

Land Rear of No. 74 Church Road, Barnes

Design and Access Statement

1 THE SITE

The site is a triangular 'back land' behind the south side of Church Road and bordered by the gardens of Elm Grove Road, Bracken Gardens and the garaging/workshops accessed from the later.

It falls within Character Area 4: Barn Elms/Roses Lane but it's true relationship, historically and as experienced, is with the adjacent Conservation Area 12: Barnes Green and the Edwardian parade of shops in Church Road, designated 'Buildings of Townscape Merit'.

Further details of the development proposals and the planning justifications of the scheme are set out in the Planning Statement.

2 PLANNING HISTORY

The present application responds to LBRuT's comments (14th August 2015) on the Pre-Application submission of an earlier, entirely residential, scheme of three storeys.

The revised two storey mixed development proposal was presented and discussed at the 'follow up' meeting of the 3rd May 2016 with the Principal Planning Officer (Urban Design) and the Case Officer. In principle, the architectural strategy was supported and supplementary design issues were identified.

3 SITE HISTORY, CONTEXT AND HERITAGE STATEMENT

The commercial and residential development of Church Road, at its junction with Castelnau, took place at the start of the 20th Century, possibly encouraged by the opening of the new Hammersmith Bridge in 1887.

The site was originally occupied by Elm Grove House, one of a number of 17th and 18th Century large houses with substantial grounds that were built in the vicinity of St. Mary's Church.

The O.S map of 1874 shows the extent of these properties:



ORDINANCE SURVEY MAP 1874

Site History, Context and Heritage Statement – cont.

The Planning Application for 90-100 Church Road was lodged with Barnes UDC in July 1896 and for 68-72 in August 1980. Both on behalf of the Elm Grove Estate.

The O.S map of 1913 shows the full extent of the completed commercial and neighbouring residential developments, although rates were collected from the Elm Grove Road and the shops as early as 1901.

The application site was developed at the same time as the parade of shops with access specifically provided for between 74 and 76 Church Road. The provision was to serve the Church Road traders; the rates returns for 1911 refer to ‘coach house and stabling’.

With the decline of horse power, the building became listed in Kelly’s Directory of 1929 as ‘Church Road Garages’ with battery servicing, printing and boot repairs accommodated.



CHURCH ROAD PARADE OF SHOPS WITH CARRIAGEWAY TO SITE

Site History, Context and Heritage Statement – cont.

Of the original structure, the perimeter wall to the south east and south west remain. These rise to a height of 4.5 metres with window openings at high level providing the ventilation rather than the daylight required for stabling.



ORIGINAL STABLE WALL FACING ONTO ELM GROVE ROAD GARDENS

Surprisingly these walls are built in red brick rather than the ubiquitous London stock used for the back facades and extensions to the Church Road buildings.

The current proposal responds to the historic context by retaining and being defined by these existing walls. The proposal echoes the footprint of the original and in doing so delineates and preserves the open space with its link to Church Road.

4 CURRENT PROPOSAL – DESIGN STRATEGY

The architectural development was driven by the following criteria:

1. To use the built form to define an open space which, while providing a democratic access to the accommodation, was also a place in its own right which linked through to the vitality of Church Road and thus extended the public realm.
2. To acknowledge and retain the historical narrative of the site.
3. To build for a community of mixed use.
4. To strike a balance between the new building having its own presence and being responsive to the language and forms of the existing adjacent buildings.
5. To limit impact on adjoining properties as regards privacy and daylight.



APPROACH TO SITE FROM COVERED CARRIAGEWAY

Current Proposal – Design Strategy – cont.

Architectural Strategy

We took the traditional mews as an exemplar and as a particular model, that to the west of the site, accessed from Bracken Garden. Here, less typical of a mews, the first-floor accommodation is accessed off an open gallery.



LEFT - MEWS GARAGES OFF BRACKNELL GARDENS

RIGHT – ALBERT MEWS SOUTH KENSINGTON

We have adopted this ‘parti’ whilst giving it a more formal expression. The gallery surmounts a brick ‘colonnade’ which screens a covered arcade in front of the commercial units.

The existing and original perimeter wall on the south and west boundaries is an important feature of the site, and its retention is the essential strategy of the current proposal. It serves to provide a complete separation between No.74 and adjoining properties and thus screens from overlooking.

Current Proposal – Design Strategy (Architectural Strategy) – cont.

Behind the wall is a continuous ‘slot’ permitting daylight to enter the rear of the properties at ground floor level. The first-floor façade is further indented to preserve the privacy of neighbouring gardens.

The roofs have shallow pitches with the first-floor ceilings following their profiles. This allows us to reduce the eaves heights on the critical elevations to further reduce impact.



VIEWS OF EXISTING PERIMETER WALL SHOWING RELATIONSHIP TO THE PROPERTIES OF ELM GROVE ROAD

Current Proposal – Design Strategy (Architectural Strategy) – cont.

The quality of developed design of the open space will be as important as the buildings that define it.

It honours its history by being simply paved in unifying setts, linking through to the carriageway from Church Road.

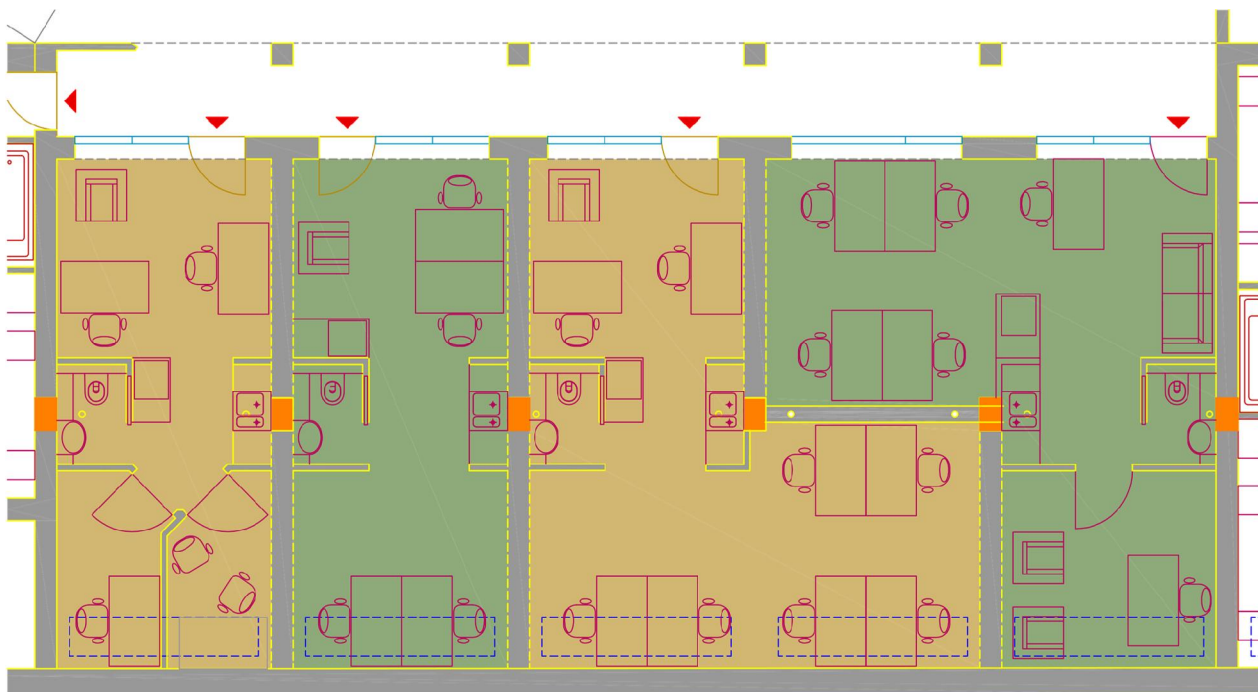
The continuity of this link is vital to give permeability to the linear high street facades and to enrich the town scape experience.

The approach from Church Road will be made hospitable by the illumination of the soffit to the carriageway.

The Accommodation

The accommodation comprises, at ground floor level, a series of commercial units which can be used independently or linked in different configurations.

They are accessed from the covered walkway via a glazed entrance screen at benefit from roof lighting at the rear.



POTENTIAL OFFICE LAYOUTS

Current Proposal – Design Strategy (The Accommodation) – cont.

At each end, at ground floor, there are two two-bedroom flats. At the upper level, accessed from the covered gallery, there are two central one-bedroom flats with two-bedroom flats at each end.

The flats are spacious and efficiently planned: the four two-bedroom flats have areas that meet National Standards. The two one-bedroom flats are just below the National Standard but are compactly planned to offset any deficiency.

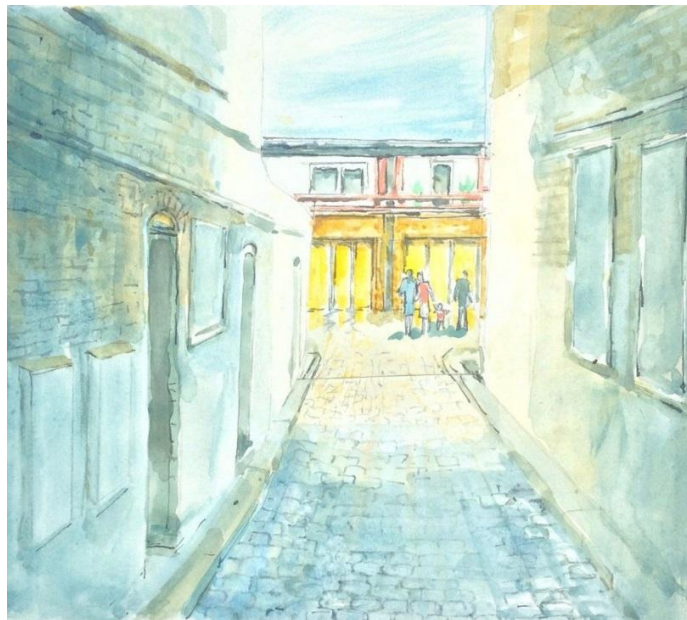
Ground floor flats have been designed to meet the ‘Accessible and Adaptable’ standard of Part M (2) Category 2, those of the upper floor to the ‘Visitable’ standard of M4 (1) Category 1.

Architectural Form and Detail

The buildings to which the site responds, historically and as townscape, are the parades of shops along the south side of Church Road.

As noted above, the site is defined on the south and west sides by the original walls of the stables. These walls are retained, for the reasons already outlined, and as a historic link to the former use of the site.

Delineated by these walls, the proposal defines an open space serving all occupants and linked via the arched carriageway to Church Road from which it will be viewed as a focus and destination.



THE SITE AS FOCAL POINT

Current Proposal – Design Strategy (The Accommodation) – cont.

In contrast to their richly detailed and eclectic street facades, the Church Road buildings present, to their rear, simple unadorned planes and volumes in London stock brickwork.



VERNACULAR FORM

In response, we have adopted the same austere language of precise geometry in plain brickwork.

While the central element of brick colonnade and gallery presents a more formal and independent aspect to the main approach, the terminations to the east and west allow a more ad hoc geometrical formation, consonant with the rear extensions and aggregations to the Church Road buildings.

The whole composition is bound together by the simple low pitched roof volume with its continuous ridge height.

To register the mass of the brickwork, windows and doors are set back to show deep reveals.

5 MATERIALS

Brickwork

Existing surrounding walls are laid in London stock raised in Flemish bond.

To give a subtler variety to the brickwork, which would have to be stretcher bond, and to provide a more weathered and variable effect, we have adopted a mix of bricks.

Supplied by E.H.Smith Ltd the mix comprises 80% Danehill Yellow, 15% Lindfield Yellow and 5% Selected Dark.



**BRICKWORK AT THE SORTING OFFICE SITE,
TWICKENHAM**

This was suggested to us at the Planners' meeting and has already been used in the Borough at the Sorting Office site in Twickenham.

We will use a struck flush joint in a matching pigmented mortar so that the walls read as uninflected surfaces.

Materials – cont.

Roofing

To reduce baulk, the consequent shallow pitches require sheet metal as a finish.

Aluminium patinates to a neutral grey, given character by the shadows cast by the standing seams.

Perimeter guttering is set into the eaves to show an unencumbered leading edge.

Aluminium roofing also allows for the integration of PV solar panels that can be set flush.



ZINC ROOFING WITH STANDING SEAMS

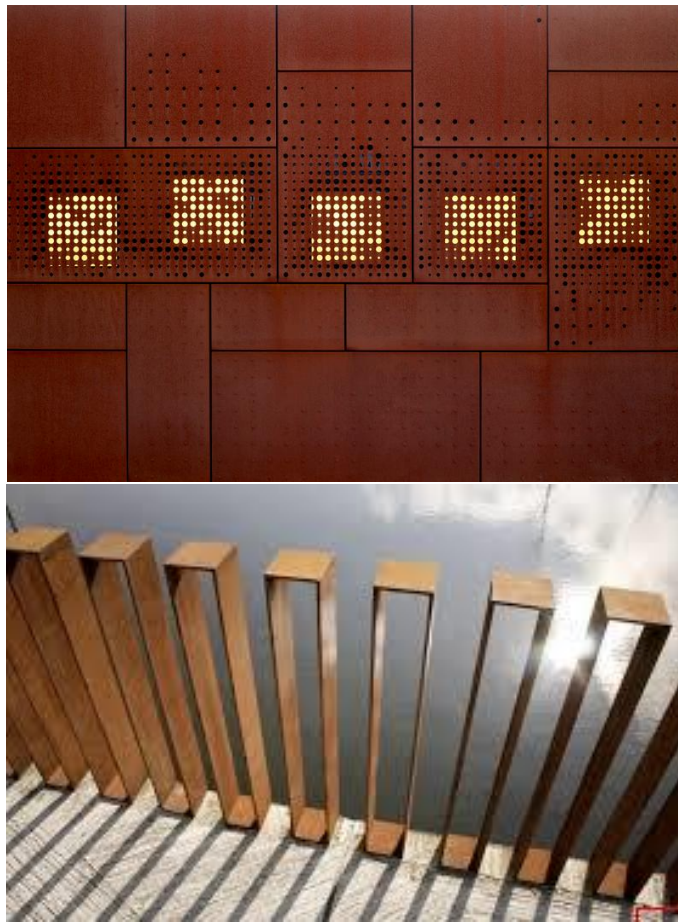
Windows

Frames will be of aluminium, powder coated dark grey. The intention is that the windows should register as simple voids in the brickwork. For the same reason, frames will be recessed to demonstrate the thickness of the walling.

Materials – cont.

Metalwork

Railings, balustrades, roof parts etc. will be in Corten steel. The ‘rust’ colour compliments that of the brickwork and variable patination provides a more sympathetic finish. An alternative anodised aluminium finish to the same visual effect might be considered.



EXAMPLES OF CORTEN IN USE

First Floor Facades

The façade to the gallery will be in brickwork to complete the sculptural whole.

The first-floor facades facing the retained existing walls will be rendered and painted to maximize light reflection onto the private terraces and courtyards provided at ground and first floors.

Materials – cont.

Paving

The courtyard is an essential component of the project as the building itself with its townscape role as noted above.

Continuity from Church Road via the archway is crucial. At the meeting with LBRuT the use of granite setts, as currently laid through the approach to the site, was endorsed.



GRANITE SETTS TO CARRIAGEWAY

We propose block paving to be Brett’s Alpha Antique ‘Charcoal’ laid in random sizes. This will be laid across the back-access road from the bell mouth to the carriageway to Church Road. This will ensure coherence of surface, uniting the scheme with Church Road.

6 TREE PLANTING

It was acknowledged at the 'follow up 'meeting with the planners that the existing trees might be replaced by a single specimen tree planted to be visible through the archway from Church Road (see S.E.S Arboricultural Impact Assessment for audit of existing trees).

For the new tree a Wild Service tree (*Sorbus Torminalis*) is proposed; a rare native tree that deserves greater use. Of medium growth and open habit, it is appropriate for the location on the site and will tolerate a clay subsoil. Fruit appearing in early autumn will attract birds.



Sorbus Torminalis (Wild Service Tree) in Autumn



Sorbus Torminalis (Wild Service Tree) in Spring

7 ACCESS

Sustainable Transport

Policy CP5 of the adopted Core Strategy (2009) relates to sustainable travel whereby cycling and public transport is promoted and that development should not be detrimental to the highway network.

Policy DM TP 2 of the adopted Development Management Plan (DMP) (2011) states that smaller developments (i.e. other than major development) should be supported by a Transport Statement.

Policy DM TP 6 of the DMP requires new development to improve the safety and security of the pedestrian environment where appropriate.

Policies DM TP 7 and DM TP 8 of the DMP relates to cycle parking standards and car parking standards respectively. However, these are considered superseded by the more recent London Plan (2016).

Similarly, Policy LP 45 of the emerging Local Plan (2017) expresses similar parking standards to the London Plan and these are expressed as maximum standards.

The submitted Transport Statement confirms that the proposed development accords with all relevant parking standards of the London Plan (2016) and that access to and from the site is also considered acceptable via vehicular and pedestrian access.

Consultation

At the public consultation events held in October 2016, local residents of Church Road informed the applicant that at present, parked cars are blocking access to the rear of the building.

However, as shown in Figure 5.5 of the Planning Statement, the applicant is proposing to install bollards as part of the development proposal in order to prevent parked vehicles from blocking the access path onto the rear of the Church Road properties.

Such proposed bollards are considered to be a betterment to the existing situation and is the result of positive community engagement at pre-application stage.

Please refer to para 5.6.3 of the Planning Statement for further details.

Project Specific Issues

We are using the existing access arrangements to the site for both pedestrians and vehicles.

The submitted Transport and Construction Traffic Management Plan demonstrates, by swept path analysis, all vehicles can enter and exit the site in forward gear.

The maintenance and protection of access and escape routes from the rear of Church Road properties, as described above, has reduced the amount of our parking provision.

One parking space has a potential for a wheelchair user in proximity to the appropriately compliant flat.

Night-time safety for pedestrian access will be enhanced lighting to the approaches, including illumination within the archway from Church Road.

Way finding lighting within the site will give especial regard to the safe passage of disabled residents and visitors.