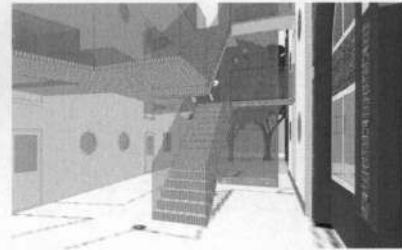
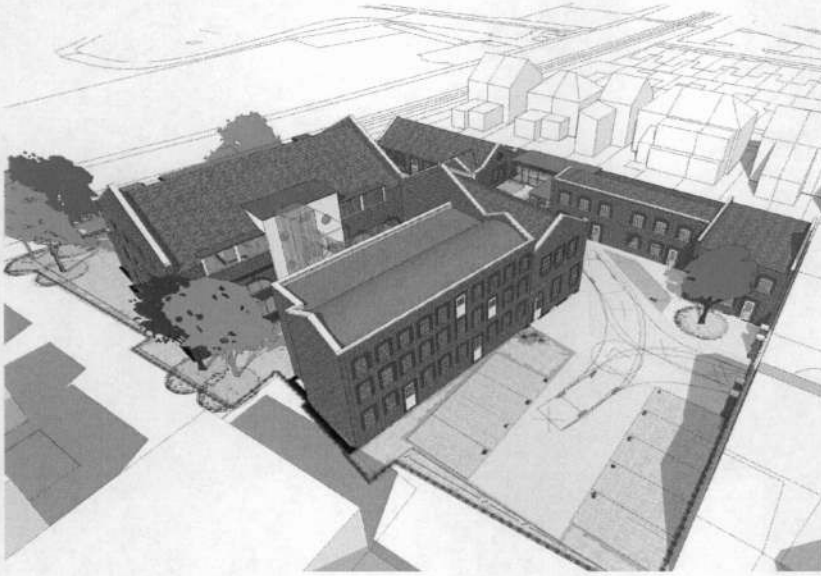


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PROPOSED HOUSING AT

**37 HAMILTON ROAD, TWICKENHAM**

for Hamilton Lofts Ltd

DESIGN AND ACCESS STATEMENT- THIRD APPLICATION

August 2008

RECEIVED  
26 AUG 2008  
PLANNING

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## APPENDICES

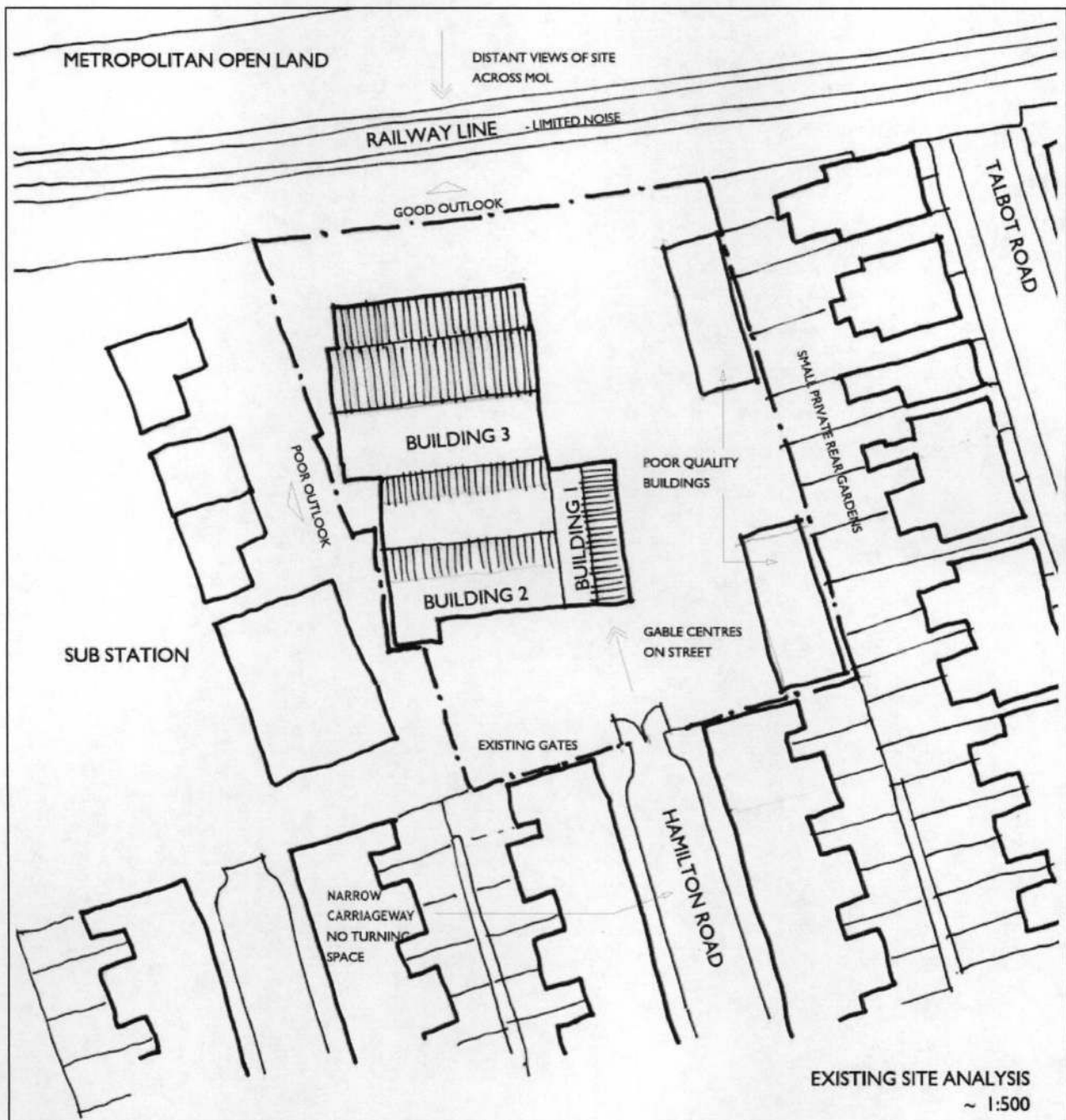
A	Ecohomes Assessment
B	Affordable Housing
C	Geotechnical report
D	Ecological Survey
E	Flood Risk Assessment

# 1 INTRODUCTION

This document has been prepared to support a new planning application by Hamilton Lofts Ltd.

The previous application was subject to a Planning Appeal, and the new scheme addresses the inspector's reasons for dismissal. The principal changes are the retention of the main existing buildings and a reduction in the number of units.

The proposed accommodation comprises 27 units, 21 being formed within the existing buildings, the remaining six being new build.



SITE ANALYSIS

## 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 and have been examined in depth. 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

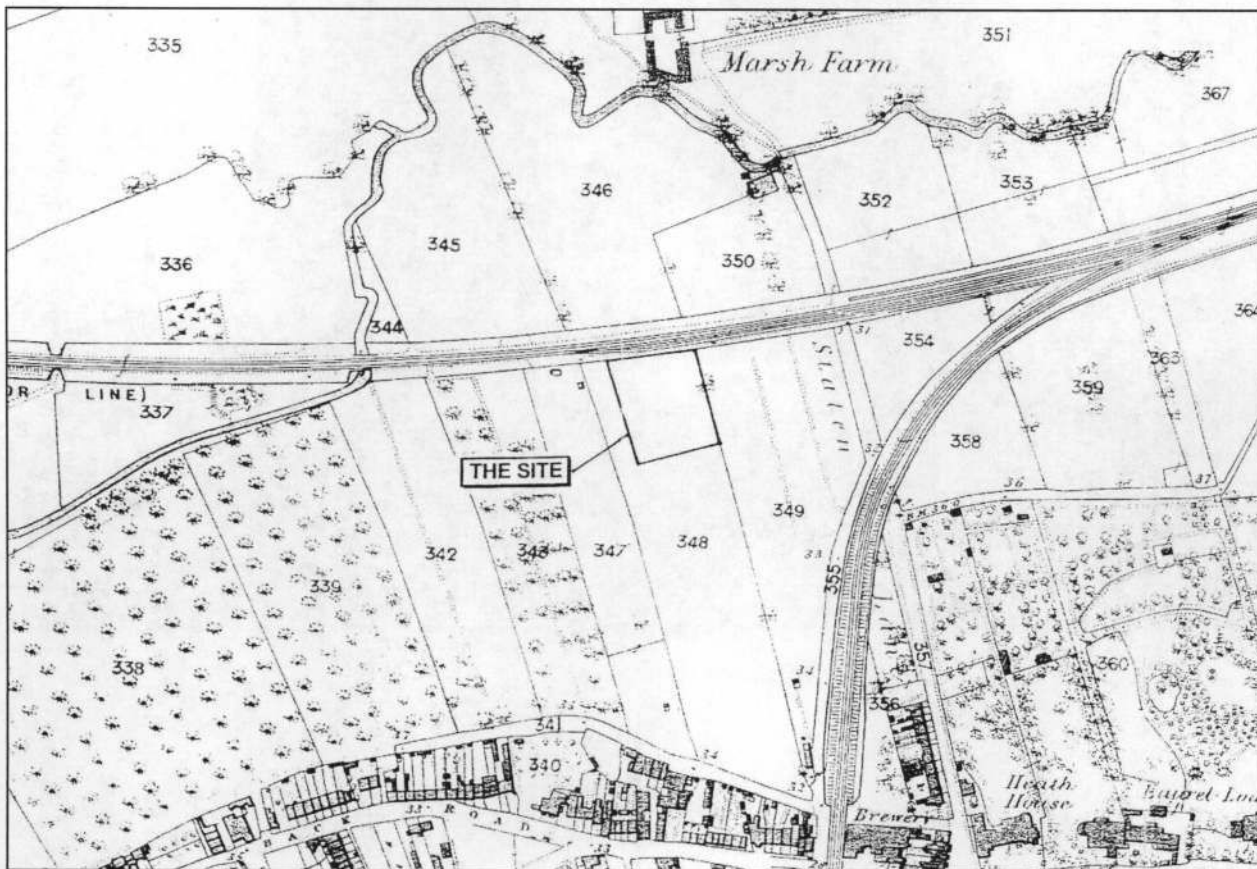
### 3 HISTORY

The area was farmland until the mid 19<sup>th</sup> 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.

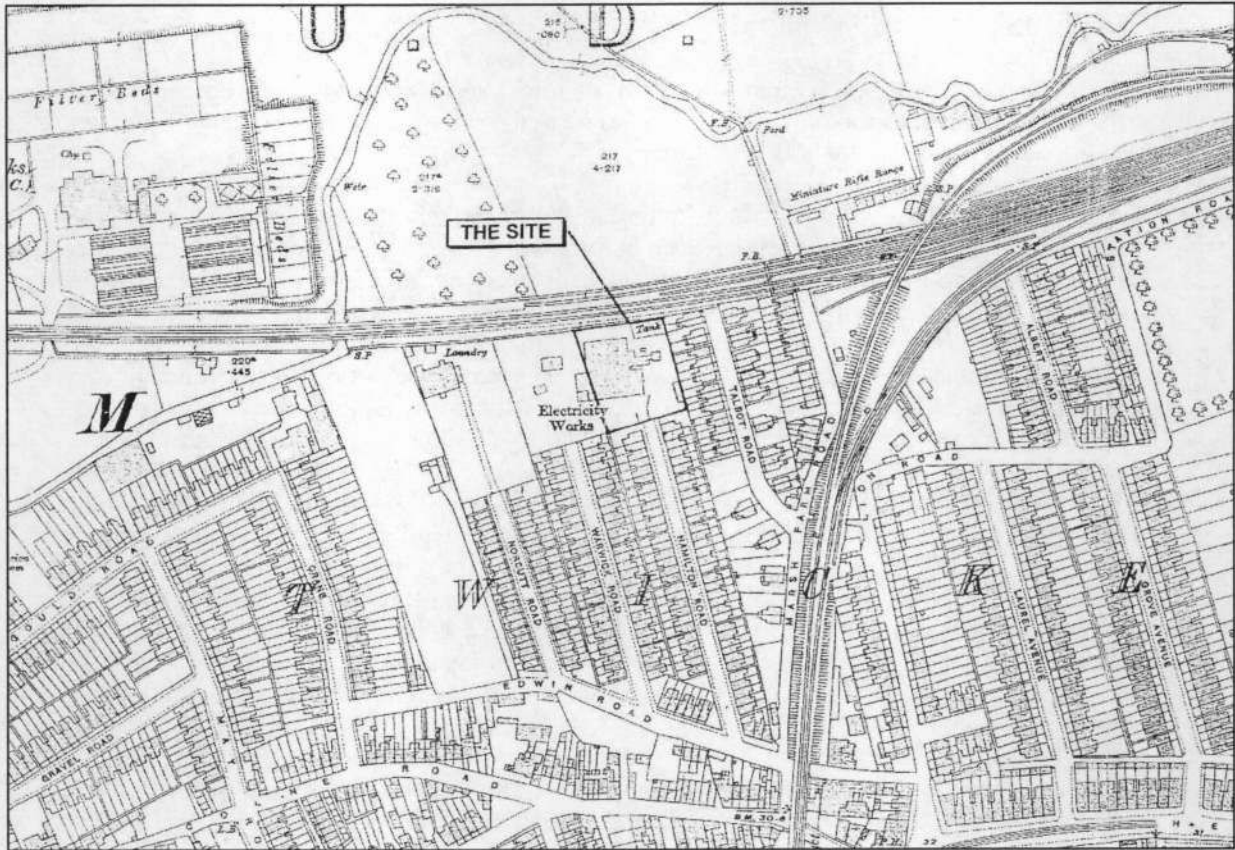
The current site was created when, in the 1960s, the Victorian power station was superseded by a modern transformer sub-station that only required half the land occupied by the former works. The power station buildings were retained on the other half of the land but lay empty and derelict until the 1980s. 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.



1863 ORDNANCE SURVEY



1863 ORDNANCE SURVEY



1863 ORDNANCE SURVEY

#### 4 THE EXISTING BUILDINGS

The Buildings of Townscape Merit, which are the remaining electricity works, consist of three adjacent but distinct structures. They are referred to in this document as Building 1, Building 2 and Building 3 (see site analysis for locations).

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 is in need of expensive repair.

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. 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.

Both Buildings 2 and 3 were chopped in half and crudely bricked up with a single skin of breezeblock forming the west elevation 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.



EXISTING BUILDING 1





EXISTING BUILDING 2 & 1



EXISTING BUILDING 3



BUILDING 1 – TYPICAL WINDOW



BUILDING 2 – TYPICAL WINDOW



BUILDING 3 – CONDITION OF SOFT RED BRICKWORK

## 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.



VIEW OF HAMILTON ROAD FROM SITE



VIEW OF LARGER SCALE INDUSTRIAL BUILDINGS

## 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
- c. To retain and restore the Buildings of Townscape Merit, which are currently in dilapidated condition.
- d. To maximise parking provision while maintaining a pedestrian courtyard character.
- e. To minimise impact on adjoining properties.
- f. To improve vehicle movement by providing a public turning facility at the end of the street.
- g. To make best use of the open outlook to the north, retaining a view through from Hamilton Road.
- h. To maximise opportunities for sustainable development.
- i. To remediate existing soil contamination.



VIEWS OF SITE FROM METROPOLITAN OPEN LAND

## 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, but Building 2 owing to its inherent problems may have to be partially 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) The southern range of Building 3 will be converted into a courtyard, by removal of the roof and west wall. This courtyard will form the principal circulation space for the retained buildings, and will contain access stairs, lift and bridges to the flats. A range of accommodation forming kitchens and bathrooms will be added to the north of building 2.
- c) New floors will be introduced into the main bulk of building 3, which will provide 13 flats.
- d) There will be much smaller scale houses on the east boundary, set back further 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 pitched and flat roof, with reclaimed brickwork, to address Design Panel and neighbours' wishes.
- e) 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, 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.

- f) 24 off-street parking spaces will be provided within the site.
- 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 overleaf

- a) The existing Building 1 is converted into 2 x 2 bed apartments for wheelchair users.
- b) Building 2 is converted into 6 x 1 bed apartments.
- c) Building 3 contains 13 apartments
- d) The small buildings on the east boundary accommodate 3 mews houses and three one bedroom units.
- e) Wheelchair provision: 2 units are designed to full wheelchair standards
- f) 24 parking spaces are provided 3 of which are to wheelchair standard.

## ACCOMMODATION SCHEDULE

Plot No	Type	Floor	Aspect	Tenure	Bedrooms	People	Hab rooms	Area	
								Sqm	Sq ft
1	A	G	SE N	Sale	2	3	3	78	840
2	B	G	S	Sale	1	2	2	58	625
3	B	G	S	Sale	1	2	2	55	590
4	C	G	S court	Aff	1	2	2	49	530
5	D	G	N W	Aff	2	3	3	63	680
6	E	G	N	Sale	1	2	2	42	450
7	D	G	NE	Aff	2	3	3	63	680
8	C	G	E S court	Aff	1	2	2	48	520
9	A1	1	SE N	Sale	2	3	3	78	840
10	B	1	S	Sale	1	2	2	58	625
11	B	1	S	Sale	1	2	2	55	590
12	C	1	S court	Aff	1	2	2	49	530
13	F	1	N	Sale	1	2	2	56	605
14	F	1	NE	Sale	1	2	2	55	590
15	C	1	E S court	Sale	1	2	2	48	520
16	B	2	S	Sale	1	2	2	58	625
17	B	2	S	Sale	1	2	2	55	590
18	C	2	SW	Sale	1	2	2	48	520
19	F	2	N W	Sale	1	2	2	51	550
20	F	2	NE	Sale	1	2	2	51	550
21	C	2	W	Sale	1	2	2	47	500
22	K	K	SE W	Aff	1	1	2	34	366
23	G	G	WE	Aff	1	1	2	37	398
24	G	G	NE W	Aff	1	1	2	37	398
25	H	G+	WE	Studio	1 mezz	2	2	58	625
26	H	G+	WE	Studio	1 mezz	2	2	58	625
27	J	G+	WE	House	3	4	4	105	1130
TOTALS					27 units	57 people	60 hab rms	1494 m2	16092 sq ft

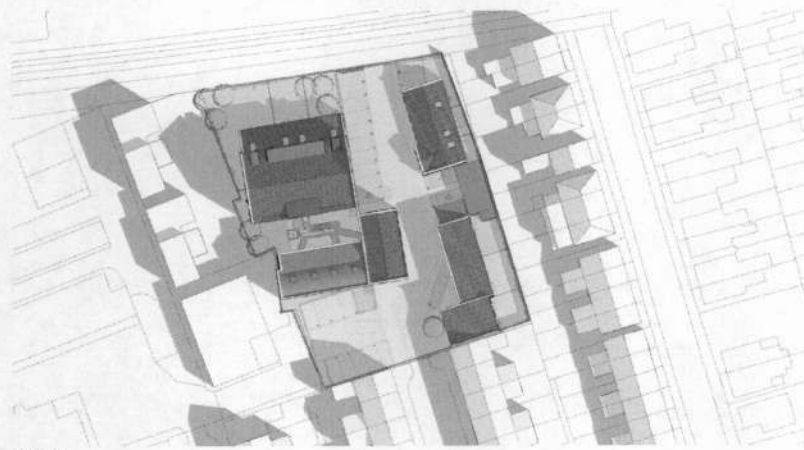
## 9 MASSING, SUNLIGHT AND DAYLIGHT

Most shading is created by the existing buildings. As these are located towards the north west corner of the site, there is little overshadowing of adjoining properties.

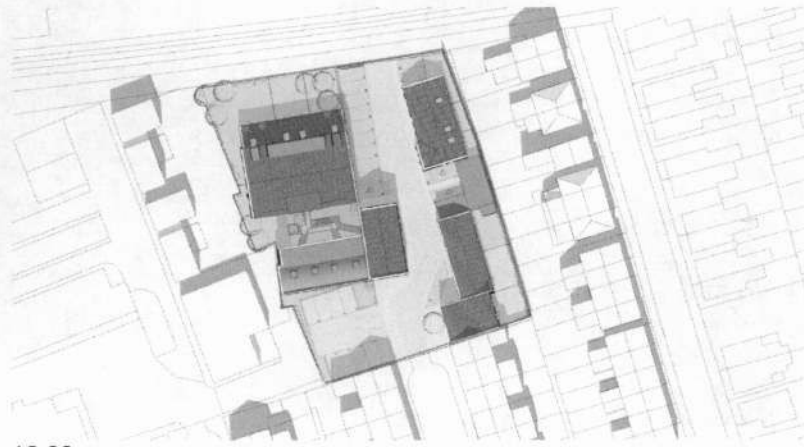
The new buildings are very low in profile and spaced further from the boundary than the previous application, notwithstanding that the previous application was considered by the inspector to be acceptable from sunlight, daylight and privacy points of view.

The previous application was however considered by the inspector to be overbearing in its impact on the Talbot Rd. properties, which is the reason for the reduction in mass of the current application.

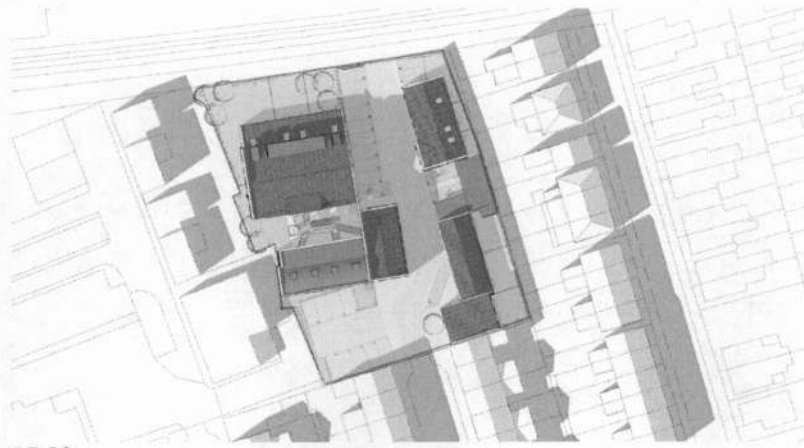
### SUN PATH PLOTS FOR THE 21<sup>ST</sup> MARCH



9.00



12.00



15.00

## 10 SUSTAINABILITY

As a mainly refurbishment project, this new application is inherently more sustainable than a new build. Having said that, there are clearly limitations imposed by the retention of the townscape qualities of the existing industrial buildings on their energy performance. The requirements of the Borough's Sustainable Construction Checklist have been followed in this application. Reference is made to the 18 items in that list:

1. Ecohomes 'excellent' rating for new build, 'very good' for conversion units.  
See pre-assessment Appendix A
2. Site contamination.  
See geotechnical report Appendix C, which indicates that some limited remediation work will be necessary. Further site investigations and decontamination work will be carried out prior to start of construction.
3. Site Ecology  
An ecological survey was carried out by Middlemarch Environmental and this is included in Appendix D
4. Energy saving –see 1
5. Renewable energy  
Solar water heating is envisaged, providing at least 10% of the overall energy needs.
6. Construction materials – see 1
7. Water consumption – see 1
8. Recycling – full recycling storage to LBRoT standards is provided.
9. Surface water – see 1
10. Microclimate  
See sun path plots. Mostly south facing courtyard.
11. Public transport.  
Walking distance to buses and station
12. Cycling and walking  
Full cycle storage is provided
13. Green spaces  
The site has good access to the MOL to the North
14. Secure by design-see separate section
15. Light pollution- Low spillage fittings will be used
16. Flood resistant design -see FRA, Appendix E, which concludes that the proposals are fully compliant with PPS 25
17. Access – a lift is provided serving all levels in the existing buildings. Three wheelchair parking spaces are provided.
18. Construction process - Considerate Constructors scheme will apply



## 14 LOSS OF EMPLOYMENT LAND

At the planning inquiry on the previous application, the inspector's report concluded on this issue as follows:

"In my view, the intensification of industrial/commercial traffic on Hamilton Road would be unacceptable both in terms of the impact on residents' living conditions and the safety and free flow of traffic. Similarly, given the nature of the access, the use of the site for large scale warehousing or open storage would not be appropriate.

## 12 AFFORDABLE HOUSING

See Appendix B for "Three Dragons" Affordable Housing Toolkit assessment, which concludes that the site cannot sustain more than 30% affordable housing (shared ownership)

8 out of 27 of the units are affordable, representing 30% of the total accommodation, comprising:

6no. 1-bed units

2 no. 2-bed units

The 8 affordable units are all designated for shared ownership.

In addition to the financial constraints, the site's location and the design of the converted buildings are not appropriate for the provision of social rent family accommodation.

As the Inspector concluded in his Appeal decision, this is not an appropriate site for family accommodation because of "the absence within the development of usable amenity space suitable for children, the location of the site adjoining a railway and the distance to an area of public open space"

Given that it is not possible to designate a separate building or core for the affordable units, the affordable housing is fully integrated with the open market housing in a tenure blind manner, and this is better suited to shared ownership accommodation than social rented accommodation, in terms of RSL management and operation.

The sizes of the affordable units comply with the Council's Basic Needs Assessment Model (BNAM) which identified a significant shortfall of affordable housing in the Borough and a shortfall of all sizes of accommodation with the largest shortfall being one and two bed roomed units.

## 13 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.

Previous applications have included traffic reports. Pre-application advice obtained on 8 July 2008 on this application was that another traffic report would not be required. This follows the Inspector's view that "there is no basis to dismiss this appeal based on the effect of traffic generation or parking on the adjacent highway network"

The turning head proposal is retained from previous applications.

Detailed design of the internal layout of the site has been carried out in consultation with the Highways Planning Officer.

## 14 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.

## 12 CONSULTATIONS

See below applicant's Statement of Community Involvement

Hamilton Lofts Ltd  
37 Hamilton Road  
Twickenham

### Statement of Community Involvement

August 2008

This is the third planning application by Hamilton Lofts Ltd for the site at 37 Hamilton Road Twickenham. It follows two previous planning applications, culminating in a full 4 day Planning Inquiry in 2007.

As a result of this recent planning history, there has been extensive consultation with Richmond Council councillors and officers and members of the local community. The resulting comments and feedback have shaped the conservation-led design proposals for this third planning application.

Following the dismissal of the appeal in November 2007, community involvement includes:

November 2007	Contact with Chris Tankard, Team leader of Development Control
December 2007	Submission of pre-application drawings for discussion to Chris Tankard
January 2008	Meetings with Cllr Head and local residents to view new plans for conservation-led development
February 2008	Submission of viability assessment to Richmond Council for the new plans
April 2008	Submission of formal application to Richmond Council for pre-application advice Meeting on-site with Borough's Conservation Officer

May to July 2008  
July 2008

Feedback from Council departments and Environment Agency  
Pre-application planning meeting with Chris Tankard Meeting with  
Cllr Head

August 2008

Submission of third planning application

At a date to be agreed in Autumn 2008, it is proposed that a public meeting will be held at a local venue to present the planning application proposals to local residents, as an additional measure to the Council's own formal consultation procedures.

## DRAWINGS

3593 PL101	Existing	Location Plan
3903 PL102	Existing	Site Plan
3903 PL103	Existing	Buildings Plan
3903 PL104	Existing	S Elev
3903 PL105	Existing	E Elev
3903 PL106	Existing	N Elev
3003 PL107	Existing	W Elev
3003 PL108	Existing	Typical Section
3903 PL109	Existing	Courtyard N Elev
3903 PL110	Existing	Courtyard S Elev
3903 PL112	Proposed	Site Plan
3903 PL113	Proposed	Ground Floor Plan
3903 PL114	Proposed	First Floor Plan
3903 PL115	Proposed	Second Floor Plan
3903 PL116	Proposed	Roof Plan
3903 PL117	Proposed	S Elev
3903 PL118	Proposed	E Elev
3903 PL119	Proposed	N Elev
3903 PL120	Proposed	W Elev
3903 PL121	Proposed	Typical Section Looking W
3903 PL122	Proposed	Courtyard N Elev
3903 PL123	Proposed	Courtyard S Elev
3903 PL124	Proposed Live Work Unit	Plan and Elevs
3903 PL125	Proposed House and Studio	Ground Floor Plan
3903 PL126	Proposed House and Studio	First Floor Plan
3903 PL127	Proposed House and Studio	Elev
3903 PL128	Proposed Wheelchair compliance	Plan
3903 PL129	Proposed Refuse and Cyclestore	Plan and Elev