

**DESIGN AND ACCESS STATEMENT
IN SUPPORT OF
PROPOSED NEW HOUSING AT
361-367A ST MARGARETS ROAD, TWICKENHAM**

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PLANNING

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PROPOSED NEW HOUSING 361-367A ST. MARGARETS ROAD, TWICKENHAM

ARIEL PHOTOGRAPH



1. THE SITE LOOKING SOUTH



2. THE SITE



3. 337 ST MARGARETS ROAD



4. THE SITE LOOKING NORTH



5. ST MARGARETS ROAD



6. ST MARGARETS ROAD



7. WESTERN SITE BOUNDARY



8. NORTHERN SITE BOUNDARY



9. BOUNDARY TO 377 ST MARGARETS ROAD



10. THE REAR OF EXISTING SITE



11. ST. MARGARETS ROAD FROM THE SOUTHEAST

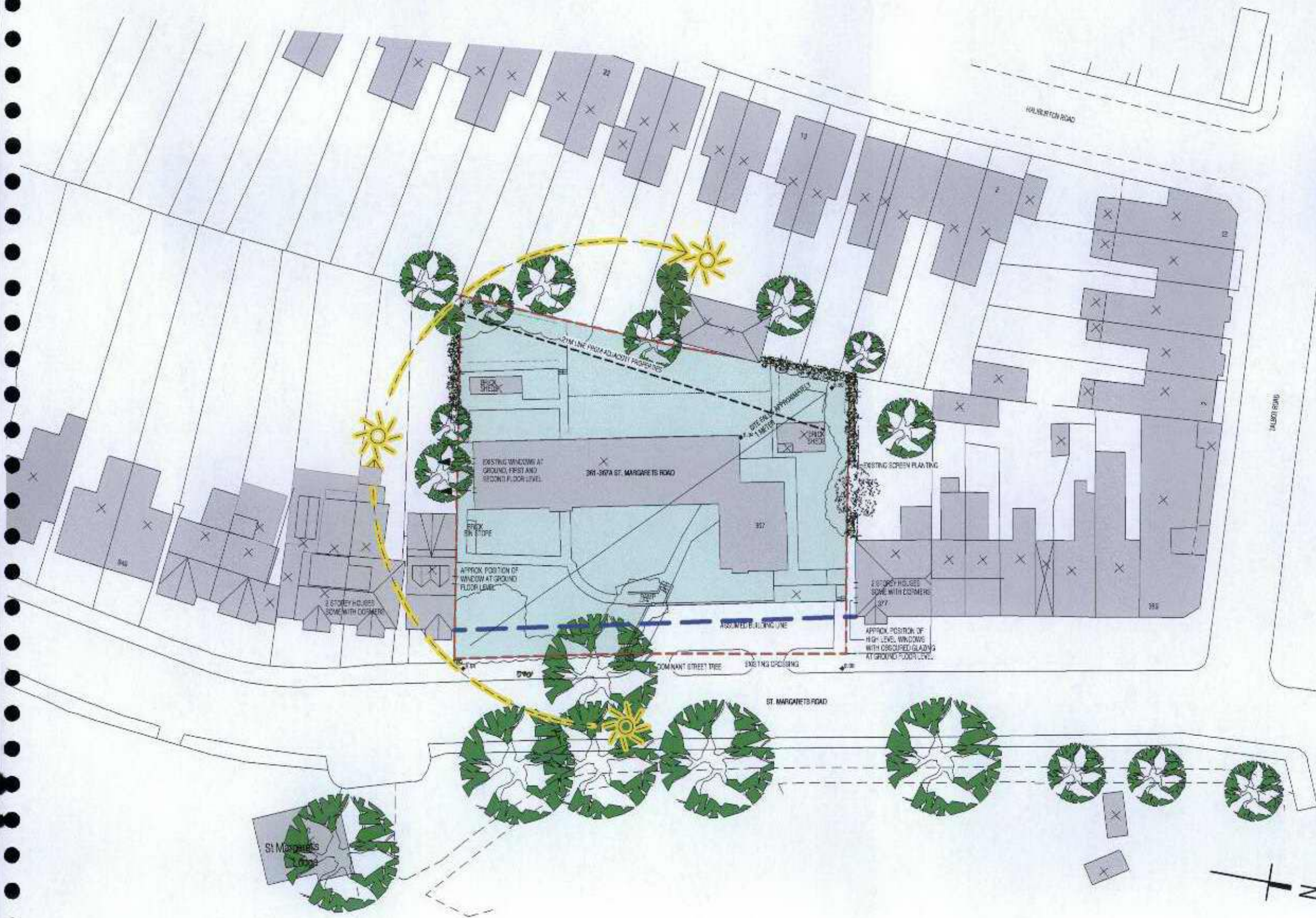


12. THE REAR OF 353-359 ST. MARGARETS ROAD, TWICKENHAM

1.4 EXISTING SITE ANALYSIS

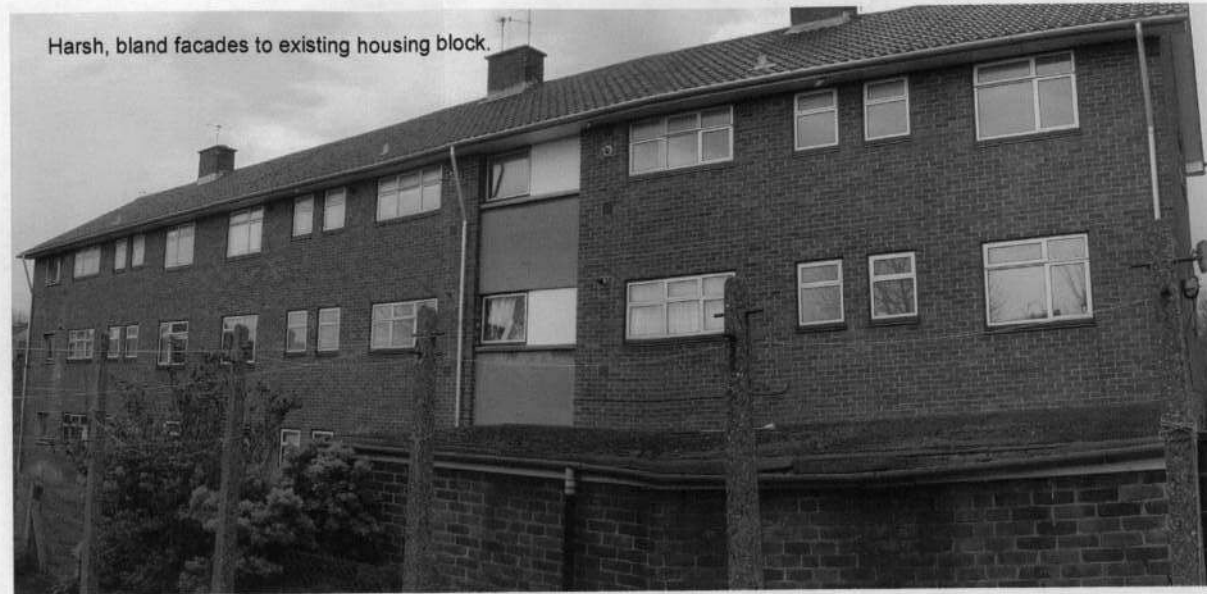
The existing residential building is vacant. The garden is over grown with evergreen screen planting to North and Western boundaries, provided by Eucalyptus tree, Laurel hedge, cypress hedge and a field maple tree. A large brick single storey outbuilding on the Western boundary forms additional screening and dominates the outlook to adjoining gardens. The land falls from pavement level one metre from South East to North West.

The street-frontage is dominated by a large 17 metre high mature pollarded common lime tree located in the pavement. (See ACS Consulting Arboricultural report). 359 St Margarets Road on the Southern boundary has a kitchen window at ground floor level. The ground floor plan can be viewed as a planning application ref: 05/0708/HAT dated March 2005. 377 has two small high level windows with obscured glazing on the Northern end elevation.





Stucco and brick decorative bays with strong gables and hipped roofs



Harsh, bland facades to existing housing block.



Many of original pitched rooflines of adjoining properties are now flat dormer extensions



Back of pavement off street parking, no planting and blank exposed elevations excaerbate the fragmented street scene.



South elevation to existing housing

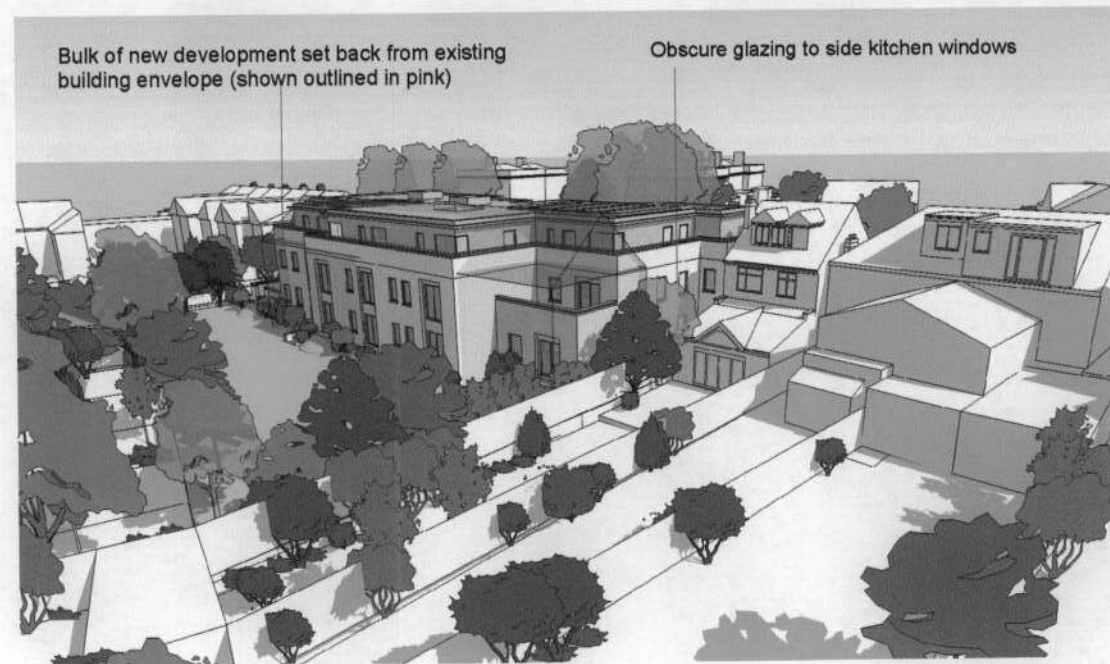
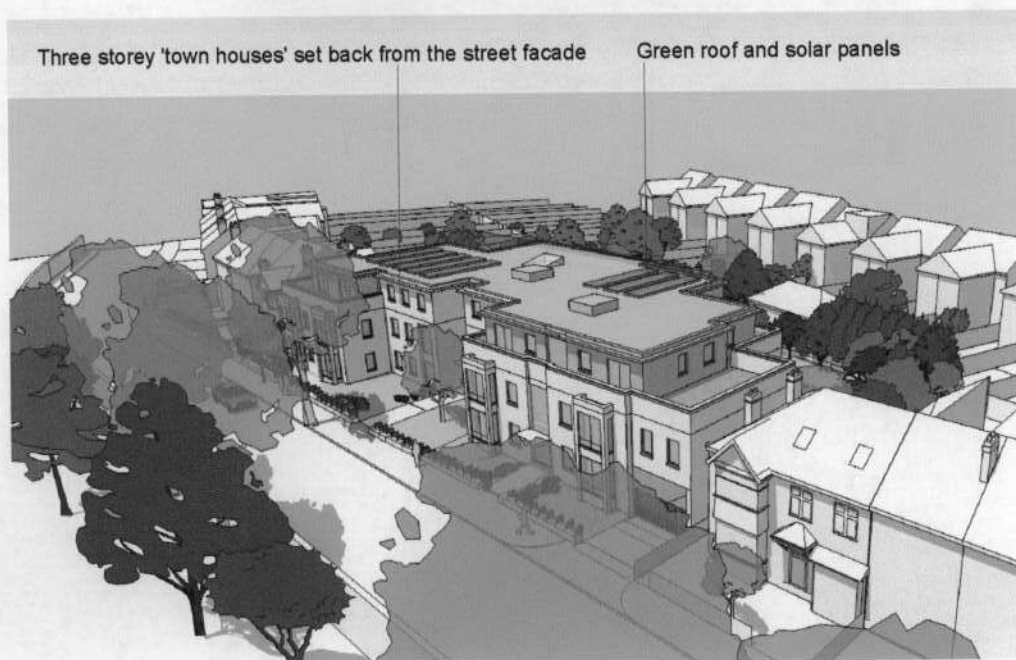
1.5 CHARACTER OF THE SITE AND SURROUNDING AREA

The existing 1960's building neither reflects the character or massing of the interwar terraced housing. Although the site falls away from the road and the boundaries are screened by established planting, the three storey building set well into the site dominates the adjoining gardens. Both front and back elevations of the existing South elevation present harsh bland facades. The existing South elevation has three stories of windows overlooking 359 St Margarets Road.

The set back building line breaks the street frontage. The lack of planting, back of pavement off street parking, and blank exposed gables exacerbate the fragmented street scene.

The Southern end of St Margarets Road frontage show good examples of late Victorian, early Edwardian terraced housing. The street is characterised by stucco and brick two storey bays with strong gabled and hipped roofs. Some have strong neo-classical dormers set into steeper mansard roofs. All housing has walled or hedge dormer boundaries.

The rear elevations have been extensively extended with ground, first and large unsympathetic roof extensions. Many of the original pitched roof lines are now flat roofed dormer extensions.



2.0 DESIGN

2.1 PRINCIPLES AND CONCEPTS

The form of the new development responds to the following factors:

- The need to 'mend' the street and to replace parking with a new sympathetic terrace form and planted boundaries.
- The need to successfully integrate new buildings that will create a positive impact on the street and the adjoining amenity spaces.
- The need to respect the scale and amenity of the adjoining buildings.
- The desire to enhance and contribute visual vibrancy to the varied urban form of the surrounding area.
- The requirement to achieve a more efficient use of lane.

2.2 RESPONSE TO SITE CONTEXT

The proposal will provide continuity to the frontage. The double height bays pick up the rhythm and massing of the existing urban form. Bringing the new build forward repairs the street and brings the building mass forward and away from the more sensitive neighbouring boundaries.

Emphasis on the front elevation is vertical and three storey 'town houses' set back from the street facade. The three storey element strengthens the vertical pattern and creates interest and variety to the street scene. The zinc clad second floor is set well back from the parapet line within the dormer window zone of the adjoining properties.

2.3 PRIVACY, OUTLOOK AND AMENITY

Care has been taken to ensure there is no overlooking or impact on neighbouring properties or amenity space. Kitchen window on flank elevations will be fixed shut and of obscured glass. There will be roof terraces to the front elevations only.

2.4 MATERIALS

The existing buildings in the immediate vicinity are a variety of brickwork, painted brickwork and stucco. The new building will be through coloured single coat render walls and bays. The walls of the set back roof at second floor level are clad in raised seam zinc. The flat roofs are paved terraces, green sedum blanket and solar panels. Windows will be polyester powder coated aluminium. Balconies will be glass painted steel with capping rails. Low boundary walls to the front street will be rendered with reconstructed stone copings. Rear boundary fences will be stained timber.

3.0 ACCESS

3.1 POLICIES

The scheme provides access to all without discrimination. The design takes into consideration the following legislation and design guidance:

- SPG - Design For Maximum Access
- Building Regulations 2000 - Part M
- Disability Discrimination Act 1995 (DDA)
- BS8300: 2001 'Design of Buildings and their approaches to meet the needs of disabled people - Code of Practice' BSI.
- Lifetime Homes Criteria (March 2004)

In accordance with Policy HSG8, 10% of the total number of housing units should be designed for, or capable of easy adaption to wheel chair housing which would enable a wheelchair user to live independently. Three units have been designed to comply to this requirement, two private and one affordable. Lifts from disabled parking bays in the basement take residents or visitors to all floors. Ramp gradients, footpath widths and door openings will comply with Part M of the Building Regulations.

3.2 PEDESTRIAN, CYLCE ACCESS AND TRANSPORT

The car park access ramp gradient and width (4.1m) has been designed following consultations and in agreement with the LBRUT Highways officer. There will be a traffic light management system to regulate car flow. The development has 20 car parking spaces, 17 for private use (including 2 disabled) and 3 (including 1 disabled) for affordable. 17 locked cycle spaces are provided for the private and 12 for the affordable units.

Pedestrian access is provided to the communal gardens at the rear from the side of the development and from fire escape doors from the basement.

3.3 REFUSE STRATEGY

Separate refuse and recycling store rooms for private and affordable housing are provided at basement level. Storage bins will be wheeled out for street collection by a caretaker. The communal storage will be constructed in accordance with LBRUT guidance on Recycling for New Developments with Communal Facilities, June 2004. All residents will join the Black Box and Blue Bag recycling scheme, and the food and waste recycling scheme.

4.0 CONCLUSION

The development proposals are designed to provide a quality sense of place and to contribute a vibrant architectural language to the area. It will result in a high quality environment, which will make effective usage of a prominent site.

The qualities of the proposals are summarised below:

- Responds to the quality of its context.
- Provides much needed, high quality affordable homes of appropriate dwelling sizes.
- Comprises building forms that respond to the constraints of the site.
- Conserves and enhances the existing street scene.
- Does not overshadow or overlook adjoining properties.