

1 Kings Farm Ave, Richmond on Thames, TW10 5AE

FRONTAL IMPROVEMENTS

DESIGN STATEMENTS AND PRECEDENT IMAGES

Sections:

1. General property description
2. Front porch
3. Bicycle store
4. Front wall improvements

1. General Property Description

The property is an end of terrace house built in approximately 1930, and situated on a very quiet residential cul de sac street in Richmond. Since its acquisition in 2010, the current retired owners have made sensitive improvements which have developed the amenity of the property whilst preserving the heritage value of an attractive urban home.

The property by virtue of its positioning features an unusually large front garden / driveway area by the standards of the locality. When the property was acquired this was already configured for the parking of two cars, and drop-kerb access already exists from the public carriageway.

2. Front Porch

The proposed development includes the addition of a front porch, providing shelter to the east-facing aspect of the property as well as improving its energy efficiency.

The porch will be constructed with part-bricked walls using engineered brick stock substantially to match the existing frontal brickwork of the house. Double glazed windows and the porch external door will all have aluminium frames in a dark grey anodised finish. The sloping roof will be finished in concrete tiles.

Porch design concept (not dimensioned)



3. Bicycle store

The bicycle store will facilitate local journeys around the borough to be made by present and future owners of the property predominantly by bike rather than by car. There is currently no secured storage to the front aspect of the property: substantial and very costly theft damage to a bicycle attached to a security bracket in the front garden area was recently incurred by the owners, as recorded by the Metropolitan Police.

It is noted that the Richmond Cycling Strategy 2016-2026 provides the following supportive overarching strategy and objectives:-

Objective B:

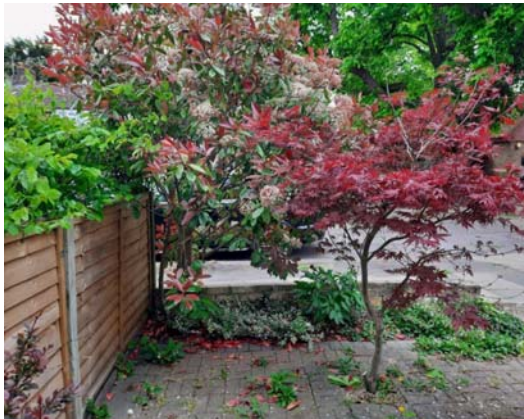
B1 Improved cycle parking – at home, work, school, railway stations (through creation of Cycle Hubs), on street and in new development.

and

3.2.1 In order to develop cycling as an everyday option **people need secure and convenient places to store their bikes at the start and end of their journey** so that it can be more attractive than walking, catching a bus/train or getting in the car [...] Similarly there is a **need to find ways of improving provision at the home** and work end and the Council will work in partnership with housing associations, developers and businesses to achieve this.

Bike and other frontal storage units / sheds are extremely common in residential properties throughout the immediate locality: precedent images are appended. The unusually large frontal driveway area of the property renders the proposed storage unit particularly proportionate, unlike many such nearby structures which have been permitted in small front gardens. The store will be positioned well away from the public pavement. It will also be substantially screened from view by existing bushes and the existing wooden fence / hedge standing between the property and number 3 Kings Farm Avenue adjacent.

Frontal Aspect Screening (Facing East)



Side Aspect Screening (Adjacent House #3)



The proposed bicycle store will be a purpose designed 'Asgard' e-Plus model which provides the necessary high degree of security for two / three eBikes in this moderately-high risk location. It will be finished in dark grey polyester powder coating substantially to match the proposed porch window frame colour. Detailed specifications are filed with this application.

Precedent Bike Stores in Frontal Areas of Properties in the Immediate Locality



4. Front wall improvements

The existing low brick front wall dividing the driveway of the property from the public footpath is old and has deteriorated substantially. It is proposed that the wall be rebuilt and improved in brick substantially to match the existing house brick stock. The wall facing width across the property front will remain unchanged, but the height will be increased across the natural slope to 90cm. The design concept will substantially match that of the immediately opposite house front wall.

No changes to access to the public carriageway / footpath are contemplated, nor to the existing drop-kerb.

Existing Front Wall



Proposed New Front Wall Design Concept

