opportunities in the locality.
- n. Site renewal only likely to be possible with a scheme primarily for market housing.

A report on the viability of the site for employment use by independent commercial agent, Martin Campbell and Company Ltd, is included in Appendix c.

Affordable Housing and Planning Contributions

The viability of the site has been assessed using the Greater London Authority's "Three Dragons" Affordable Housing Toolkit (2006/07 version)- see Appendix d. This has been independently developed, is approved by the GLA and widely acknowledged by London Boroughs as the standard method for assessing viability. In summary, the Toolkit indicates that the site can sustain 35.5% affordable housing (shared ownership).

The "Three Dragons" Toolkit also addresses the level of contribution which the development can make. In summary, the Toolkit indicates that the site can sustain contributions of £70,000.

Decontamination

A detailed intrusive site investigation has been carried out by AP Geotechnics Ltd and their findings and analysis from five boreholes are set out in a report dated 22 July 2004 (Appendix e). Further site investigations and decontamination work will be carried out prior to start of construction.

Access, Parking and traffic management

Access is a key issue for the site as the only approach is via Hamilton Road, which is long, narrow and without turning provision. The current lack of a parking and traffic management system and poor visibility are significant problems for Hamilton Road. Cars and vans regularly reverse back down the narrow cul-de-sac, which is a potential danger to other users of the street.

A report by Transport and Traffic Consultancy is included in Appendix f. In summary, the report states the following:

- a. A public transport accessibility level (PTAL) assessment of 2-3.
- b. The traffic impact of the development is minimal, and certainly less than its potential industrial use would generate.
- c. The provision of a permanent turning head at the end of Hamilton Road will greatly improve vehicle movement in the street, negating the need for vehicles to reverse back down Hamilton Road.

The turning head is coupled with the introduction of a wide access to the site, without gates, as recommended by Richmond's Highways Officer, in order to ensure good visibility when entering and exiting the site.

1:1 parking is provided, which is equal to the maximum allowed by current parking standards. The Officer's report for the first application stated that this was "an appropriate allowance in this congested area".

Pedestrian and cycle access are both from Hamilton Rd. Pedestrian/vehicle routes are separate until the entrance of the site, whereupon a shared surface is defined by a change of material.

More than 1:1 covered cycle parking is provided, thus exceeding the Council's requirements.

Separate trade and commercial refuse areas are provided.

Access for wheelchairs and ambulant disabled is provided to the ground floor of all units, and the majority of the units are served by lift. The residential accommodation exceeds Scheme Development Standards, with 16% of all dwellings as wheelchair units (see schedule).

Security by design

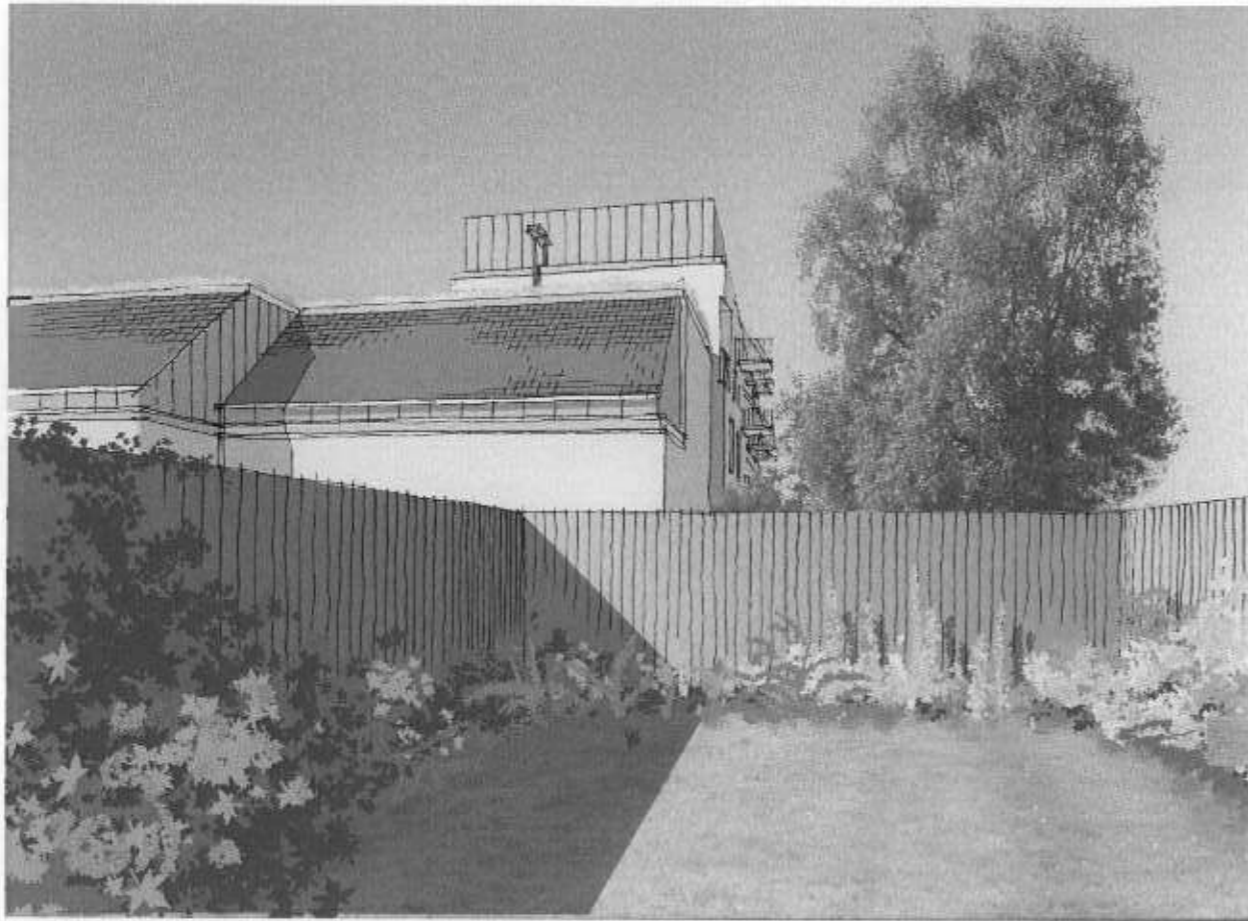
The Supplementary Planning Guidance produced by the Borough has been followed in this design.

The courtyard layout of this scheme produces inherently defensible space. The approaches to the entrances are all well overlooked and natural surveillance is good.

The site entrance is not intended to be gated, as it will provide a turning head for the street. However, an entrance gateway feature will create an impression of private space which will deter casual intruders.

The entrances to the blocks will be restricted by entry phone. No access will be available to the rear of the properties. Security of the existing houses backing onto the site will be improved.

The mixed-use layout, of work and residential units, will aid security as it creates a 24 hour occupancy. The garage is protected by a security shutter, which can be operated from inside the car, and gates on the pedestrian access points.



VIEW FROM GARDENS IN TALBOT ROAD



AERIAL VIEW FROM NORTH EAST - DIAGRAMMATIC CAD MODEL

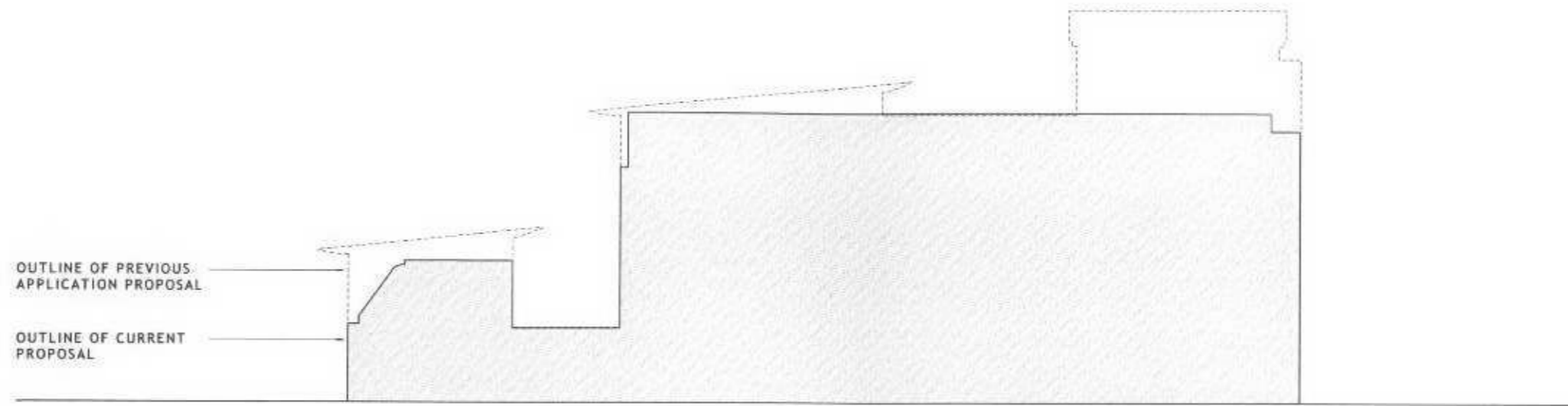
12 CONSULTATIONS

- a) The first application was informally discussed with officers, councillors and local residents as well as the Design Panel. At that stage the site was not in a conservation area, nonetheless the borough conservation officer was consulted on the appropriate response to the BTMs. It was considered that the buildings were variable in value and the main aim was to keep the most valuable townscape elements.
- b) After the first application was determined, a considerable number of reconsultations have taken place. In summary these are as follows:
 - i) 8 June 2006 meeting with planning and conservation officers to discuss reasons for rejection and prepare revised proposals
 - ii) 21 July 2006 meeting with local councillors to discuss residents' concerns and how these might be addressed in a revised proposal.
 - iii) 23 August 2006 Presentation of draft revised proposals to the Design Panel, followed by-
 - iv) 23 August 2006 meeting with councillors and local residents' representatives to prepare for a general presentation to local residents.
 - v) 6 September 2006 Presentation to local residents of draft revised proposals at the Salvation Army Hall, May Street.
 - vi) 10 October 2006 Re-consultation with officers to discuss alterations arising from (v)

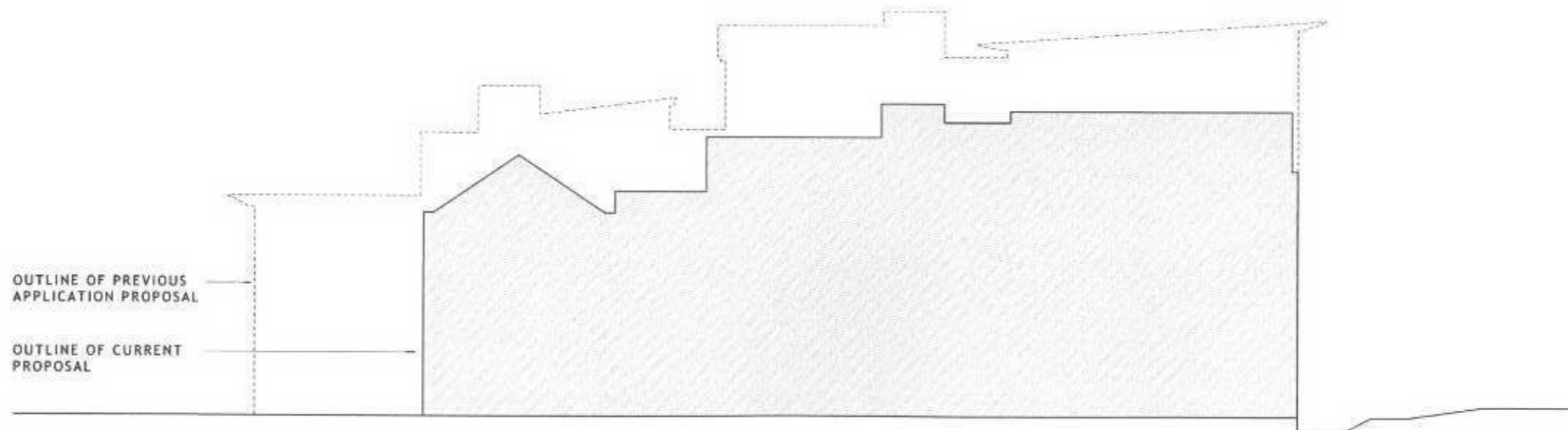
13 RELATIONSHIP TO PREVIOUS APPLICATION

The reasons for rejection of the previous application have been carefully considered and discussed with officers, members and local residents. This application addresses all the reasons for rejection, as set out in the table below:

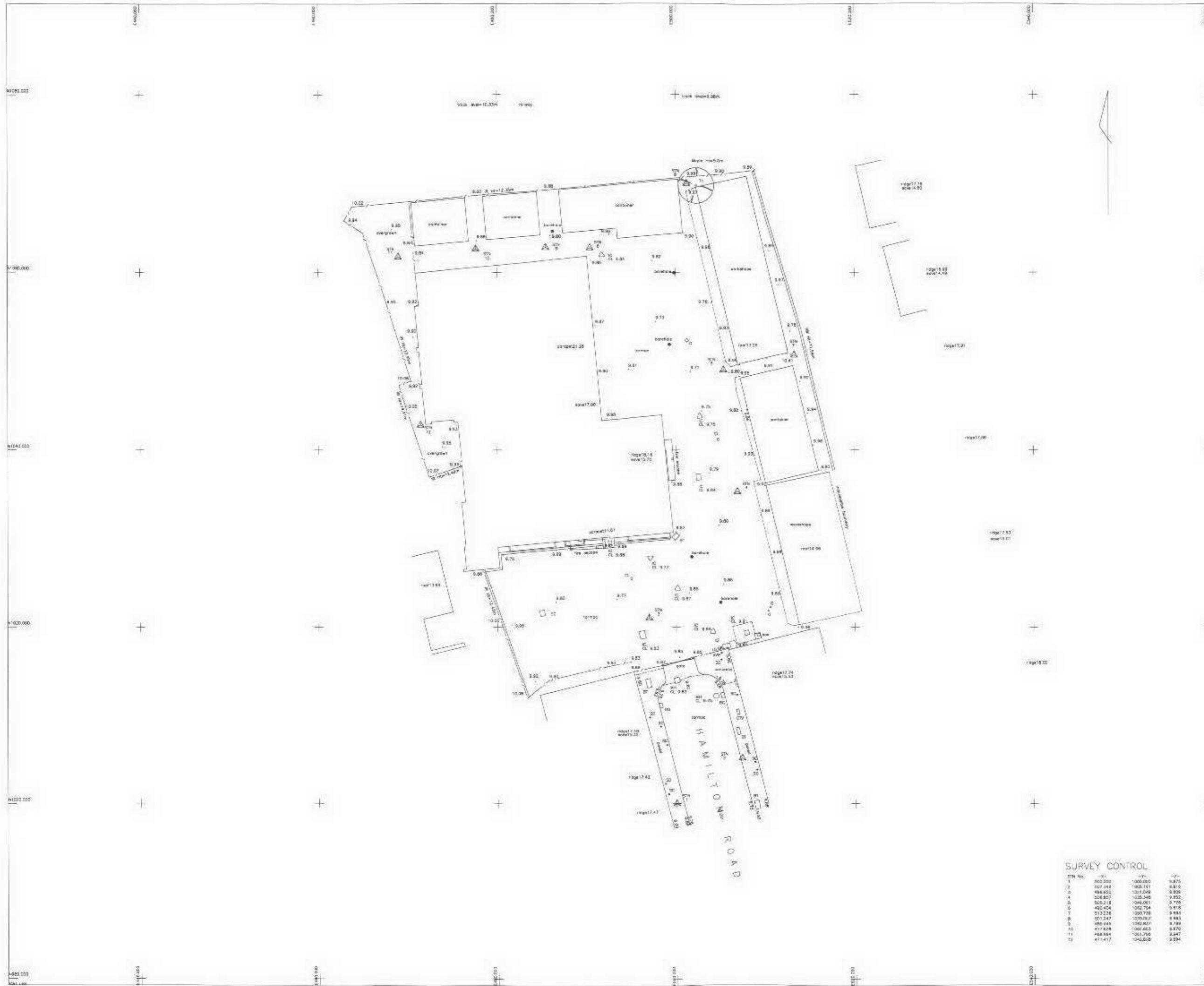
Reasons for rejection of previous scheme	How addressed in current scheme
Loss of employment Land	B1 workspace provided. See report on viability of employment use Appendix c
Affordable Housing	35% of residential units are affordable. See financial viability & 3 Dragons Toolkit, Appendix d
Education	Contribution to Education as required by Borough Policy will be made, subject to financial viability, Appendix d
Other Planning Obligations	Contribution to other planning obligations as required by Borough Policy will be made, subject to financial viability, Appendix d
Lack of flood risk assessment	FRA has been carried out, approved by EA in letter of 5/6/06. See Appendix j. Scheme complies with FRA requirements
Contaminated Land	Initial study has been carried out. See Appendix e. Applicant undertakes to carry out full investigation and remediation prior to construction
Scale of Development	Height and mass have been substantially reduced in this application (see comparative drawing on page 14). Overall height has been reduced by 1 storey. Redesigned scheme has been submitted to Design Panel for review (Appendix k) Diagrammatic North Elevation and Section aa show extent of reduction in scale
Demolition of Buildings of Townscape Merit	Extent of demolition much reduced in this application. Case for demolition of Building 3 has been made in accordance with PPG 15
Disabled Housing	Scheme will be fully compliant with Part M. 850mm wide openings provided as required
Parking & Traffic Management -adequate cycle storage -adequate refuse storage -Position of tree pits -Ramp transition area	Highways Dept objections all addressed in this proposal- see drawings



DIAGRAMMATIC NORTH ELEVATION (AS PL40)



DIAGRAMMATIC SECTION AA (see PL41 for location)



- 1. Wall
- 2. Window
- 3. Door
- 4. Staircase
- 5. Terrace
- 6. Garden
- 7. Path
- 8. Fence
- 9. Boundary
- 10. Level
- 11. Spot Height
- 12. Bench Mark
- 13. Contour
- 14. Proposed
- 15. Existing
- 16. Proposed
- 17. Existing
- 18. Proposed
- 19. Existing
- 20. Proposed
- 21. Existing
- 22. Proposed
- 23. Existing
- 24. Proposed
- 25. Existing
- 26. Proposed
- 27. Existing
- 28. Proposed
- 29. Existing
- 30. Proposed

NOTES
 Storage and service covers (S) were located, detailed at 1:100 scale at the time of the survey (2002) as shown. Sewer connections (S) are indicated and assumed to be straight and only given value from the cover to shown. The complete set of drawings is available on request.

2D and 3D elevations are indicated where not otherwise stated.

SURVEYED BY
 GROUND SURVEYS,
 THE SUMMIT
 2 CASTLE HILL TERRACE
 MAIDENHEAD, BERKS. SL6 4JP
 TEL: 01628 629060
 FAX: 01628 629088
 E: office@groundsurveys.com

CLIENT
 AP GEOTECHNICS

SITE
 HAMILTON ROAD,
 TWICKENHAM

TITLE
 SITE SURVEY

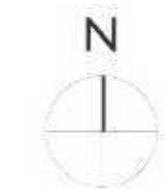
DATE JUNE 04

SCALE 1 / 250

DWG. NO. 2519 / 01P

SURVEY CONTROL

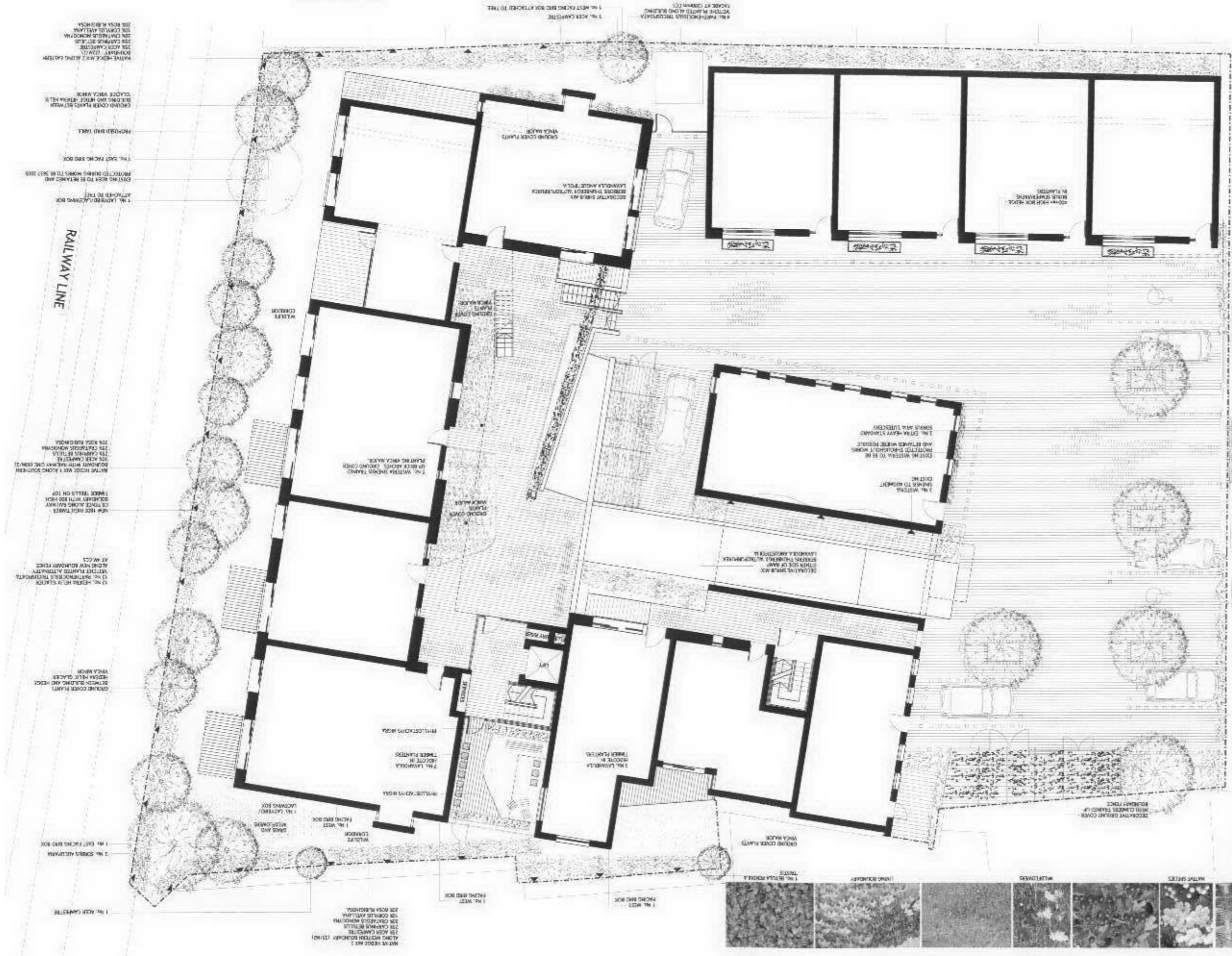
BM No.	Easting	Northing	Height
1	500.000	1000.000	9.875
2	502.242	1005.241	9.816
3	498.851	1011.048	9.806
4	508.857	1025.348	9.852
5	505.218	1040.061	9.778
6	485.454	1052.754	9.816
7	513.228	1060.739	9.888
8	501.247	1070.007	9.888
9	498.643	1080.807	9.788
10	477.828	1087.863	9.870
11	498.884	1081.786	9.847
12	477.477	1042.858	9.894



PLANNING

HAMILTON ROAD, TWICKENHAM		3593	PI
NO. 1	HAMILTON LOTS	PL31	PI
NO. 2	LOCATION PLAN	PL31	PI
NO. 3	SECTION	PL31	PI
NO. 4	SECTION	PL31	PI
NO. 5	SECTION	PL31	PI
ACANTHUS LW ARCHITECTS		020 8946 2286 Fax 020 8747 8021	
Ripley House, Gunpowder Square, Twickenham, Middlesex TW9 1DF		www.acanthuslondon.co.uk	

PLANNING



GENERAL NOTE:
SUBJECT TO FINDINGS AND RECOMMENDATIONS OF A SITE BAY SURVEY - WE PROPOSE THE INCLUSION OF AT LEAST 4 BAT BOXES - TO BE ATTACHED TO BUILDINGS - LOCATIONS TO BE ADVISED UPON.

ANY PESTICIDES USED TO BE NON-RESIDUAL.
ALL COMPOST, MULCHES AND SOIL CONDITIONS TO BE PEAT FREE.

ON COMPLETION OF PLANTING THE WHOLE AREA OF SHRUB PLANTING TO BE MULCHED WITH SHARP CONSOLIDATED THINNINGS OF BARK MULCH.
BE MULCHED WITH SHARP CONSOLIDATED THINNINGS OF BARK MULCH TO CONTRAST WITH OPEN HANDLING AND ESTABLISHING OF LANDSCAPE PLANTS.

ALL SOFT LANDSCAPING TO BE CARRIED OUT GENERALLY IN ACCORDANCE WITH BS 4224 AND BS 5377 NEW TROPICAL IN ALL AREAS OF NEW SHRUB AND TREE PLANTING TO BE 30% GENERAL PURPOSE CHAIRS AND PLANTS GENERALLY TO CONTRAST WITH OPEN HANDLING AND ESTABLISHING OF LANDSCAPE PLANTS.

ALL TREES AND PLANTS TO BE OBTAINED FROM SUPPLIERS LISTED IN THE HTA NURSERY SCHEDULE AND TO COMPLY WITH BS 3999 PART 1.

ALL TREES TO BE OBTAINED FROM SUPPLIERS LISTED IN THE HTA NURSERY SCHEDULE AND TO COMPLY WITH BS 3999 PART 1.

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ALL TREES TO BE OBTAINED FROM SUPPLIERS LISTED IN THE HTA NURSERY SCHEDULE AND TO COMPLY WITH BS 3999 PART 1.

HAMILTON ROAD











PLANNING STRATEGY

TO CREATE A WILDLIFE CORRIDOR BY:
PLANTING ATTRACTIVE TREES WITH WILDLIFE VALUE PROVIDING FRUIT / BERRIES AND FOOD FOR INSECTS
INTRODUCING A WILDLIFE HEDGE ALONG BOUNDARY FORCE CONSISTING OF A MIX OF NATIVE BROAD LEAFED SPECIES
RETAINING AND PROTECTING EXISTING ACER ON THE RAILWAY BOUNDARY AND INTRODUCING NEW PLANT SPECIES TO THE SITE
INTRODUCING AREAS OF WILDOVERS

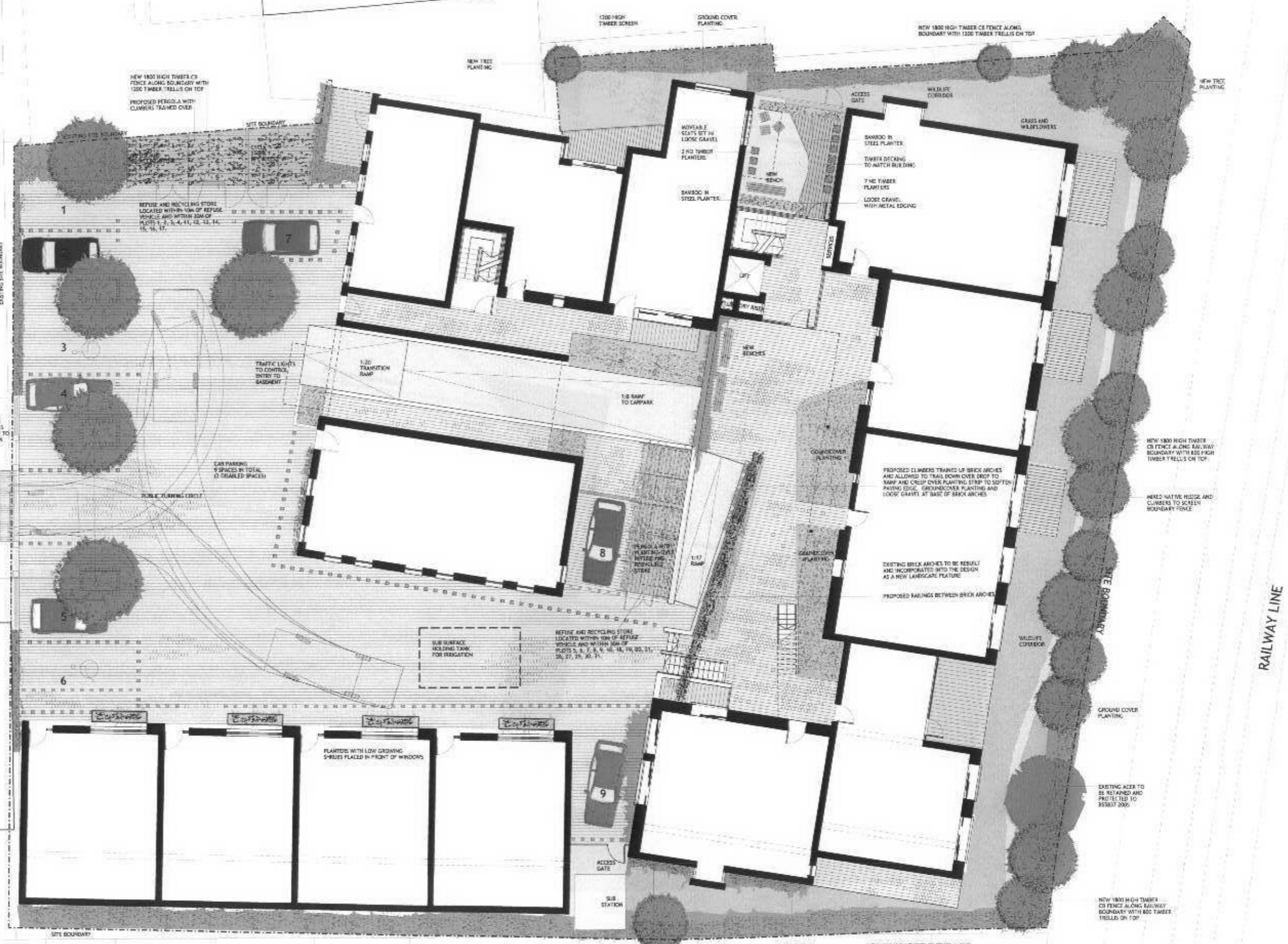
LEGEND

- EXISTING TREES TO BE RETAINED AND PROTECTED DURING WORKS TO BS 5827 2008
- AS AGREED WITH THE LOCAL AUTHORITY
- NO INVERTEBRATE
- NATIVE SPECIES
- WILDOVERS
- LIANG BOUNDARY
- 1 M. BELLUNA PUNICIA A
- TRITIS
- GROUND COVER PLANTS
- VINCA MAJOR
- DECORATIVE GRASS COVER WITH CLIMBERS TRAINED UP BOUNDARY FENCE
- NEW SHRUB
- PLANTING
- NEW AREAS OF GRASS
- AREAS OF WILDOVERS
- PROPOSED CLIMBER WITH GROUNDCOVER PLANTING AT BASE
- NATIVE HEDGE MIX 1
200 ACER CAMPESTRIS
200 CARLINA MONOCYNIA
200 CARLINA BETULUS
- PROPOSED SMALL HEDGE
- PROPOSED CLIMBER
- 200 ROSA RUBIGINOSA
200 ROSA RUBIGINOSA
200 CARLINA AVELLANA
200 CARLINA MONOCYNIA
200 CARLINA BETULUS

LEGEND

-  EXISTING TREES TO BE RETAINED AND PROTECTED DURING WORKS TO BS 5837 2006. NOTE: ALL TREES TO BE PRUNED AS AGREED WITH THE LOCAL AUTHORITY.
-  NEW TREES TO BE EXTRA HEAVY STANDARDS TREES PLANTED IN HARD PAVED AREAS TO BE PROVIDED WITH UNDERGROUND GUYING SYSTEM, ROOT DIRECTION AND TREE PIT IRRIGATION SYSTEM. TREE PIT SURFACE TO BE ARBORESHIN BY GREENLEAF OR EQUIVALENT
-  NEW SHRUB PLANTING/CLIMBERS
-  NEW GRASS AND GROUND COVER
-  PEDESTRIAN AREAS MARSHALLS MISTRAL GRANITE AGGREG. SETTS 160 X 160 COLOUR SILVER GREY WITH 5% HARVEST BUFF DISPERSED RANDOMLY
-  VEHICULAR AREAS MARSHALLS MISTRAL GRANITE AGGREG. SETTS 160 X 160 COLOUR SILVER GREY WITH 160 X 160 MISTRAL PARKING DEMARCATION COLOUR: CHARCOAL
-  VEHICULAR ENTRANCE AREA 100 X 100 GRANITE SETTS CHANGE OF SURFACE TO SLOW DOWN TRAFFIC ENTWYERING SITE
-  TIMBER DECKING 150 WIDE GROOVED GREEN OAK
-  NEW BENCHES VELKO SHL 1000 BENCHES MAHOGANY FINISH
-  BUFF COLOURED GRAVEL WITH METAL EDGING

CAR PARKING SPACES: 32 IN TOTAL
 BASEMENT - 23 SPACES (INCLUDING 1 DISABLED)
 COURTYARD - 9 SPACES (INCLUDING 2 DISABLED)
 NOTE: FOR DETAIL OF BASEMENT PARKING REFER TO DRAWING 3593 PL34



HAMILTON ROAD

RAILWAY LINE

PLANNING

37 HAMILTON ROAD, TWICKENHAM
 3593 PL33 PI
 SITE LAYOUT
 Acanthus LW Architects
 01753 604228 Fax 01753 604229
 1100 High Timber Co Fence Along Railway Boundary With 1200 Timber Trellis On Top

PRELIMINARY ISSUE

DATE: 08.11.06



HAMILTON ROAD

SITE BOUNDARY

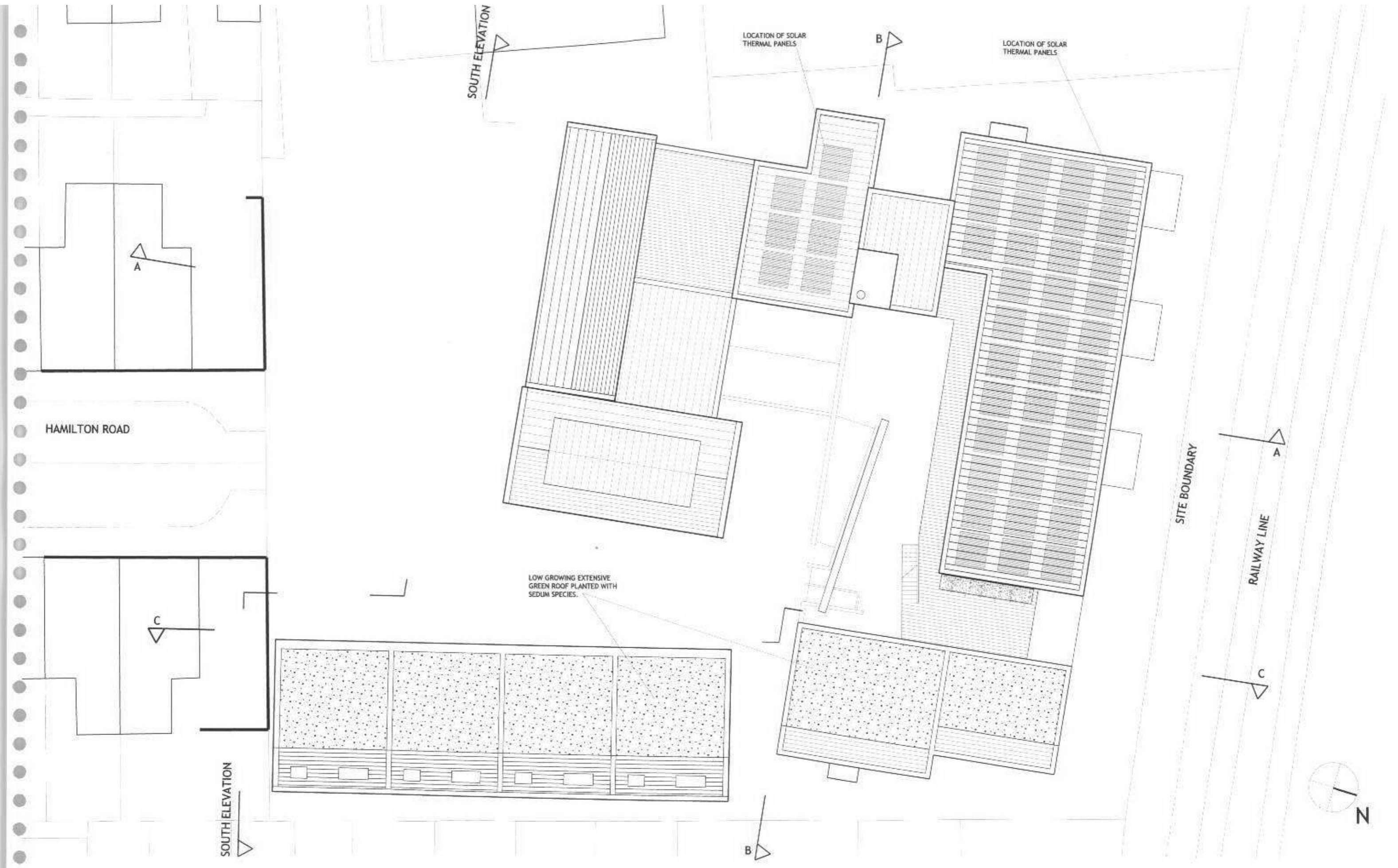
RAILWAY LINE

PLANNING

HAMILTON ROAD, TWICKENHAM
 LEVEL TWO PLAN
 DATE: 30.10.06
 DRAWING: PL37
 SCALE: 1:1000
 ACANTHUS LW ARCHITECTS
 100 PARK STREET, TWICKENHAM, MIDDLESEX, TW20 2HQ
 TEL: 0181 871 1111 FAX: 0181 871 1112
 WWW.ACANTHUSLW.COM

PRELIMINARY ISSUE





PLANNING

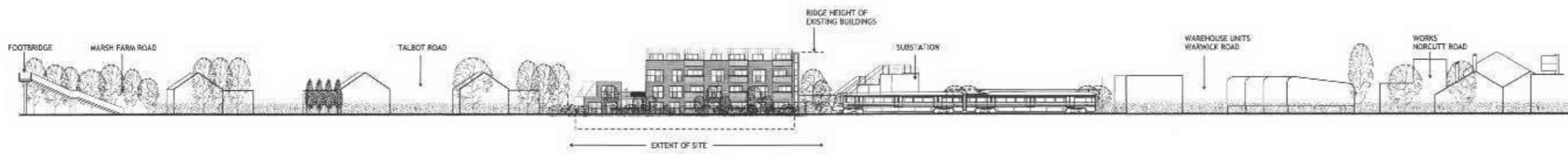
HAMILTON ROAD, TWICKENHAM
 JOB NO: 3593
 PLANNING PERMISSION: PL39
 SCALE: 1:100 (A1)
ACANTHUS LW ARCHITECTS
 200 BRAY STREET, TWICKENHAM, MIDDLESEX TW9 2JG
 TEL: 0181 8741 8001
 WWW.ACANTHUSLW.COM

BY: GND 2017 2017
 DATE: 30.10.06
 REVISION: P1 PRELIMINARY ISSUE

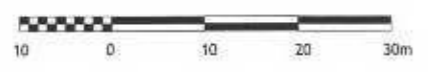




NORTH (RAILWAY) ELEVATION
1:100



RAILWAY ELEVATION WITH CONTEXT
1:400



CONTEXT INFORMATION DERIVED FROM SURVEY AND PHOTOGRAPHS, INDICATIVE ONLY.

MATERIALS	
WALLS - BUFT STOCK FACING BRICK TO MATCH EXISTING	
STAIR CORES - GREY FINISHED ALUMINIUM FRAMED GLAZING	
LIFT TOWERS - ZINC CLADDING	
ROOFS - SLATE TILING, ZINC CLADDING, LEAD COLOURED SHEET, EXTENSIVE GREEN ROOF, TO EXISTING AND NEW BUILD	
NEW DORMERS TO EXISTING BUILDING TO BE LEAD COLOURED SHEET	
WINDOWS - GREY FINISHED ALUMINIUM	
DOORS - TIMBER FINISH	
BALCONIES - GALVANISED METAL RAILINGS & SUPPORTS, TIMBER HANDRAILS & TIMBER SIDE PANELS TO BALCONIES ON NORTH FACADE	
ACCESS BALCONIES - GALVANISED METAL RAILINGS & SUPPORTS, TIMBER HANDRAILS & TIMBER DECKING	
RAINWATER GOODS - GALVANISED METAL	
OTHER METALWORK - GALVANISED METAL	

PLANNING

HAMILTON ROAD, TWICKENHAM

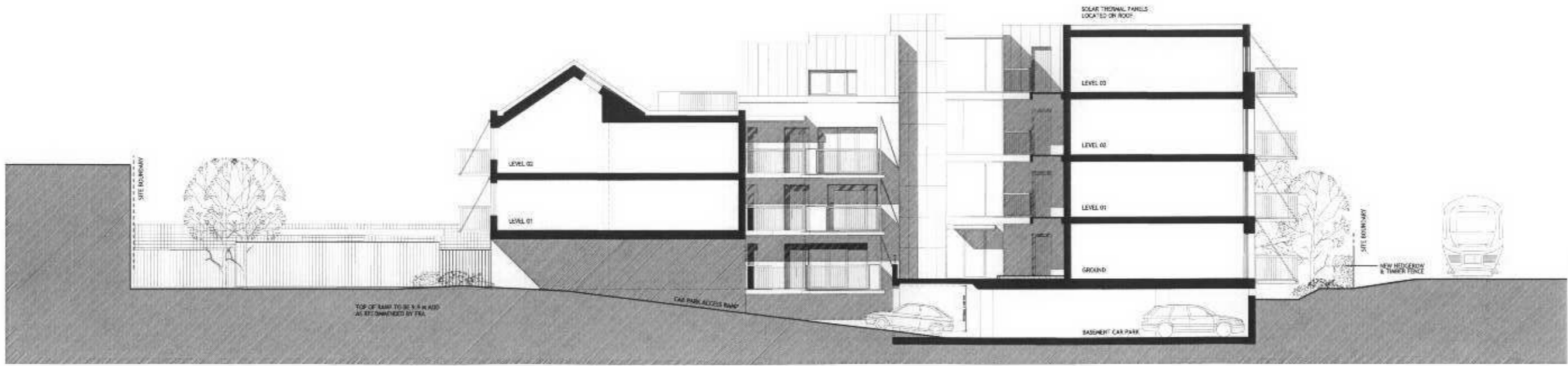
3593
 NORTH ELEVATION & CONTEXT ELEVATION
 PL40 PI
 1:100/1:400

ACANTHUS LW ARCHITECTS

020 8994 0288 Fax 020 8747 6081
 Poplar House, Barley Mow Farm, Chiswick, London W6 9PL



EAST ELEVATION



SECTION AA

- MATERIALS**
- WALLS - BUFT STOCK FACING BRICK TO MATCH EXISTING
 - STAIR CORES - GREY FINISHED ALUMINIUM FRAMED GLAZING
 - LIFT TOWERS - ZINC CLADDING
 - ROOFS - SLATE TILING, ZINC CLADDING, LEAD COLOURED SHEET, EXTENSIVE GREEN ROOF, TO EXISTING AND NEW BUILD.
 - NEW DORMERS TO EXISTING BUILDING TO BE LEAD COLOURED SHEET
 - WINDOWS - GREY FINISHED ALUMINIUM
 - DOORS - TIMBER FINISH
 - BALCONIES - GALVANISED METAL RAILINGS & SUPPORTS, TIMBER HANDRAILS & TIMBER SIDE PANELS TO BALCONIES ON NORTH FACADE
 - ACCESS BALCONIES - GALVANISED METAL RAILINGS & SUPPORT CHANGES, TIMBER HANDRAILS & TIMBER DECKING
 - RAINFALL GUTTERS - GALVANISED METAL
 - OTHER METALWORK - GALVANISED METAL

PLANNING

HAMILTON ROAD, TWICKENHAM

3593

PL41 PI

ACANTHUS LW ARCHITECTS

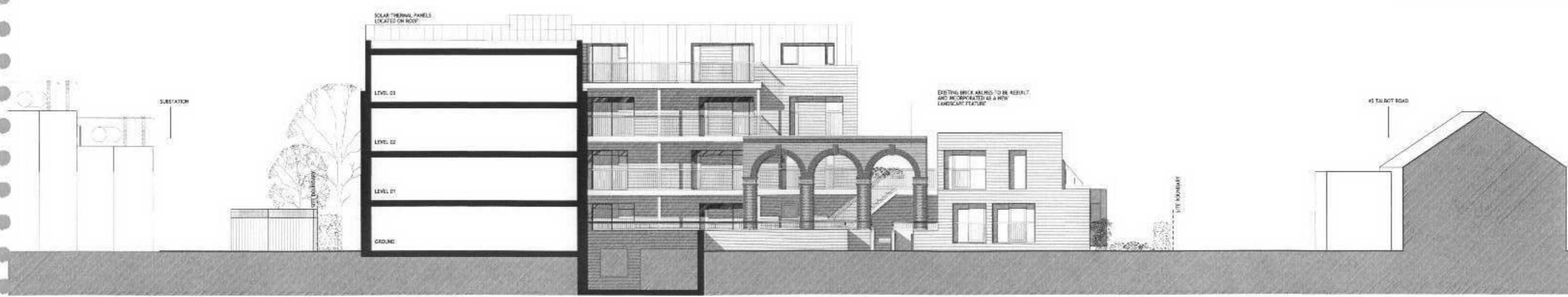
020 8954 2288



SOUTH ELEVATION

MATERIALS

- WALLS - BUFF STOCK FACING BRICK TO MATCH EXISTING
- STAIR CORES - GREY FINISHED ALUMINIUM FRAMED GLAZING
- LIFT TOWERS - ZINC CLADDING
- ROOFS - SLATE TILING, ZINC CLADDING, LEAD COLOURED SHEET, TREESIVE GREEN ROOF TO EXISTING AND NEW BUILD
- NEW DORMERS TO EXISTING BUILDING TO BE LEAD COLOURED SHEET
- WINDOWS - GREY FINISHED ALUMINIUM
- DOORS - TIMBER FINISH
- BALCONIES - GALVANISED METAL RAILINGS & SUPPORTS, TIMBER HANDRAILS & TIMBER SIDE PANELS TO BALCONIES ON NORTH FACADE
- ACCESS BALCONIES - GALVANISED METAL RAILINGS & SUPPORT CHANNELS, TIMBER HANDRAILS & TIMBER DECKING
- RAINWATER GOODS - GALVANISED METAL
- OTHER METALWORK - GALVANISED METAL



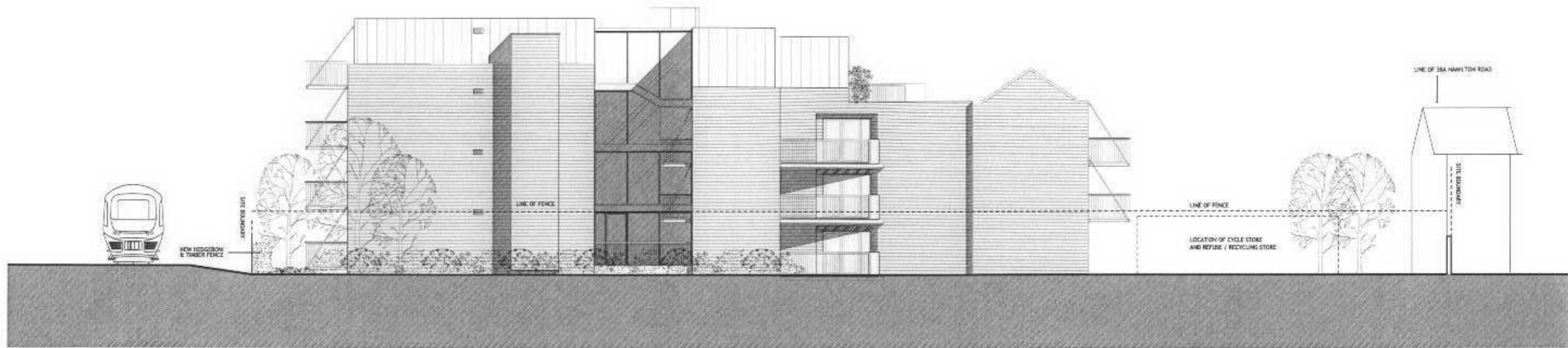
SECTION BB

PLANNING

HAMILTON ROAD, TWICKENHAM
 SOUTH ELEVATION & SECTION BB
 3593
 PL42 PI
 ACANTHUS LW ARCHITECTS



DATE: 08/11/20
 DRAWN BY: SP/AC
 CHECKED BY: CR
 PROJECT NO: 3593
 SHEET NO: PL42 PI
 SCALE: 1:1000
 PROJECT NAME: HAMILTON ROAD, TWICKENHAM
 CLIENT: [unreadable]
 ARCHITECT: ACANTHUS LW ARCHITECTS
 ADDRESS: [unreadable]
 CONTACT: [unreadable]



WEST ELEVATION



SECTION CC

- MATERIALS**
- WALLS - BUFF STOCK FACING BRICK TO MATCH EXISTING
 - STAIR CORES - GREY FINISHED ALUMINIUM FRAMED GLAZING
 - LIFT TOWERS - ZINC CLADDING
 - ROOFS - SLATE TILING, ZINC CLADDING, LEAD COLOURED SHEET, EXTENSIVE GREEN ROOF, TO EXISTING AND NEW BUILD
 - NEW DORMERS TO EXISTING BUILDING TO BE LEAD COLOURED SHEET
 - WINDOWS - GREY FINISHED ALUMINIUM
 - DOORS - TIMBER FINISH
 - BALCONIES - GALVANISED METAL RAILINGS & SUPPORTS, TIMBER HANDRAILS & TIMBER SIDE PANELS TO BALCONIES ON NORTH FACADE
 - ACCESS BALCONIES - GALVANISED METAL RAILINGS & SUPPORT CHANNELS, TIMBER HANDRAILS & TIMBER DECKING
 - RAINWATER GOODS - GALVANISED METAL
 - OTHER METALWORK - GALVANISED METAL

PLANNING

HAMILTON ROAD, TWICKENHAM

3593

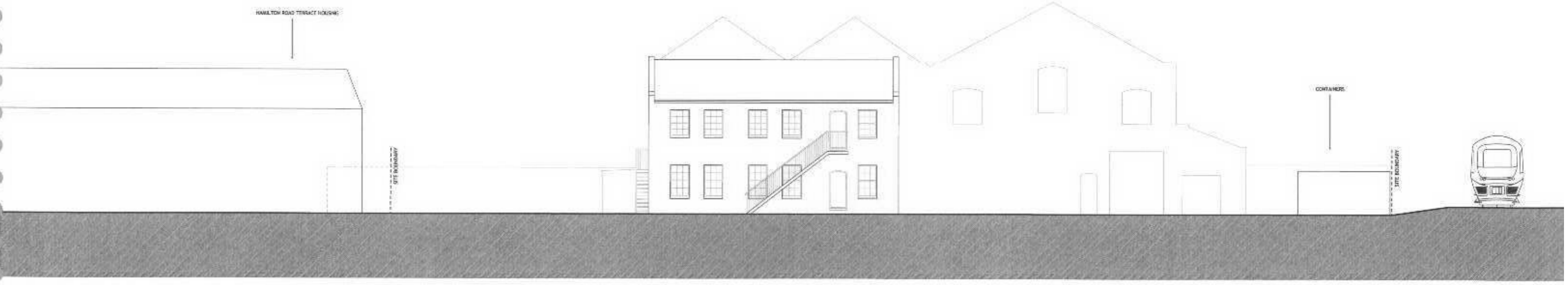
PL43 PI

ACANTHUS LW ARCHITECTS

020 894 2080



SOUTH ELEVATION



EAST ELEVATION

PLANNING
HAMILTON ROAD, TWICKENHAM
 3593
 EXISTING ELEVATIONS - SOUTH & EAST
 PL44 PI
ACANTHUS LW ARCHITECTS



TYPICAL MEWS SPACE



COBBLE PAVING & TREES



TYPICAL MEWS SPACE



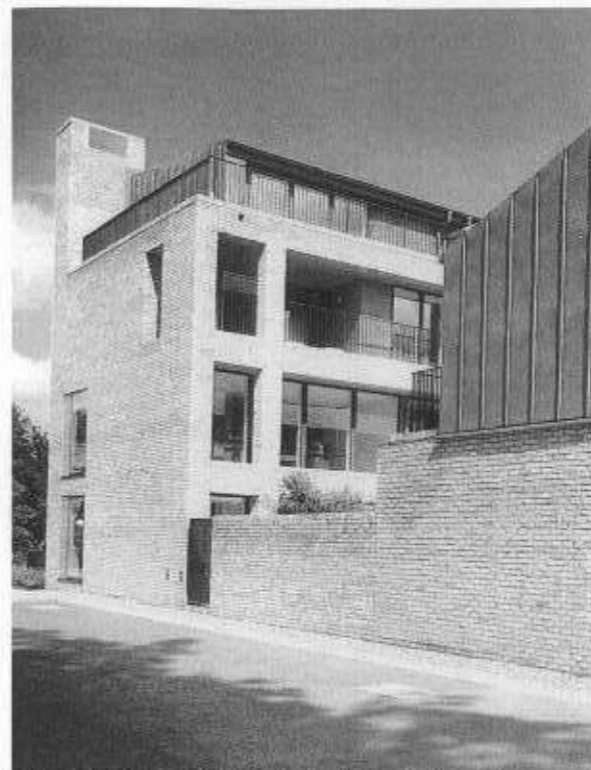
CLYDE LANE MEWS - IRELAND



BENNET'S COURTYARD - MERTON - FEILDEN CLEGG BRADLEY



BENNET'S COURTYARD - MERTON - FEILDEN CLEGG BRADLEY



ACCORDIA AIR - CAMBRIDGE - FEILDEN CLEGG BRADLEY



OFFICES, FITZROVIA - BUSCHOW HENLEY



BENNET'S COURTYARD - MERTON - FEILDEN CLEGG BRADLEY

PLANNING

HAMILTON ROAD, TWICKENHAM

FOR HAMILTON LOFTS

ILLUSTRATIVE ELEVATION EXAMPLES

DATE NOV 06 DRAWN CG CHECKED SP APPROVED CR

JOB NO 3593

DRAWING PL45 PI

SCALE N/A REV

ACANTHUS LW ARCHITECTS

020 8994 2288 fax 020 8747 9001
Voysey House, Barley Mow Passage, Chiswick London W4 4PN

ACANTHUS LW
ARCHITECTS



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REVISION
P1 PRELIMINARY ISSUE

BY CHKD APPR DATE