

FERRYMOOR, HAM –SITE 2 GARAGES

DESIGN AND ACCESS STATEMENT

10 February 2022: Rev. A

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1.0 Introduction

This Design and Access Statement sets out the principles behind the design of the proposed development on the site of unused garages on Ferrymoor on the western side of St. Richards Court.

The site is located in Ham, west of London and south of Richmond but north of Kingston upon Thames.

The block of garages stand independently from the retail units and duplexes of St. Richards Court in a housing estate probably built in the 1960's and 70's and are currently unused.

The proposed development comprises the demolition of the garages and the construction of two 3 storey townhouses with parking and gardens.



2.0 Context Analysis

As stated previously the site is within a housing development that was probably constructed during the 1960's and 70's. The estate includes purpose built schools, a community centre, churches and shops.

The dwellings are a mixture of flats, houses and duplex style properties and are either two or three storeys high under pitched or flat roofs.

The properties are generally constructed using brickwork, either red or buff, with timber feature panels and bay windows and some tile hanging.

The estate is well landscaped with areas of planting beds, hedges and trees.

The estate is bordered to the west and north by generous areas of common land, recreation and amenity spaces, which are quite heavily treed, and the Thames.

The site is not within a conservation area and there aren't any heritage assets nearby. It consists of 10 brick built garages under a felted flat roof and is screened on the southern boundary by laurel hedging and on the north side is edged with a path and a planting bed containing a laurel hedge and a protected tree.

The parking area in front of the garages is an unattractive concrete slab. The brick wall on the western side of the garages forms the boundary to the gardens of 245 Ferrymoor.



South west view of the garages



North view of the garages along Ferrymoor



Garage forecourt with 245 Ferrymoor in the background



View from Ashburnham Road looking north west

Proposed Site Plan



3.0 Development Proposals

The development is located on an under utilised and poorly maintained garage block site north of Ashburnham Road and west of Ferrymoor.

The garages will be demolished to make way for two townhouses. The houses are located to the west of 245 Ferrymoor and are designed to be a continuation of the terrace.

The dwellings are set back from the line of the terrace to the west to allow adequate space for parking and bike and bin stores and to not have a negative impact on the houses on Croft Way.

The backs of the houses project out further than 245 Ferrymoor but do not impact on any other dwellings as there is only parking and a garage block behind.

The first and second floors are set back further than the ground floor so that they are outside of a 45 degree line drawn from the centre of the nearest window on the north elevation of 245 Ferrymoor so as not to reduce the amount of daylight enjoyed by the occupants.

The houses do not fill the width of the plot but are setback over 10m from the western face of St. Richards Court so as not to affect the amenity of the occupants and allow a landscaping strip between the new houses and the road.

Although some of the footprint of the houses project in to the root protection area (RPA) the amount of built form now within the RPA is much less than the current situation where the garages and concrete forecourt take up a large area of the RPA.

Gardens and a parking space for plot 1 are located to the rear of the dwellings and another parking space for plot 2 together with bin and bike stores are located at the front of the units.

The new dwellings have an open plan layout at ground floor level, including the kitchen, living room, WC and storage, with access to the garden at the rear of the units. The first and second floors contain two double bedrooms and a bathroom and two en-suite shower rooms respectively.

The design has changed in response to the original pre-app where 8 flats were proposed across the full length of the site, the massing has been greatly reduced so as to not to impact on 245 Ferrymoor and the RPA of the protected tree.

4.0 Use

The planning use class will be C3(a).

5.0 Amount

The site area is 309 sqm which includes the garages and forecourt. The existing garage area is 148.2 sqm and the houses have a GIA of 135.4 sqm each. Please refer to the area schedule for more detail.

6.0 Scale

The proposed development respects the existing scale of St. Richard's Court and the surrounding buildings by only being three storeys high.

All of the closest existing buildings are three storeys high, some with pitched roofs and some with flat roofs.

7.0 Appearance

As previously stated there are a mix of materials used in the surrounding buildings from brickwork, tile hanging and white painted timber cladding. Windows are prominent features with many of the buildings using full height or strip windows.

Brickwork is the dominant material and will be used for the elevations with brick feature panels next to the window openings to add interest.

Windows to habitable rooms will generally be full height to reflect the windows in St. Richards Court.

A flat roof will be used to reflect the more recent development on Croft Way and St. Richards Court and also to reduce the massing adjacent to 245 Ferrymoor.

8.0 Landscaping

Gardens will be laid to lawn and a new laurel hedge will be planted along the eastern boundary to provide some separation between the highway and the house and also to soften the edge of the development.

Water permeable paving will be used for the parking areas and paths to the houses.

9.0 Access and Inclusivity

The residential part of the scheme will be designed to meet the requirements of Part M4(2) of the Building Regulations, as required by the council's planning policy. Please refer to drawing 19021-P-133 which demonstrates compliance.

The entrances will have level thresholds and each unit will have an accessible WC at entrance level.

The site is well served by public transport with the 371 bus route operating buses every ten minutes from bus stops about five minutes walk away.

Two cycle storage areas are proposed at ground level providing space for 4 bikes in each secure housing.

One parking space has also been provided for each house accessed from Ferrymoor.

10.0 Amenity Space

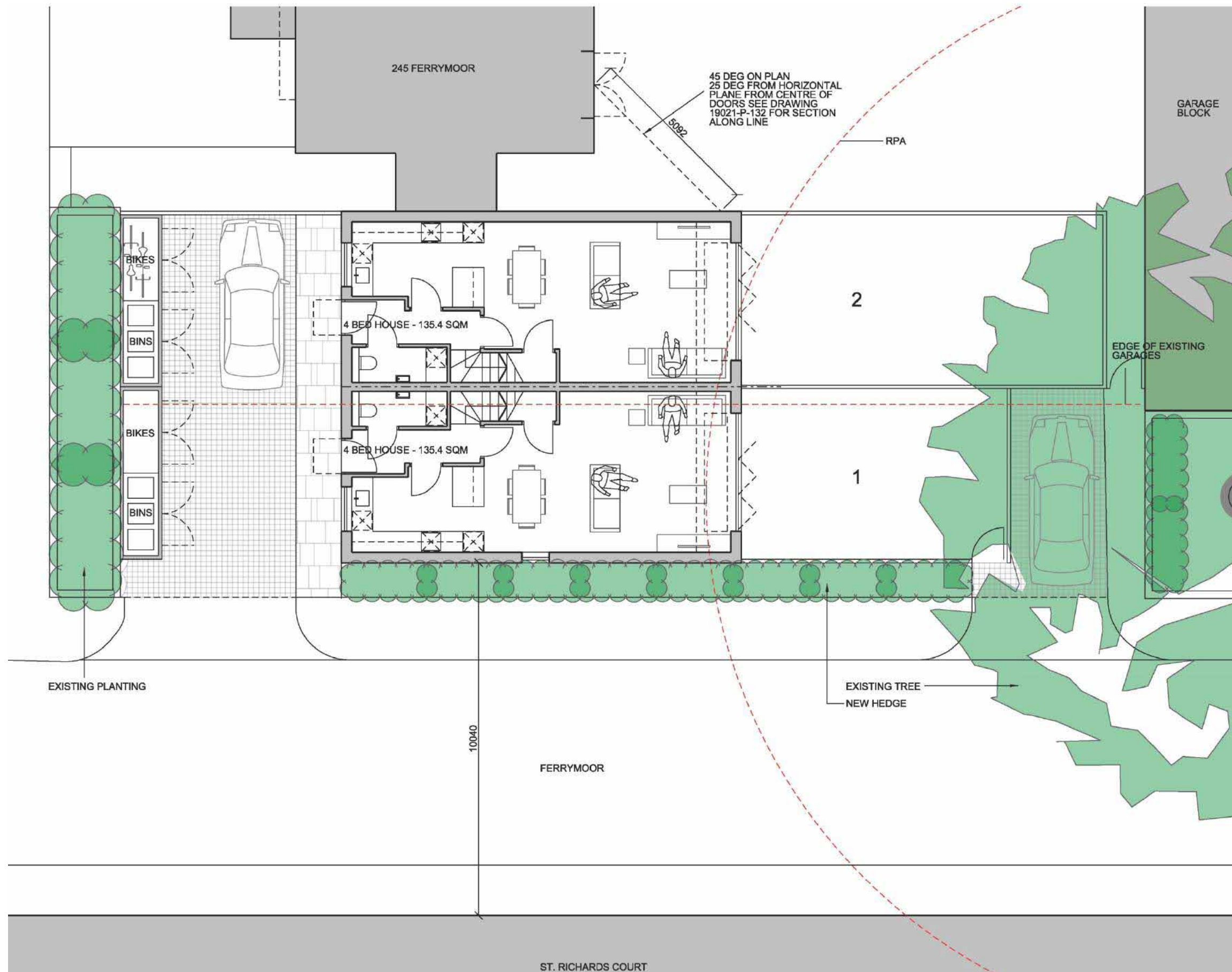
Private amenity space is located at the rear of each dwelling. Unit 1 has amenity space of 36.7 sqm and unit 2 49.9 sqm.

Further large areas of public amenity space are located only a couple of minutes walk away between Riverside Drive and the Thames. Also within short walking distance are a selection of sports clubs including football and sailing.

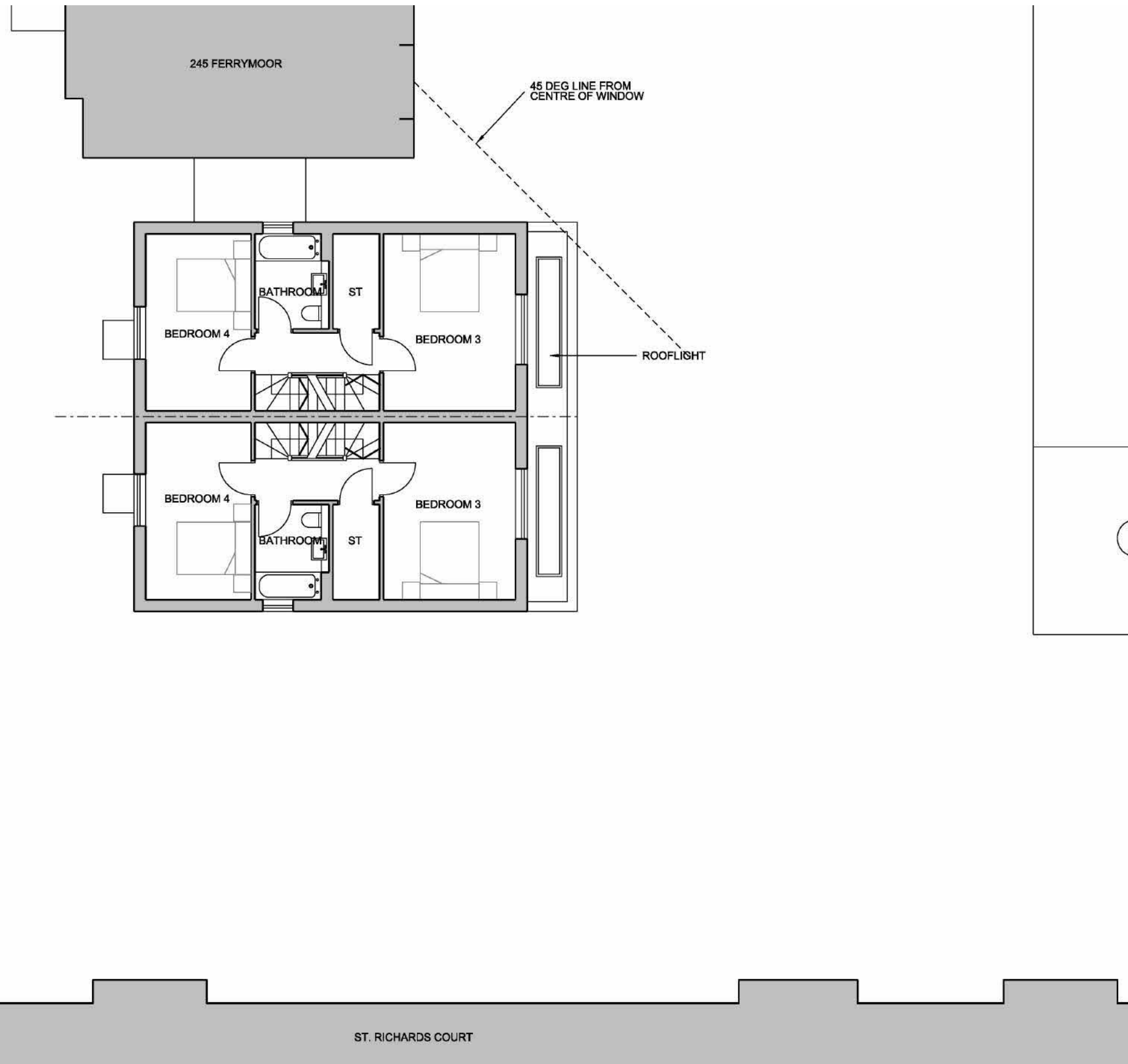
11.0 Refuse and Recycling

Bin stores have been provided to the front of each property capable of storing three 240l wheelie bins for refuse and recycling.

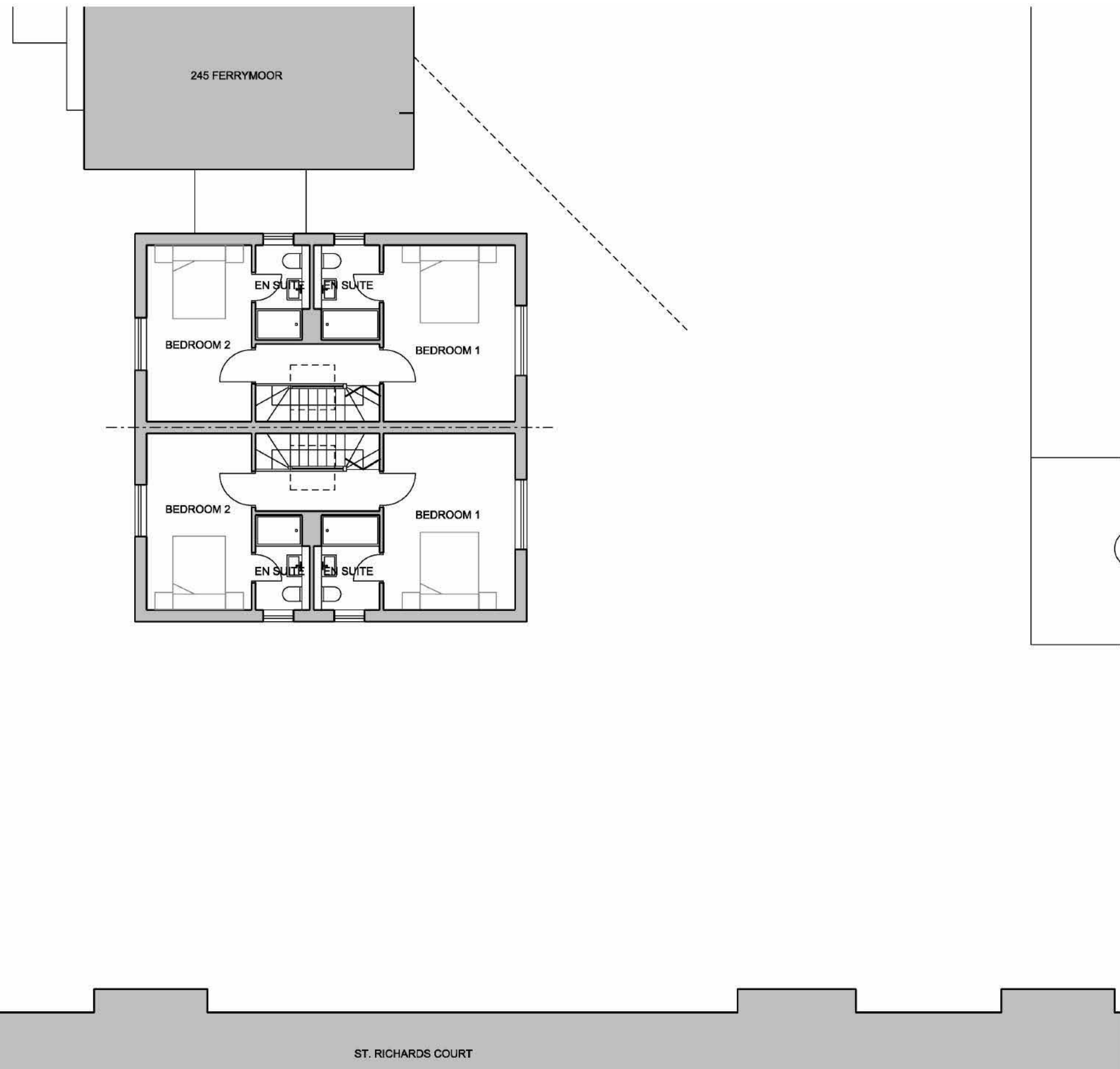
Ground Floor Plan



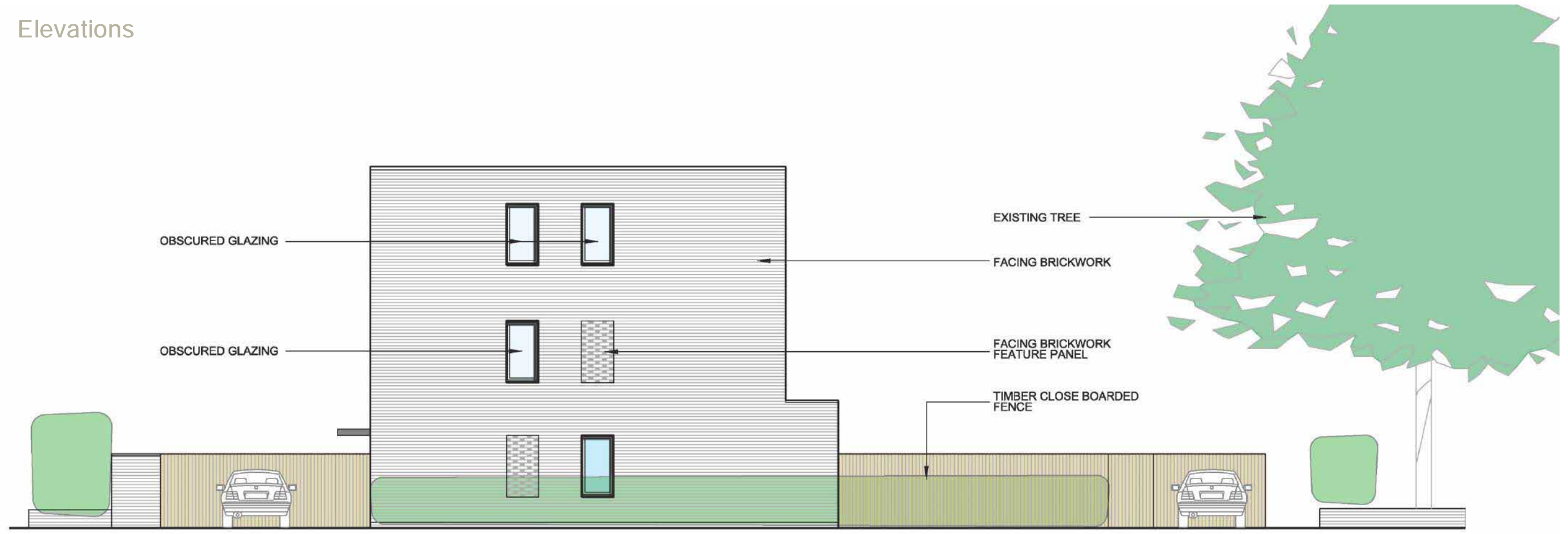
First Floor Plan



Second Floor Plan



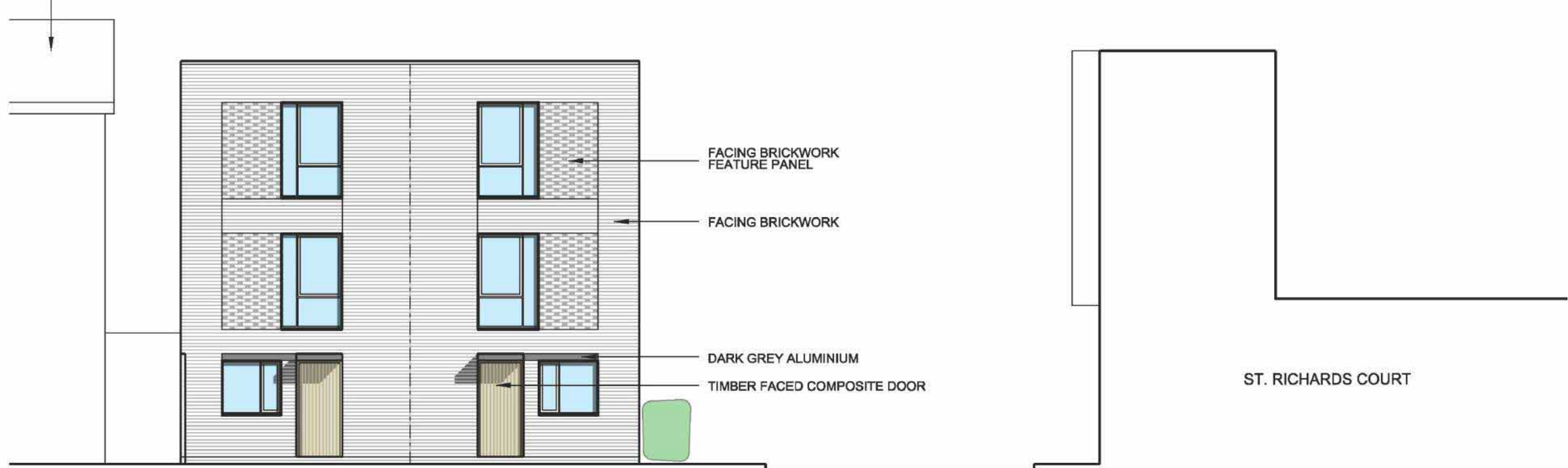
Elevations



- EXISTING TREE
- FACING BRICKWORK
- FACING BRICKWORK FEATURE PANEL
- TIMBER CLOSE BOARDED FENCE

EAST ELEVATION

245 FERRYMOOR

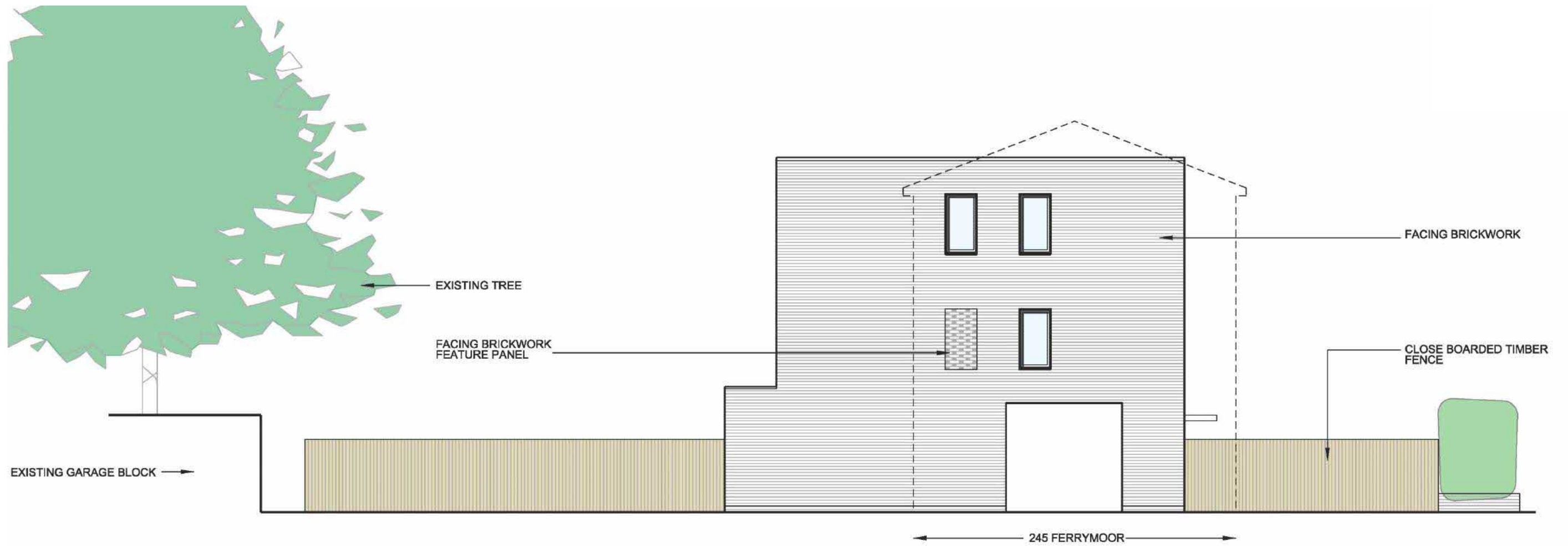


- FACING BRICKWORK FEATURE PANEL
- FACING BRICKWORK
- DARK GREY ALUMINIUM
- TIMBER FACED COMPOSITE DOOR

ST. RICHARDS COURT

SOUTH ELEVATION

Elevations



WEST ELEVATION



12.0 Response to Pre-app

The principle of the proposed scheme is acceptable subject to providing additional information which demonstrates there will be no harmful impacts on neighbouring properties.

The case officer requested more information regarding the BRE 45 degree daylight test and the location of the windows to 245 Ferrymoor.

It was also requested that the 25 degree test from the horizontal to the centre of the ground floor window was met. This is normally used to check buildings opposite the development, so we assume it should be along a 45 degree line on plan. The section demonstrates that the test is met.

The adjacent photos show the existing windows and the red dots on the elevation on the previous pages where the centre of the openings are.

The London Plan policy is for a minimum ceiling height of 2.5m. The elevations have been amended accordingly and the following site section demonstrates this.

The council's policy on the separation distance between the front and backs of dwellings is 20m. The site section demonstrates that this is achieved.

The council's policy regarding the separation distance between the back and sides of dwellings is 13.5m. Although this isn't achievable the following site plans show that there is no significant loss of outlook to the first floor habitable rooms in the maisonettes of St. Richard's Court because of the window locations not being directly opposite the proposed development.

The same is true generally for the first floor bedrooms apart from the small bedroom in the maisonette directly opposite, however all habitable rooms and kitchens in this terrace are dual aspect so enjoy views to the east as well as the west.

13.0 Fire Safety Statement

The design of the town houses will comply with Part B: Fire Safety of the Building Regulations.

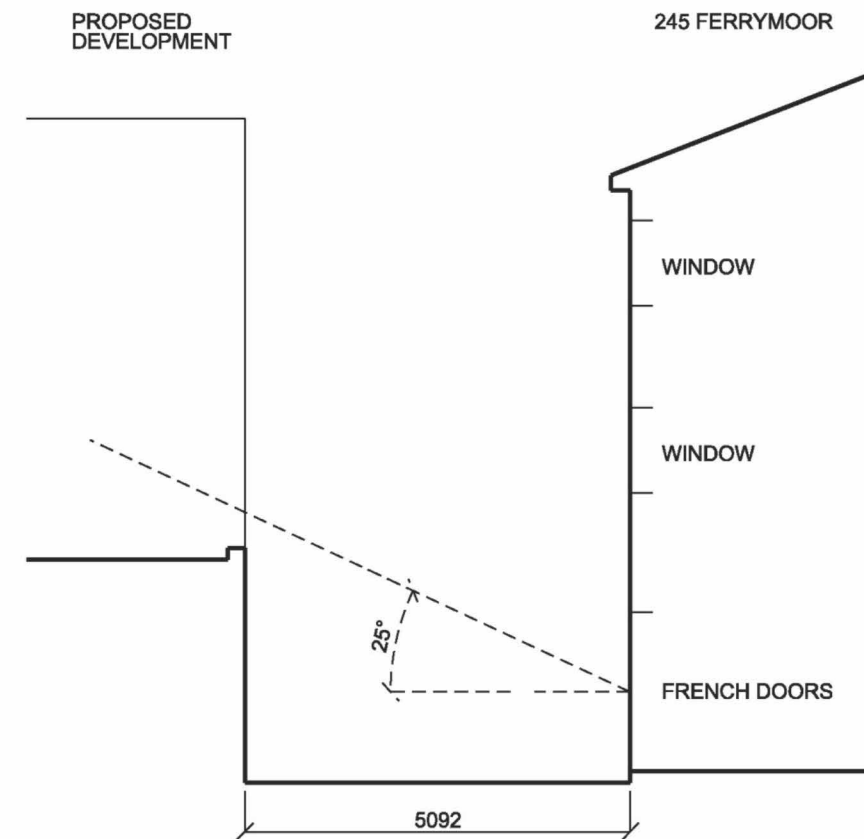
As the property consists of three storeys a protected corridor (30 minute fire rated walls and doors) links the upper storeys and provides direct access to the outside, therefore avoiding the need to pass through another habitable room.

Access is to the front of the properties where it is then easy to move away from a fire on to Ferrymoor.

Smoke and heat detectors will be provided and upper storey windows will allow egress if necessary.

14.0 Water Conservation

The residential units will be designed to incorporate features that limit the use of water to 110 litres per person per day including an allowance of 5 litres per person per day or less for external water consumption, to meet the requirements of policy LP22.

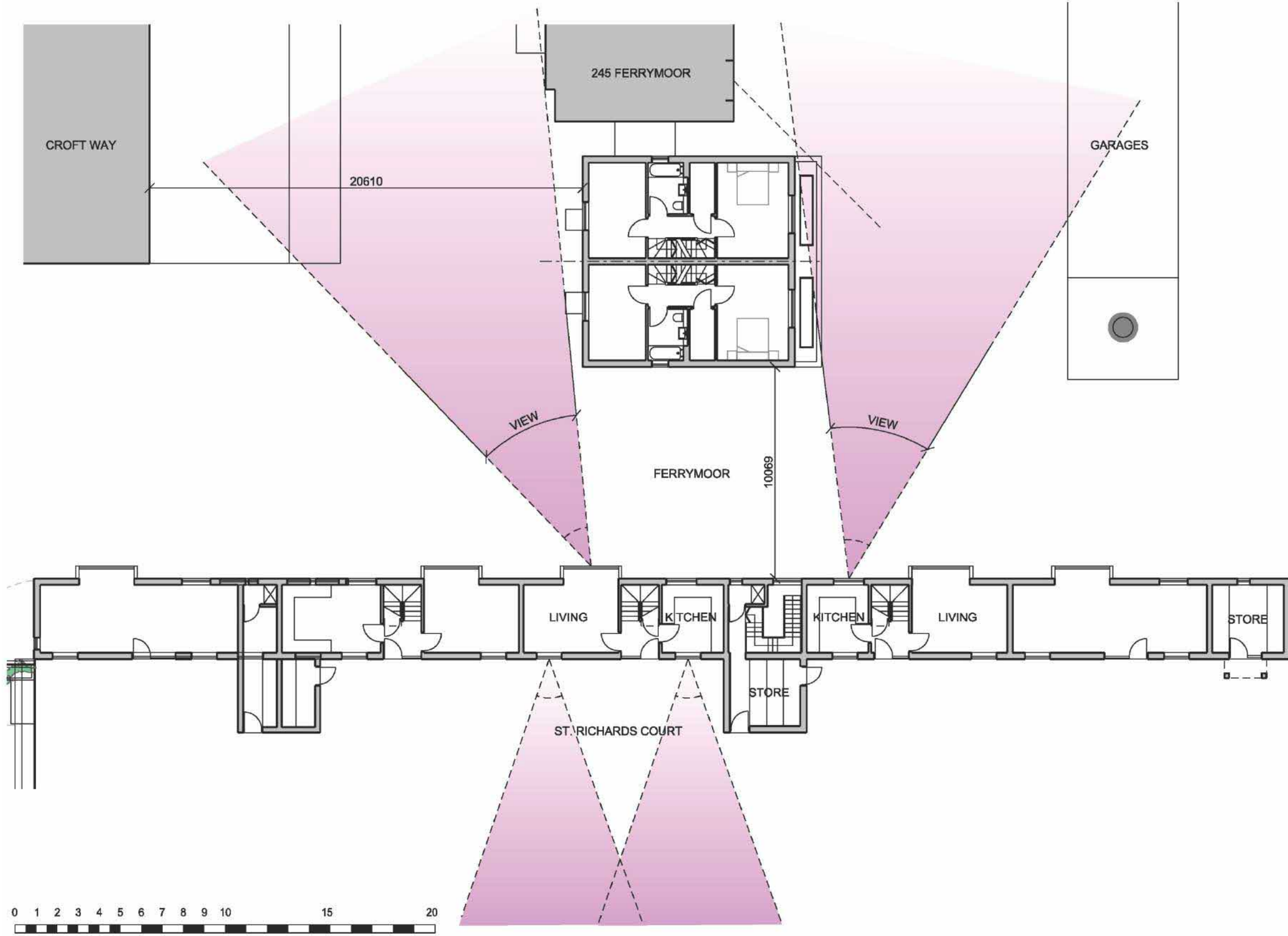


PROPOSED SECTION ALONG 45 DEG PLAN LINE
1:100

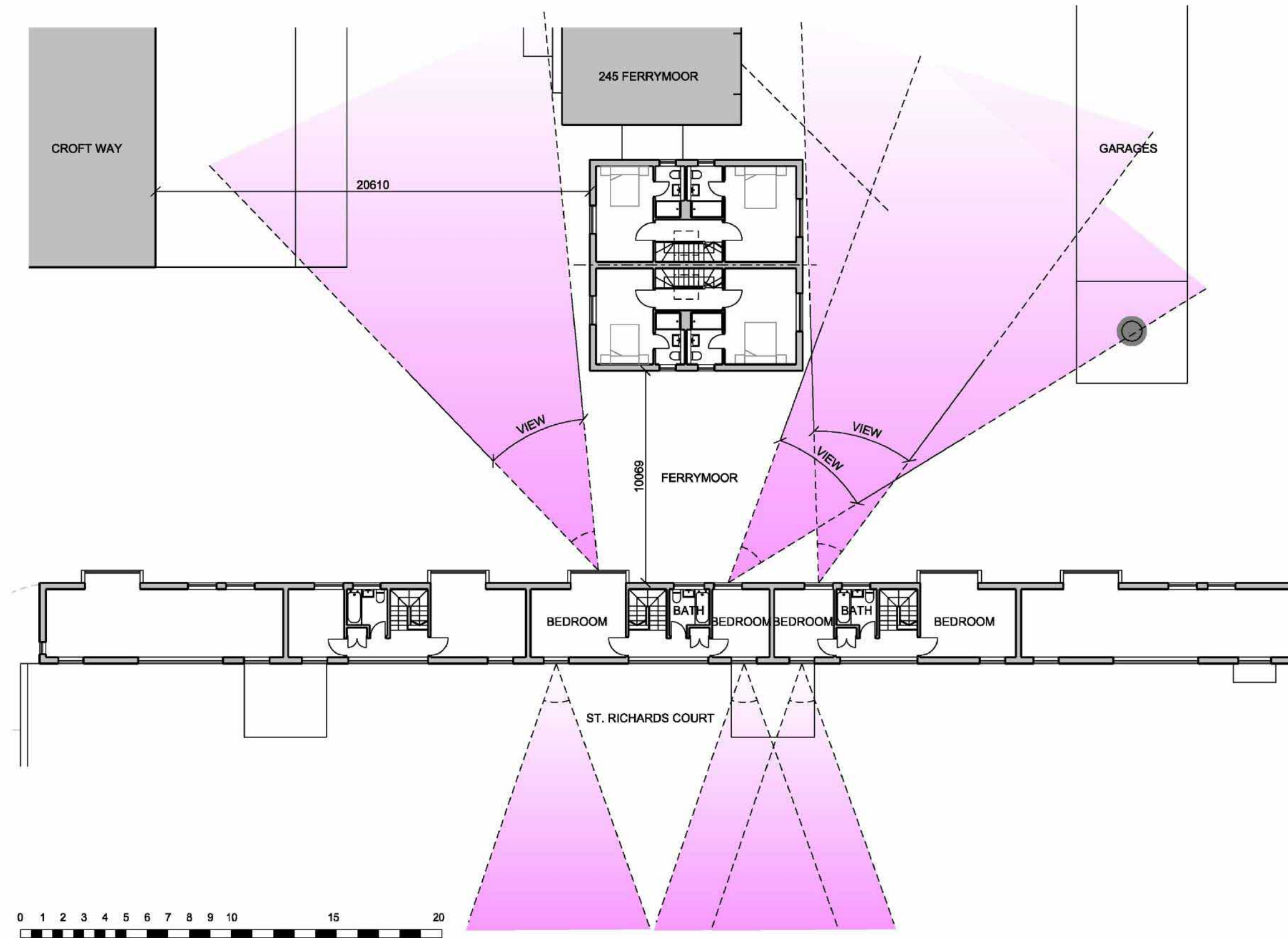
Site Context –Section



Site Context –First Floor Plan



Site Context –Second Floor Plan



Appendix A: Area Schedule

Site Area 309.0 sqm

Garage GIA 148.2 sqm

FLOOR	PLOT 1	PLOT 2	TOTALS
GROUND	49.0	49.0	98.0
FIRST	43.2	43.2	86.4
SECOND	43.2	43.2	86.4
TOTALS	135.4	135.4	270.8

Notes:

Bike and bin stores not included

Bike store 2.4 sqm, bin store 2.4 sqm for each property

Appendix B: Accessible and Adaptable Dwellings

1.0 Introduction

Richmond Council require that all new dwellings should be designed to be accessible and adaptable as set out in Part M4(2) of the Building Regulations.

The following sets out how the design meets these requirements.

2.0 Approach Routes

The approach route to the edge of the site is existing and are flat with no ramps or steps.

3.0 Car Parking and Drop Off

Car parking is provided on site which is level. The parking space to plot 1 can be widened to 3.3m by moving the fence enclosing the garden and to plot 2 enough space already exists for the space to be 3.3m.

Access to the front door is level and appropriate smooth surfacing will be provided.

4.0 Private Entrances

Step free access is provided to the front door and the entrance will meet the following requirements:

- There is a level external landing measuring 1.2 x 1.2m
- There is a 900 x 600mm canopy above the entrance
- Diffused lighting is provided that is activated by a motion sensor
- The door has a clear opening of 850mm
- A 300mm nib is provided to the leading edge of the door
- The door reveal is a maximum of 200mm
- The threshold is accessible
- The lobby is 1500mm deep

5.0 Circulation Areas

All corridors will have a minimum clear width of 900mm and doors 775mm. All doors to the entrance storey will have a 300mm nib to the leading edge of the door.

The entrance storey is step free and the stair has a minimum width of 850mm.

6.0 Habitable Rooms

There is a living area on the entrance storey, a minimum of 1.2m in front of the kitchen units can be achieved by removing the kitchen island if required, and the principle window in the living area has a sill which is lower than 850mm.

With the recommended minimum furniture in them bedrooms will:

- allow a clear access route from the door to the window of 750mm
- The principle bedroom will provide a clear access zone of 750mm to both sides and the foot of the bed
- All single and twin bedrooms can provide a clear access zone of 750mm to one side of each bed

Please refer to the following layouts which show compliance with the above requirements.

7.0 Sanitary Facilities

Walls in the WC and bathroom will be strong enough to support a load of 1.5kN/m² if grab rails, seats or other adaptations are required.

There is a WC on the entrance storey and it will have a clear access zone of 750 x 750mm in front of the toilet pan and not be impeded by the basin. The door opens outwards.

If a flush shower is required then the washing machine can be moved to the kitchen and the hand basin relocated in order to provide the necessary access zones.

There is a bathroom with a WC, basin and bath on the same floor as the principle bedroom.

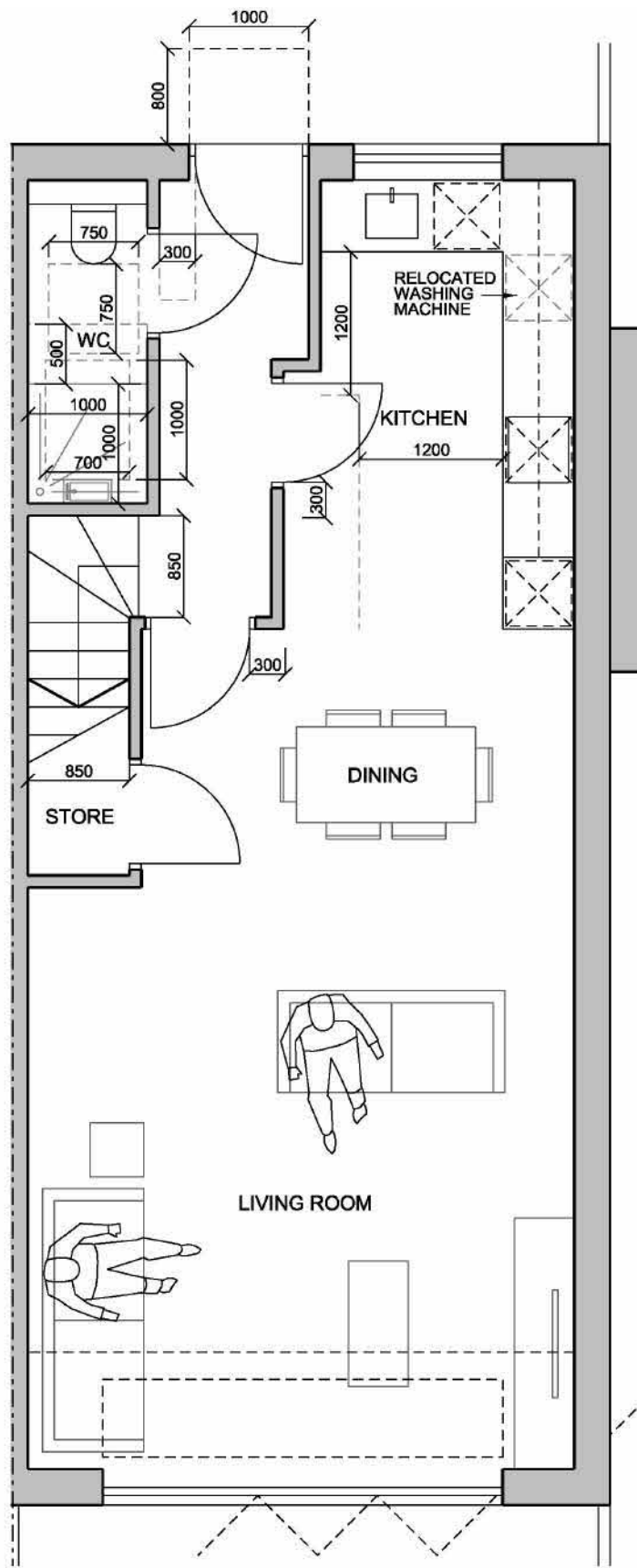
The bathroom will meet the requirements regarding clear access zones of diagram 2.5 in Part M4(2). Please refer to the following drawings.

9.0 Services and Controls

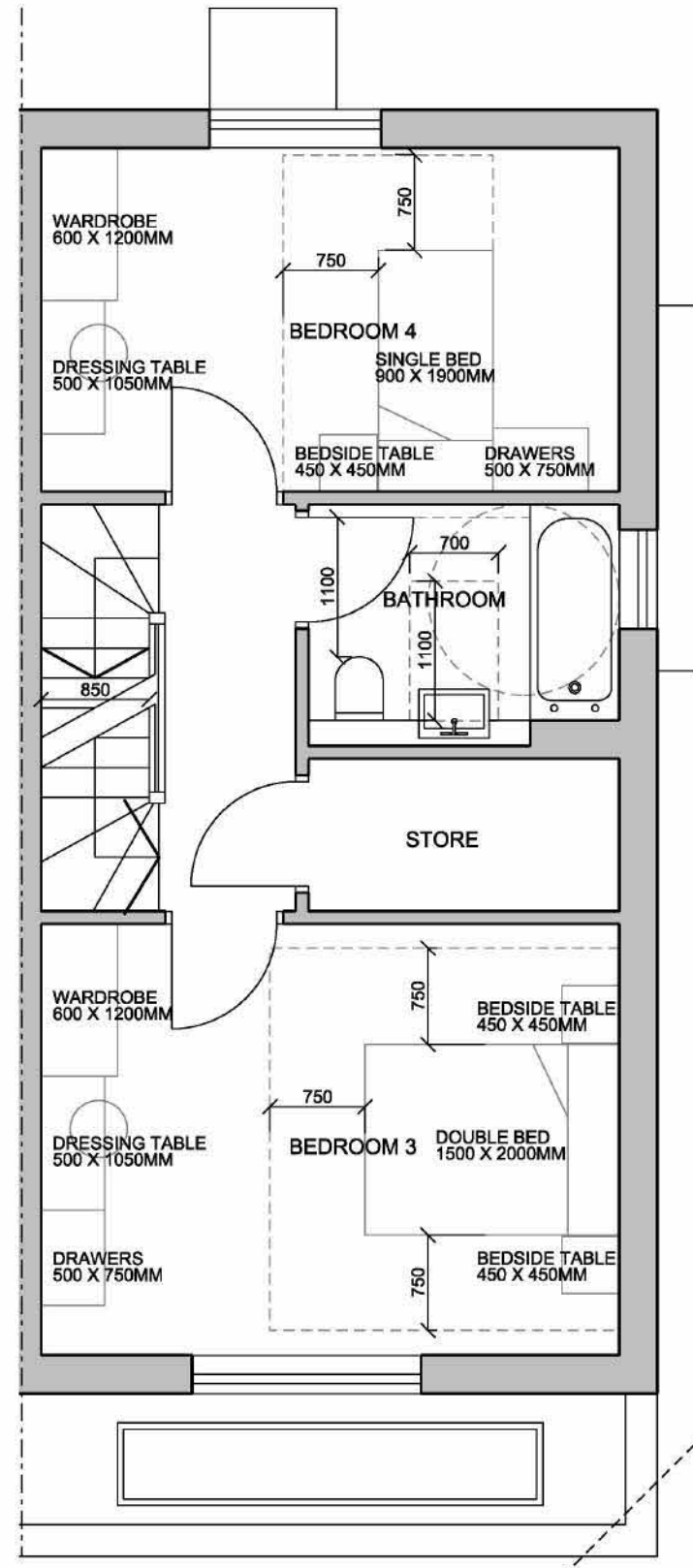
To assist people who have reduced reach, services and controls will comply with all of the following:

- Consumer units are mounted so that the switches are between 1350 and 1450mm above floor level
- Switches, sockets, stopcocks and controls have their centre line between 450 and 1200mm above floor level and a minimum of 300mm from an inside corner
- The handle to at least one window in the principle living area is located between 450 and 1200mm above floor level, unless the window is fitted with a remote opening device that is within this height range
- Handles to all other windows are located between 450 and 1400mm above floor level, unless fitted with a remote opening device that is within this height range

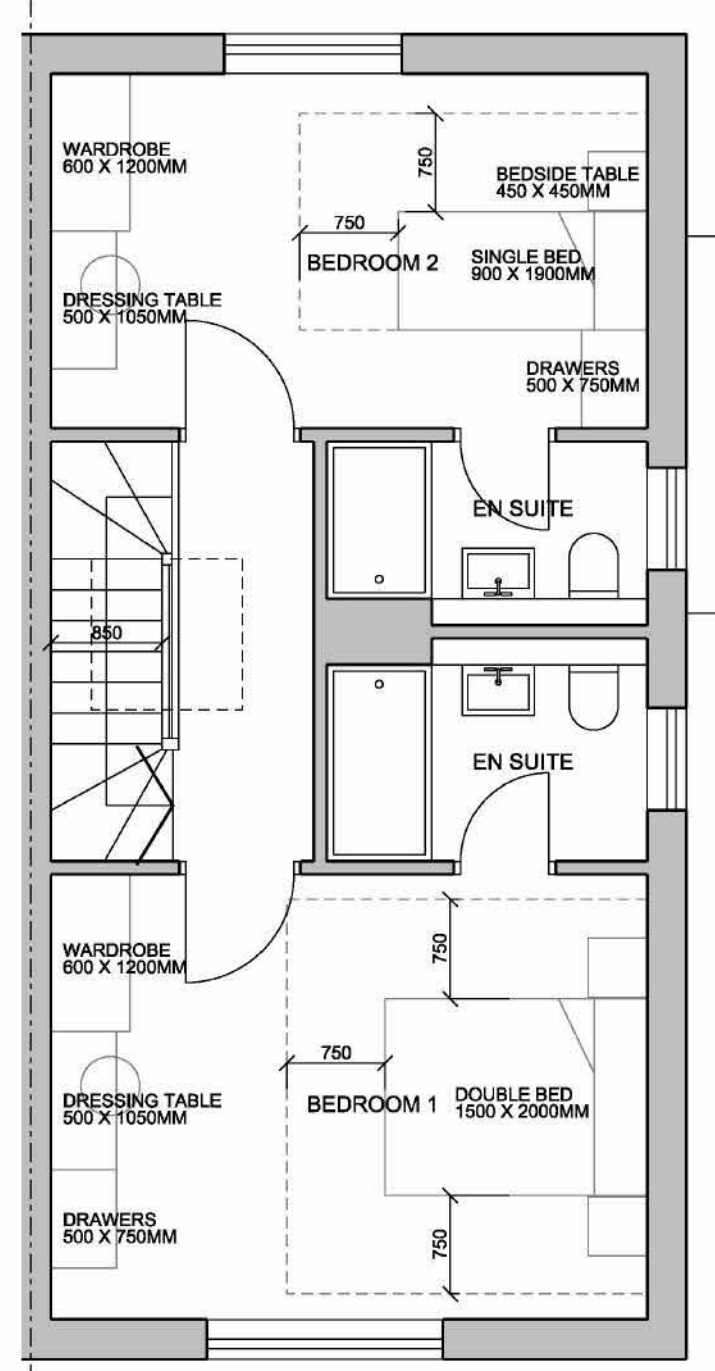
Floor Plans



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

Appendix C: Proposed Scheme Drawings

Appendix D: Topographic Survey

