

Design & Access Statement

Liffords Place
Barnes High Street
London
SW13

Our ref: MJA/8355/D&A

Date: 3rd December 2014

Introduction

1. Terms of Reference

- This document has been prepared to accompany the Planning Application submitted by Avis Appleton & Associates Ltd on behalf of Roundlistic Ltd who is the owner of Liffords Place, Barnes High Street, London, SW13. The application submitted consists of 18 flats located at first, second and third floors built over 3no retail units together with cycle storage and bin store.
- Avis Appleton & Associates Ltd has been appointed to prepare design drawings for this development and have worked extensively in the Barnes and Mortlake area.

2. Background

- The site is currently occupied by a number of businesses namely a furniture warehouse, car wash, Builders office / store and to vacant office units one of which is derelict.
- The site has a key advantage of being accessed by both pedestrians and vehicles from Barnes High Street.
- The site is well served by public transport and is a 10 minute walk from Barnes Bridge with direct access to Waterloo mainline station.

3. The Brief

- The objectives set by the client for the development were:
- Create 18no self contained flats, (6no 2 bed and 11no 1 bed & 1no studio flat) with terraces constructed around a central courtyard area which would serve two purposes, one for general circulation within the site and the other as an open amenity space. 1no B1 unit, 1no A3 unit and 1no SUI Genius use which would cover a number of public uses to provide some form of community use.
- Take consideration of the site location and its context and surrounding neighbourhood.
- Massing designed in keeping with adjacent buildings.
- Improve the dilapidated state of the overall site to provide good quality outlets to the ground floor and a diversity of much needed modern and highly energy efficient residential units in an area where the existing housing stock is predominately family houses built pre 1920's and the flats pre 1960's both of which are difficult to renovate to today's standards.
- Incorporate high quality design and functionality with a key aspect to meet Life Time Homes Criteria and all rooms to have 'form follows function'.
- The provision of lift access to the majority of the residential units.

4. Site and Context

- The overall site encompasses two adjoining sites owned by the same company which is separated by a part brick /timber fence which will be removed upon planning consent being granted, which will total 1238m²/0.12 hectares, which includes the hard standing serving the car wash and stone masons. Vehicle access from Barnes High Street serves the car wash and furniture outlet. Pedestrian access from Barnes High Street serves the office and stone masons.

Immediate neighbours include numerous retail outlets fronting Barnes High Street with residential accommodation above, Graphic Designers Office, Sainsbury's Superstore, a new build residential property to the South and the garden to the public house.

The site is located directly off Barnes High Street which has a mix of high end retail outlets, cafes, art galleries, estate agents, specialist bakers and butchers, restaurants and a number of public houses.

The current buildings on the site are a mix of single and two storey buildings spread out over the site which has an overall footprint of 557m².

The furniture outlet is housed in an industrial style building with corrugated sheet roofing and the office and stone masons consist of a variety of brick, painted brick structures and slate roofs with little or no architectural merit.

Our client has been in discussion with the Barnes Town Team for the past two years, primarily Emma Robinson. The Town Team is fully aware and supportive of the redevelopment of the site.

5. Economic Context

- The creation of predominately one and two bedroom units will provide valuable residential units at the lower end of the price scale within Barnes and would appeal to either young purchasers starting out on the property ladder or the older purchaser, looking to downsize but stay in the local area.
- The mix of office/retail/public space will enhance the quality of the development and create a vibrant courtyard atmosphere away from the busy high street.
- There will be no loss of employment, should the application be granted as it will create more jobs in line with (EMP14) in an area which is designated for mixed use employment.

6. Access

- Vehicle access from Barnes High Street will be used for refuse collection to the North of the site, nearest to Barnes High Street and turning circles for collection are provided. Deliveries to the retail, office and public spaces will also utilise this vehicle access. Motor cycles will also be allowed to use the vehicle access and have designated parking facilities. Due to the excellent public transport links, we anticipate that this development would be less dependent on car usage. Although car parking spaces are not provided on site, it is proposed that a car club membership is introduced to overcome the requirements of DM Policy TF8. The proposal will reduce the number of vehicles entering and leaving the site from today's number resulting in less congestion within the site and on Barnes High Street.
- Secure and weather proof cycle storage will be provided for both business and residential use and be safeguarded. Visitor cycle storage will also be provided.
- The scheme exceeds the council guidelines laid down for wheelchair access. 12 out of the 18 units are to comply with lifetime home and wheelchair criteria, so exceeds Council guidelines (CP14) which requires that 10% meet wheelchair standards.

7. Evaluation, Design & Appearance

- The design reflects the predominant architectural details of the surrounding buildings such as, traditional hipped and gable roof forms.
- Brick facing materials which would match and blend in easily with the surrounding buildings will be used together with slate roof finishes.

- The first floor will be set back from the boundaries to lessen the impact on adjacent properties and thereby enable the provision of private amenity space to all of the first floor units.
A minimum of 5m² of amenity space will be provided for 1 bed dwellings and 7m² for 2 bed dwellings to comply with policy DM H04.
- The proposed first floor has been designed to be set back 1.7m from the boundary. By setting it back we will ensure that the material impact will appear reduced and not appear overly dominant in comparison to the adjacent buildings. The terraces do not harm the amenity of adjoining properties through unacceptable levels of noise, vibration, sunlight, daylight and privacy.
- The landscaped courtyard will be for the use of the residents and the general public and incorporates extensive planning including a living wall and hard landscaping but with permeable surfaces in order to harvest surface water SUDS.
- A Schedule of Accommodation has been supplied with the application.
Internal spacing meets the Councils standards stated in the Residential Development Standards (SPD) and will be built to conform to lifetime homes standard as laid out in the Councils core strategy (Policy CP14).
- The mix of units is in line with the Councils policy DM H04 which encourages smaller dwellings close to town centres.
- The refuse and recycling provisions for the site are located to the North of the site and it will have level access. The maximum distance that residents will have to travel will be less than 30m in line with the Council Guidelines. Both normal house hold waste and recycling bins will be provided and residential and commercial bins segregated within the refuse area.
- Sustainable design features will be included in the construction of the development such as:
Extensive insulations to walls, floor and roof to meet the requirements of Part L of building regulations;
Efficient Boilers.
Low Energy Lighting.
Water Saving Devices & Appliances.
Sound Insulation.
A sustainable construction statement accompanies the application.

8. Conclusions

- The scheme has been developed after considering all site specific design criteria. Alongside providing sustainable design features, the design has sought to minimise the impact on adjoining properties.
- The site is easily accessible by both pedestrians and vehicles alike, and although no parking is to be provided, a car club membership will be set up and is served well by public transport. This is so it will not affect the high street parking situation.
- Other sites in the area have been granted planning consent recently, namely 28/29 Barnes High Street and 58 Barnes High Street which did not provide car parking or public open space.
- The proposals will create a high quality development and contribute to the local community, add value and enhance the site.
- I would ask the Council to look favourably on the Planning Application.

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