

PLANNING APPLICATION

9 Cheyne Ave, London TW2 6AN

Construction of two storey, two bedroom three bed space attached dwelling house with associated provision of refuse/parking/cycle storage, and amenity space; host dwelling roof conversion from hip to gable, incorporating proposed rear dormer, and 1stFl rear fenestration changes

DESIGN AND ACCESS STATEMENT

November 2021

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1 SITE HISTORY

The application site lies on the corner plot at no.9 Cheyne Ave, TW2 6AN. The existing development exact date of construction is unclear, but it was likely sometime in the 1940s, as the Richmond upon Thames planning office has confirmed that it appears on the 1947 historical planning maps. The existing development does not have any permanent nature extensions added to the original scheme, benefits from the lawful development rights, it is not located in the high flood risk zone and it is not subject to the tree preservation order.

2 SITE CONTEXT

The neighbourhood was originally planned as a medium-density suburban development, populated with semi-detached pairs of houses and bungalows. Originally the proposal plot grain was made of the semi-detached houses and bungalows, although over decades the interstitial spaces between the semis were filled with the heterogeneous extensions and it turned the locality streetscape into the rows of the truncated terraces of varying heights and lengths. The host dwelling is situated within the terrace of 6nos of the family dwelling houses (see figures 1 and 2).



Figure 1. Proposal front vicinity

In 2011 Appeal Decision APP/L5810/D/11/2143556, refer to appendix 8, that decided on the street corner junction two-storey side extension development situated within 500m of this application development, the inspector summarised the locality character in paragraph 7. 'There appears to be little uniform pattern to these extended dwellings in terms of either their scale or design.' The inspector pointed out in paragraph 8. that the LPA's modus operandi needed to improve and the LPA had to be more considerate of the urban grain morphing over time. While the LPA aimed to maintain the historical street junction symmetries, the inspector argued 'The Council points out that the extensions to properties [...] which affect the symmetry of adjoining dwellings were granted prior to the adoption of the SPG or constitute permitted development. Even so, they are now an accepted part of the street scene against which the appeal proposals need to be assessed.'



Figure 2. Proposal existing front elevation

Notwithstanding that since 2011 the London Plan 2021 (the London Plan) adds the additional onus on the LPA to consider more positively the small site developments, with the aim to better utilise the peripheral land, the above noted appeal decision also specifically reasoned as to why there is no material concern for the corner developments in the area to come close to the highway boundaries at the street junctions. The inspector reasoned that the street junction corner two-storey developments may proximate the highway boundaries in the proposal area, and in the light of those developments he held the '[...] view (that the street junctions still) appear open and spacious given the generous road and pavement widths in the immediate vicinity.' The proposal development benefits from the equivalent street junction road and pavement proportions as those considered in the quoted appeal.

At no.5 Cheyne Ave there is the rear dormer loft conversion completed development that this proposal is seeking to emulate (see figure 3).



Figure 3. Existing no.5 Cheyne Ave roof rear dormer conversion development

3 INTRODUCTION TO THE PROJECT

This application pertains to the host dwelling house roof conversion with the rear dormer and the new side attached dwelling house.

The host dwelling house benefits from the lawful development rights for the roof conversion. The proposal seeks the permission for the host dwelling PD rear roof dormer conversion, subject to no material objections arising from the LPA for the host dwelling house treatment to be changed from the end of terrace to the middle of terrace family dwelling house, and in the light of this combined submission. The host dwelling loft conversion proposal seeks to emulate in volume and character the existing loft conversion development at no.5 Cheyne Ave.

For the new side attached dwelling footprint and the amenity the proposal utilises host dwelling 9 Cheyne Ave vacant land that is situated to the side and rear of the host dwelling, which is presently concrete hard surfaced for the minimal maintenance purpose (see figure 4). As the result of this proposal, other than the land area dedicated for the new dwelling footprint, the proposal amenity land both to the front and rear is proposed to be reverted from hard surface to the grassed and porous surfaces, which will improve the locality biodiversity and increase green spaces.

The proposed new side attached dwelling house has been designed in sympathy with the locality, while reinterpreting sensitively the elements of the local character, for greater sustainability and to improve the living experience of the occupants. The proposal maintains the host dwelling house currently used rear garden amenity of 21sqm unaffected and also reserves 21sqm for the new side attached dwelling house amenity. The proposed new dwelling development meets or exceeds all minimum sustainable construction and residential housing planning quality standards.



Figure 4. Existing host dwelling underutilised side and rear vacant land

The development existing and proposed boundary treatments are detailed within the existing and proposed floor plans and by reference to the key.

4 DESIGN & SUSTAINABILITY

The proposed development has been designed in accordance with the London Plan, to fit in with the context of the neighbourhood and the needs of its community.

4.1 Streetscape Fabric

4.1.1 The elements of traditional London suburban houses have been sensitively reinterpreted in the proposed development in order to fit the development harmoniously within the existing street scene. The new build proposal front facade lines up with the front of 9 Cheyne Ave and emulates the pebble dash render with the corner brick detail as that on the host dwelling.

4.1.2 The new attached dwelling house development design takes advantage of the unique creative possibilities offered by the corner lot. This proposal retains a traditional frontal relationship with the street and is consanguineous with the surrounding. For example, the proposal frontage features the bay windows and those are capped with the delicately designed dual pitch canopy roof that duly resonates with both the two and one-storey dwelling houses in the adjoining terrace. The new dwelling house porch roof mirrors the host dwelling existing porch roof.

4.1.3 The siting of the new side attached dwelling house is commensurate with the vicinity existing development precedents and is aligned with the planning inspectorate precedent cases on the local area developments that adjoin the pedestrian routes

and are situated on the corner plots, refer to appendix 8.

4.2 Residential Standards Statement

The proposal exceeds the minimum tests of the London Plan on density, size and siting.

4.2.1 GIA & Private internal space

The new side attached dwelling house has GIA of 74sqm and it exceeds 70sqm minimum requirement of London Plan Policy D6 on Housing quality and standards for a two-storey three bed space dwelling. The host dwelling GIA is not affected by the new dwelling development. All new side attached dwelling house private internal space quality requirements on minimum floor space and room width dimensions are met.

4.2.2 Refuse storage

Storage space for 2nos of 140L refuse and recyclables bins is allocated at the front of a dwelling individually for both the new side attached development and the host dwelling.

4.2.3 Amenity

The proposal provides 21sqm of the rear garden amenity individually for both the host and the new side attached dwelling houses.

4.2.4 Minimum residential space

New side attached development residential space is designed to satisfy all minimum residential space test thresholds and meets the inclusive living standards, i.e.

Building Regulations M4 (2) for the new build dwelling, refer to part 5.

4.2.5 Parking space

The host dwelling occupants for car parking presently rely on the on-street parking means, and the same is sought to be reserved into the future. It is proposed that the new side attached dwelling house car parking means will be catered by the on-site parking, and for that purpose the host dwelling existing storage shed is proposed to be demolished to vacate the parking space for the new dwelling house occupants on-site car parking means. In summary, this proposal does not incrementally affect the current state of affairs of the vicinity on-street car parking, and, additionally, reserves cumulatively 4nos of the cycle storage spaces for both the host dwelling and the new side attached dwelling houses.

4.2.6 Built-in storage

This requirement is met by the designed-in built-in wardrobe storage in both bedrooms of the new side attached dwelling house. The host dwelling is not affected by this requirement.

4.2.7 Headroom

The whole of the new side attached dwelling house GIA meets the headroom test of 2.5m.

4.3 New Dwelling Environmental Sustainability

4.3.1 Energy statement

The report demonstrates that the new side attached dwelling design scheme achieves a 35 per cent carbon emissions reduction beyond target of Part L 2013 of the Building Regulations, refer to Appendices 2-4.

4.3.2 SCC Excel spreadsheet

Pertaining to the local authority planning application methodology, it is enclosed within Appendix 1.

4.3.3 Sustainable water usage

In line with National Water Standards, the proposed new side attached dwelling

design demonstrates the water consumption at 92 litres per person per day (including an allowance of 5 litres person per day for external water consumption), refer to Appendix 5.

4.3.4 Drainage statement

Pertaining to London Plan Policy SI13 part B, paragraph 1), for the external water use, by means of harvesting the roof surface rainwater, the new side attached dwelling development utilises the on-site rainwater storage facility in the form of the 250L underground water butt.

4.3.5 Tree survey and arbocultural impact assessment

There are no trees on the proposal site or adjacent to the development (including street trees), therefore this section does not apply to this submission.

5 INCLUSIVE HOME STATEMENT

The new side attached dwelling house development meets Building Regulations accessibility requirements of part M4 (2) with the full details listed below.

5.1 Section 2A: Approach to the dwelling

Pertaining to 2.6 and 2.9 a. and b. the approach to the dwelling is via the stepless access. Further to 2.9 d., there are no localised obstructions on the approach route and the approach route extends to the public highway over suitable solid ground, i.e. permeable hard surface. The approach gate has the clear opening width of 850mm and with over 300mm nib to the leading edge of the gate, i.e. pertaining to e. and f. accordingly.

5.2 External Ramp

Pertaining to policy 2.10 a., b. and c., the new dwelling house principal entrance is step free.

5.3 Section 2B: Private entrances and spaces within the dwelling

5.3.1 Principal entrance

Further to 2.20 a. there is the level external landing with a minimum width and depth of 1200mm in front of the principal entrance, which is step free to access.

In line with 2.20 b. and c. the landing is covered by a canopy of 1.86m width and 0.6m depth. The principal entrance lighting is to be provided by the porch canopy underside light and it is activated automatically by a dusk and motion detecting device.

Pertaining to 2.20 d., the principal entrance door width measures 850mm net clearance and in line with 2.20 f. and g. has a minimum of 300mm nib to the leading edge of the door and the extra width created by this nib is maintained for a minimum distance of 1200mm beyond the nib, and the depth of the reveal on the leading side of the door on the inside is not more than 200mm, the principal door threshold is step free (2.20 h.), and in the lobby the doors are a minimum of 1500mm apart, and there is at least 1500mm clearance between any door swings (2.20 i.).

5.3.2 Other external doors

Access to the rear amenity is in compliance with 2.20 d.-i., step free.

5.3.3 Circulation areas and internal doorways

In respect of 2.22 all hallways are minimum 900 width (2.22 a.) and all internal door clearances are 800 width, save for the entrance storey WC at 750.

5.3.4 Stairs

The stairs from the entrance storey to the 1stFl have a minimum clear width of 850mm when measured 450mm above the pitch line of the treads (ignoring any newel post; 2.23 c.) and the stairs meet the provisions of Part K for private stairs. No level changes are present within the individual storey.

5.3.5 Habitable rooms

5.3.5.1 Living, kitchen and eating areas

In line with 2.24 a. the living room is on the entrance storey and the clearance in front of the

kitchen unit line is 1200 (2.24 b.). The window cills are at 800 height or below (2.24 c.).

5.3.5.2 Bedrooms

Circulation spaces within the bedrooms in relation to the bed size and 750mm minimum clearance around have been accounted for within the floor plans.

5.3.5.3 Sanitary facilities

Pertaining to 2.26 all walls, ducts and boxings to the WC, bathroom or shower room are strong enough to support grab rails, seats and other adaptations that could impose a load of up to 1.5kN/m².

5.3.5.4 WC facilities on the entrance storey

There is the WC facility with the WC pan and rinse basin on the entrance storey with the door opening outwards in line with 2.27 a. and d. . The WC (together with its associated clear access zone) meets the provisions of Diagram 1.3 and the basin does not impede access to the WC (2.27 b.).

5.3.5.5 Bathrooms

The principal bathroom is designed in line with 2.29 a. and b., and in line with c. has the provision for a potential level access shower made within the bathroom.

5.4 Services and controls

The consumer unit is mounted so that the switches are between 1350mm and 1450mm above floor level (2.30 a.). The switches, sockets, stopcocks and controls have their centre line between 450mm and 1200mm above floor level and a minimum of 300mm (measured horizontally) from an inside corner (2.30 b.). The handle to at least one window in the principal living area is located between 450mm and 1200mm above floor level (2.30 c.) and the handles to all other windows are located between 450mm and 1400mm above floor level (2.30 d.). The boiler wireless controls and thermostats are mounted between 900mm and 1200mm above finished floor level (2.30 e.).

6 TRANSPORT STATEMENT

In line with Government guidance the Transport Assessments and Statements are necessary so those can be used to establish whether the residual and non-mitigated transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. Nothing in the proposal warrants the development residual and non-mitigated transport impacts likely to be ‘severe’. For the above reasons no such statement is submitted with this proposal.

7 PARKING SURVEY

Further to the submission within paragraph 4.2.5, which substantiates the proposal does not incrementally affect the current state of affairs of the vicinity on-street car parking, the parking survey requirement does not apply.

8 AFFORDABLE HOUSING STATEMENT

In line with the LPA’s prior advice upon application 20/1173/FUL, it is considered there was no material change to the council’s commuted sum contribution payment calculation basis. Therefore £4,562 commuted sum contribution payment shall apply to this submission based on OMV of £460k, which is in line with the prior application submitted lower fit out specification.

9 CONSTRUCTION MANAGEMENT STATEMENT

The proposal is deemed to not meet the threshold for requiring a detailed Construction Traffic Management Plan (CTMP) statement, whilst the construction site access is proposed to be via the side boundary existing gateway that is situated 36m from the street junction. It is proposed

for the construction logistics to access the site via the existing side boundary gateway. The same access gateway is to be utilised for the on-site parking for the construction operatives. The construction operative car park is to be located where there is the existing storage shed that will be demolished prior to the construction commencement.

10 CIL

Please refer for CIL Form 1 to Appendix 6.

11 DESIGN AND ACCESS STATEMENT ACCOMPANYING DOCUMENT LIST

Appendix 1 – Sustainable Construction Checklist 06.2020

Appendix 2 – Energy Statement SAP01032

Appendix 3 – SAP Calculations Be Lean

Appendix 4 – SAP Calculations Be Green

Appendix 5 – Water Efficiency of Proposed Dwelling

Appendix 6 – CIL Form 1

Appendix 7 – PFSS

Appendix 8 – Planning inspectorate precedent case on corner plot development