



## **Hampton Wick High Street Design and Access Statement**

Hampton Wick, Kingston Upon Thames

27 January 2021

A Doc (99) 01 Rev B

**FLETCHER CRANE**  
ARCHITECTS

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Image courtesy of Francis Frith

# Section 01 Site Site Location

Location Plan  
1:1250 @A4



Site Area = 920 m<sup>2</sup>  
Site Boundary 

Scale: N.T.S.




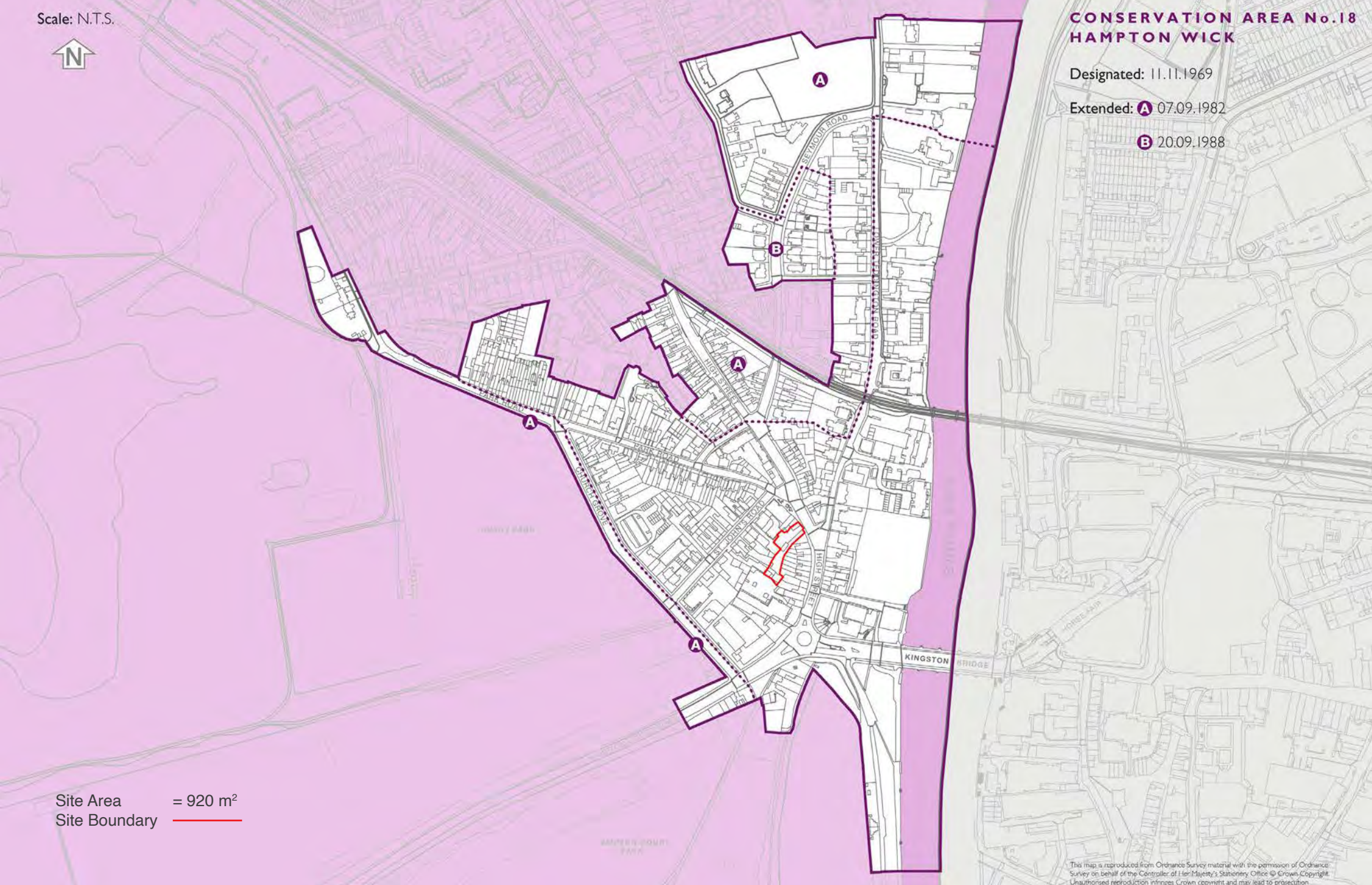
# CONSERVATION AREA No. 18 HAMPTON WICK

Designated: 11.11.1969

Extended: **A** 07.09.1982

**B** 20.09.1988

Site Area = 920 m<sup>2</sup>  
Site Boundary 



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## Site Overview

### History

Hampton Wick grew up naturally at the western end of the first recorded Kingston Bridge. The earliest known documentary reference to the bridge is in 1193, relating to repair work. Indeed the old wooden bridge seems to have been in a constant state of disrepair. Tolls to pay for repair were collected from the middle of the 14th century until 1565 when lands were conveyed to the Kingston authorities by a benefactor on condition that the bridge should be free of toll forever.

Before 1800 there are very few references in the records to river-based occupations in Hampton Wick although the river must have provided employment. Malting and market gardening were then the two principal activities. Most of the malt houses would have been by the river, giving access to waterborne transport.

A new bridge was opened in 1828 by Queen Adelaide, and designed by Edward Lapidge. Tolls were reintroduced to pay for the construction, and levied until 1870. The bridge was widened in 1912-14 and once again more recently in 1999.

The railway bridge crossing the river to make the loop line to London Waterloo was completed in 1866. Alfred Burgoine's boatyard was just north of the bridge. Burgoine built many fine craft including a Royal Barge for Queen Victoria. There was another boatyard just north of Kingston bridge, known at one time as Harden's Boat House, and later as the Kingston Bridge Boatyard. Between the two bridges the huge wharf of Messrs Gridley Miskin's timber yard dominated the view, although this has now been replaced by extensive housing.

### Context

Hampton Wick is characterised by the distinctive curve of the High Street, which comprises attractive, closely packed buildings of various, but traditional styles. These buildings are primarily in commercial use at ground floor level while residential accommodation is common on the upper floors. Several of the surrounding roads are composed of housing of a traditional style. Most of the buildings fronting the High Street are, with the exception of No 27 & No.29, locally listed as Buildings of Townscape Merit. Narrow access roads, paths and mews are all common characteristics of the local urban grain.

The site is located within a mixed use area, the Hampton Wick Conservation Area(CA18), and flood zone 1. The site is not within a designated Article 4 zone.



## Site Overview

### Current Land Use

The specific site to be considered is 29 and 31 High Street, Hampton Wick, 29b the light industrial workshops immediately behind, the dilapidated storage with planning permission 14/5300/FUL, the de-rated light industrial workshop/ storage to the rear of the site backing onto the White Hart Hotel, and the associated access/ private parking.

31 High Street is a laser clinic (Planning Class E) occupying the ground floor. The rest of the first floors are Class E use of 29 High St and circulation to the studio flat (Planning Class C3) on the second floor. The studio flat is currently unoccupied. 31 High Street is a BTM and matches it neighbour 33 High Street in massing and appearance.

29 High Street is occupied by a print shop (Planning Class E) on the ground floor 29 appears like a later addition, visually unattractive, with a mono pitch lean to roof.

The long rendered wall of no. 29 High Street provides a changing silhouette of eaves and verge as the building steps down from its three storey gambrelled roof on the High Street to the butterfly roof over the rear workshop to the large brick gable of the studio building behind. Neither no.29 or the workshops under the butterfly roofs make a positive contribution to the character of the Conservation Area.

No. 29b is divided into two light industrial workshops (Class E). Workshop 01 - currently occupied by the print shop. Single storey with a corrugated metal monopitch roof. Workshop 02 is part single storey with a corrugated metal monopitch roof, and part two storey. The single storey building used to be twice as long terminating on St John's Road. It was used as a factory producing balsa fuel tanks for Spitfires. The two storey element is

of brick built construction, the lower part forming part of the workshop, the upper floor with exposed primary trusses has been used as an architects studio, now currently used as a design studio for the workshop below.

Adjacent to No. 29b are two dilapidated stores that gained planning approval at appeal for a residential dwelling (14/5300). The applicant recently purchased this at auction.

A shared vehicular/ pedestrian access from the High Street provides access to 8 x private car parking spaces and a further light industrial/ workshop (Class E). Workshop 03 is currently de-rated but was in the past used for fibre glass making. Behind this is the car park to the White Hart Hotel. The back of the hotel is 27m from the boundary of the site.

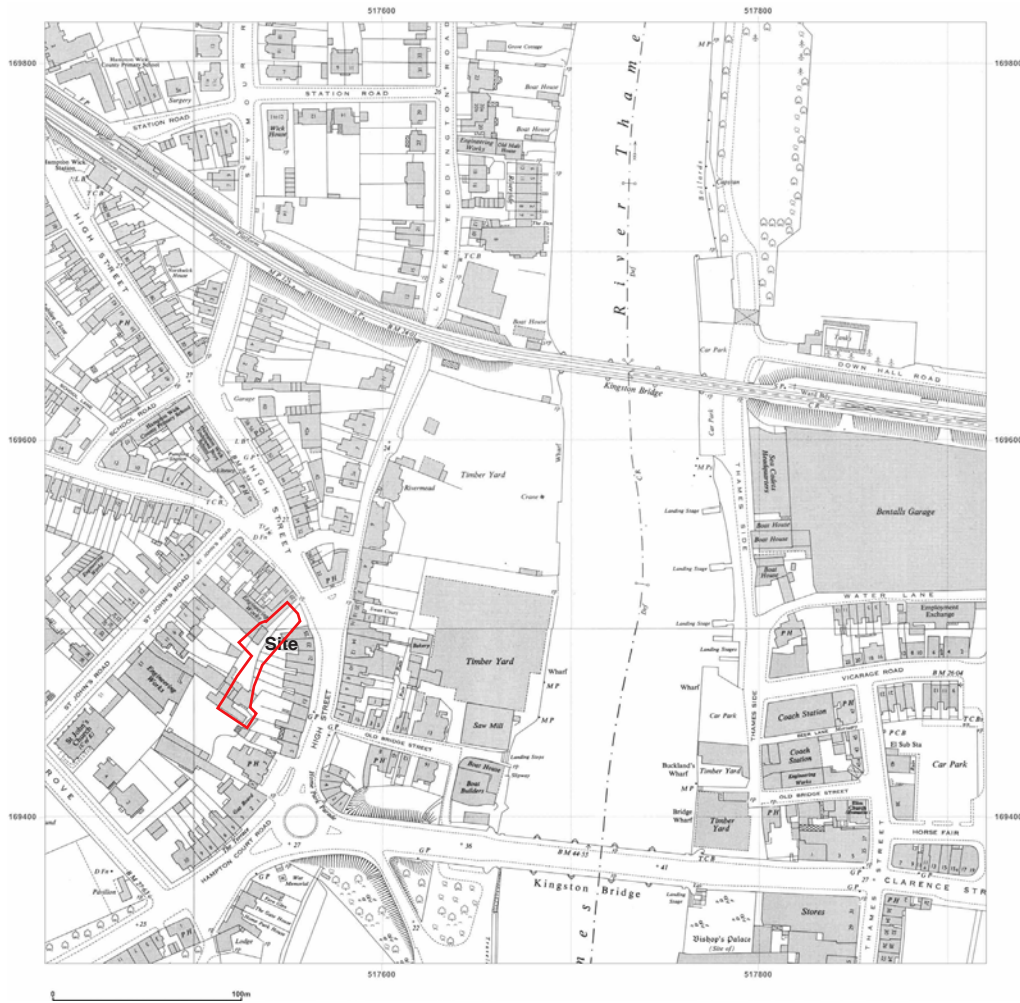
Access to the site is provided by a narrow shared driveway (approximately 2.5m at its narrowest point adjacent to the appeal site) between 27 and 29 High Street. The owners of 11-27 High Street have gained rights of access over the applicant's land. Whilst the 8no. parking spaces themselves are standard size 4.8 x 2.4m) there is insufficient space for manoeuvring and would be classed as sub-standard by today's highway standards.

The site provides employment use for 16 full time and 2 part time members of staff.



# Historic Maps

NTS



## 1954 Map

We can see here how the area along the River Thames consists mainly of timber yards and dock works. The remainder of Hampton Wick appears largely similar to what we see today, consisting of fine grain properties set in a linear fashion along the highways.



## 1995 Map

Only one timber yard remains at this time, that closest to Kingston Bridge. The river front on both sides has changed dramatically but, once again, there is little change along the Hampton Wick High Street with much of the historic frontage retained.



# Historic Aerial Photographs

NTS



**2003**

Old timber yards can be seen on the right/east side of Hampton Wick next to the river. Very little changed on the high street from today. No 27 High Street is an empty yard.



**2006**

Marina Place shown as developed out with central marina area for small leisure craft. Operational Yard and Warehousing building at 1-4 Becketts Wharf shown toward the top of the image.



**2010**

Yard and Warehousing building at 1-4 Becketts Wharf now constructed as a mixed use scheme with residential uses extending into the rear of the site. High street mostly the same as 2003

# Site Analysis

## Urban Density



Figure Ground Plan NTS



Urban Blocks NTS



Building Height NTS

### Character



According to the Hampton Wick Conservation Study, the town area can be divided into a number of distinct character areas. The whole conservation area is unified by its relationship to the historic village centre and the distinctive river and landscape setting. These are listed as follows:

- The Village Core
- Riverside
- Bushy Park Edge
- Seymour Road, Glamorgan Road and Lower Teddington







Building heights shown as indicative, and storey heights generally described as up to eaves height. The diagram demonstrates that within the Conservation Area the majority of taller buildings are situated within the old timber yard and river frontage environs. In fact it is possible to see a 'wall' of higher buildings that skirt the edge of Hampton Wick - edging along Home Park to the south west, then east towards the river, and along the river continuing north. This is indicated by the pink dotted line.

Buildings of up to 3 storeys are common within Hampton Wick centrally.

### Key

	Site	x	Count
	Urban Block		

### Key

	1 Floor		3 Floors		5 Floors +
	2 Floors		4 Floors		Site

# Site Analysis

## Proximity and Access



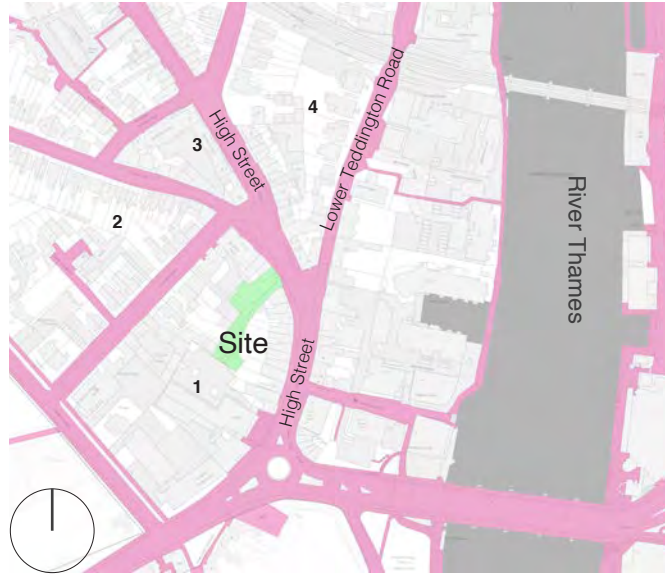
**Building Proximity NTS**

This diagram shows a rough overview of building proximity within the Conservation Area. Showing buildings that touch or are terraced with each other to form continual ribbons of development, those that are spaced apart but in close proximity, and finally large scale buildings.

An overlay provides a guide to how large the space between buildings is and overlaps where there is more space. The rear area adjacent to the west of the site can clearly be seen as an open area with generous space between the buildings.

**Key**

- Terraced
- Large buildings
- Site
- Semi detached



**Public Access NTS**

Here we can see how most urban blocks within Hampton Wick are entirely devoid of areas of public access. Properties front the road and there is usually no right of way through most areas (examples marked 1-4).

The site itself makes up the entrance to the rear of some neighbouring properties along Hampton Wick High Street.

This will be maintained as part of the design.

**Key**

- Site
- Public Route



**Road Heat Map NTS**

Road traffic is heaviest over Kingston bridge where it either joins beforehand or splits at the Hampton Wick roundabout. Lower Teddington Road handles primarily local residential traffic and is generally very quiet in comparison to the High Street.

The railway bridge is marked with the dotted red line and serves overland loop line to London Waterloo.

**Key**

- Site
- Traffic Flow:**
- Major
- Medium
- Heavy
- Low

# Site Analysis

## Listed and Buildings of Town Merit



### Key

- Site
- Listed Buildings
- Buildings of Townscape Merit

### Historic Assets NTS

On this page we can see how the important buildings to the Hampton Wick Conservation Area are located generally along the High Street and away from the areas known historically for industry and manufacturing against the river frontage. The character of Hampton Wick is much more associated with the High Street and Parks that the majority of people drive and walk past in the public realm.



Listed buildings opposite the site entrance



Building 31 and 33 - Buildings of Townscape Merit on and adjacent to the site.

# Site Analysis

## Street Character

Historic



### 1.1 High Street Unchanged

The photos here of Hampton Wick High Street from 1960 and recently show how little has changed in the area over the last 50 years.



### 3.1 River Frontage significantly changed

The photos here of river frontage from circa 1980 and shows how much has changed in the area over the last 30 years.

Present Day



### 1.2 Central Hampton Wick Circa 2018

Typical traditional high street. Attractive character of neighbourhood most people see as Hampton Wick.

### 2.1 Side Streets Hampton Wick Circa 2018

Combination of traditional architecture on one side, modern larger scale properties on the other.

### 3.2 Riverfront Hampton Wick Circa 2018

Total dominance of high-rise and contemporary architecture fronting the river Thames. High density.

# Site Analysis

## Street Character



### Key

<span style="display:inline-block; width:15px; height:15px; background-color:#90EE90; border:1px solid black;"></span>	Site
<span style="display:inline-block; width:15px; height:15px; background-color:#483D8B; border:1px solid black;"></span>	Traditional
<span style="display:inline-block; width:15px; height:15px; background-color:#800080; border:1px solid black;"></span>	Modern / Late 20th C
<span style="display:inline-block; width:15px; height:15px; background-color:#FF69B4; border:1px solid black;"></span>	Contemporary

### Street Character NTS

This map very roughly divides street frontages into three main urban characteristics:

- Traditional - typical buildings down the high street of Hampton Wick. Usually pre 1930's.
- Late 20th Century - More modern buildings. Often those that maintain characteristics of traditional architecture but are obviously not contemporary design. 1960's onwards.
- Contemporary - 2000's onwards.



1.1 Example of Traditional Architecture opposite the site



1.2 Example of Late 20th Century Architecture in the vicinity



1.3 Example of Contemporary Architecture locally

### A Clear Divide

While the High Street is of a quite traditional character, most of this changes as one moves into back streets and along the river.

The site is very eclectic in character, with no redeeming aesthetic features worth maintaining. The exception to this is the buildings fronting onto the High Street, 31-33 The High Street, that form a small terrace of 2.5 storey units with render facades and slate roofs and dormer windows in the roof space.

# Site Analysis

## Mews Locations



Beckett's Place



Old Bakery Mews



Rear of Sigma Sport

There are numerous mews developments within Hampton Wick. There is no uniform style between these areas, though they are mostly comprised of car parking and refuse storage.

There are some contemporary examples of residential infill (Old Bakery Mews being a good example, top right), in close proximity to the application site.

### Key

- Site (Mews)
- Mews Spaces



The Warehouse



White Hart rear parking

# Site Analysis

## Existing Car Parking Locations



### Key

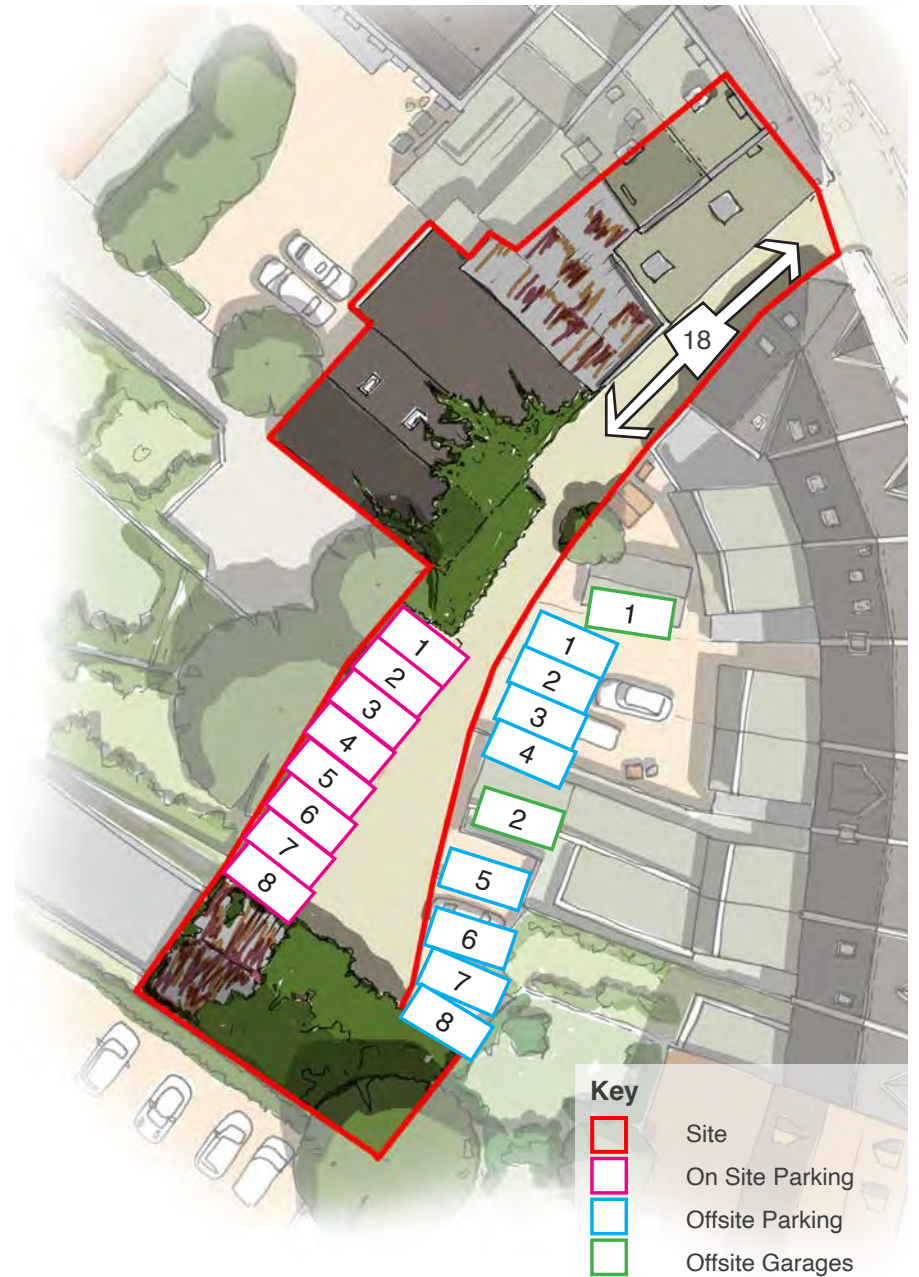
- Site
- Public Carpark
- Private Carpark
- Garages

### Car Parking Locations

Most car parking within Hampton Wick is either private (for business and residential car parks for apartment complexes) or on-street short-stay parking. The site includes some private car parking.

The site has evidence of 8 surface parking spaces in use, and although the layout would not meet current standards for manoeuvring. Also of note is that the application site has a series of open driveways along the eastern boundary that serve the rear yards of the units fronting along The High Street.

A total of 18 car parking spaces (including 10 located outside the red line boundary) are accessed through the site.



### Key

- Site
- On Site Parking
- Offsite Parking
- Offsite Garages



## Site Analysis

### Existing Site Entrance

#### High Street Changes

The site entrance corner (No. 27 left of centre in photo) was originally also an empty plot used as car parking and refuse storage. At the beginning of the millennium the terrace was extended in the same style as No. 25. When looking at the High Street you would not know that No.27 is a recent addition to Hampton Wick. No. 27 is not a locally listed building.

#### Entrance & External Spaces

The site has a tight existing entrance arrangement and exit out onto the High Street, however it currently operates adequately. Beyond the entrance the site is mostly used for surface car parking and refuse storage, the site is generally laid out as hard landscaping with a few old and dilapidated workshop/office spaces.

The unusable workshops take up a large part of the rear (south) of the site and are in need of regeneration.

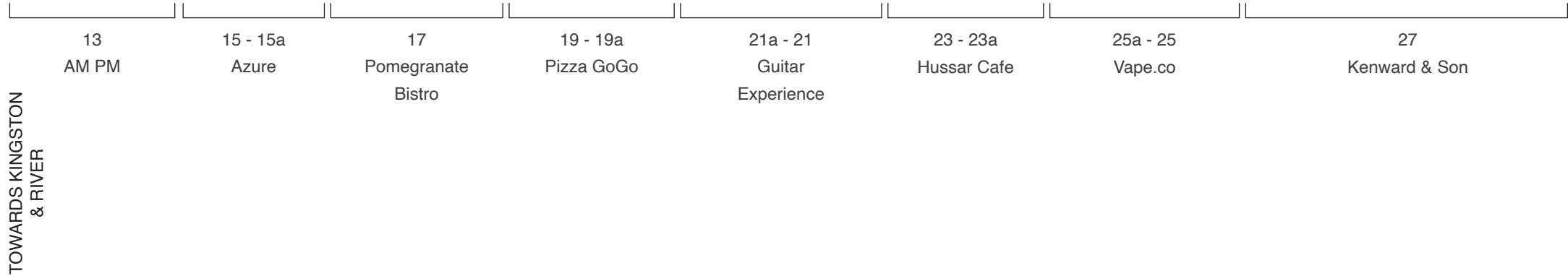
There are a selection of trees around the border of the site generally to the west, although none actually exist on the site itself. There are no green spaces or areas of planting within the site.

#### Current Refuse Access

As shown on the photograph to the right, the refuse truck currently accesses the site by reversing into the entrance from the High street, collecting the refuse from the store, and leaving the site in a forward gear. The proposed access will remain as is, with an aim to widen the access road slightly to improve the current 'pinch point.'



# Hampton Wick High Street Street Elevation



Site



↑  
Site Entrance

29  
Showprint

31  
Laser clinic

33a - 33

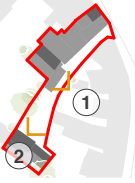
35  
Good Foods

37-43  
Sigma Sports

TOWARDS TEDDINGTON

## Site Panoramas

Low visual quality and lack of character



1 - Panorama from near entrance, looking NW across site



2 - Panorama from end of site, looking NE towards site entrance

# Site Photos



3 - Eastern boundary



4 - Looking towards the south of the site



5 - Office building on site



6 - Office building and western boundary



7 - Structure to South of the site




# Arboriculture Plan





There are no trees located within the site. There are however a number that border the site boundary and as such an Arboriculture Survey was commissioned to be undertaken by Crown Tree Consultancy.

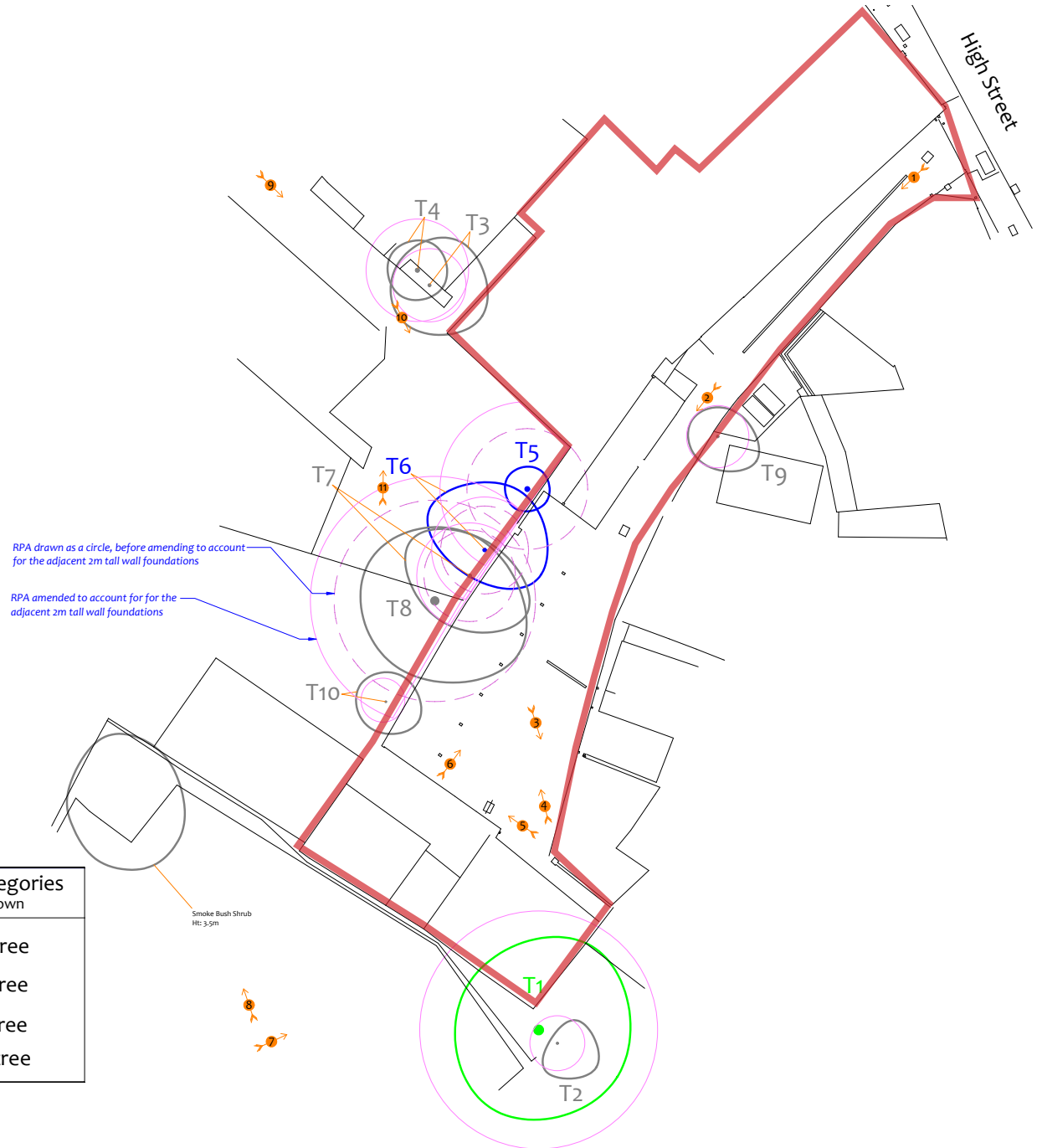
Their full report has been submitted separately as part of this planning application.

Although all trees are outside of the site, the proposed designs look to minimise any impact on these trees. Additionally, any landscaping or new surface treatment will be done to a depth that will not harm any trees.

Tree Ref.	Species	Height (m)	Root Protection Area		
			Radius (m)	m <sup>2</sup>	Square (m)
T1	Ash	15	7.8	191	13.8
T2	Holly	5	1.8	10	3.2
T3	Ash	7	2.4	18	4.3
T4	Lawson Cypress	6	3.4	35	6.0
T5	Lawson Cypress	13	4.0	49	7.0
T6	Ash	12	2.9	26	5.1
T7	Ash	12	3.0	28	5.3
T8	Cherry	6	6.6	137	11.7
T9	Ash	6	2.0	13	3.6
T10	Ash	4.5	1.4	7	2.6

	BS 5837 Root Protection Area (radius = 12xstem diameter)
	Root Protection Area needing amendment due to site conditions, e.g. presence of existing road or building.
	Root Protection Area having been amended to account for site conditions
T1 = Tree No 1	G2 = Group No 2    H3 = Hedge No 3

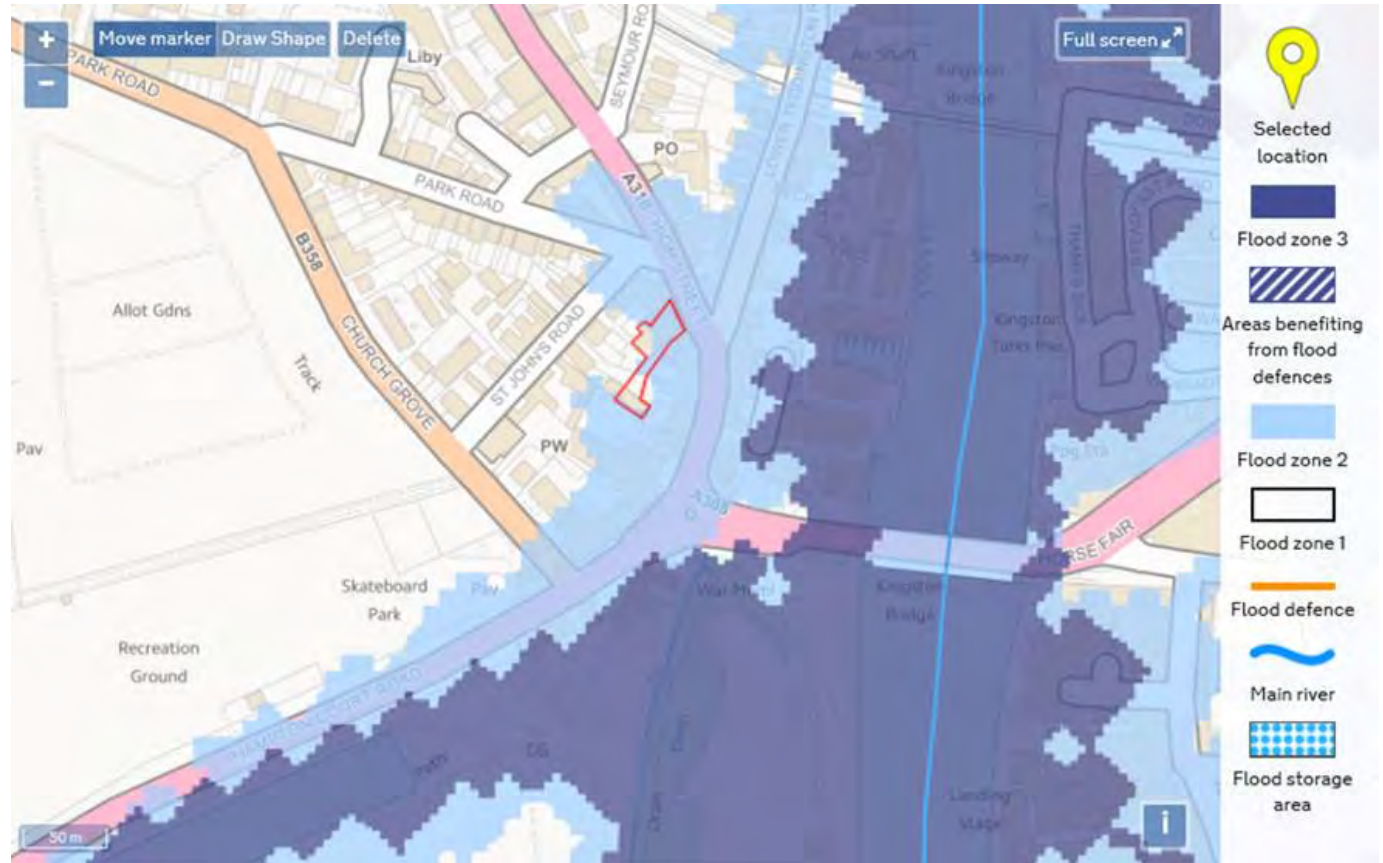
Tree Retention Categories Stems & canopies shown	
	Category A tree
	Category B tree
	Category C tree
	Category U tree



# Flood Risk

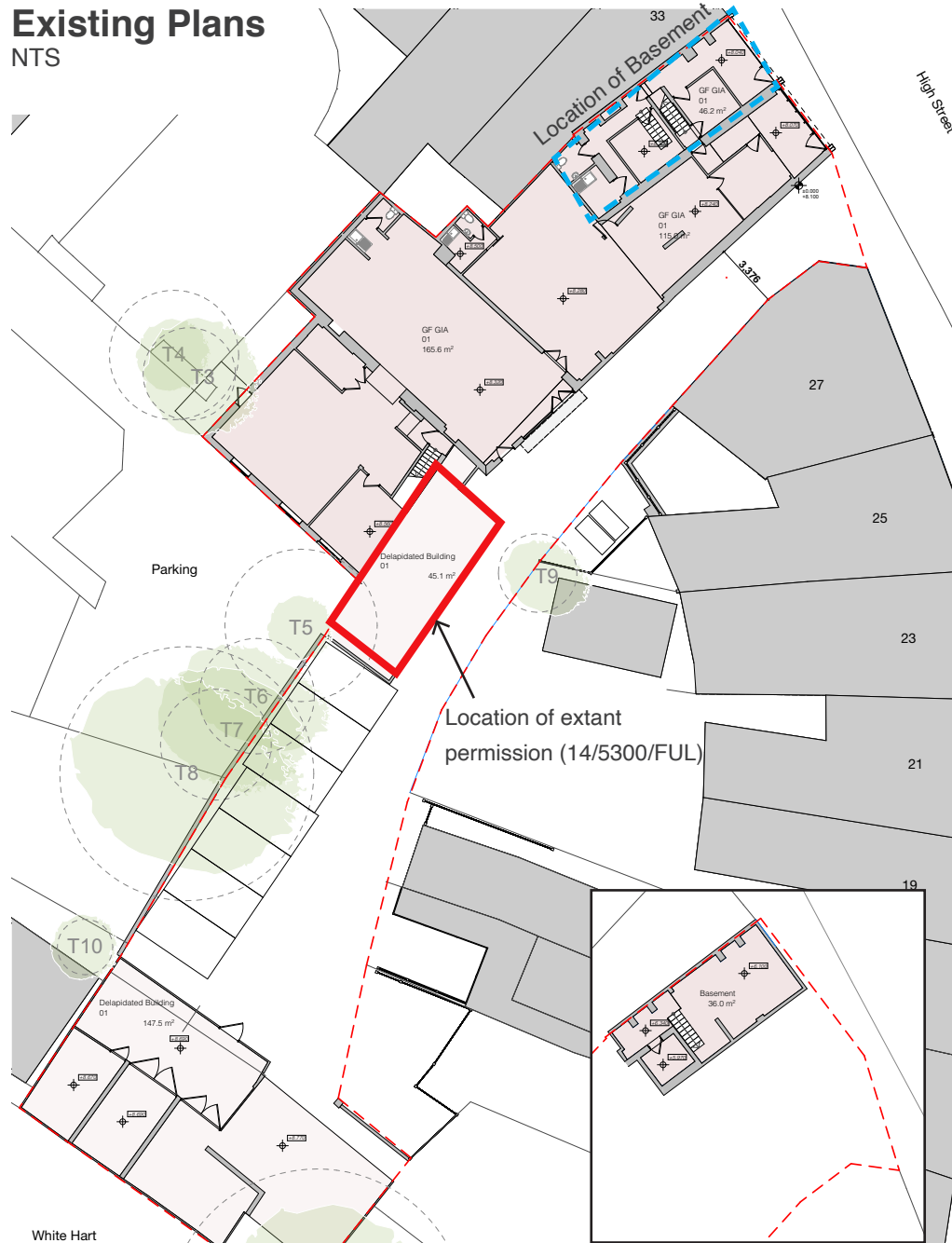
A full flood risk assessment by RSK has been submitted separately as part of this planning application.

The site is split between Flood Zone 1 and Flood Zone 2 as shown on the map opposite.

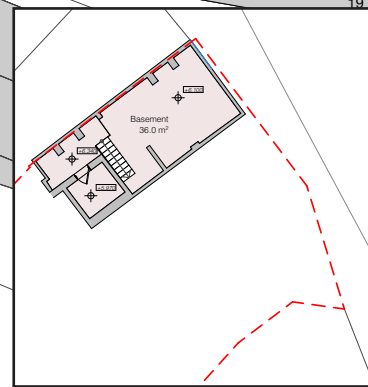


# Existing Plans

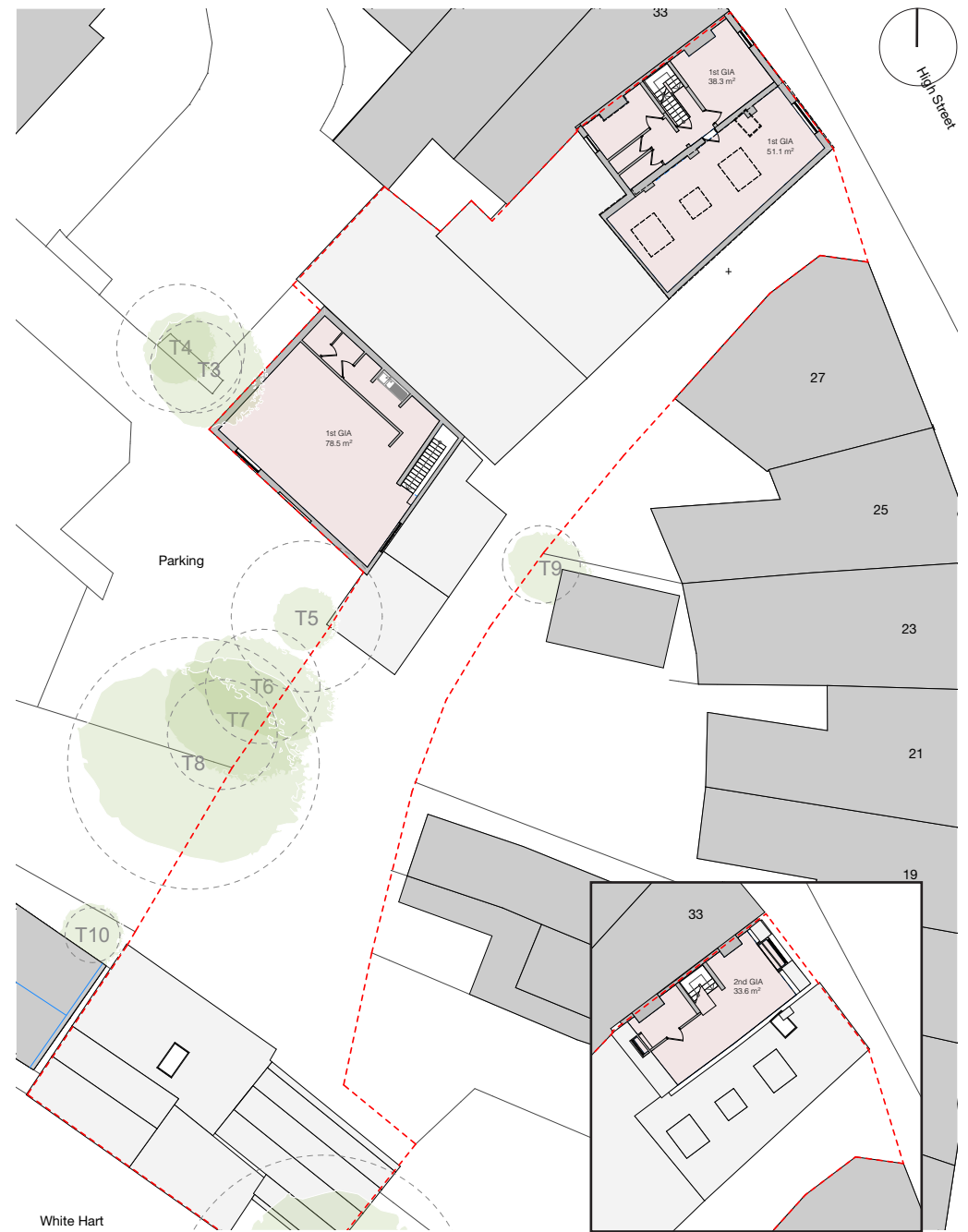
NTS



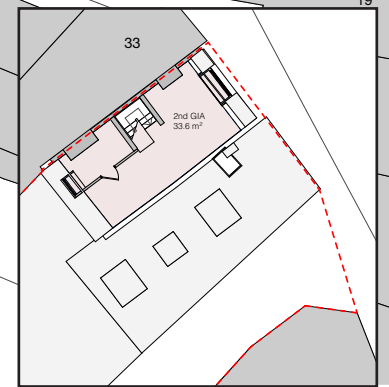
White Hart  
Ground Floor Plan



Basement



White Hart  
First Floor Plan



Second Floor Plan



# Previous Planning Permission 14/5300/FUL

**MATERIALS**  
 Walls Brickwork to match 29A High Street (Yellow multi-stack)  
 Roof Natural slate to match and continuous with 29A High Street  
 Downpipes Code 4 lead with traditional walled joining finished with oxidation oil  
 Sills Code 4 lead with traditional walled joining finished with oxidation oil  
 Windows Aluminium clad timber windows - obscured where indicated  
 Doors Aluminium clad timber doors



EAST ELEVATION PROPOSED



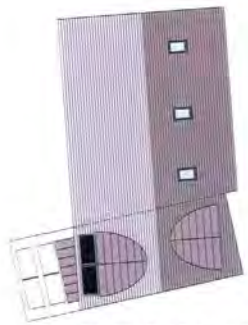
EAST ELEVATION EXISTING



SOUTH ELEVATION



NORTH ELEVATION



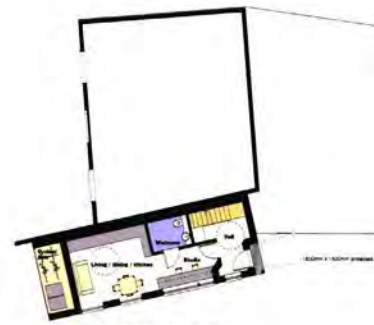
ROOF PLAN



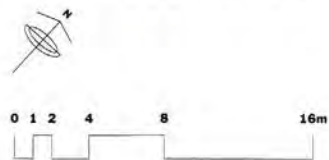
SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



THE OLD FIREHOUSE

land adjacent  
29 a HIGH STREET

PLANNING APPLICATION SUBMISSION  
 HDH.75.05b  
 PROPOSED HOUSE  
 RIBA R  
 Richard Pain Architect

The application site was subject to a recent planning approval for a new residential dwelling located in the centre of the site where the current storage sheds reside. The scheme, which has not been implemented, was for a 2.5 storey 2/3 bed dwelling.

## Reason for granting:

*"The proposal has been considered in the light of the Development Plan, comments from statutory consultees and third parties (where relevant) and compliance with Supplementary Planning Guidance as appropriate. It has been concluded that there is not a demonstrable harm to interests of acknowledged importance caused by the development that justifies withholding planning permission."*

**Application:**  
14/5300/FUL

**Ref:**  
DC/AVE/14/5300/FUL/FUL

**Applicant:**  
Mr Harpur Dearden

**Agent:**  
Mr Richard Pain

# Opportunities and Constraints

NTS

The existing site is slightly unusual in shape, roughly 8-13m wide and 65m long. Its sole access is between 27 and 29 Hampton Wick High Street, with no other ways to enter the plot. While the High Street provides a generally pleasant aesthetic style in keeping with the Conservation Area, the rear buildings and structures are disjointed, with no redeeming features or qualities. The majority of the plot is hard landscaping with car parking and several unused and dilapidated workshops.

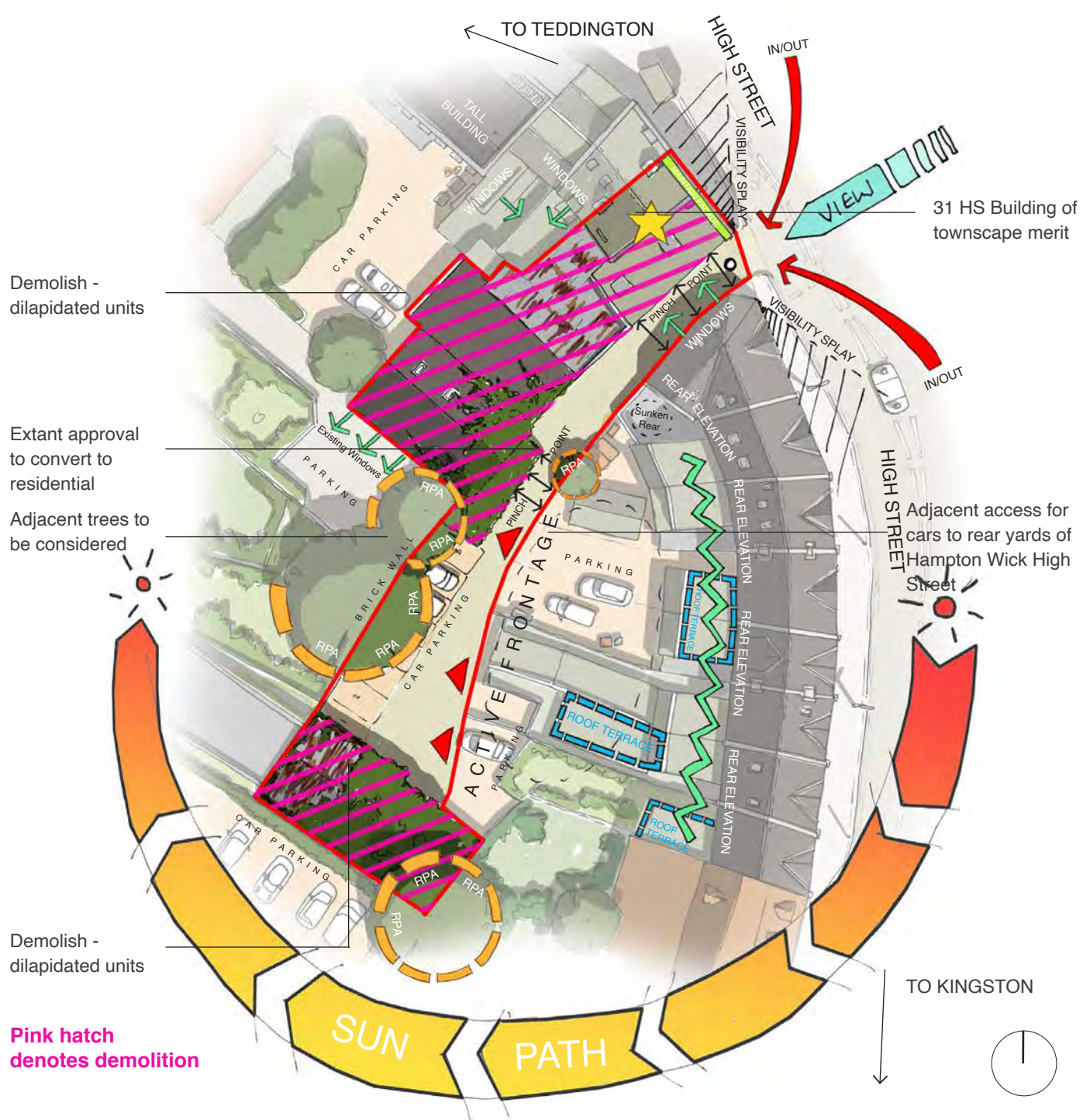
The site is within Hampton Wick Conservation Area and no site buildings are listed.

## Opportunities

- Improve High Street with No. 29-31, maintaining their facade while creating a uniform roof to extend the street frontage more in keeping with No. 13-27.
- Rear of site potential to fit several residential units in a quiet and private location. Option to provide contemporary yet carefully crafted dwellings.
- Opportunity to provide landscaping with increased soft landscaping to improve the site for all neighbouring properties and biodiversity elements.
- Existing evidence of roof terraces and balconies on neighbouring plots.

## Constraints

- Carefully consider the relationship to the existing buildings adjacent to the site, especially in consideration to privacy and daylight.
- Active frontage and right of access for adjacent car parking areas needs to be maintained.
- Careful consideration of car parking layouts, plans and relationship to the surrounding ground floor experience.
- RPAs from existing trees on western site boundary
- Relationship from High Street and access into the site - narrow pinch points and visibility splays.



# Demolition Plan

No.31 will be retained and remodelled as part of the proposals. The rest is to be demolished and rebuilt.

## Existing Schedule of Accommodation

	Existing
<b>(A)</b> 31 High Street - <i>Class E / C3</i>	154 m <sup>2</sup>
<b>(B)</b> 29 High Street - <i>Class E</i>	166 m <sup>2</sup>
<b>(C)</b> 29b High Street - <i>Class E</i>	245 m <sup>2</sup>
<b>Total</b>	<b>565 m<sup>2</sup></b>
<b>(D)</b> Dilapidated Structure	
<b>(E)</b> Dilapidated Structure	



Dilapidated and overgrown structures on site



Pink hatch denotes demolition

# Design Development

## Pre-Application

The initial concept taken to pre-application was a scheme comprising of:

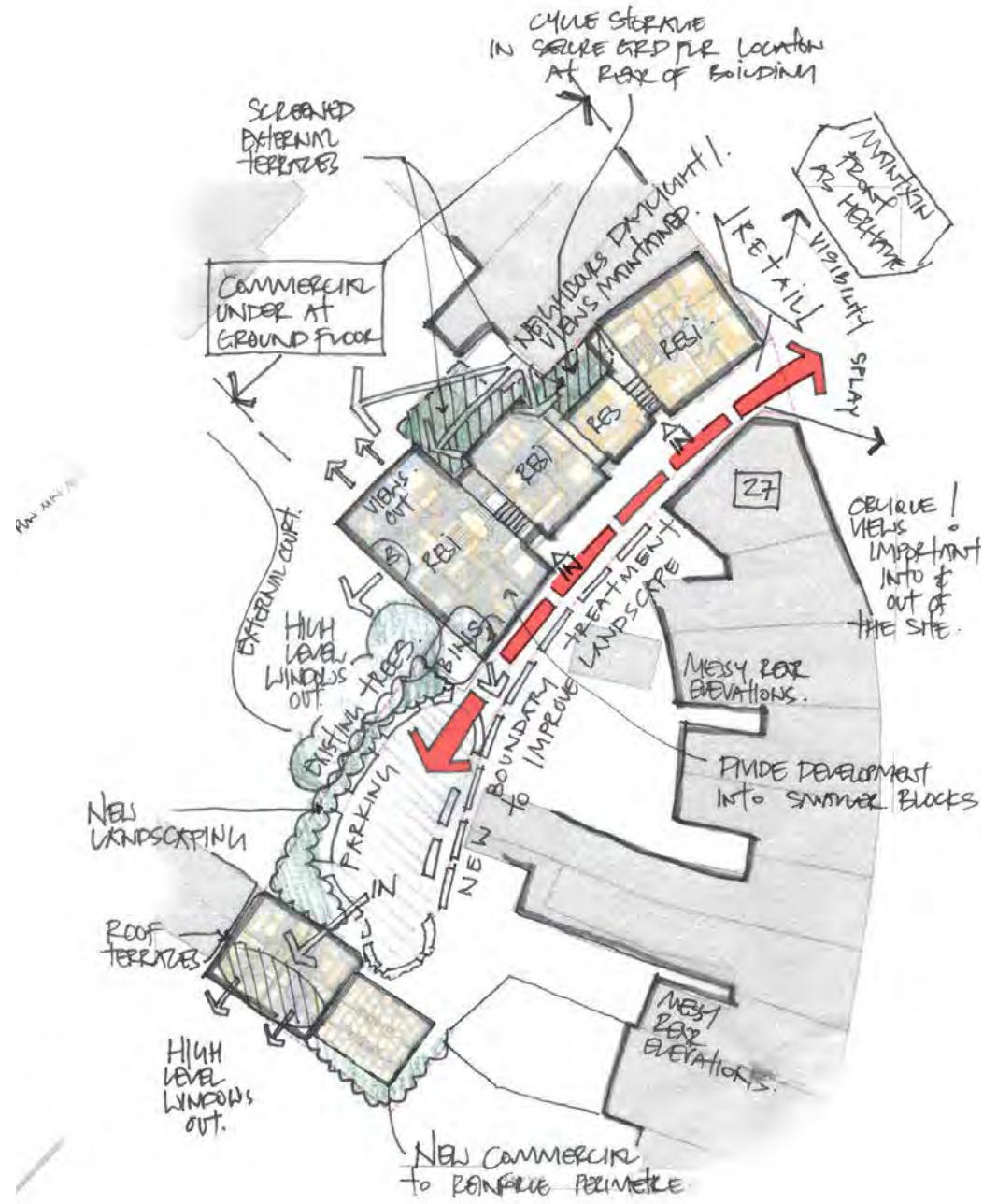
- Two retail units totalling 146sqm (located at the ground floors of 29 and 31 High Street);
- Three office/workshops totalling 266sqm (located at the ground floor to the rear of 29 High Street, the ground floor of 29b High Street and one to the rear of the site adjoining The White Hart Hotel car park, also at ground floor);
- Nine residential units with seven flats located at the first and second floors of 29, 29b and 31 High Street, and two mews houses located to the rear of the site; and
- Five car parking spaces, two allocated for the commercial units and three allocated to the residential units.

Following feedback from the pre-app it was decided to lower the ridge height of the tallest element, retain the existing area provided for non-residential and to replace the mews housing with apartments.

A more detailed analysis is within the planning statement prepared by WSP as part of this planning application.



# Design Development



# Section 02 The Proposal

Site Plan 1:500 @ A4



The scheme proposals seek to regenerate this central located and under-utilised site. Through careful design the proposals will seek the demolition of the on-site dilapidated buildings and construction of a new mixed use scheme, comprising Class E uses and 8 residential apartments.

## Layout

The proposed scheme is generally laid out to follow the existing patterns of buildings on the site. The main buildings will be located on the north western area of the site, fronting onto the High Street and the mews access road.

The units fronting onto the High Street will be reconstructed to externally match the existing buildings. The opportunity will be taken to adopt a similar strategy to that of 27 High Street to re-imagine the existing lean-to element of number 29 to provide a continuation of number 31-33 to create a consistent terrace of units.

Within the site the proposed buildings will be mixed use, with residential flats located on the upper floors. It is proposed that there will be retail located at the ground floor element fronting onto the High Street to ensure the public interface and retail offering is maintained to the high street. Within the main building the ground floor will be set out as commercial spaces suitable for small businesses or artisan studios (Class E), something which is lacking in the borough. All retail and business spaces have the opportunity to be combined and/or divided to suit market conditions.

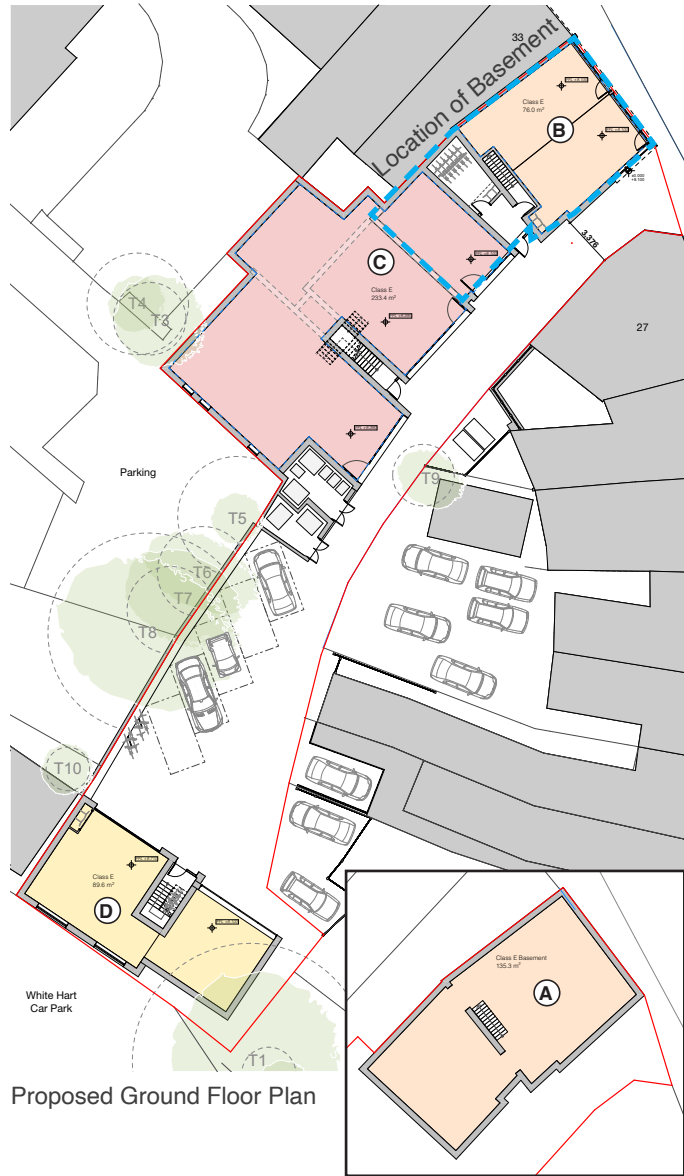
To the rear of the site, where the existing dilapidated structures are located, the proposals look to introduce two dwellings with Class E use at ground floor which will provide good natural surveillance to the mews courtyard.



Proposed Site Plan

# Proposed Floor Plans

1:500 @ A4



Proposed Ground Floor Plan

Proposed Basement Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan

# Aerial Perspective Sketch

View looking west from High Street

3 storey apartment block with inset balconies and Class E at ground level to create a feature at the termination of the mews

Key trees along western boundary to be retained. Adjoining hard surfaces designed to be sympathetic to tree roots

Refuse stores for commercial and residential units located in similar position to existing arrangement

New Class E units introduced into the mews court around ground floor parking areas

Rich palette of external materials to be deployed to create a quality series of external spaces

Access to rear of mews court to be enlarged slightly at the pinch point



Mews buildings to be finished in a suite of more industrial finishes and detailing to reflect the mews setting

New mews roofs to be in low maintenance finish of standing seam zinc.

Building massing cut back to respect neighbours views and daylight access

Residential Cycle storage set securely in ground floor plan at secure entrance.

29 High Street sensitively rebuilt to extend the terrace of 31 & 33 to reflect Conservation Area High Street setting

Visibility splays onto High Street maintained with new glazed corner.

Mews built form conceived as a series linked individual buildings with gables

Proposed new windows located to respect existing neighbours amenity



## Schedule of Accommodation

### Proposed

	<b>Proposed</b>
Ⓐ Basement - <i>Class E</i>	135 m <sup>2</sup>
Ⓑ <i>Class E</i>	233 m <sup>2</sup>
Ⓒ <i>Class E</i>	76 m <sup>2</sup>
Ⓓ <i>Class E</i>	90 m <sup>2</sup>
Ⓔ 1B2P Apartment - <i>Class C3</i>	50 m <sup>2</sup>
Ⓕ 1B2P Apartment - <i>Class C3</i>	50 m <sup>2</sup>
Ⓖ 1B2P Apartment - <i>Class C3</i>	50 m <sup>2</sup>
Ⓗ 1B2P Apartment - <i>Class C3</i>	50 m <sup>2</sup>
Ⓘ 2B4P Duplex - <i>Class C3</i>	85 m <sup>2</sup>
Ⓙ 3B5P Apartment - <i>Class C3</i>	110 m <sup>2</sup>
Ⓚ 1B2P Duplex - <i>Class C3</i>	56 m <sup>2</sup>
Ⓛ 2B3P Apartment - <i>Class C3</i>	61 m <sup>2</sup>
Ancillary / Circulation	159 m <sup>2</sup>
<b>Total</b>	<b>1,205 m<sup>2</sup></b>

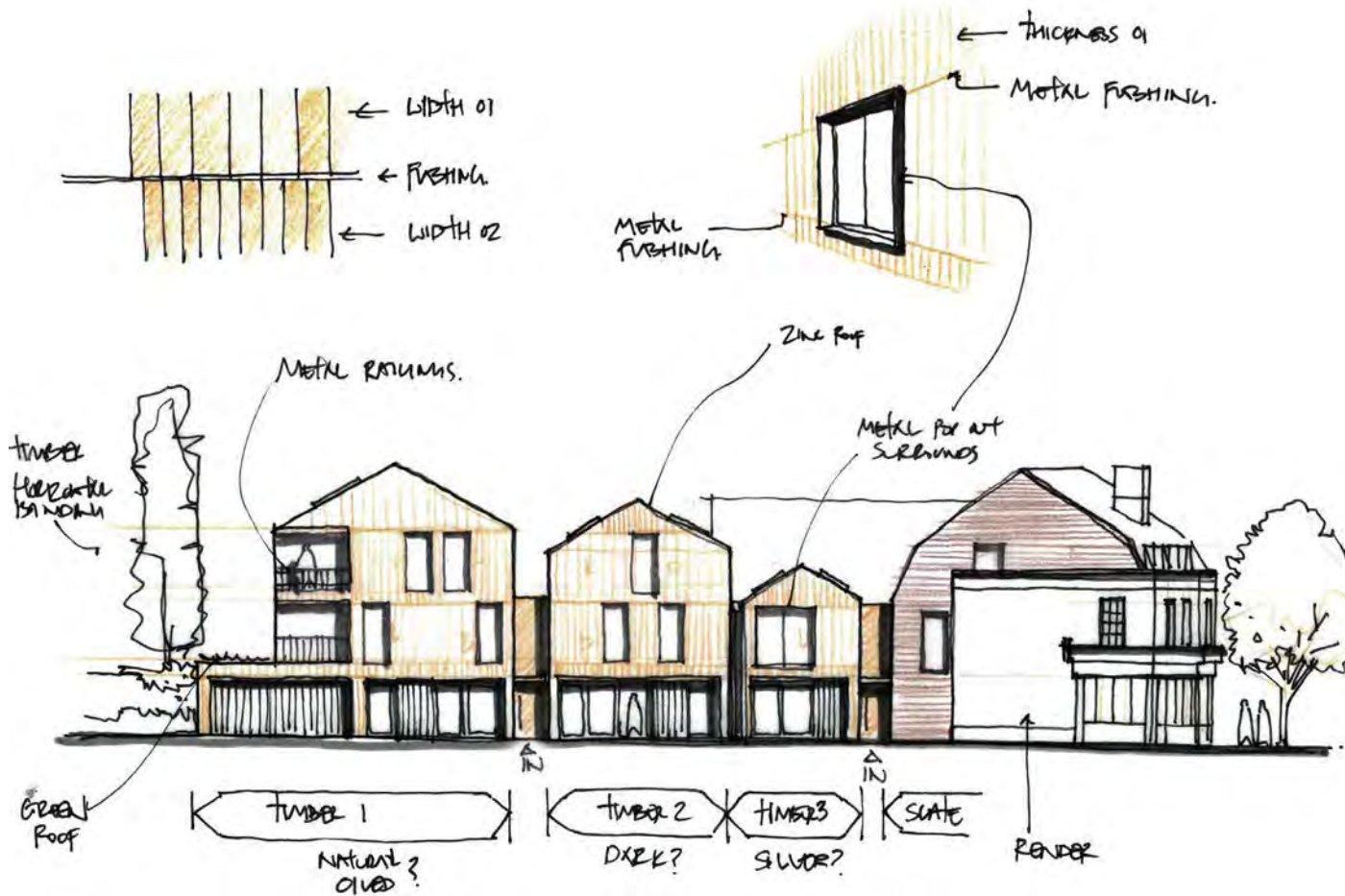


CGI  
View looking towards  
the Site entrance



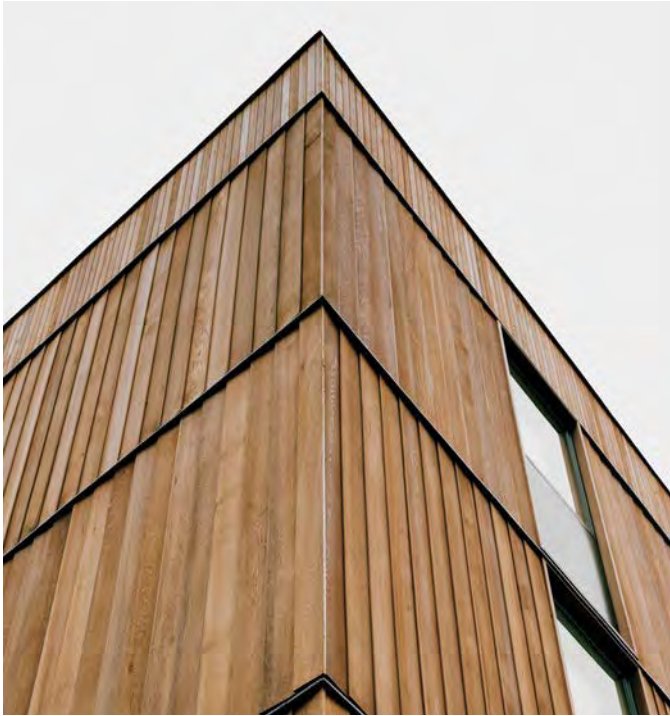
# Initial Concepts

## Aesthetics and Massing



Elevation development sketches

# Materiality



Alternating timber panel strips with horizontal flashing



Punched box windows



Wall hung slate tiles



Wall hung slate tiles & Render finish

# Site Elevation

## Materiality and building relationships

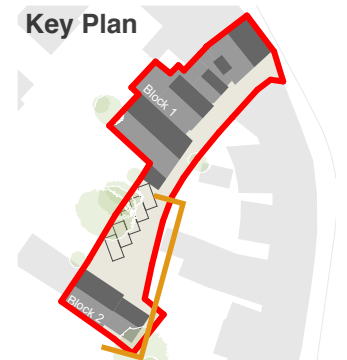


Parking with new  
planting

Bin storage with Green  
Roof above

End mews houses and light  
workshop at ground floor

Brick wall maintained





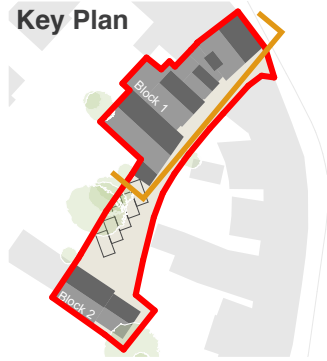
Stepped rooftops

New roof matched to street

Commercial ground floor with residential above

Neighbouring trees maintained

Improved street frontage



## Section 03 Access Refuse & Recycling

The proposed solution for refuse and recycling on the site is located in a similar location to the existing refuse store. This is so that collection can occur in the same manner as it does currently. The existing narrow lane will be widened slightly to make it easier for the refuse truck reversing into the site, and as such drag distances for the operatives will be minimal.

There will be 2 no. refuse stores, one for the commercial aspects of the site and one for the residential properties.

The Commercial will have:

- 1no. 1100L for recycling
- 1no. 1100L for refuse

The Residential store will have:

- 2no. 240L for recycling
- 2no. 240L for paper/card/carton recycling
- 1no. 1100L for refuse

### Key



Commercial Refuse Storage

Residential Refuse Storage





## Parking and Access



As the site has a PTAL rating of 4, parking is limited on the site. The closest bus stop is located adjacent to the site, with the train station approximately 250m away. Kingston town centre is also only a 10 minute walk away over Kingston Bridge.

The existing parking has been upgraded to modern size and manoeuvring standards, a total of 5 spaces have been provided on the site. There will be 2 electric charging points.

- Residential - 3no. spaces
- Commercial - 2no. spaces






Multiple car club bays are also located in Kingston upon Thames, with the nearest being a 10-minute walk from the site.

Secure cycling parking has been provided across the site for both commercial and residential uses. A mix of typical sheffield stands and two tiered stands are used.

- Residential - 16no. internal Spaces
- Class E - 4no. external spaces, 4no. internal spaces

A Transport statement written by Pulsar has been submitted as part of this planning application.

### Key

-  Electric Charging Locations
-  Drag distance to highway
-  Refuse reversing distance
-  Car parking location & number
-  Cycle parking location



# Section 04 Landscape Landscape Plan



The scheme aims to improve the environment of this mews site. Through use of varying textures under foot and new small areas of planting the intention is to make the space brighter and tidier for all those who pass through the site.

All existing trees will be retained. As mentioned in the tree report submitted as part of this application, it has been suggested that a number of these trees could benefit from minor intervention, such as raising the crowns or pruning.

As shown in the drainage strategy submitted as part of this planning application, SUDS technology and storage crates will be utilised to improve drainage across the site.



# Landscape Inspiration



Evergreen Planting



Boundary Treatment



Trees retained



Green Roof



Integrated Sheffield stands

# Residential Amenity



Each apartment has access to their own private external balcony. Each of these meet the minimum standards set out in the London Plan.

	Amenity Area
Ⓔ 1B2P Apartment	5 m <sup>2</sup>
Ⓕ 1B2P Apartment	5 m <sup>2</sup>
Ⓖ 1B2P Apartment	5 m <sup>2</sup>
Ⓗ 1B2P Apartment	5 m <sup>2</sup>
Ⓘ 2B4P Duplex	22 m <sup>2</sup>
Ⓙ 3B5P Apartment	14 m <sup>2</sup>
Ⓚ 1B2P Duplex	7 m <sup>2</sup>
Ⓛ 2B3P Apartment	6 m <sup>2</sup>

## Key



Balcony





# Drainage Strategy

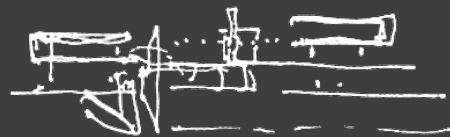
An initial drainage strategy has been submitted as part of this application prepared by RSK.

A mixture of SUDs technology and modular storage will be utilised across the site.



## Key

-  Pervious Surfaces
-  Modular Storage



**FLETCHER CRANE**  
ARCHITECTS

3-4 Home Park Parade | Hampton Wick | Kingston Upon Thames | Surrey | KT1 4BY  
tel. - 020 8977 4693 | [www.fletchercranearchitects.com](http://www.fletchercranearchitects.com)