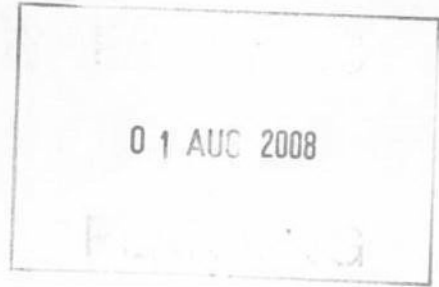


30 July 2008

9-23 Third Cross Road
Twickenham

Planning Submission

Design and Access Statement



08 / 2651 / FULL

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1.0 Existing Site.

The site lies within the London Borough of Richmond upon Thames approximately one mile south of the centre of Twickenham. It is currently occupied by a purpose built single storey double height warehouse constructed in the 1970s, considerably set back from the road behind an open tarmac parking forecourt. The warehouses have a brick ground podium with a metal clad upper level, with large shutter doors facing onto the car parking. Ancillary office accommodation to the warehousing is provided in a mezzanine within the double heights space.

The site area is 0.17 hectare, (1667m²) with the building occupying approximately 50% of the site area. The total accommodation on the site is 870m².

The existing buildings are typical of development of the time, and are now nearing the end of their useful life.

The buildings are unattractive in appearance and being set back from the road behind the car park area, do little to enhance the frontage appearance of the site, and are at odds with the surroundings character of the street. The nature of the activity they generate also will as the vehicular access they permit is at odds with the existing residential character of the area.

2.0 The Surrounding Area.

Third Cross Road is one of a series of small predominantly residential streets linking the primary roads in Twickenham. To the north lies the Staines Road (A305) and to the south the Hampton Road (A311).

Generally the surrounding area is residential in character, with Third Cross Road having a residential and suburban character. The northern part of the road is essentially residential in its character with Victorian terrace houses lining the street, set back from the road by small front gardens. Recent planning approvals have reinforced this.

The houses are generally two storeys high of traditional brickwork construction with slate and tile pitched roofs, many with decorative Victorian features. Some are substantial houses with tall storey heights, others of more cottage character. Many have been extended or renovated with loft and side extensions.

To the south of the site, whilst the use is still residential, the buildings are more modern, dating from the latter part of the 20th century and are of less architectural value. A series of developments of that time provide housing around parking forecourts, but still maintain the residential two storey road frontage character of the street.

To the rear of the site on its eastern side lie the back gardens of the houses of the neighbouring street.

Immediately to the rear of the site lies a disused tarmac area at the rear of a converted pub, now occupied by B1 office accommodation and a tarmac parking area.

Opposite the site lies a disused light industrial site of poor architectural quality. Planning permission has recently been granted to restore the residential character of the street, by providing a new frontage of 4 storey houses (3 storeys plus roof space loft accommodation) with a new development of B1 accommodation behind.

Opposite the site, but slightly to its northern end is the playground frontage of Trafalgar School, set behind a tall brick wall with the ornate Victorian buildings behind, just visible from the street. Whilst the school attracts parents and children from the surrounding areas, as the main school entrance is not in Third Cross Road, it has limited impact on the pedestrian and vehicle activity within the road.

Third Cross Road, lying between the Hampton and Staines Roads, is well served with numerous bus routes along these roads, within easy walking distance. The nearest railways station, Strawberry Hill, is approximately ten minutes walking distance away. The current and future use of the area is therefore predominantly residential, but with a mix of commercial and educational uses serving the local community.

3.0 Planning Policy.

In considering the potential development of the site, the current planning policies of the Local Authority have provided guidance to the appropriate scale, use and form of the proposals:

- Local Development Framework Local Development Scheme May 2006
- Supplementary ODPM Planning Guidance
- Unitary Development Plan March 2005
- STG 1 Opportunity For All
- STG 2 The Environment
- STG 3 Conservation
- STG 5 Mixed Use Development
- STG 6 Housing
- STG 8 Employment
- STG 11 Transport
- UDP Performance Targets
- IMP 1 Reuse of Land and Buildings
- IMP 2 Mixed Uses
- IMP 3 Provision of Planning Advantage
- HSG 5 Residential Use in Areas of Mixed Use
- HSG 6 Affordable Housing
- HSG 7 Mobility Standards
- HSG 8 Wheelchair Standards
- HSG 11 Residential Density and Mix
- HSG 18 Additional Residential Standards
- EMP 1 New Development
- EMP 2 Business Development
- EMP 4 Retention of Employment Uses
- EMP 7 Small and Growing Businesses
- Appendix A Car Parking Standards.

4.0 Proposals.

In considering proposals for the site, and in detail consideration of the potential of the site to add value to the character of the neighbourhood and in particular to the road and the context of the site the following considerations have been identified:

1. The potential of the site to improve the street scene and reinforce its residential character through a change of use.
2. The retention of the existing employment areas.
3. The provision of small flats in accordance with the borough's requirements
4. The potential of the site to address the road frontage in a more positive manner.
5. Contribute to the distinctive character of the area
6. The provision of residential development in accordance with the Borough's Policies and requirements.
7. Provision of suitable access to the site and scale of suitable uses and vehicle sizes.
8. Suitable residential parking provision.
9. Suitable business parking provision and provision for service access.
10. Open space and scale of development.
11. Overlooking and landscaping.
12. Sustainable development.
13. Employment.
14. Architectural quality.
15. Traffic.

5.0 Design.

5.1 Philosophy:

The existing buildings are an underused resource and the site itself is ideal to provide small scale local employment realising the potential of the site, which is well suited and located for such uses.

The site is well suited for a mixed development of residential and small scale employment generating uses in the local context.

The existing use provides limited employment and the site is underused in this provision. A mixed use may provide a small but valuable additional residential element to the Borough, without loss of employment generating uses.

A mixed use may provide, as encouraged by local planning policy "a mix or combination of uses, which has the potential to reduce the need to travel". Of particular note is the requirement in the local planning policy (STG5) to maintain "the existing diversity of uses with the aims of reducing the need to travel and maintaining and enhancing local communities through the opportunities at the most local level practicable. This approach means that new schemes should include a mix of uses subject to them not leading to the loss of existing uses protected by policies of the Plan, particularly employment uses".

The proposals seek to not only satisfy this requirement, but to augment it by providing additional small scale business use and employment at the local level.

5.1.1 Residential

Much of the street varies in size and appearance depending on the time when it was constructed. The design has attempted to enhance and address this variety in the street while at the same time create a distinctive modern family terrace type.

The disposition of the materials selected follows the tradition of the surrounding terraces but is contemporary in appearance and detail. The elevations propose brick to the ground floors with a lightweight timber and insulated panel cladding system to the first and roof floors. This arrangement improves the thermal performance of the building by providing a heat sink to ground floor but insulated walls to the sleeping floors. The horizontal banding of the materials picks up the stratification of the existing buildings linking the proposed development compositionally into the existing. The fenestration echoes the forms found elsewhere in the street but in a contemporary idiom. The roof will be reclaimed fibre-cement slates tiles on a timber frame. All the windows are timber framed and all the timber will be sustainably sourced.

Bin stores will be located at the front of each dwelling with a larger recycling, composting and rainwater collection storages located in each private garden. These efficiency measures will help reduce consumption and address issues of water shortage.

All the houses have dormers to the rear to avoid any issues of overlooking and create a well balanced, usable space the second floor.

The Residential unit located at the new access corner of the site will house 3 one bed apartments that contribute to the borough's plan of provision for 25% studio and 1 bed flats in the area.

In design the building seeks to continue the rhythm of the proposed terrace and enhance the corner for the new access road. The fenestration is at the apex of the street helps turn the corner and create a modern, individual feature at the entrance of the proposed scheme.

The continuity of materials seeks to deliver the architecture of the streetscape to the associated mews. Shared bin, recycling and cycle storage are provided at ground

floor levels, while provision of front gardens and enclosed terraces provide open space to each unit.

5.4.2 Commercial

The proposed scheme works to improve the sites use by replacing the dated existing warehouse with a modern, 2 storey commercial building, to the rear of the site.

The required employment areas have been retained, in order to adhere to the required design parameters set by the borough.

Access to the first floor unit is organised through the centre of the building and provides a stairwell, lift and access balconies to the front. While the provision of cycle storage and changing areas encourage the use of alternative travel.

Much of the external design reflects that of the residential terraces at the front of the site, involving timber cladding, timber louvres and full height windows to the unit frontages. The cladding to the exterior is a slate grey environmentally friendly cladding system, which matches the colour of the residential rear elevations.

5.2 Form and disposition:

The form and disposition of elements in the proposed development seeks to improve the streetscape, by substituting the existing road frontage of an open tarmac parking lot which is unattractive, with a residential small scale terrace, set back behind front gardens, in a scale and form complementary to the scale, building line and character of the existing streetscape. The disposition of the B1 units in a 'street' to the rear restates the existing gridded street pattern and creates a secondary layer to the development that echoes the well established tradition of mews development. The placement of the unit containing the flats provides a full stop to the terrace and assists in turning the development into the mews behind in a way that is clear and direct.

The height and architecture of the proposed development is mindful of the existing neighbouring buildings and is designed to respond to and complement the existing street scene. The proposals are also mindful of the proposed development opposite, for which planning permission has recently been granted. The appearance, scale and residential character of the road is thus enhanced by the proposed development creating continuity in a street previously broken by large scale light industrial use.

5.3 Use:

5.3.1 Residential:

The proposed design provides a small but valuable addition to the residential stock of the Borough.

The scheme provides a terrace of 5 additional houses, each with the following accommodation:

- 5 no 3-4 bed houses – 115m²/house each with
- : front garden
 - : rear garden
 - : 1 no parking space
 - : 4 no bicycle parking per unit;
 - : Individual bins & recycling
- 3 no 1 Bed flats
- 54m²/Ground floor
 - 55m²/First floor
 - 49m²/Second floor

5.3.2 Commercial (B1) use:

Provision of 860 m² of B1 commercial use.

The proposal provides two storey B1 terraces set around a central landscaped area and divided into 6 no individual units on the ground floor and 6 no units, accessible through a central service area, on the second floor. These are suitable for small local employment generating businesses and provide ancillary amenities, such as changing areas and storage.

The likely numbers of people working in units of these sizes will vary on the nature of their business, but will be likely to exceed, to a great extent the existing warehouse/workshop use of the site. The scale of business will be compatible, as B1 use, with the residential character of the area.

The scheme provides:

- 12 no business units each with the following accommodation:
- 59m² business use;
 - Communal service and access
 - 1 no parking space per unit;
 - 1 no bicycle covered parking per unit;

5.4 Layout:

The scheme enhances the streetscape by providing a road frontage of houses complementary to Third Cross Road. The street building line is retained and front gardens and open spaces with planting have been created to mediate between the public and private realms. The provision of off street parking responds to the need to minimise the impact of the development on existing traffic patterns

A dedicated road to the rear B1 use provides access to the rear business units with discrete parking and service around an enclosed landscaped area. The scale of the development is in keeping and complementary to the existing buildings.

5.5 Scale:

5.5.1 Residential:

The form and architecture of the proposed new houses echoes and enhances the existing street. The height and form of the buildings proposed are three storeys with low pitched roofs that do not exceed the heights and are similar to that of the houses on the road.

The predominant houses on Third Cross Road are terraces and so by continuing the terrace form of the road, potential problems of overlooking are avoided and providing a consistency to the street thus ensuring that the proposals sit comfortably in their context.

In external appearance the proposed terraced house pick up the language of their neighbours with a rhythm of bay windows for the first and second floors.

5.5.2 Commercial:

The proposed two storey B1 development, set behind the new road frontage terrace houses, lie within the height of the rear of the existing commercial development. The aspect of the commercial development faces inwards onto the new landscaped courtyard. Daylighting to the first floors at the rear is provided by rooflights overlooking, so any problems of overlooking are avoided.

5.6 Landscaping:

The proposed landscaping is an integral part of the form and layout of the proposed development.

The proposed residential development is set back behind small street front gardens in the manner of the existing frontages of the road. This creates a buffer zone between the private and public realms.

All houses are provided with rear private gardens, which back onto the side elevation of the commercial units, enclosing and enhancing their environment.

To the rear, the commercial units are set around a landscaped courtyard, providing a small scale local sheltered space. While at the front a small planted garden is provided to soften the ancillary car parking available for each of the units.

Throughout planting and trees have been involved to shelter and create privacy for both the residential land the commercial portions of the scheme. In addition these help to define the different areas and their uses.

5.7 Access:

The policy approach of the proposed scheme is to improve and maintain existing access arrangements to provide clear and effective access to all external areas and to demonstrate compliant access within the proposed development.

The access road has been aligned with Third Cross Road and incorporates visibility splays as required. The entrance is enough to accommodate rigid Lorries, delivery and refuse vehicles and measures 4800mm across. A structured turning circle for delivery vehicles has been provided and indicated on drawing 2523 P 101*. Refuse has been located within 18m of the main road as required, which means vehicles can access the site and collect refuse or remain on third cross road for collection. Parking has been provided for both the commercial and residential uses and careful care has been taken to soften the spaces with appropriate landscaped areas and planting. They are well defined by pavements and pedestrian only areas and should make it easy to navigate the site without walking through the parking spaces

6.0 Conclusion:

The proposals will provide a significant improvement to the streetscape of Third Cross Road, in a sympathetic and imaginative manner. The supply of residential accommodation is increased and the existing employment provision is improved and increased in a sustainable and viable manner. Access to the site is clearly defined, and parking and servicing provision to the site is provided in accordance with policy provisions.

In conclusion the proposals will make a significant positive contribution both to the architecture and to the provision of diverse but complementary uses to the existing street.

7.0 Appendix

The photos of the site.



THIRD CROSS ROAD, LONDON
NUMBERED POINTS OF VIEW



THIRD CROSS ROAD, LONDON
VIEW 01



THIRD CROSS ROAD, LONDON
VIEW 02



THIRD CROSS ROAD, LONDON
VIEW 03



THIRD CROSS ROAD, LONDON
VIEW 04





THIRD CROSS ROAD, LONDON
VIEW 05



THIRD CROSS ROAD, LONDON
VIEW 06

