06/3890/ FUL

37 HAMILTON ROAD, TWICKENHAM

For: Hamilton Lofts Ltd

DESIGN AND ACCESS STATEMENT- SECOND APPLICATION

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REF: 3593

ACANTHUS LW ARCHITECTS

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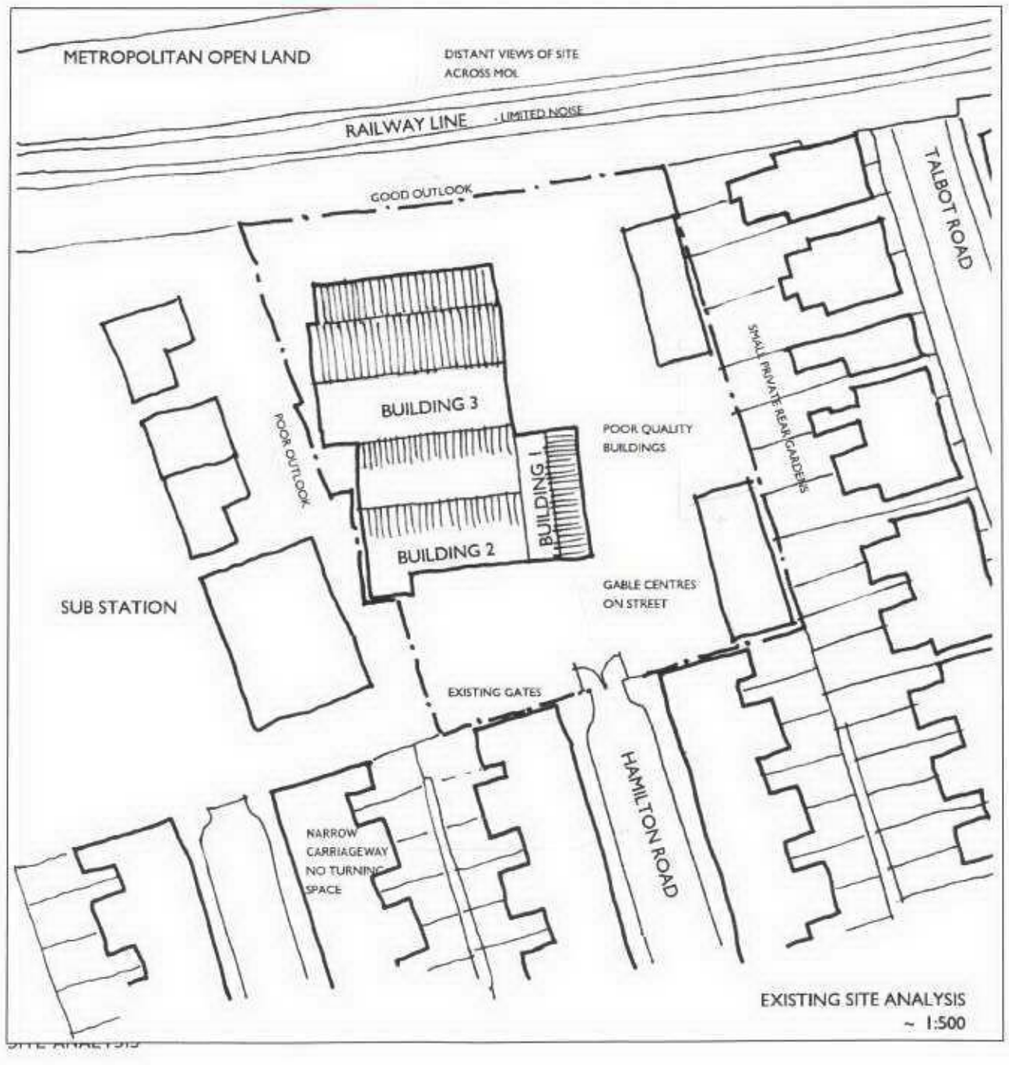
AERIAL VIEW OF SITE FROM SOUTH WEST - DIAGRAMMATIC CAD MODEL

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.



EXISTING SITE ANALYSIS
~ 1:500

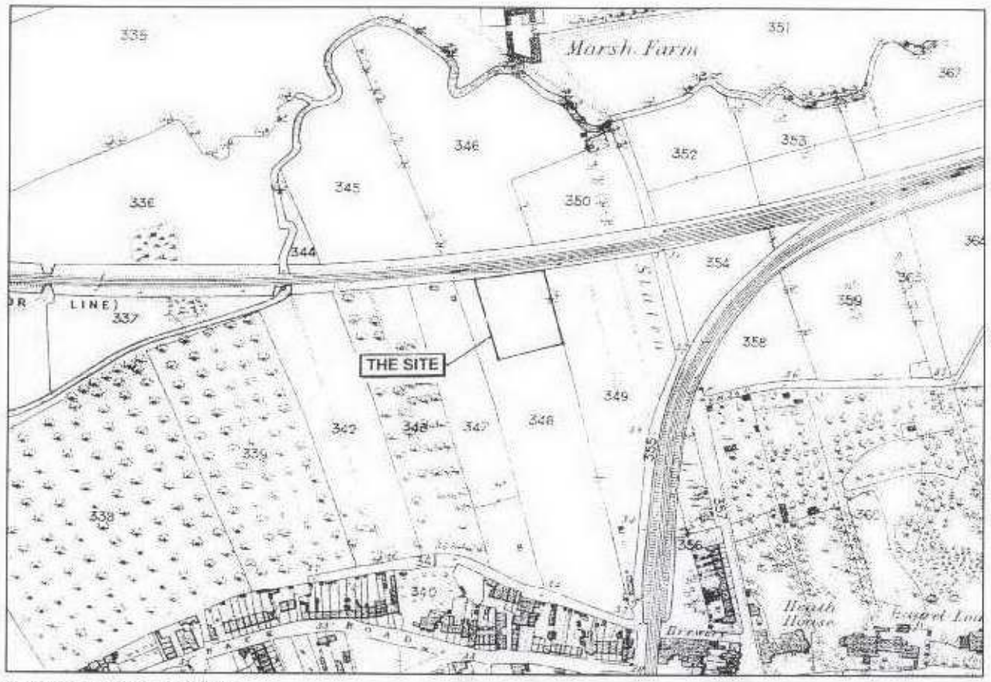
2 SITE DESCRIPTION

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.

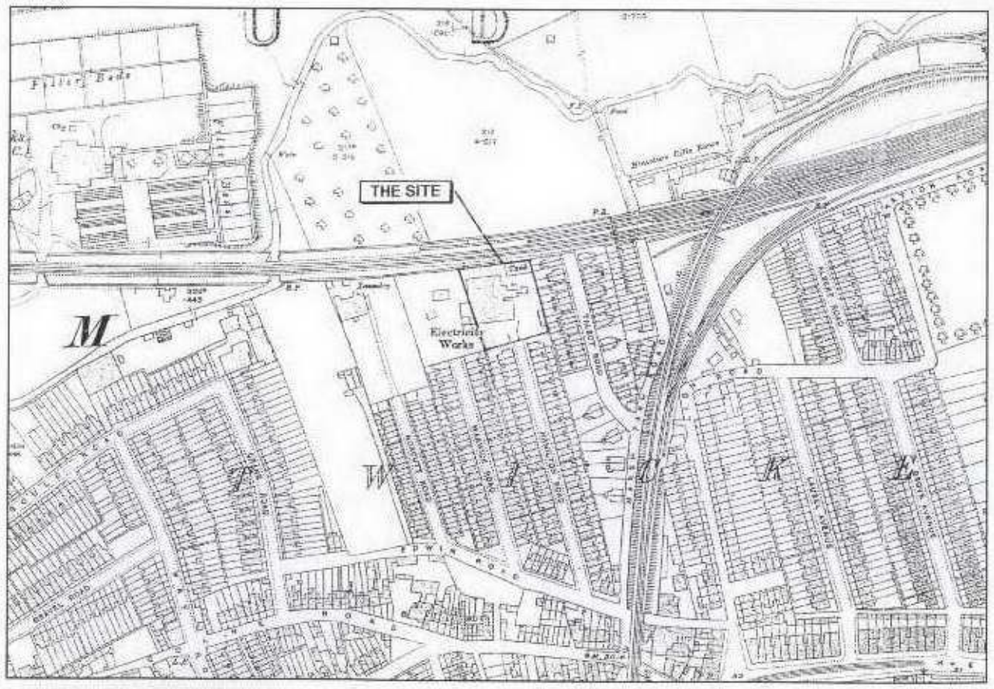
The site itself is largely built up, with buildings of variable quality. The main structures, which are designated as being Buildings of Townscape Merit, are labelled Buildings 1, 2, and 3 on the site analysis plan opposite and are examined in depth in section 4. In addition, there are 1 ½ storey buildings 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

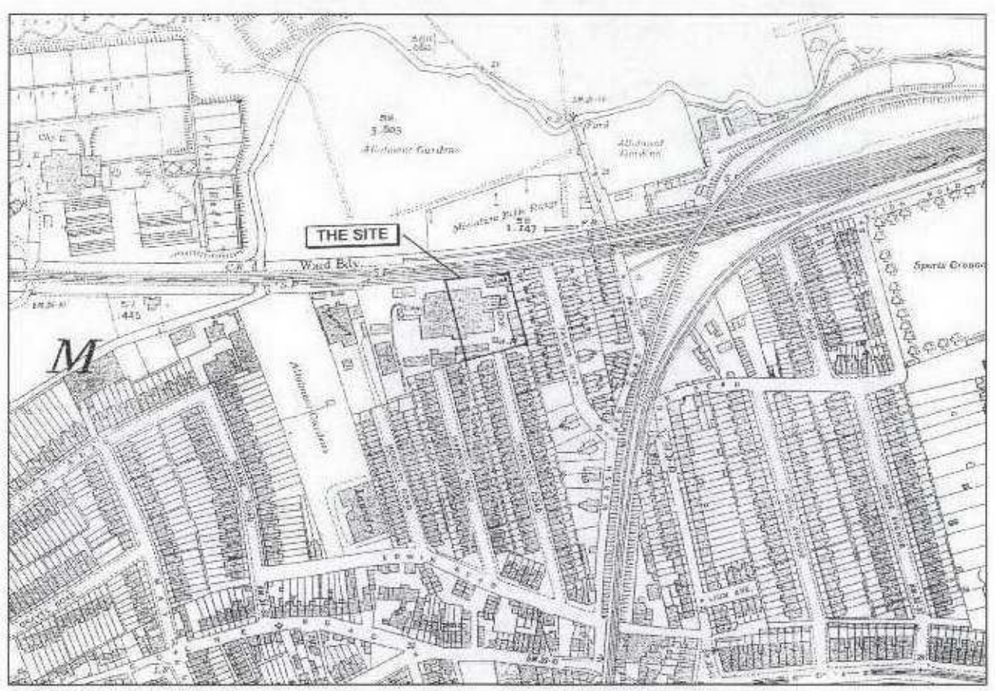
3 HISTORY

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	1st floor concrete/steel 2nd 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.

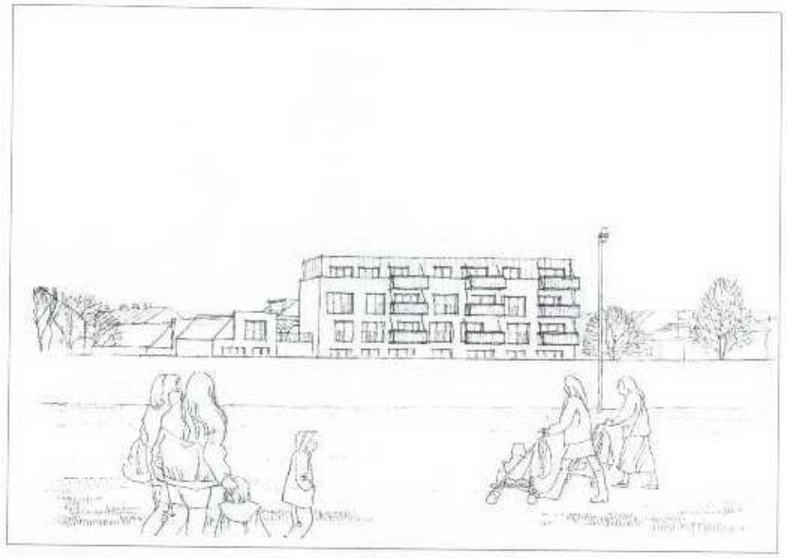
As previously mentioned, there is a mixture of different conditions around the site. The predominant ones are:

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

09:00

12:00

15:00

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.

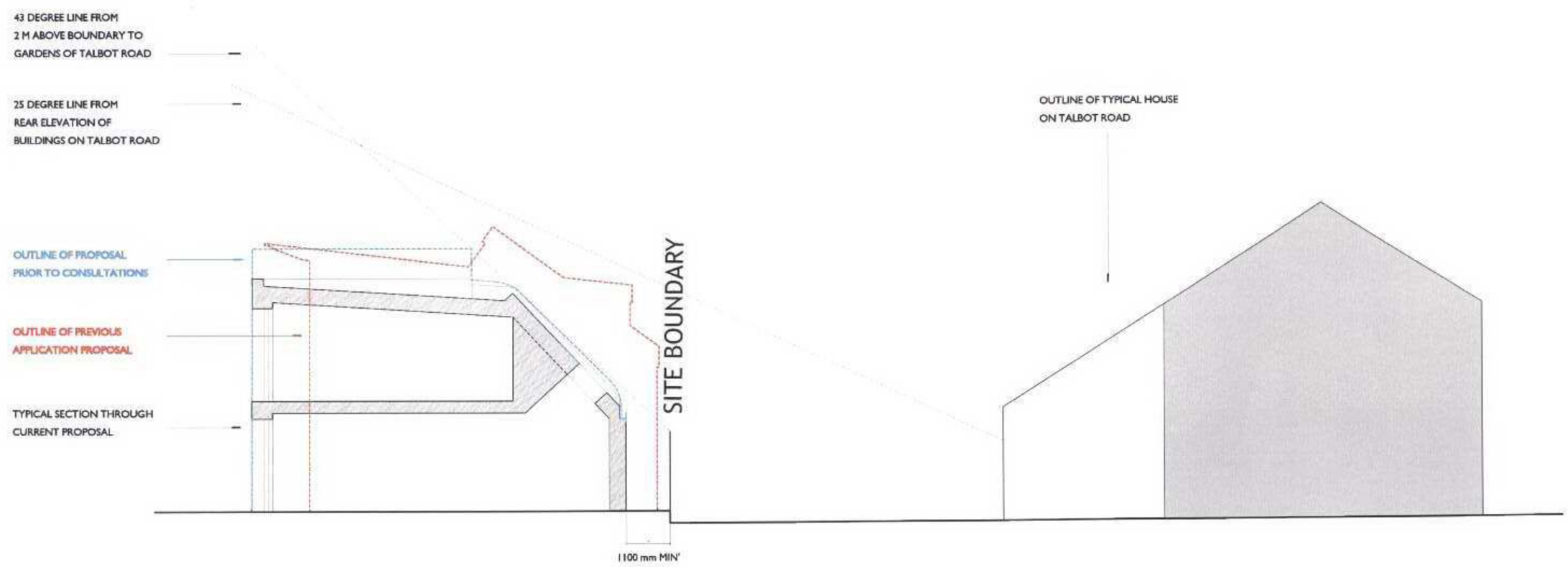
To the west and north there are no areas which will be affected by loss of sunlight and daylight.

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.



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
1.Achieve Ecohomes 'Excellent' Rating	See Ecohomes prediction (Appendix g)
2. Investigate potential contamination of site	See geotechnical report (Appendix e)
3. Undertake ecological assessment	See ecological assessment and bat survey Appendix i
4. Design buildings and services for minimum energy use	See Ecohomes prediction and energy supply proposals (Appendix g)
5. Reduce CO_2 emissions by at least 10% through reusable energy's	See proposals for on site generation (Appendix g)
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
7. Water conservation and recycling	See Ecohomes prediction
8. Recycling facilities	Adequate Storage provided for multiple recycling
9.Water Pollution and overburdening of average system	Green roof used where possible to reduce run off. On site storage for irrigation

Check list Item	Illustrating Compliance
10 Design out negative micro climate effects	See sun path plots. Development is south facing courtyard.
11. Facilitate the use of public transport	Site has single access point only so access to public transport is unaffected by proposal
12 Encourage cycling and walking	100% cycle storage, covered and secure, min 1 space per unit
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
14. Best practice in Security by Design	See Section 10
15.Mitigate light pollution	Lighting Scheme will be designed to new British Standard PV power source for communal lighting
16. Apply the principles of flood resisant design	Flood risk assessment carried out and recommendations followed
17. Ensure the building is accessible to all	Section 11 refers. all units are accessible
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.

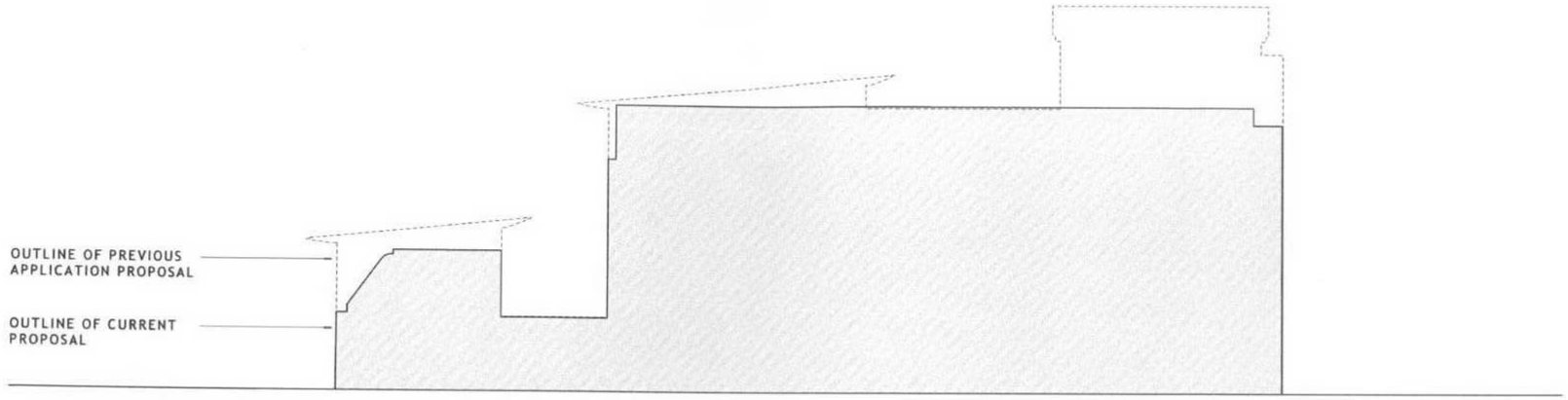
v) 6 September 2006 Presentation to local residents of draft revised proposals at the Salvation Army Hall, May Street.

vi) 10 October 2006 Re-consultation with officers to discuss alterations arising from (v)

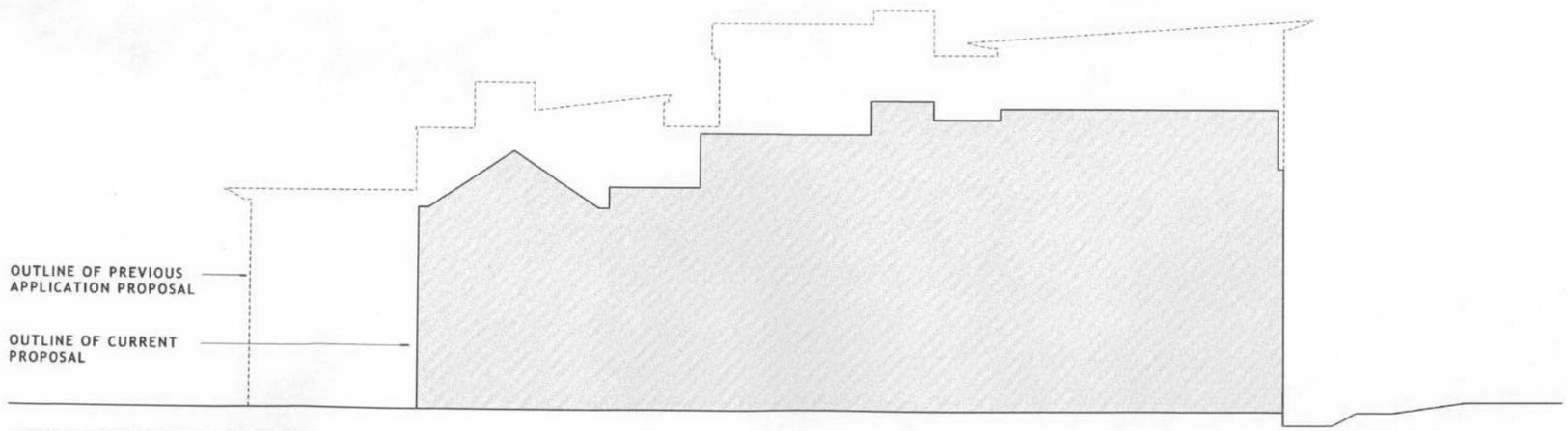
13 RELATIONSHIP TO PREVIOUS APPLICATION

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:

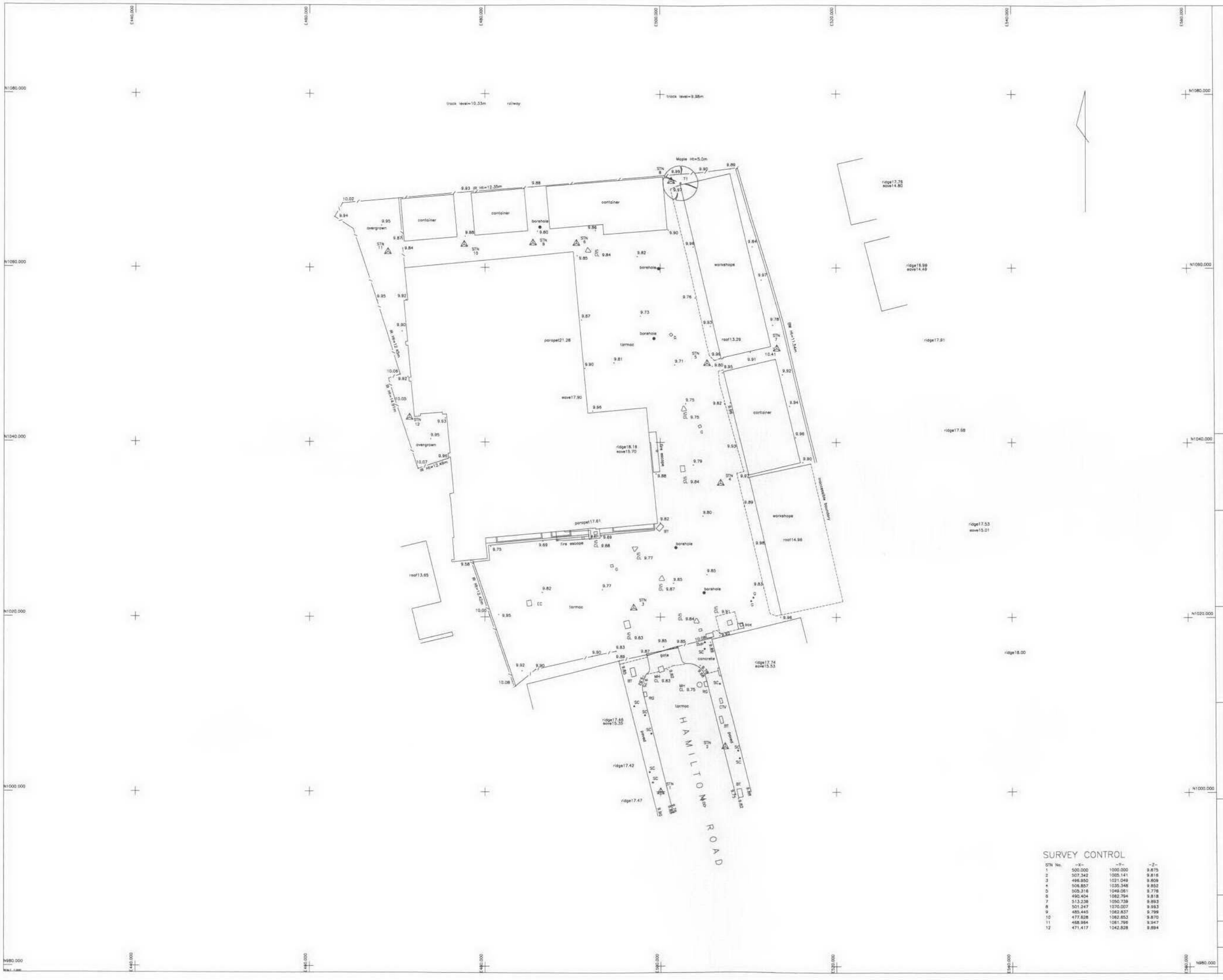
Reasons for rejection of previous scheme	How addressed in current scheme
Loss of employment Land	B1 workspace provided. See report on viability of employment use Appendix c
Affordable Housing	35% of residential units are affordable. See financial viability & 3 Dragons Toolkit, Appendix d
Education	Contribution 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)



SURVEY CONTROL

STN No.	-X-	-Y-	-Z-
1	500.000	1000.000	9.875
2	507.342	1005.141	9.816
3	496.850	1021.049	9.809
4	506.857	1035.348	9.852
5	505.316	1049.081	9.778
6	490.404	1062.794	9.818
7	513.238	1050.739	9.893
8	501.247	1070.007	9.983
9	485.445	1062.837	9.799
10	477.828	1062.853	9.870
11	468.964	1061.796	9.947
12	471.417	1042.828	9.894

LEGEND

Survey Station — Embankment
Fence — Fence Line
Hedge — Telecom Line
FWS — Tele. Mast
SWS — Gas Main
Water

AV Air Valve	MP Metal Post
BS Bus Stop	MH Manhole
BT British Telecom	MR Metal Railing
BW Brick Wall	P Post
CB Conc Bollard	PC Petrol Chamber
CL Center Level	RG Road Gully
EB Electric Box	RNB Road Name Board
ED Electric Meter	RS Road Sign
EP Electricity Pole	RW Retaining Wall
FH Fire Hydrant	SS Soakaway
FL Floodlight	SC Stopcock
G Gully	SV Sluice Valve
GM Gas Meter	TP Telegraph Pole
GV Gas Valve	TEB Telephone Box
H Height	TJB Tel.Junc.Box
IL Invert Level	TL Traffic Light
IC Inspection Chamber	V Valve
HD Kerb Dr'Hse	VP Vent Pipe
LB Letter Box	WL Water Level
LH Lamp Hse	WM Water Meter
LP Lamp Post	WO Water Outlet
MKR Marker	WV Water Valve

FENCE TYPES

BW Barbed Wire	CW Chicken Wire
CB Close Board	W wiremesh
C Corrugated Iron	R Iron Railing
CL Chain Link	OR Openstruck
CPA Conc Panel	PR Post and rail
CP Chestnut Paling	PW Post and Wire

DATUM

O.S.B.M. No.105 Crown road 15.68m

NOTES

Drainage and service covers that were buried, obscured or not visible at the time of the survey cannot be shown. Sewer connections between manholes are assumed to be straight and only pipes visible from the cover are shown. Tree canopies are taken as maximum spreads.

BW and fence dimensions are absolute values not difference in height.

SURVEYED BY

GROUND SURVEYS
THE SUMMIT
2 CASTLE HILL TERRACE
MAIDENHEAD BERKS. SL6 4JP
TEL: 01628 629060
FAX: 01628 629089
E:office@groundsurveys.com

CLIENT

AP GEOTECHNICS

SITE

HAMILTON ROAD
TWICKENHAM

TITLE

SITE SURVEY

DATE	JUNE 04
SCALE	1 / 200
DWG. NO.	2519 / 01P

P1	PRELIMINARY ISSUE			SP/AK	CR 07.11.06

PLANNING

HAMILTON ROAD, TWICKENHAM — JOB NO 3593

HAMILTON LOFTS

LOCATION PLAN — DRAWING PL31 P1 — SCALE 1:500@A1

DATE NOV'06 — DRAWN SP — CHECKED CR — APPROVED CR

ACANTHUS LW ARCHITECTS

ACANTHUS LW ARCHITECTS

LEGEND

EXISTING TREES TO BE RETAINED AND PROTECTED DURING WORKS TO BS 5837 2005
NOTE: ALL TREES TO BE PRUNED AS AGREED WITH THE LOCAL AUTHORITY

NEW TREES

NEW SHRUB PLANTING

NEW AREAS OF GRASS

AREAS OF WILDFLOWERS

PROPOSED CLIMBER WITH GROUNDCOVER PLANTING AT BASE

NATIVE HEDGE MIX 1
30% ACER CAMPESTRE
25% CARPINUS BETULUS
25% CRATAEGUS MONOGYNA
20% ROSA RUBIGINOSA

PROPOSED SMALL HEDGE

NATIVE HEDGE MIX 2
25% ACER CAMPESTRE
25% CARPINUS BETULUS
20% CRATAEGUS MONOGYNA
10% CORYLUS AVELLANA
20% ROSA RUBIGINOSA

PROPOSED CLIMBER

PLANTING 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 FENCE 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 AREA OF WILDFLOWERS

HAMILTON ROAD

SHRUBS TO BE PLANTED AT 3/M2 IN GROUPS OF BETWEEN 3 AND 7 OF THE SAME SPECIES DECIDUOUS SPECIES TO BE DISTRIBUTED EVENLY THROUGHOUT THE MIX.

ALL TREES TO BE EXTRA HEAVY STANDARDS. TREES WITHIN PAVED AREAS TO BE PROVIDED WITH UNDERGROUND GUYING SYSTEM, DEEP ROOT DIRECTION AND TREE PIT IRRIGATION SYSTEM BY GREENLEAF OR EQUIVALENT

ALL TREES AND PLANTS TO BE OBTAINED FROM SUPPLIERS LISTED IN THE HTA NURSERY SCHEME AND TO COMPLY WITH BS 3939 PART 1.

ALL SOFT LANDSCAPING TO BE CARRIED OUT GENERALLY IN ACCORDANCE WITH BS 4428 AND BS 5837 NEW TOPSOIL IN ALL AREAS OF NEW SHRUB AND TREE PLANTING TO BE BS 3882. GENERAL PURPOSE GRADE TREES AND PLANTS GENERALLY TO CONFORM WITH CPSE HANDLING AND ESTABLISHING OF LANDSCAPE PLANTS.

ON COMPLETION OF PLANTING THE WHOLE AREA OF SHRUB PLANTING TO BE MULCHED WITH 50mm CONSOLIDATED THICKNESS OF BARK MULCH.

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

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

REVISION	BY	CHKD	APPR	DATE
P1 PRELIMINARY ISSUE	CG	SP	CR	08.11.06

PLANNING

37 HAMILTON ROAD, TWICKENHAM

HAMILTON LOFTS

PLANTING STRATEGY

JOB NO. 3593 DRAWING NO. PL32 P1 SCALE 1:100 @ A1 DATE OCT 06 DRAWN EB CHECKED SP APPROVED CR

ACANTHUS LW ARCHITECTS

020 8994 3288 fax 020 8747 4601
Voysey House, Barley Mow Passage, Chiswick London W4 4PH

ACANTHUS LW ARCHITECTS

LEGEND

EXISTING TREES TO BE RETAINED AND PROTECTED DURING WORKS TO BS 5837 2005
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 GLYING SYSTEM, ROOT DIRECTION AND TREE PIT IRRIGATION SYSTEM, TREE PIT SURFACE TO BE ARBORESIN BY GREENLEAF OR EQUIVALENT

NEW SHRUB PLANTING/CLIMBERS

NEW GRASS AND GROUNDCOVER

PEDESTRAIN 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 ENTWERING SITE

TIMBER DECKING
150 WIDE GROOVED
GREEN OAK

NEW BENCHES
VESKO 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
BASEMENTPARKING
REFER TO DRAWING
3593 PL34

HAMILTON ROAD

N

RAILWAY LINE

PLANNING

REVISION	BY	CHKD	APPD	DATE
P1 PRELIMINARY ISSUE	CG	SP	CR	8.11.06

37 HAMILTON ROAD, TWICKENHAM
NEW HAMILTON LOFTS
SITE LAYOUT
JOB NO 3593
DRAWING PL33 P1
SCALE 1:100 @ A1
DATE Oct 06 DRAWN CG CHECKED SP APPROVED CR

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ACANTHUS LW ARCHITECTS