



Access and Inclusive Design Statement

7.1.1 Design Standards

Building Regulations

The current standards of the Approved Document Part M Volume 1 (Dwellings) will be the applicable standards for the scheme

A new edition of Approved Document M was published in 2015 which split the document into two parts:

- > Volume 1: Dwellings,
- > Volume 2: Buildings other than dwellings.

Approved Document M Volume 1 (Dwellings) defined three categories for accessible dwellings as follows:

- > M4(1) Category 1: Visitable dwellings
- > M4(2) Category 2: Accessible and Adaptable dwellings
- > M4(3) Category 3: Wheelchair user dwellings

Requirements M4(2) and M4(3) are optional and only mandatory when the Local Planning Authority impose them on projects as a planning condition.

National Policy

The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied. Chapter 8 and 12 read:

- 92. Planning policies and decisions should to achieve healthy, inclusive and safe places,
- 130. Planning policies and decisions should ensure that developments: f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality or life or community cohesion and resilience.

The London Plan

The London Plan outlines the requirements of Categories 2 and 3 dwellings across the scheme as follows:

- > 90% of new housing to meet M4(2) - Category 2
- > 10% of new housing to meet M4(3) - Category 3
- > The above requirement is also included within the adopted Richmond Local Plan.
- > Inclusive Design is central to the policies of the current London Plan. Policy D5 (A and B) states:
- > "A) Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them

- > B) Development proposal should achieve the highest standards of accessible and inclusive design. They should:
 - > 1) be designed taking into account London's diverse population;
 - > 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
 - > 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
 - > 4) be able to be entered, used and exited safely, easily and with dignity for all; and
 - > 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building."

London Borough of Richmond Upon Thames

'Accessible and Inclusive Housing' document from London Boroughs of Richmond and Wandsworth Housing and Regeneration August 2020 has also been followed during the design of the scheme and provides information relating to wheelchair accessible dwellings in order to meet the requirements of AD M4 Category 3

- > Homes with private and intermediate tenures are Adaptable Dwellings (M4(3) (2)(a))
- > Homes with affordable rented tenures are Accessible Dwellings (M4(3) (2)(b))

The design team implemented recommendations made by the Occupational Therapist at LBRuT following a pre-application meeting with the housing officer in February 2022.

Good Practice Policy and Other Standards

Other documents referred to during the design of the scheme include:

- > Building Regulations Approved Document Part K: protection from falling, collision and impact
- > BS 8300:2018 Provision of an accessible and inclusive environment, British Standards Institute
- > BS 9991:2017 Code of Practice for Fire Safety in the Design, Management and Use of Buildings, British Standards Institute
- > Provisions of the Equality Act 2010 and associated Codes of Practice
- > 'The Principles of Inclusive Design' guide, CABE 2006

7.1.2 Public Transport and Landscaping

Public Transport

Ham Close estate is served by the 371 bus route from Ashburnham Road and provides a frequent service to Kingston, Norbiton and Richmond. The bus stop is located within a 2 minute walk from the site.

Although no railway stations fall within close proximity to the site, a number can be accessed via a linked bus journey. Nearby railway stations include:

- > Teddington National Rail Station is located approximately 1.8km to the south west of the site and can be accessed via a 25 minute bus journey.
- > Richmond National Rail Station (with TFL overground and District Line underground) is located approximately 2.9km north of the site and can be accessed via a 23 minute bus journey.
- > Kingston National Rail Station is located approximately 3.3km to the south of the site and can be accessed via a 25 minute bus journey.
- > Twickenham National Rail Station is located approximately 1.6km to the north of the site and can be accessed via a 37 minute bus journey.

All of the above stations are operated by Southwestern Railways and operate frequent services into Central London, with a minimum of approximately six train services per hour during the morning and evening peak hours. All of the above stations provide step free access.

Careful consideration has also been given to improving the quality of footways that fall within the demise of the development to maximise the accessibility of the routes across the site.

Level Changes

Footways within the site demise are predominately level or have a very shallow gradient.

There is a minor level change of 0.7m across the site running north to south. Any change of level will be taken up with gently graded surface treatment across the site. Gradients forming part of an approach route will be 1:21 or shallower, and where not possible, ramped approaches will be between 1:20 and 1:15.

Landscaping

All public open spaces across the scheme, including the linear park, are accessible via step-free routes and include provision for accessible seating and play equipment. (see below)

Communal courtyards to the rear of flat blocks provide shared amenity space for residents.

The spaces allow for informal recreation and socialising alongside doorstep play opportunities, encouraging people to be active and become more involved with their local community.

Boundaries are permeable to allow for passive surveillance from surrounding public spaces.

Areas for community food growing will encourage residents to engage with their outdoor space and host small events. Growing beds will be at a height suitable for access from a wheelchair with circulation space via hard standing.

The individual characters of these spaces will assist visitors and residents navigating through the site and allow them to identify correct arrival points. This is particularly valuable to people with a dementia related condition or first time visitors

Surface treatments use single block colour from a grey palette in the streets, predominately buff in the linear park, and darker tan colour in the courtyards to help define the spaces and assist with wayfinding.

Private spaces come in the form of step-free individual patios and balconies to all flats and private gardens to houses.

Footpaths provide all weather access through public and semi private spaces, and to core entrances with a minimum width of 1.5m

A variety of seating is available to allow for individuals to sit or small groups to gather. All seating is provided with a timber top for comfort and some with back and arm rests. Picnic benches allow for generous circulation space around them with suitable heights for wheelchair users.

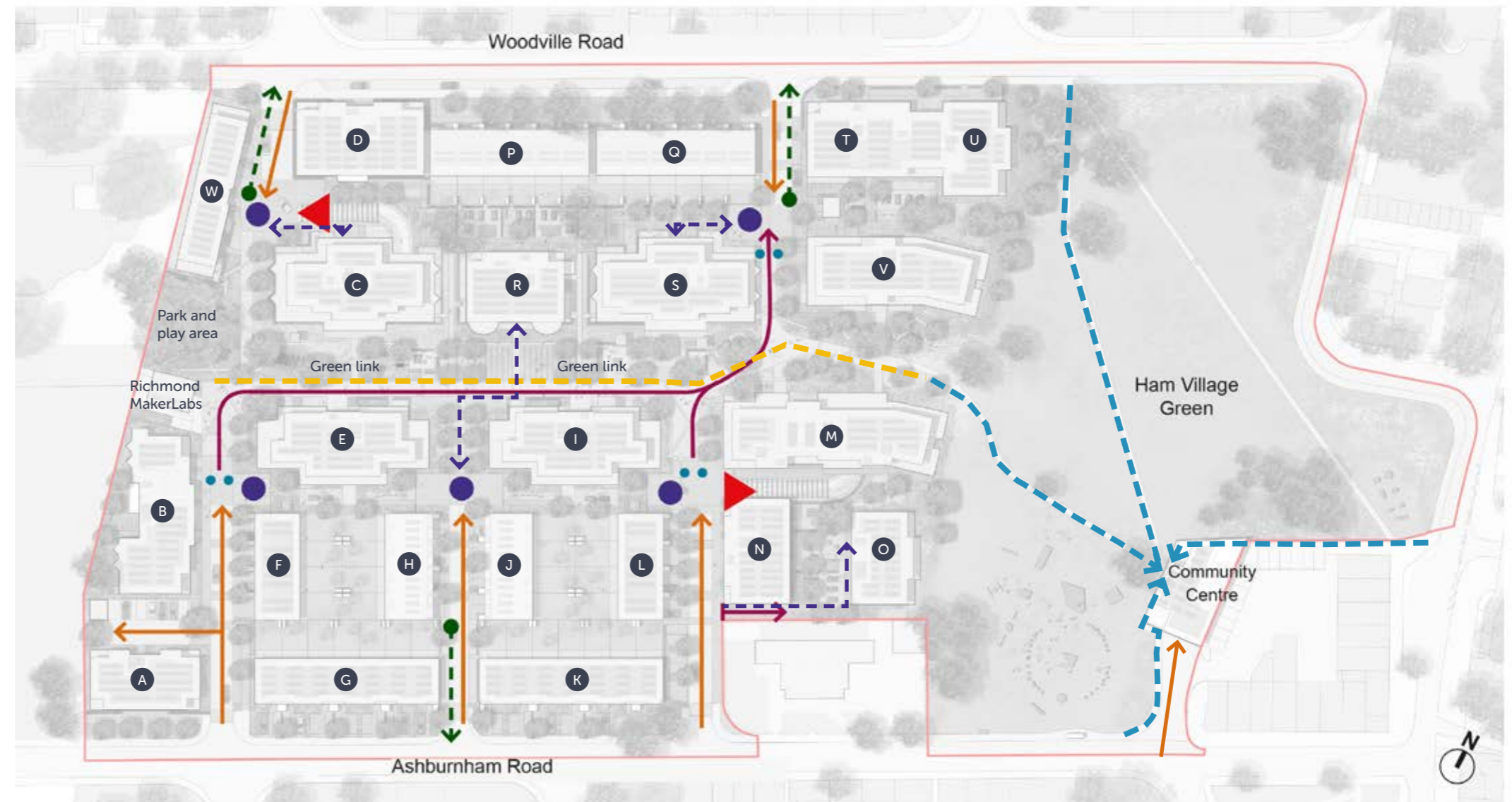
Play equipment is provided for a range of ages and different requirements. Elements such as low spinning bowls and hammocks provide full support, at an accessible height. Safety surface provides access directly from adjacent hard standing.

The basement ramps use full height edge protection with buffer planting in areas to prevent direct access or overlooking.



7.1.3 Approach to the buildings

- > The regeneration of Ham Close estate presents an opportunity to create much needed housing in an inclusive, mixed tenure community within South West London
- > The masterplan is based around a legible street network and attractive landscaped amenity spaces with clear delineation of public and private space. Pedestrian movement across the scheme is prioritised and celebrated by generously landscaped streets and open spaces. Approach routes to buildings have been designed to allow for greater connectivity and accessibility across the site
- > The green link is a vehicle free public landscaped space which provides a visual and pedestrian connection from Ham Village Green to the small park which incorporates seating and play areas accessible by all. Lanes lead to the green link by use of soft landscaping and pedestrian paths. Individual courtyards provide private communal amenity spaces for residents.
- > Allotments within these courtyards allows for the community to grow their fruits and vegetables. Local school and community facilities could have allocated plots to encourage learning and outdoor activities with the intention that these would be accessible by all.
- > A series of pedestrian friendly lanes accessed off Woodville Road and Ashburnham Road lead towards the central east west green link.
- > Community facilities also exist on the site in the form of the proposed Community Centre, which is located to the rear of the Ham Parade of shops fronting Ham Village and the Richmond MakerLabs, situated at the western end of the green link within the landscape setting.
- > Communal entrances to buildings have been clearly defined architecturally with recesses to building form or changes in material treatment. As the design develops, appropriate signage will also be incorporated to assist visitors and residents to navigate towards and through each building.
- > Each building contains a spacious entrance lobby with adjacent lift core allowing step-free access to the upper floors of each building and basement car park
- > All buildings have been designed to a minimum standard of M4(2) Category 2: Accessible and Adaptable dwellings.
- > Where M4(3) units are located within a block, the communal areas should be designed to M4(3) standards.



Legend

- Public Vehicular Access
- Emergency vehicle, refuse and servicing vehicle access through Linear Park - controlled access
- Refuse Access
- Basement Ramp
- Turning Head
- Drop bollards to control access
- Green link linear park pedestrian route
- Pedestrian Access to the Community Centre
- Pedestrian access from vehicle drop off points within 50m

7.1.4 Accessible Car Parking

Accessible Car Parking

The London Plan requires 3% of new homes to be provided with blue badge parking from the outset, with the ability to increase this up to 10% if demand arises. As a result, 13no. accessible parking bays have been located within the basement and have been positioned so they are as close as possible to the lift cores serving each block (see diagram top right).

A further 1 no. accessible parking bay has been located adjacent to the flat entrance in Block B (see diagram bottom right)

In all cases, the parking spaces have been designed to meet the requirements set out in AD M4(3) clause 3.12. Provision of a parking bay, located close to each communal lift core, that has a minimum access zone of 900mm to one side of the bay has been accommodated. (Identified in a green dot). Car parking within driveways can also be expanded by 900mm.

Within the basement, careful consideration has been given to the requirement to be able to convert standard spaces to wheelchair accessible spaces in the future. The column grid becomes a function of column width in order to maintain a suitable column spacing that can accommodate either three standard spaces or two wheelchair accessible spaces.

There is no direct access from the basement car park to wheelchair homes in Blocks O and TU. In these cases, users would need to take the lifts located in the basement below Blocks M or V to the ground floor, exit the building and then travel via an external footway in the communal courtyard to their respective block. In both cases, once a user has exited the building, the footway route is less than 50m to the main entrance of their respective block (see diagram bottom right).

There are three disabled parking bays for the community uses; two for the Community Centre and one for the MakerLabs.

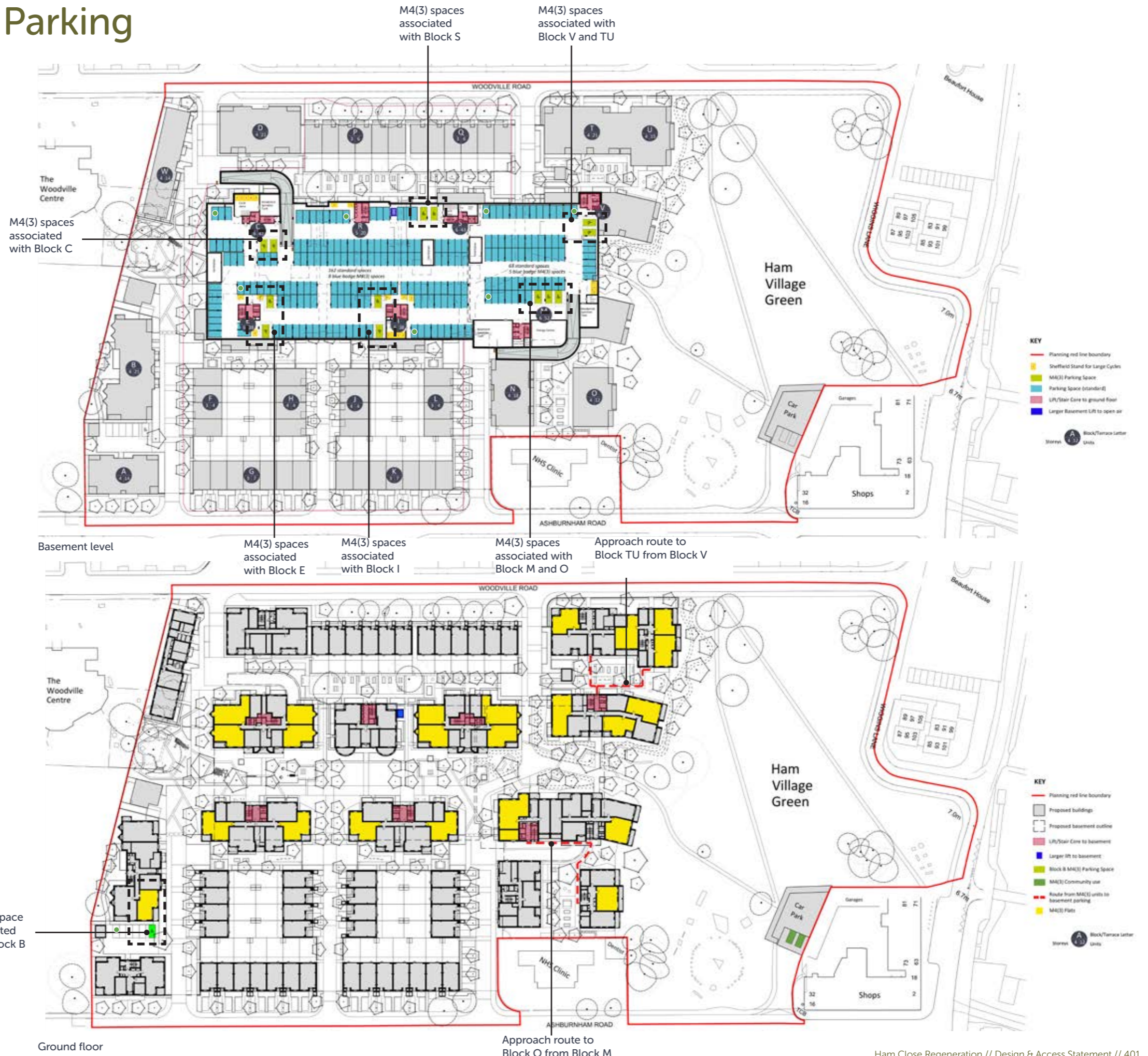
Cycles

Within the basement, a provision of sheffield stands has been provided adjacent to the lift/stair cores to allow for 40no. larger cycles, which accounts for 5% of the overall allowance across the site.

Cyclists access the basement via the lift located next block R. This lift is sized suitably for bicycles.

Standard bicycle stands are located within the ground floors of apartment blocks and within the basement. The houses have their own stores in the gardens.

M4(3) space associated with Block B



7.1.5 Wheelchair Homes

> The scheme accords with the principles of the aforementioned London Plan and local planning requirements to provide more than 10% of the homes as Wheelchair user homes. 46 of the 452 homes will meet M4 (3) with all other homes meeting M4 (2) requirements. The M4 (3) designed homes are purposefully included across tenures and bedroom sizes.

> The diagram to the right shows where the Adaptable and Accessible M4(3) homes are located across the site. Affordable wheelchair homes have been designed as wheelchair accessible and private wheelchair homes have been designed as wheelchair adaptable. The dashed red line shows where the basement car park sits.

> To accord with the principles of the London Boroughs of Richmond and Wandsworth 'Accessible and Inclusive Housing' document, wheelchair homes have been spread across the site rather than confined to one or two buildings

> Flat blocks that do not have direct access to the basement within the building can use the lift highlighted in yellow. Block O has lift access to the basement through Block M and Block TU has lift access through block V.

> The majority of affordable wheelchair homes are located on the ground floor. The only exception to this can be found in Block C, where an additional lift has been provided which can be utilised in the event of a maintenance, breakdown or servicing issue within the building.

> Private wheelchair homes have been located across both ground and upper floors. Where these have been located on upper floors, a single evacuation lift has been provided to be used to evacuate people who require level access from the building in the event of a fire. A management plan for situations where the lift fails will be established as the design develops with a quick response maintenance strategy employed.

> There are a total of 46 M4(3) dwellings across the masterplan:

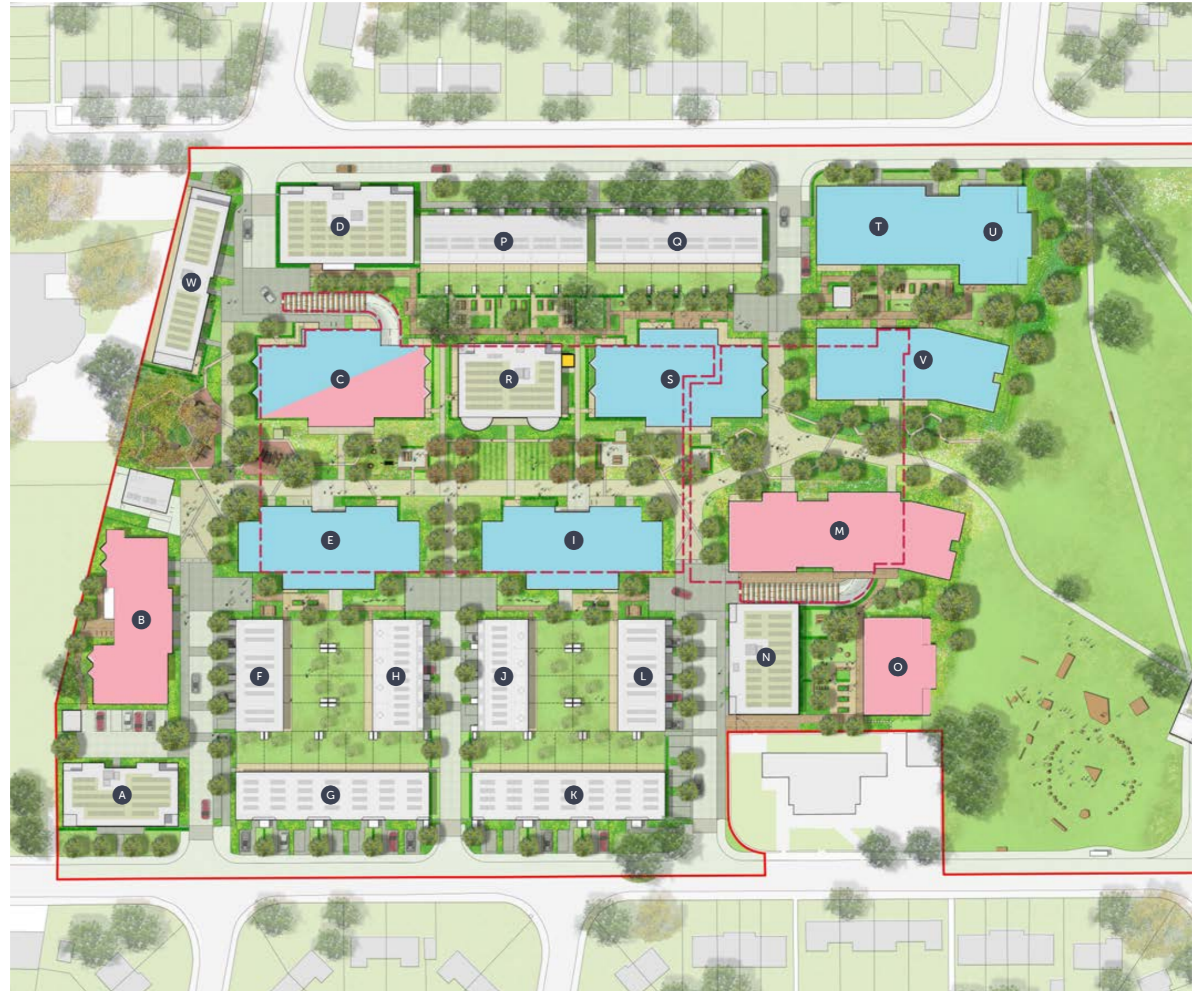
> 34 out of 46 are M4(3) (2)(b) Adaptable

> 12 out of 46 are M4(3) (2)(a) Accessible

M4(3)	Tenure	1B2P	2B3P	2B4P	3B4P	3B5P	Total
Adaptable	Market	2	21	2	0	0	25
	Intermediate	3	5	0	1	0	9
Accessible	Affordable Homes	5	5	0	1	1	12
	Total	10	31	2	2	1	46

Key

- Accessible M4(3) Dwellings
- Adaptable M4(3) Dwellings
- Basement Outline
- Lift access to basement for surrounding blocks

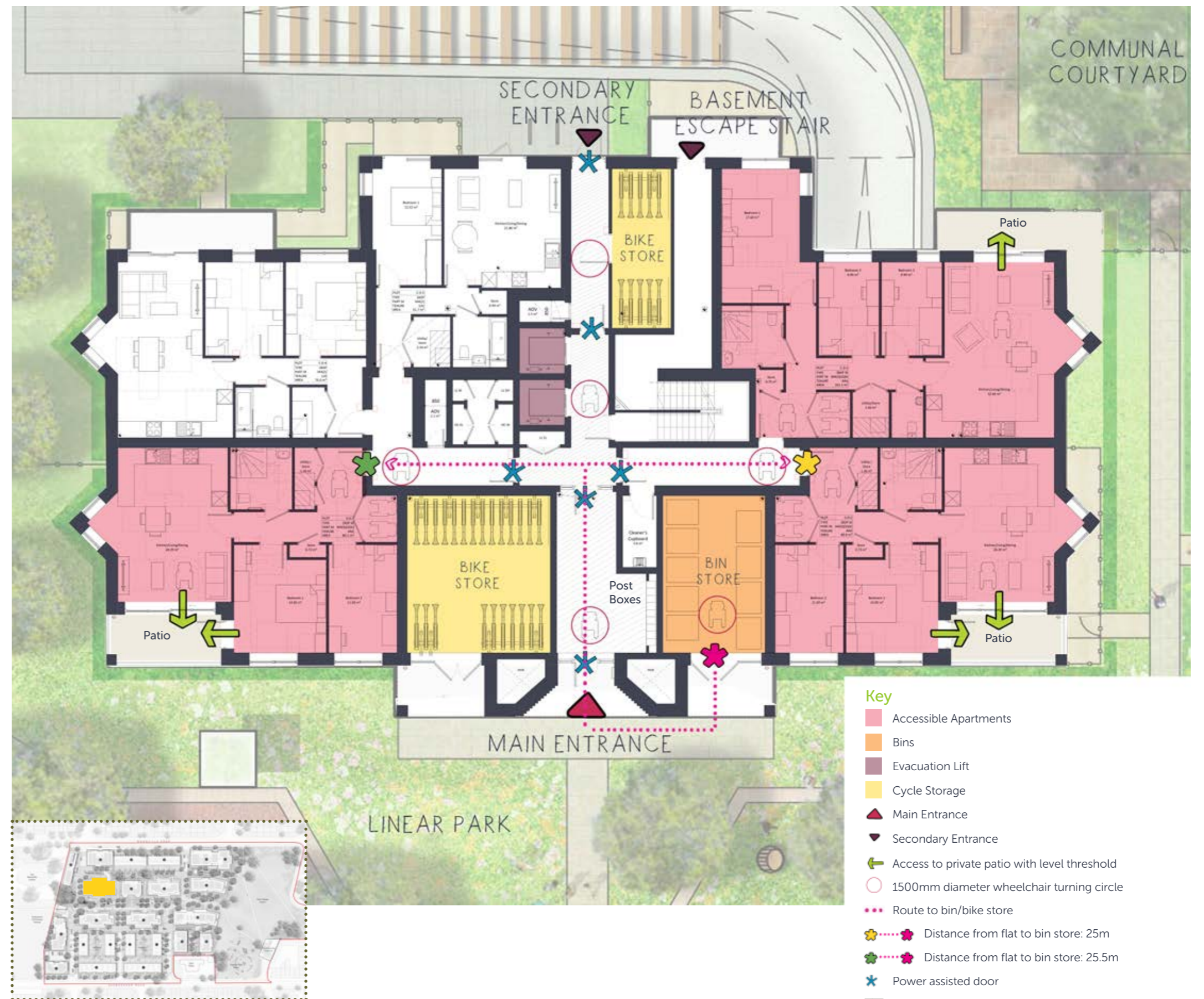


7.1.6 M4(3) Wheelchair Communal Areas

Example - Block C

The diagram on the right hand side shows an example of a flat block with an affordable tenure which has been designed to AD M4(3)

- > The main entrance to the block is accessed from the linear park and is step-free. Main entrance is covered by at least 1200mm deep.
- > Parking is located within the basement below with direct lift access. Accessible cycle parking is located at the basement.
- > The majority of accessible wheelchair homes are located on the ground floor. The approach to the entrance of all units on the ground floor is step-free
- > Block C is the only affordable flat block on the scheme with wheelchair accessible homes also on the upper floors. As a result, an additional lift has been provided which can be utilised in the event of a maintenance, breakdown or servicing issue of the lifts within the building. Only one of these lifts is accessible from the basement.
- > Both lifts serve as evacuation lifts in the event of a fire and provide a clear landing of minimum 1500mm long x 1500mm wide directly in front of the lift at every floor level. Communal lifts have also been designed to suit the requirements of ADM clause 3.16
- > All communal doors within the building have a minimum clear opening width of 850mm
- > A minimum 300mm nib has been provided to the leading edge of every door. A minimum 200mm nib has been provided to the following edge of every door.
- > All door thresholds serve as accessible thresholds
- > Minimum 1500mm clear wheelchair turning circles have been allowed for in all communal corridors, bike and bin stores.
- > Power assisted doors have been provided to all communal doors along the approach route to a wheelchair flat. A fused spur will also be provided on the hinge side of flat entrance doors to allow for the future fitting of a powered door opener. Door entry controls will be mounted 900-1000mm AFFL and a minimum 300mm away from an internal corner.
- > As the design develops, appropriate signage will be incorporated to assist visitors and residents to navigate easily through each building. Different floor treatments and colours could also be incorporated to delineate between the different communal spaces within the building, which is particularly valuable to people with a dementia related condition
- > Communal bin stores have been located within a 30m travel distance from wheelchair flat entrances



7.1.7 M4(3) Wheelchair Accessible Design Layout

Example - Block C 2B3P wheelchair unit

Entrances, Corridors and Doors

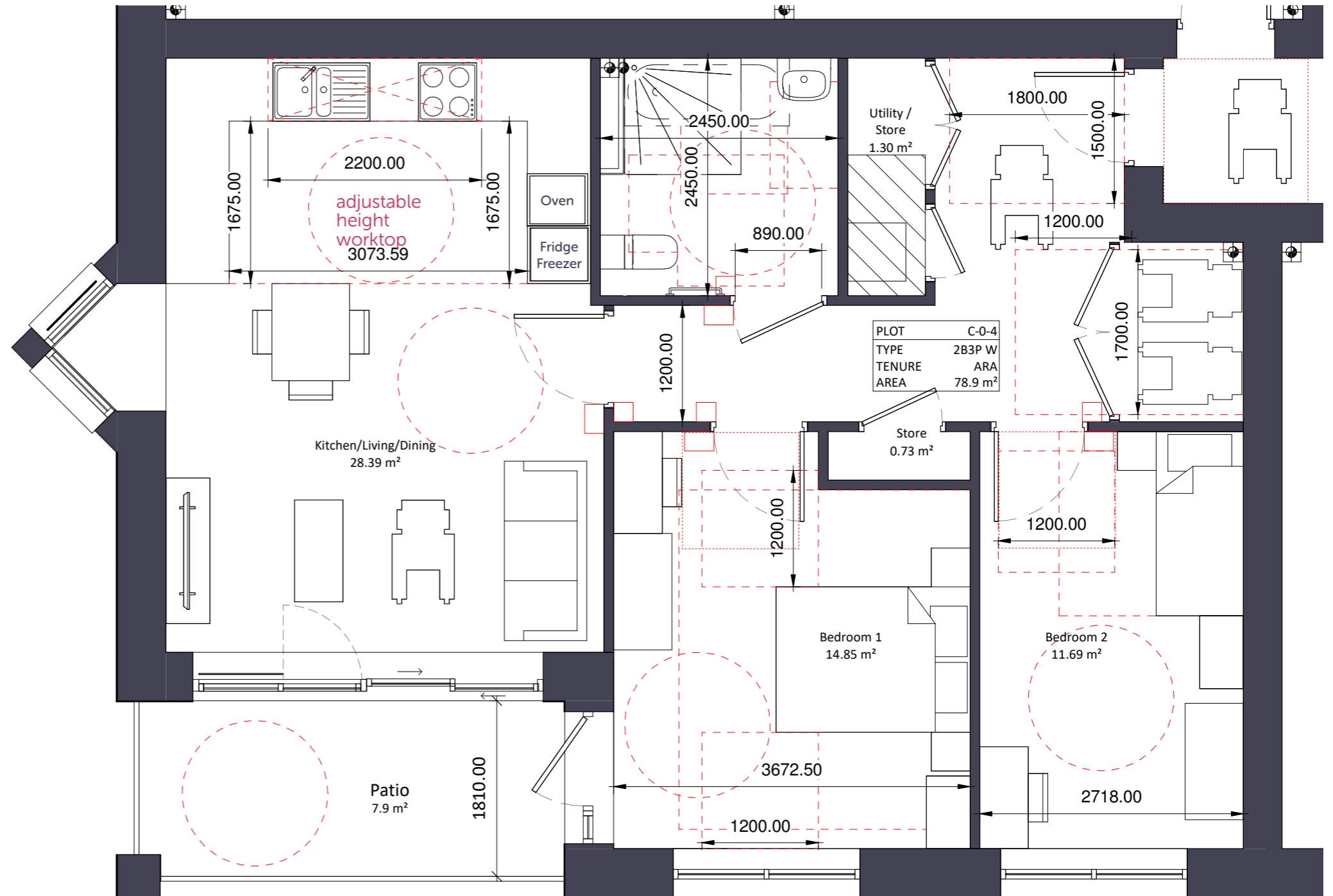
- > All doors have a minimum clear opening width of 850mm including doors to the balcony.
- > A minimum 300mm nib has been provided to the leading edge of every door. A minimum 200mm nib has been provided to the following edge of every door.
- > A wheelchair storage and transfer space has been provided close to the principal private entrance. Minimum 1100mm deep x 1700mm wide.
- > All corridor widths are minimum 1200mm.
- > Access to the balcony is accessible.

Storage and Living Areas

- > Built-in storage meets the requirements of AD M4(3) clause 3.26
- > The minimum combined internal floor area of the living, kitchen and dining space meets the requirements of AD M4(3) table 3.2
- > There is a minimum clear access zone of 1500mm wide in front of and between all kitchen units and appliances
- > Kitchen worktop length meets the requirements of AD M4(3) table 3.4 and contains a 2.2m height adjustable or lowerable section of worktop

Bedrooms and Bathrooms

- > Every bedroom provides a minimum clear access route of 750mm wide from the doorway to the window
- > Every bedroom provides a minimum 1200mm x 1200mm manoeuvring space inside the doorway
- > The principal double bedroom provides a minimum 1000mm wide clear access zone to both sides and foot of the bed and in front of all furniture.
- > All other bedrooms provide a minimum 1000mm wide clear access zone to one side of each bed and in front of all furniture.
- > The principal double bedroom has a minimum floor area of 13.5m². All other double bedrooms have a minimum area of 12.5m². Single bedrooms minimum area of 8.5m²
- > Every double bedroom is minimum 3m wide. Every single bedroom is minimum 2.4m wide
- > Bathrooms are minimum 2450 x 2450mm and contain an installed level access shower
- > All bathroom facilities comply with the provisions of AD M4(3) clauses 3.36 to 3.43
- > Furniture shown complies with the requirements of the furniture schedule in Appendix D of AD M4(3)



Flat Block Key



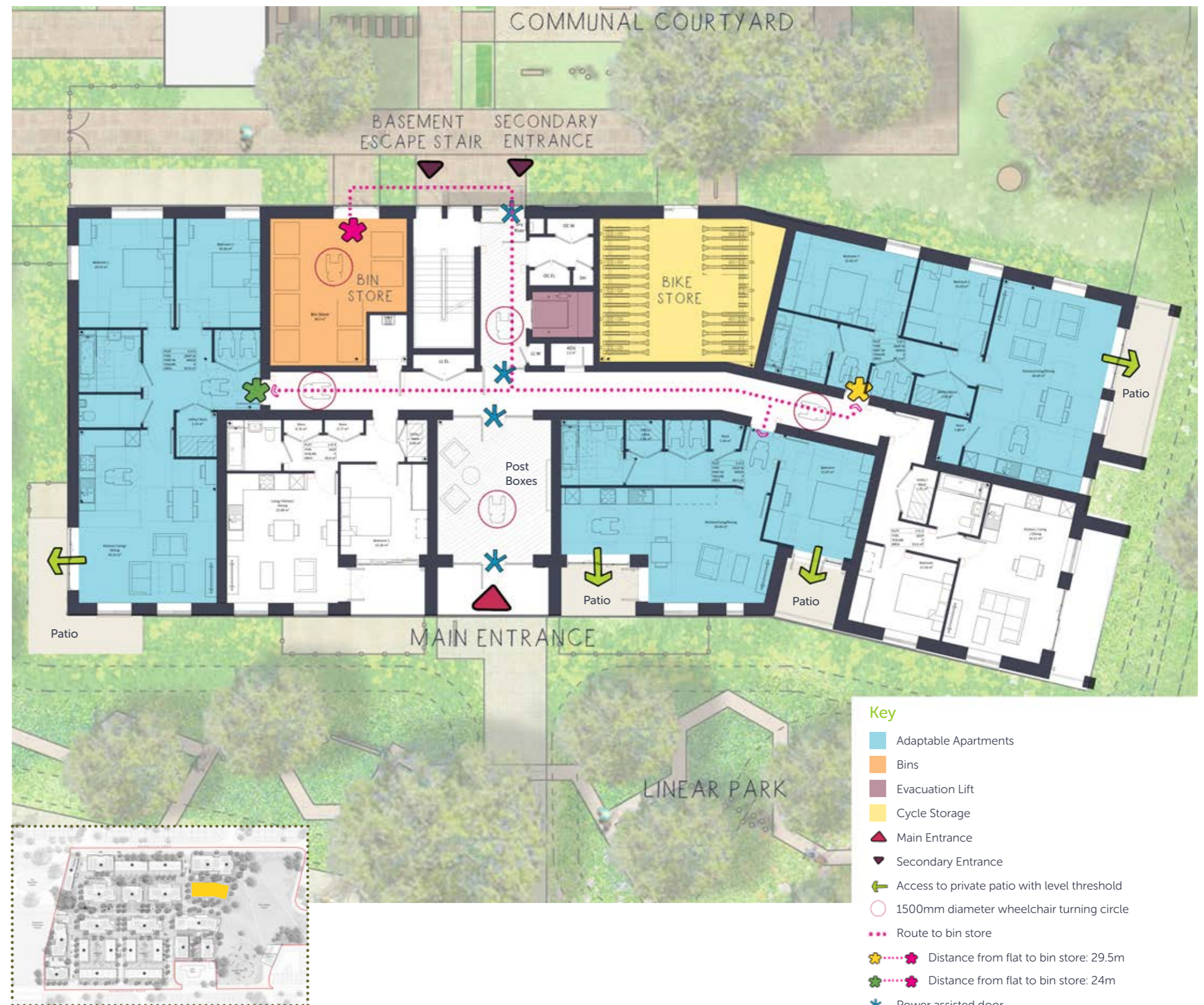
Key

--- Movement Zones

7.1.8 M4(3) Wheelchair Communal Areas

Example - Block V

- > The diagram on the right hand side shows an example of a flat block with a private tenure which has been designed to AD M4(3)
- > The main entrance to the block is accessed from the linear park and is step-free
- > A secondary entrance provides access to communal courtyard and refuse stores
- > Parking is located within the basement below with direct lift access
- > Adaptable wheelchair homes are located both on ground and upper floors.
- > A single evacuation lift has been provided. As there is only one lift in private blocks, a management plan for situations where the lift fails will be established as the design develops, with a quick response maintenance strategy employed
- > The lift has a clear landing of minimum 1500mm long x 1500mm wide directly in front of the lift at every floor level. Communal lifts have also been designed to suit the requirements of ADM clause 3.16
- > All communal doors within the building have a minimum clear opening width of 850mm
- > A minimum 300mm nib has been provided to the leading edge of every door. A minimum 200mm nib has been provided to the following edge of every door.
- > All door thresholds serve as accessible thresholds
- > Minimum 1500mm clear wheelchair turning circles have been allowed for in all communal corridors, bike and bin stores.
- > Power assisted doors have been provided to all communal doors along the approach route to a wheelchair flat. A fused spur will also be provided on the hinge side of flat entrance doors to allow for the future fitting of a powered door opener
- > As the design develops, appropriate signage will be incorporated to assist visitors and residents to navigate easily through each building. Different floor treatments and colours could also be incorporated to delineate between the different communal spaces within the building, which is particularly valuable to people with a dementia related condition
- > Communal bin stores have been located within a 30m travel distance from wheelchair flat entrances



Key

- Adaptable Apartments
- Bins
- Evacuation Lift
- Cycle Storage
- Main Entrance
- Secondary Entrance
- Access to private patio with level threshold
- 1500mm diameter wheelchair turning circle
- Route to bin store
- Distance from flat to bin store: 29.5m
- Distance from flat to bin store: 24m
- Power assisted door
- Signage and potential floor treatment for easy navigation

Ham Close Regeneration // Design & Access Statement // 405

7.1.9 M4(3) Wheelchair Adaptable Design Layout

Example - Block V 1B2P wheelchair unit

Entrances, Corridors and Doors

- > All doors have a minimum clear opening width of 850mm
- > A minimum 300mm nib has been provided to the leading edge of every door. A minimum 200mm nib has been provided to the following edge of every door.
- > A wheelchair storage and transfer space has been provided close to the principal private entrance. Minimum 1100mm deep x 1700mm wide.
- > All corridor widths are minimum 1200mm

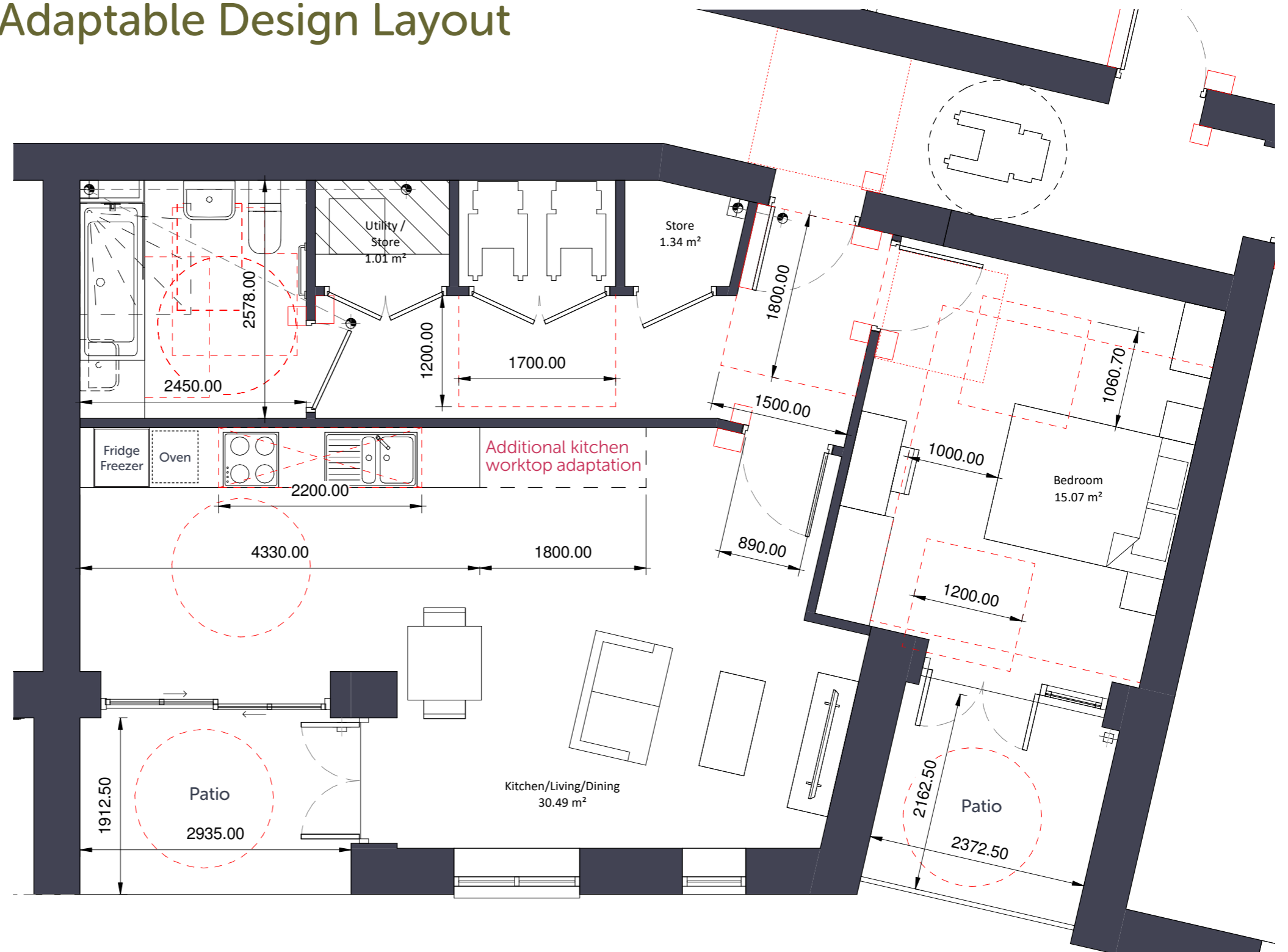
Storage and Living Areas

- > Built-in storage meets the requirements of AD M4(3) clause 3.26
- > The minimum combined internal floor area of the living, kitchen and dining space meets the requirements of AD M4(3) table 3.2
- > There is a minimum clear access zone of 1500mm wide in front of and between all kitchen units and appliances
- > Kitchen worktop length meets the requirements of AD M4(3) table 3.3 and contains a 2.2m height adjustable or lowerable section of worktop
- > Kitchens can be easily adapted to incorporate the additional requirements of a wheelchair accessible home

Bedrooms and Bathrooms

- > Every bedroom provides a minimum clear access route of 750mm wide from the doorway to the window
- > Every bedroom provides a minimum 1200mm x 1200mm manoeuvring space inside the doorway
- > The principal double bedroom provides a minimum 1000mm wide clear access zone to both sides and foot of the bed and in front of all furniture.
- > All other bedrooms provide a minimum 1000mm wide clear access zone to one side of each bed and in front of all furniture.
- > The principal double bedroom has a minimum floor area of 13.5m². All other double bedrooms have a minimum area of 12.5m². Single bedrooms minimum area of 8.5m²
- > Every double bedroom is minimum 3m wide. Every single bedroom is minimum 2.4m wide
- > Bathrooms are minimum 2450 x 2450mm and should be constructed as a wet room with a bath installed above.
- > All bathroom facilities comply with the provisions of AD M4(3) clauses 3.36 to 3.43

> Furniture shown complies with the requirements of the furniture schedule in Appendix D of AD M4(3)



Flat Block Key



Key

- Movement Zones
- - - Future kitchen worktop adaptations

7.1.10 Community Centre

Access and Circulation

There is one main lift proposed in the development. It is located at the top left side of the plan next to community lounge, and activity hall on the floor above.

Lift access is available on all levels and will:

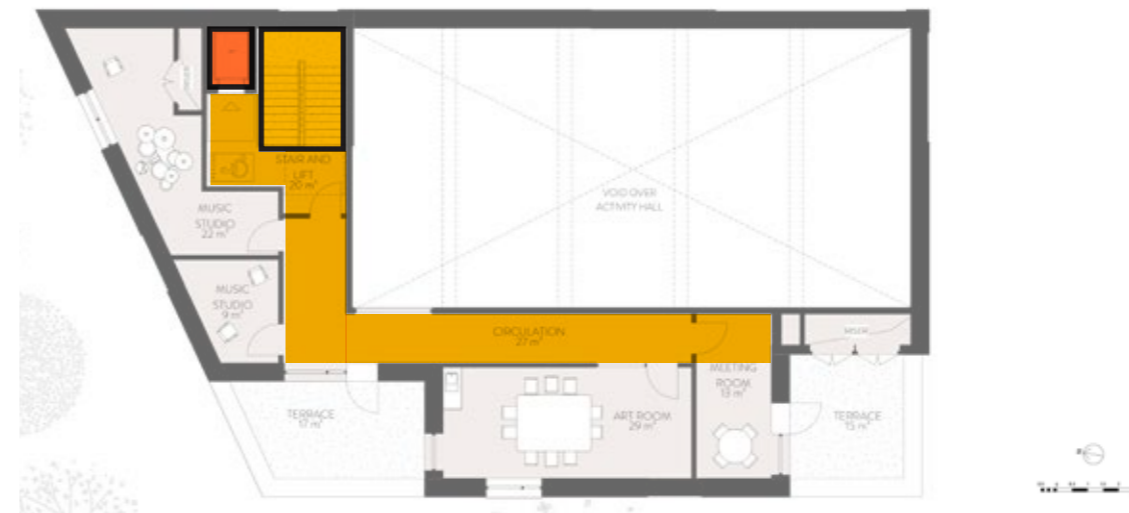
- > Be located adjacent to other means of vertical circulation (i.e. stair cores)
- > Accommodate the expected people flow
- > Have a clear level landing directly in front of the lift of at least 1500mm by 1500mm for manoeuvring and waiting

Additional consideration will be given to the material finish the lifts (including consideration of slip resistance, comfort and safety in use).

For safety, stairs will be designed to be of consistent width, have unobstructed landings at the head, foot and between flights with a depth at least equal to the width of the channel of the flight. No stair flight will have more than 12 risers in a single run and all will have uniform risers and treads in consecutive flights. They will also have visually contrasting nosing across the full width of the step.

As one of the main users of the proposed community centre is a group called TAG which deals with disabled children, as such all access from outside to inside and within the building is all level. In addition to providing level access, the proposed scheme aims to address other impairments including those with vision, audible and mobility.

A combination of natural and artificial lighting to be provided where possible to enhance circulation routes and to avoid glare, confusing reflections or shadows. Visually contrasting non-reflective materials are to be used within areas that could be affected by direct sunlight.



Second Floor Plan (NTS)



First Floor Plan (NTS)



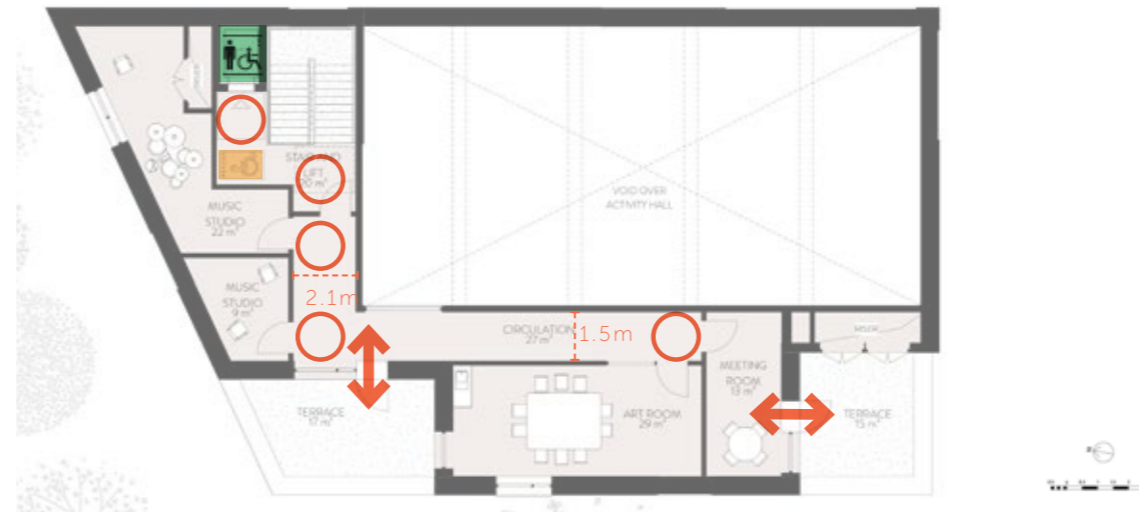
Ground Floor Plan (NTS)

- Key**
- Main Circulation
 - Stair and Core
 - Lift Core
 - External Circulation

7.1.1 Community Centre

Inclusive Layout

Given the community based nature of the building, along with the consideration of one of the main end users - TAG - the new centre is designed to be inclusive. There are a number of accessible design elements integrated within the proposal. This includes an accessible toilet at ground floor level which meets and exceeds Part M requirements and a changing places toilet provided at first floor level. A minimum of 1500mm corridor width is allowed for each floor with level access provided via a Part M compliant lift.



Second Floor Plan (NTS)



First Floor Plan (NTS)

- Key**
-  Part M Compliant Lift with 1500mm X 1500mm Zone in Front
 -  Protected Refuge Area
 -  Accessible Toilet
 -  Levelled Threshold
 -  1500mm Turning Circle
 -  2 Blue Badge Car Parking Spaces



Ground Floor Plan (NTS)

7.1.12 Richmond MakerLabs

Access and Circulation

Access will be improved through the introduction of a lift to the facility. It is located within the entrance circulation area adjacent to the stair.

Lift access is available on all levels and will:

- > Be located adjacent to other means of vertical circulation (i.e. stair cores)
- > Have a clear level landing directly in front of the lift of at least 1500mm by 1500mm for manoeuvring and waiting.

Additional consideration will be given to the material finish of the lifts (including consideration of slip resistance, comfort and safety in use).

For safety, stairs will be designed to be of consistent width, have unobstructed landings at the head, foot and between flights, with a depth at least equal to the width of the channel of the flight. No stair flight will have more than 12 risers in a single run and all will have uniform risers and treads in consecutive flights.

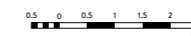
Access from outside into the building is level, increasing the schemes accessibility. A glazed window is provided at first floor as well as a skylight above the stair, bringing daylight into the circulation spaces and thus enhancing the internal quality of these areas.



First Floor Plan (NTS)



Ground Floor Plan (NTS)
Landscape Design and Residential Masterplan Indicative



Key

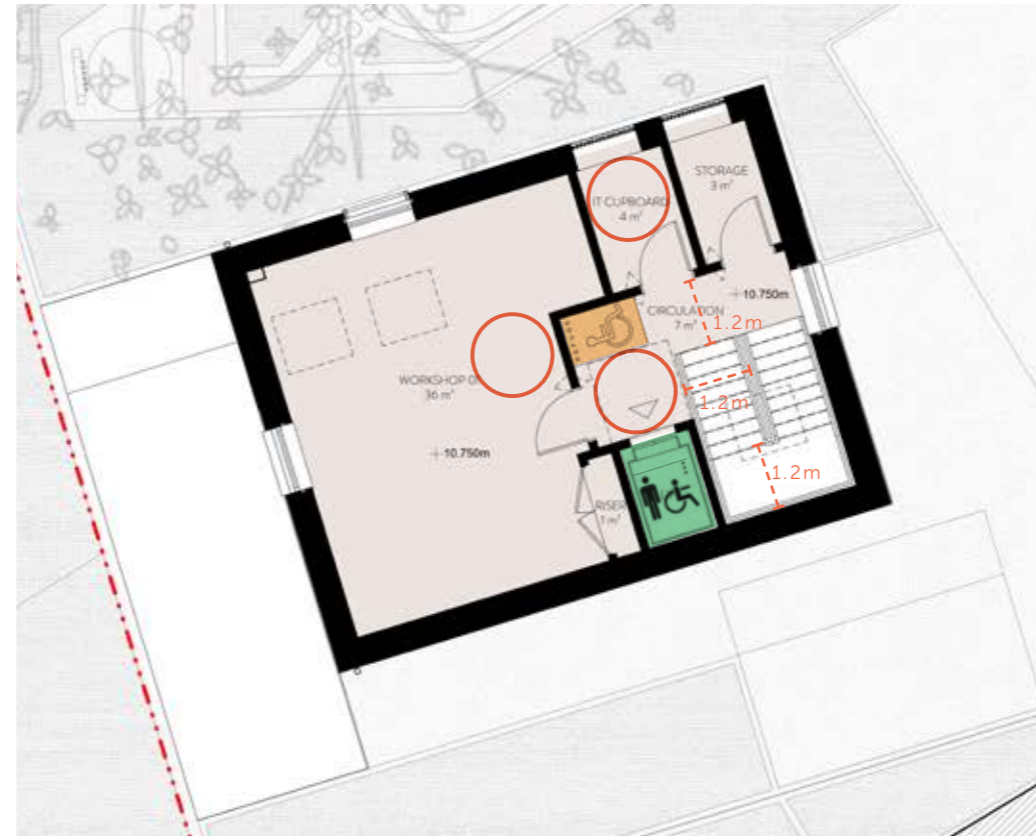
- Main Circulation
- Stair and Core
- Lift Core
- External Circulation
- Pedestrian Access

7.1.12 Richmond MakerLabs

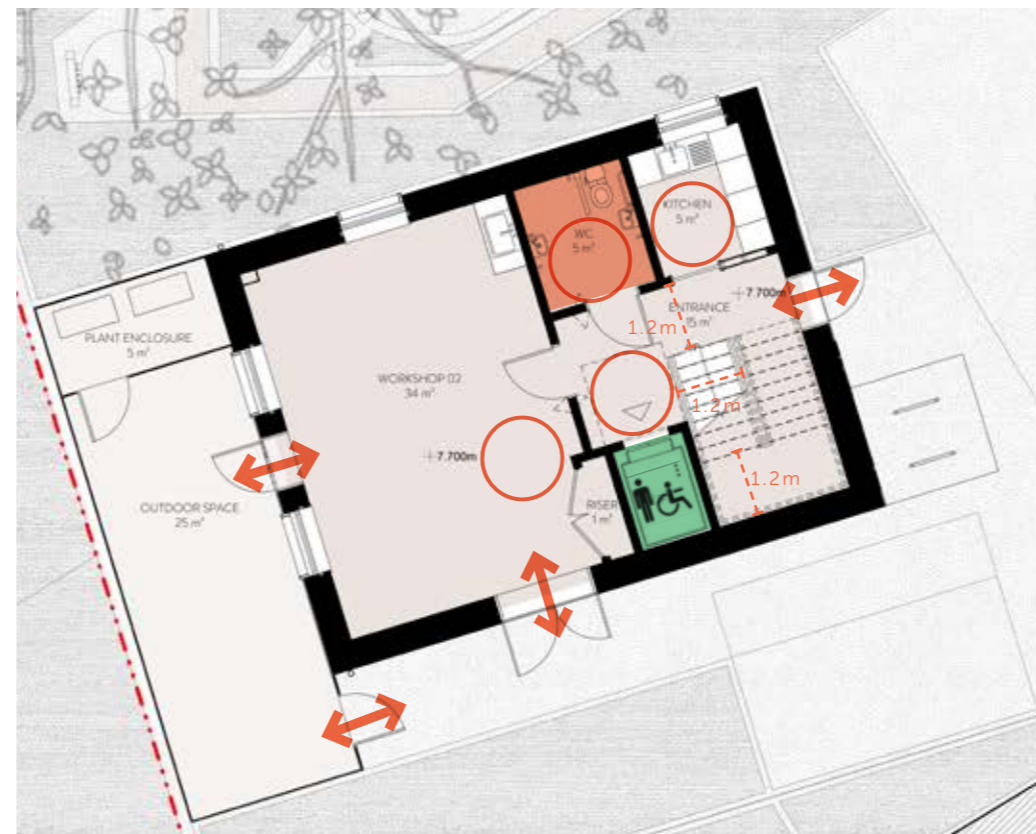
Inclusive Layout

The Richmond MakerLabs is designed to be inclusive and therefore there are a number of accessible design elements integrated within the proposal. This includes a WC which is designed to Part M requirements, 1200mm minimum width communal corridors, level access and a Part M compliant lift.

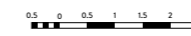
All doors have a clear opening width of 890mm. The stairs have a width of 1200mm with 1000mm between handrails.




First Floor Plan (NTS)



Ground Floor Plan (NTS)
Landscape Design and Residential Masterplan Indicative



Key

 Part M Compliant Lift with 1500mm x 1500mm Zone in Front

 Protected Refuge Area

 Accessible Toilet

 Levelled Threshold

 1500mm Turning Circle

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Chapter 8

Conclusion

8.1 Conclusion

In developing our proposals for Ham Close, careful consideration has been taken to ensure that all the desired masterplan principles are achieved and where possible exceeded.

The proposal possesses the principles of the original designs that were rigorously prepared jointly with residents, the local community, RHP and the Council. The design team have had a unique opportunity to positively engage with Ham Close residents and the wider community whilst on the journey of design development for this exciting new scheme.

Our experiences of the 'Essence of Ham' have inspired the public realm and elevational treatment, creating delight and variation, forming character areas within a cohesive masterplan that both celebrates and embrace Ham.

Our shared vision for Ham Close is to deliver exemplary architecture to compliment the rich historic context of Ham. At the same time, embedding sustainability, and community into the proposals in a way that not only physically shapes the proposals, but can also grow and develop over time bringing added benefit to the residents and wider community.

Through the Ham Close regeneration, we intend to set a new benchmark, not just for the quality of the development itself, but also for the level of inclusion and involvement that we intend to instil. We will leave a positive legacy that will go beyond handover. This will ensure that not only physical fabric will be seamlessly integrated, but also the new and existing communities, sharing, and enjoying the benefits of this transformational proposal.

Hill Residential and the design team are excited to be working with RHP, LBRuT and the community to deliver this transformative regeneration for Ham Close.



Ham Close Regeneration

