

DESIGN & ACCESS STATEMENT

REV A - JULY 2022

Proposed Residential Development

Land to the rear of 24 Hampton Road, Twickenham

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PROJECT TEAM

ARCHITECT
gdm architects

CLIENT
Park Property Group

PLANNING CONSULTANT
Hedley Clark

HIGHWAYS CONSULTANT
Motion

ARBORICULTURAL CONSULTANT
Fellgrove

ENERGY CONSULTANT
Premi-air

ECOLOGIST
John Wenman Ecology Consultancy

gdmarchitects

01 Land to the rear of 24 Hampton Road, Twickenham

INTRODUCTION

1.0 THE PURPOSE OF THIS DOCUMENT

The following Design and Access Statement has been prepared by gdm architects on behalf of the Park Property Group.

Gdm architects are a RIBA Chartered Practice with 30 years of experience in delivering successful projects throughout the UK in all market sectors.

From our office in Maidstone we can demonstrate a track record of award-winning designs and projects resolved to all stakeholder's satisfaction.

This document details the proposal for a development of 3 residential properties on land to the rear of 24 Hampton Road, Twickenham. The proposal consists of two semi-detached properties and one detached townhouse with vehicular access, parking and private gardens.



Image 1: Towards 24 Hampton Road



Image 2: Rear of 24 Hampton Road from Site



Image 3: View Towards TPO Tree



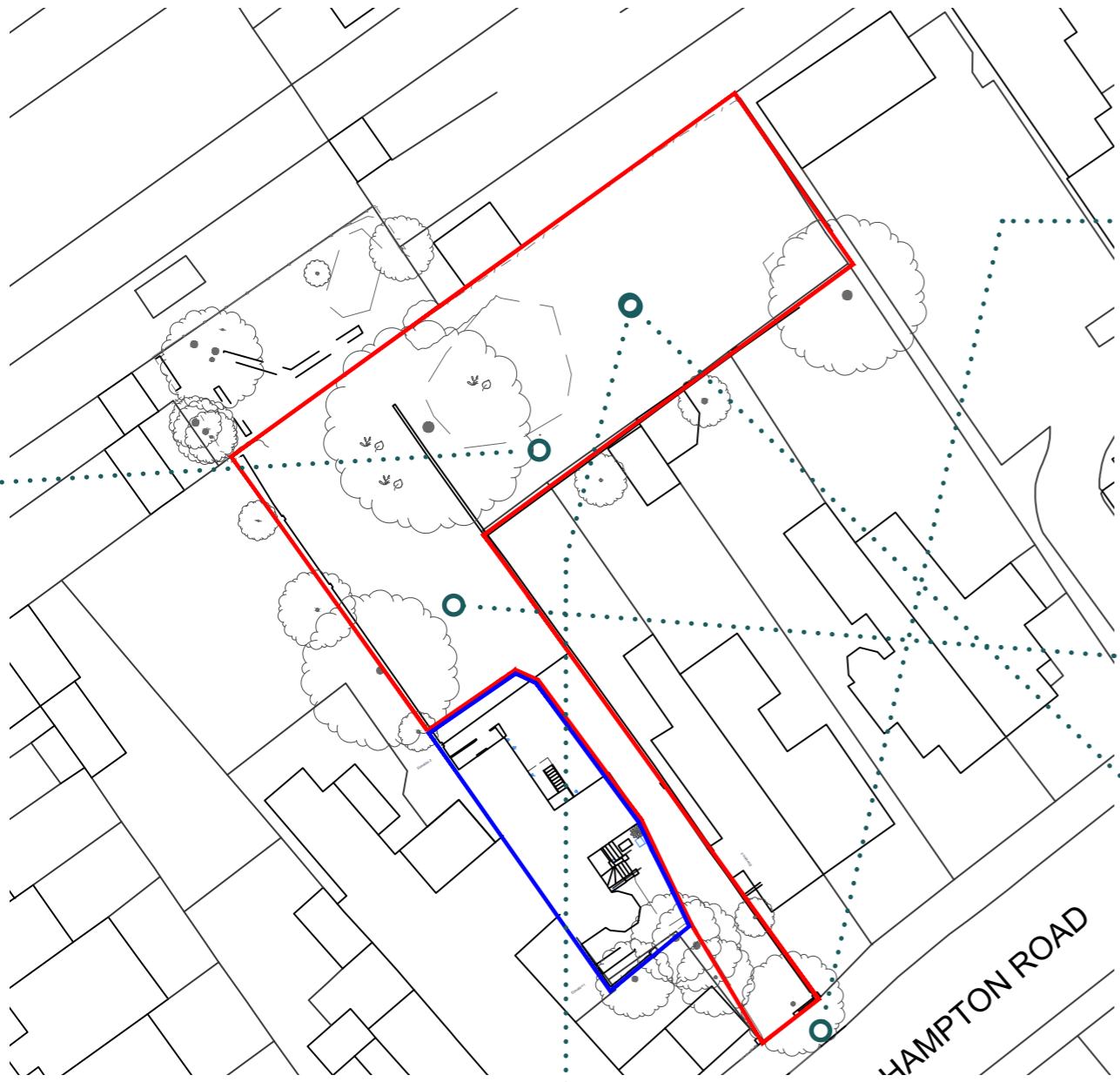
Image 4: View Towards office



Image 5: View towards rear of church



Image 6: View towards rear of Hampton Road properties



1.1 THE EXISTING SITE

The site is 0.086 Ha. in size and can be designated as a 'small site' under Policy H2 of the London Plan and Policy 16 of the Emerging Richmond Local Plan.

The site is located to the rear of 24 Hampton road, stretching behind the rear gardens of several other properties. Boundaries are reinforced with existing brick walls to the south, east and west. The northern boundary is defined with fences, with a small open area in the north west.

There are several mature trees on or within the site, including a TPO eucalyptus tree. The site has recently been cleared of overgrown vegetation and some low-quality trees and hardstanding.

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SITE ASSESSMENT

2.0 SITE LOCATION

Twickenham is a suburban district of South-West London and forms part of the London Borough of Richmond upon Thames. The site is located approximately 2.5 miles south west of Richmond and 3.6 miles north west of Kingston upon Thames.

The site is located in the Twickenham Green conservation area and is an approximate 2 minute walk away from the Green (150 yards).

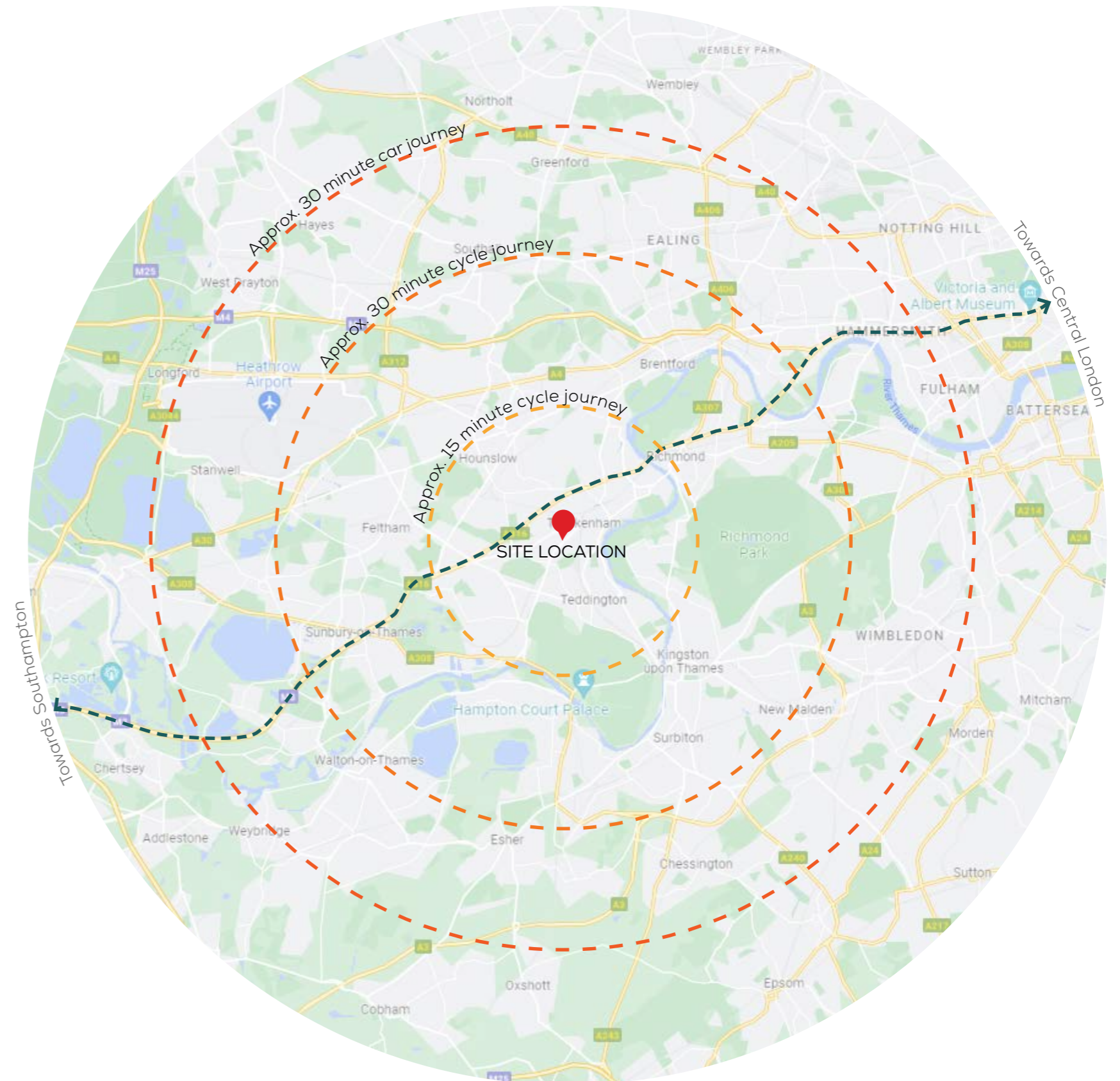
Local transport links are good, with the M4, M3, M25 and Heathrow Airport are all within an approximate 30-minute drive, providing connections throughout the UK and internationally.

Local public transport links are also good with the nearest train station, Strawberry Hill a 7 minute walk away (0.4 miles). This station provides regular services to London Waterloo with a journey time of 41 minutes. Overground and District line services to Stratford and Barking are available from Richmond Station, an 8 minute train journey from Strawberry Hill.

Two bus stops are directly adjacent to the site, with regular services to Hammersmith, Hounslow, Richmond, Twickenham, Tolworth and Fulwell.

Locally, there are 3 primary schools/academies each within an 8-minute (0.4 mile) walk. 3 secondary schools (Twickenham School, Richmond Upon Thames School and Waldegrave School) are within a 30 minute walk, or a 15 minute bus journey.

Many local amenities are available including a cricket and rugby club on Twickenham Green; local shops and public houses; restaurants and nurseries.



2.0 SITE LOCATION



Bus route to Staines, Fulwell and Tolworth

2.1 CHARACTER STUDY

The Application Site is located within the Twickenham Green Conservation Area.

Twickenham Green conservation area is focused around the open recreational space of Twickenham Green. The area is characterised by many varied style of facade and scale of building. Key buildings in the area as noted in the conservation area notes are: 24 Hampton Road (on the application site) due to its unique roof configuration and the Victorian Albert Public House adjacent to the application site.

No works are proposed to 24 Hampton road as part of this application.

The surrounding area is characterised by closely-packed semi detached 2 and 3 storey dwellings, larger detached blocks of flats and terraced cottages. Backland developments can be seen to the rear of a proportion of existing properties and mainly comprise of two-storey terraced or single storey semi-detached properties. Notable among these developments is Chilvers Close, a development of 4 terraced cottages accessed from Chestnut road, with garden access opening to First Cross Road.

As part of the character study of this area a number of themes have emerged throughout both the old and newer properties in the area which we intend to make use of in our designs. There is a mixture of facing brick stocks in the area, with buff and brown bricks being most frequent. The use of feature courses and stone/painted details is also prevalent. Roof forms vary in this area with no predominant form, slate/grey clay tiles being the most prevalent materials. The traditional cottages along First Cross road and throughout the area make use of bay windows, some single storey and others two-storey.

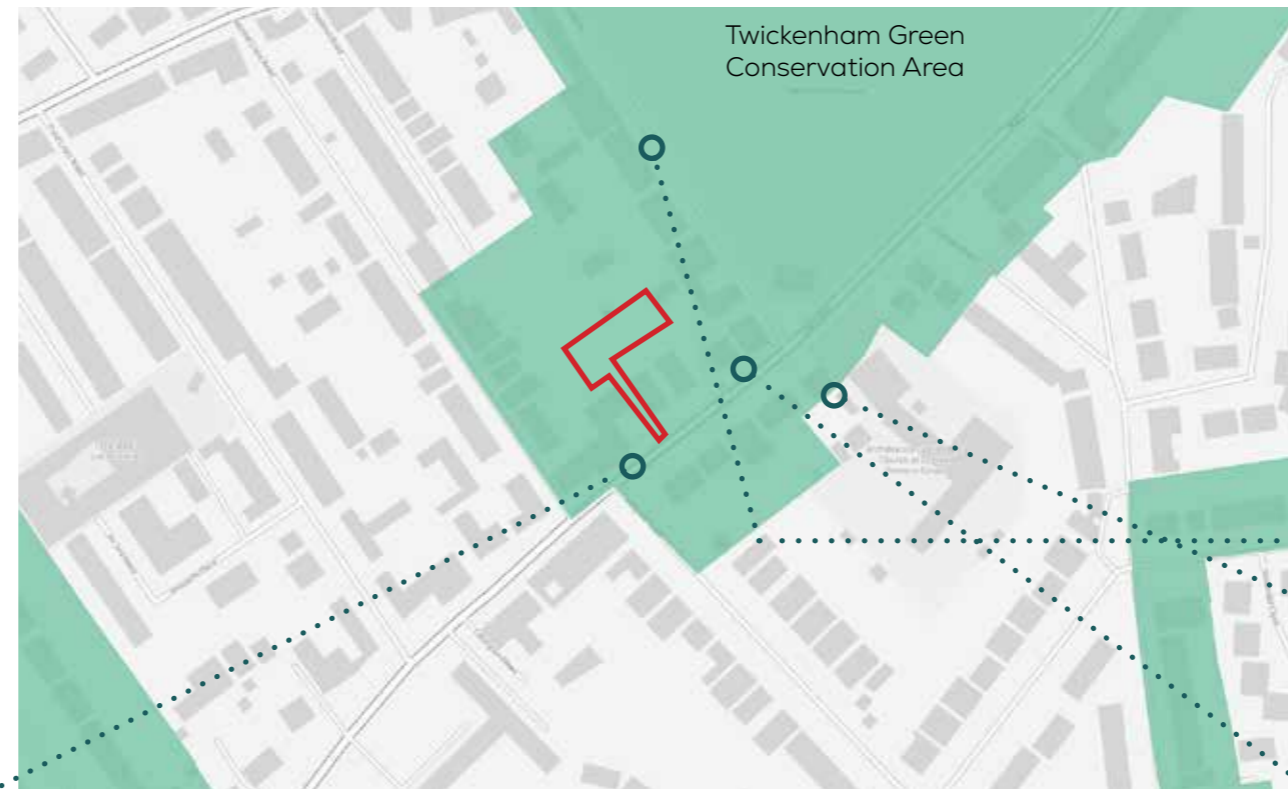


Image 2: Cottages overlooking Twickenham Green



Image 3: Property on the A311 overlooking First Cross Road



Image 1: The Prince Albert Public House with 24 Hampton Road in the background



Image 4: New Development on Hampton Road

2.2 CONSTRAINTS & OPPORTUNITIES



Constraints:

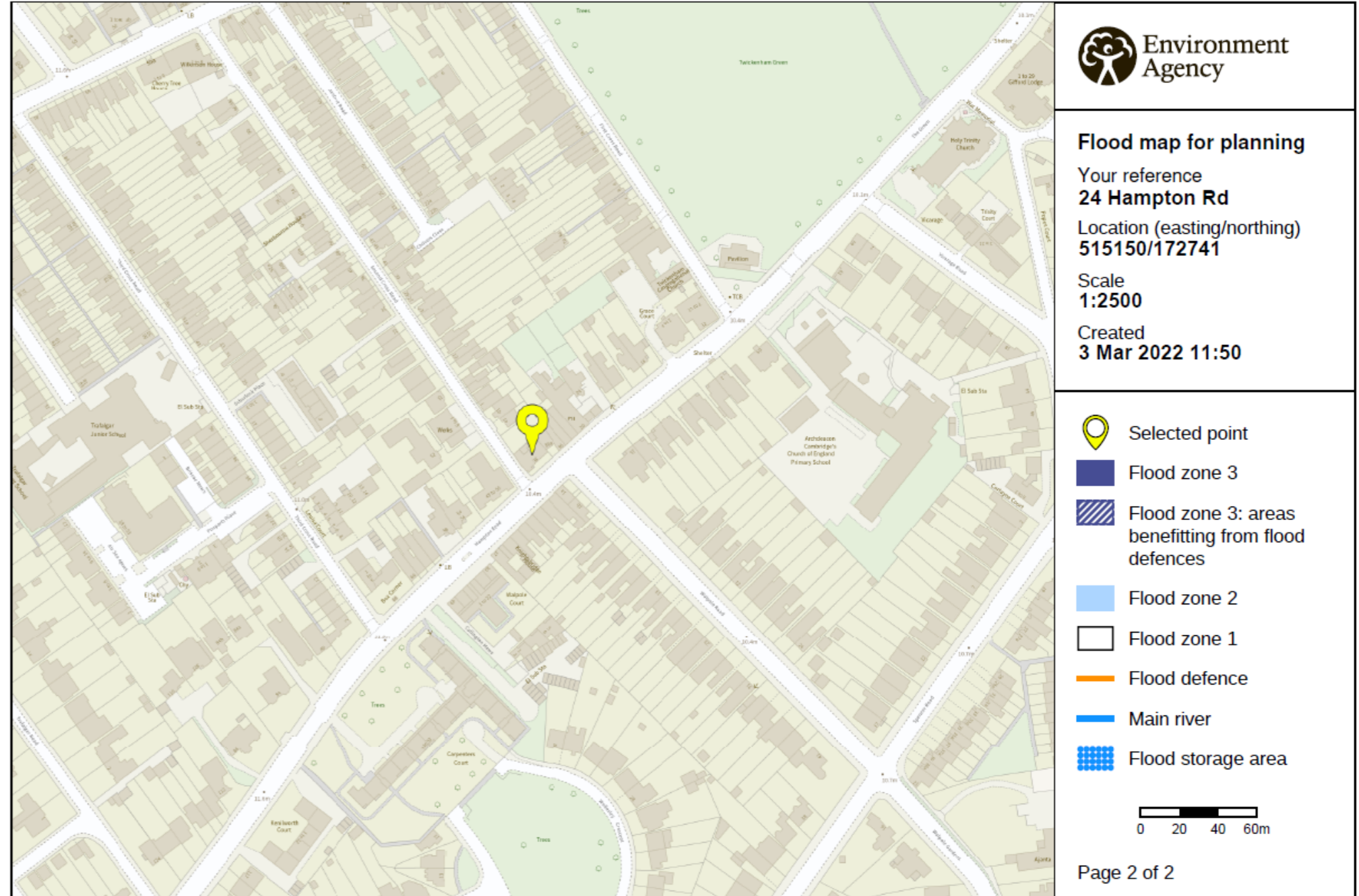
- Existing vehicular access from Hampton Road
- Existing Apartment building, appropriate set off distances for new structures will be adhered to.
- TPO eucalyptus tree present on site, as well as a number of off-site trees that will need to be protected
- Side windows overlooking neighbouring gardens need to be avoided

Opportunities:

- Existing vehicular access from Hampton road can be extended to serve the proposed development.
- Site is sufficiently offset from surrounding structures to avoid overlooking issues.
- The site receives good sunlight throughout the day.
- The TPO eucalyptus tree is of good quality and can be made a feature of the development.
- Access to public amenity space is good, with Twickenham Green a short distance away.
- Public transport links are good, with bus stops immediately adjacent to the site and a train station a short walk away.

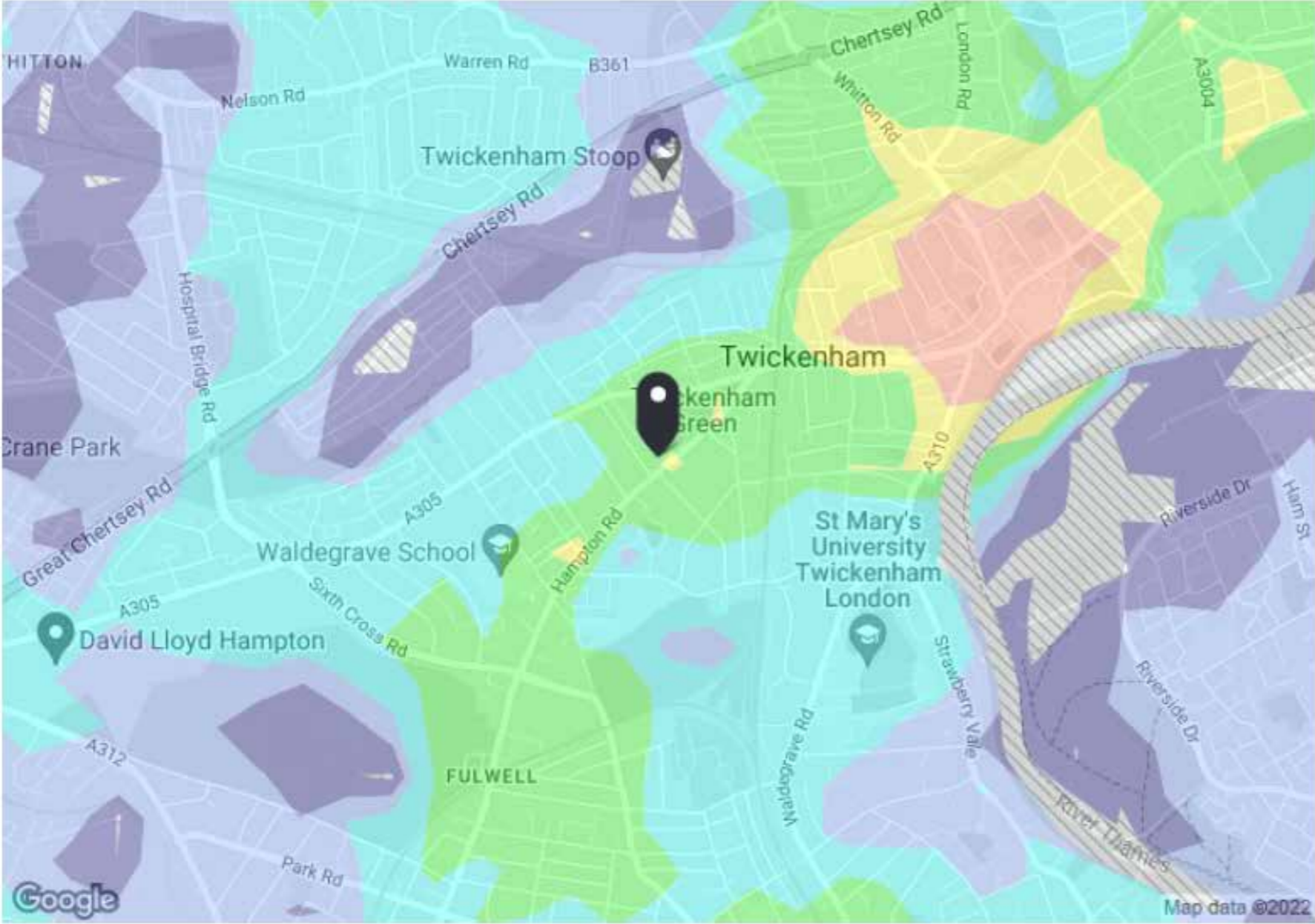
2.3 FLOOD RISK

The Application Site is located in flood zone 1 and so is not deemed to be at-risk of flooding.
London planning maps also show that the site is not at risk from surface water (road) flooding.



2.4 PTAL ZONE

The site is located in Outer London PTAL zone 3. In accord with policy T6.1 (Residential Parking) 0.75 spaces are allowed for dwellings under 3 beds, and 1 space allowed for 3 bed+ dwellings.



<p>PTAL output for Base Year 3</p> <p>24 Hampton Rd 24 Hampton Rd, Twickenham TW2, UK Easting: 515175, Northing: 172770</p> <p>Grid Cell: 43223</p> <p>Report generated: 03/03/2022</p>	<p>Map key- PTAL</p> <table border="0"> <tr> <td>0 (Worst)</td> <td>1a</td> </tr> <tr> <td>1b</td> <td>2</td> </tr> <tr> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6a</td> </tr> <tr> <td>6b (Best)</td> <td></td> </tr> </table> <p>Map layers</p> <ul style="list-style-type: none"> PTAL (cell size: 100m) 	0 (Worst)	1a	1b	2	3	4	5	6a	6b (Best)	
0 (Worst)	1a										
1b	2										
3	4										
5	6a										
6b (Best)											

03 Land to the rear of 24 Hampton Road, Twickenham DESIGN PROPOSALS



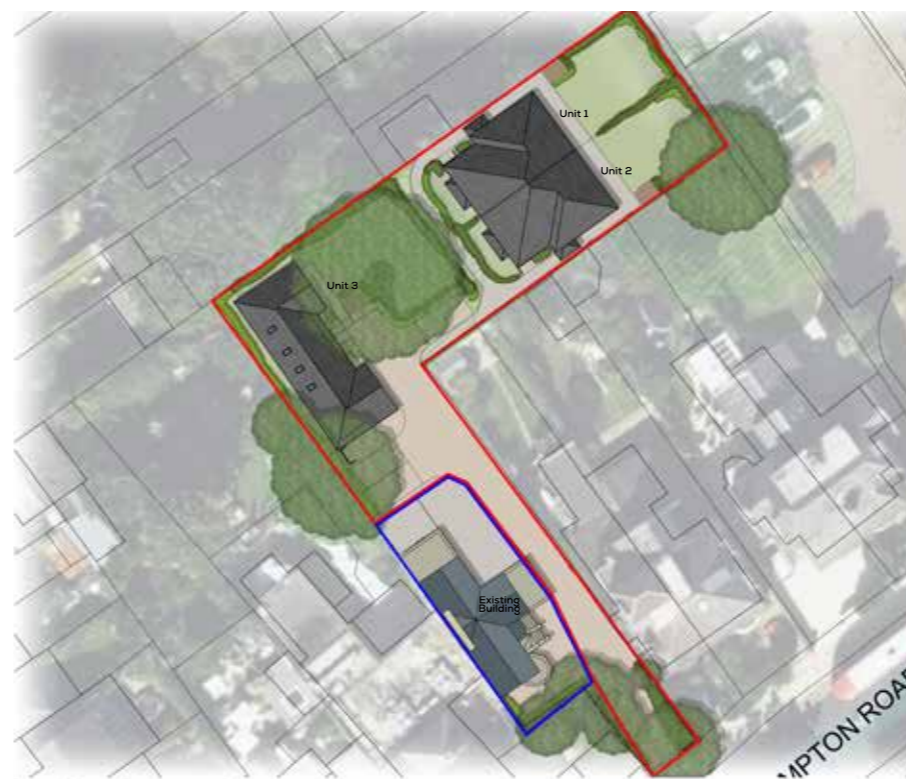
Site Plan 1



Site Plan 2



Site Plan 3



Site Plan 4

3.0 LAYOUT DEVELOPMENT

The layout of the development has gone through a number of iterations throughout the process to respond to on site conditions and the surrounding context. A selection of these designs has been included on this page.

Site Plan 1:

This initial site plan was produced to investigate the potential areas for development present on the site. It was quickly identified that the TPO eucalyptus tree in the centre of the site could be affected by the development and an arboricultural investigation was commissioned.

Site Plan 2:

Initial investigations by the arboricultural consultant concluded that existing site walls were likely to have curtailed the root development of the TPO tree. This development introduced a long 2-storey building consisting of 2 apartments.

Site Plan 3:

After the conclusion of the arboricultural investigation it was determined that the root protection area was smaller than originally estimated due to the historical site walls. This iteration explored the option for siting a 2-3 storey detached dwelling adjacent to the TPO tree. This was eventually ruled out as an option due to the potential adverse impact on the upper branches of the tree. It was also identified that the proposed parking arrangements would encroach too much on the root protection area.

Site Plan 4:

This option greatly reduced the coverage of the root protection area, with the parking and turning arrangements amended. This also explored a single-storey dwelling mirroring some of the features of units 1 and 2. It was decided that due to the subservient nature of this property it would be more suited to the style of a more modern garden building / office structure.

3.1 THE PROPOSED SITE PLAN

The site layout pictured on this page has been carefully designed to respond to both the immediate and further site context as explored in the previous chapters of this document.

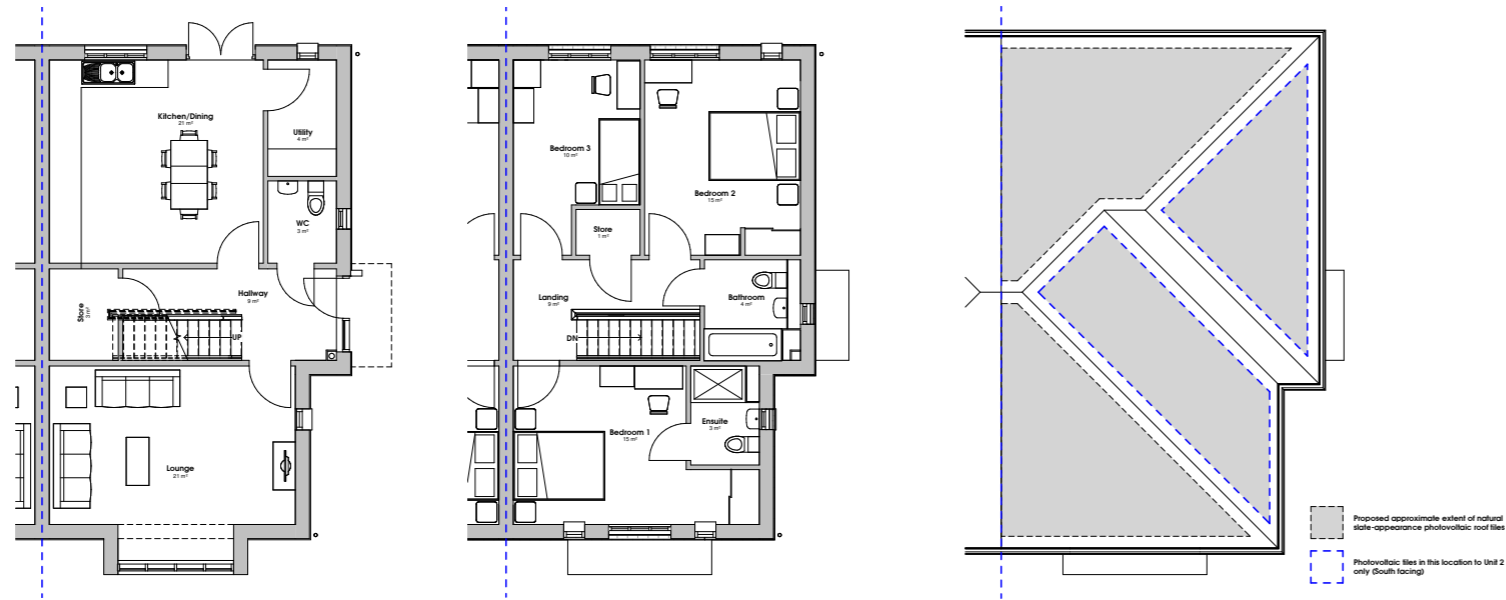
Two semi detached units are proposed for the northern portion of the site, these have been situated to allow for rear and front gardens. The outlook of these units is largely front to back, with a limited number of small obscured windows into non-habitable rooms on the side elevations. The Type 1 semi-detached typology has been individually designed and is typical of the Twickenham Green Conservation area, reflecting the cottage properties along First Cross Road.

The detached corner unit (Type 2) has been designed to respond to the immediate site context to prevent overlooking to the neighbouring Public House garden and the existing residential apartment building. The house sits into the corner of the site and has aspect to the north, east and south. This unit has been designed to respond to existing garden buildings/offices throughout the Twickenham Green conservation area.

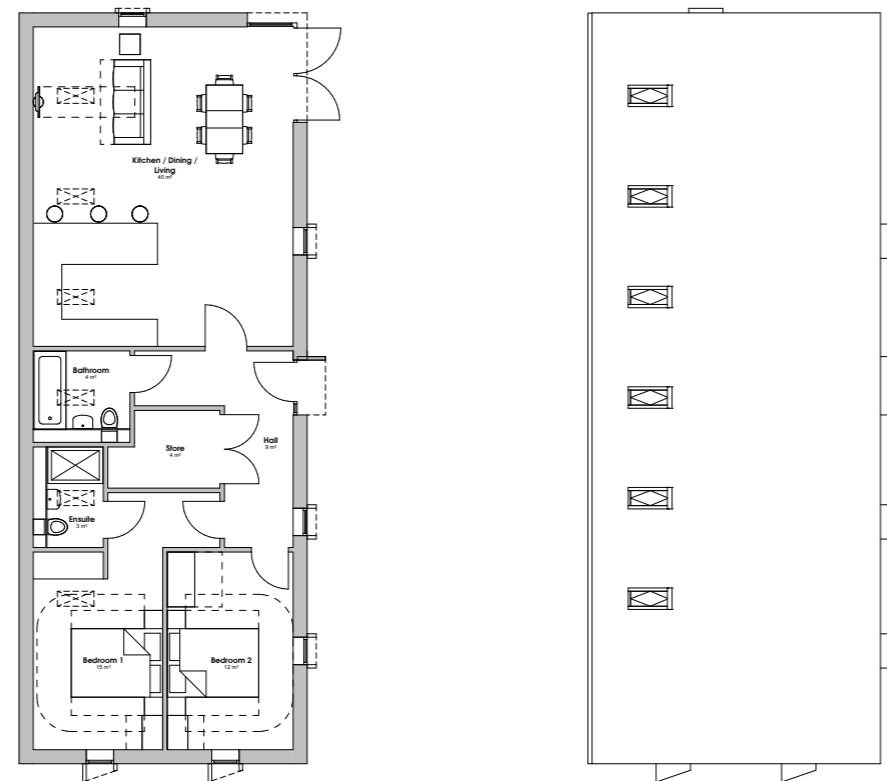
The existing vehicular access from Hampton road is to be retained, with the private driveway extended past the existing flat block to provide new parking spaces and a turning head for the new development. The existing TPO tree is to be retained and will form a focal point in the site.



3.2 HOUSETYPES



Housetype 1 is a semi-detached unit located in the northern portion of the site. Internally this unit has been designed to make the best use of the views available. Over two floors this unit offers flexible accommodation suitable for up to 5 people (NDSS 3 bedroom 5 person). The ground floor comprises of; lounge; WC (with provision to adapt for future shower room use); utility; large store; under stairs store and combined kitchen/dining room. At the first floor there are three bedrooms, two of which are doubles and one with an ensuite shower room. A bathroom and additional store room are also provided. Loft access for additional storage will be from the first floor landing. The aspect of this unit is mainly to the front and rear, with limited windows on the side elevations to minimise the impact on neighbouring properties. Photovoltaic roof tiles are proposed to faces of the roof



Housetype 2 is a single storey detached property located in the north west corner of the site. This unit has been designed to address and work with the existing TPO tree. This unit provides bedroom accommodation suitable for up to 4 people (NDSS 2 bedrooms 4 person). The floor plan comprises of; open plan lounge/dining/study; large kitchen; storage, bathroom, two double bedrooms, one with en-suite shower room and one with dual aspect windows. The aspect of this unit is mainly towards it's private garden and the TPO tree. A limited number of windows look towards the access road and parking area to minimise the impact on 24 Hampton Road. Window surrounds have been provided to the South elevation to minimise overlooking to and from the existing building.

3.2 MATERIALS

As detailed in the character assessment there are a range of styles and a number of distinct material profiles in the area.

The style and detailing of the envelope for Plots 1 and 2 has been formulated to reflect the traditional villa style that is representative of the properties of this scale in the locale. It offers a modern take on the traditional window forms and brick details. A zinc clad bay with large feature windows provides a link between these units and plot 3.

Plot 3 features timber cladding and simpler detailing to be subservient to the larger scale buildings, representative of the garden office / building typology present in the surrounding area.

Walls -

Buff facing brick with decorative strike/soldier coursing, standing seam anthracite cladding to bay window - Type 1

Timber weatherboarding with anthracite zinc features. - Type 2

Roof -

Slate & Slate effect photovoltaic tiles. - Type 1

Anthracite standing seam zinc - Type 2

Windows/ Doors -

Dark grey sash windows, metal dark grey windows to bay and front door. - Type 1

Metal dark grey windows / curtain glazing / front door - Type 2



PV Slate style roofing - Units 1 & 2



Modern corner window reference - Unit 3



Bay Window Reference - First Cross Road properties



Proposed Window Style - Units 1 & 2



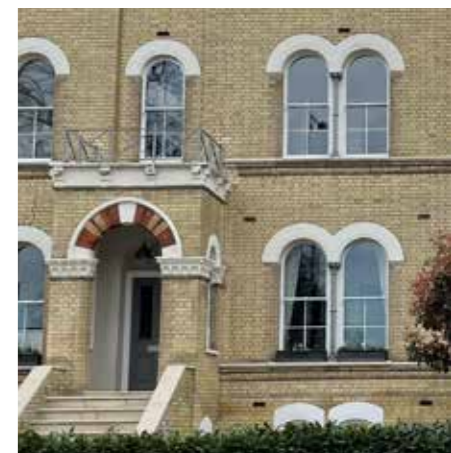
Material references - Unit 3



Modern bay window reference - Units 1 & 2



Buff Facing Brick, Flemish Bond - Units 1 & 2



Decorative Brick Detail reference - Hampton road property





3.3 ACCESS

Access to the new properties will be from the existing highways connection that serves 42 Hampton Road. The access hardstanding will be extended and upgraded to form a private driveway and new parking court area for the proposed units. A turning head suitable for cars will be provided to allow residents and visitors to enter and exit the site in a forward gear.

The access driveway is intended to remain within private ownership and for access by residents only.

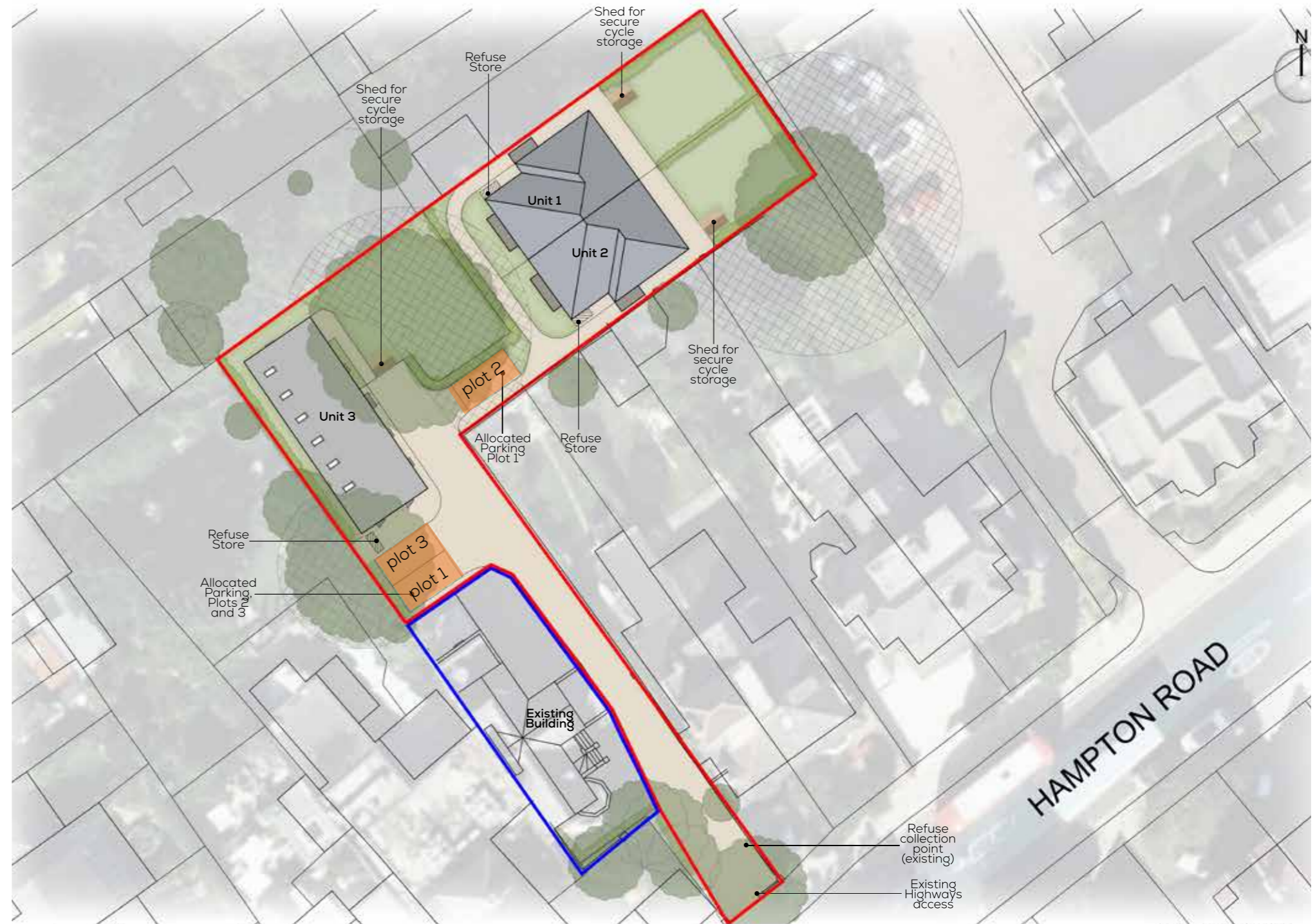
A minimum of 1 metre access path will be provided around all properties for ease of maintenance in the future. Maintenance paths will be gated as close to the front line of the property as possible.

Vehicle tracking drawings have been provided as part of this application, please refer to the transport statement by Motion for further information.

3.4 PARKING

The site is located in PTAL zone 3 (outer London) and in line with policy T6.1 (residential parking) one parking space has been allowed for each unit. Electric vehicle charging provision will be allowed for each space with a minimum of one space (33%) active provision.

Provision for cycle /electric bike storage and parking is to be allowed for in secure garden sheds.



3.5 REFUSE

Due to the existing site constraints and access widths it is not proposed to have refuse lorries entering the site.

Bins are proposed to be stored in the gardens of properties in dedicated bin stores and brought out to the existing refuse collection point on collection days.



3.6 ARBORICULTURE

The site layout has been carefully considered to avoid damage to the existing trees. The roots of all trees on site have been curtailed by historic and current walls and hardstanding.

The large TPO eucalyptus will remain in place and only minor footpaths are proposed to encroach into the root protection area. Unit 3 has been designed to step back at upper floors to avoid the need for trimming back the branches of this tree.

An arboricultural plan/report has been prepared and submitted as part of this application, please refer to this for further details.





3.7 SECURITY

We have carefully considered the design proposals in line with BS ISO 22341:2021 guidance - Security and resilience, Crime prevention through environmental design.

Natural Surveillance

Active windows overlook all access routes into the site including from the existing apartment block. The proposed parking areas will also be overlooked by active windows from the proposed plot 3 and existing apartment block.

Access Control

The proposed site layout is split into two main areas;
Private; private gardens
semi-public; access road, front gardens and access paths.

Territorial Reinforcement

Changes in surfacing material and appropriate fencing/boundary walls will be used to reinforce the distinct areas listed above.

Image and management/maintenance

A one-metre access path is to be provided around all properties for ease of maintenance. Maintenance of communal areas will be the responsibility of the appointed management company/contractor.

Activity Support

Nearby recreation space and sports clubs will provide communal outdoor space and opportunity for socialisation and activities.

Social & Demographic Cohesion

The site will provide quality flexible accommodation that will allow users to adapt their dwellings to suit their needs.

3.8 SUSTAINABILITY

Detailed information regarding sustainability measures to be taken is contained within the Energy Statement accompanying this application. For further details please refer to this.

In an effort to ensure these properties are as sustainable as possible they will be appropriately insulated and detailed to ensure that heat is retained when required. Photovoltaic roof tiles are to be provided on the roof of plots 1 and 2 to provide renewable energy for use by the occupants.

Water butts will be provided in private gardens for use in maintaining the landscape.

All hard surfacing will be permeable (gravel or resin bonded gravel) and surface water will be disposed of by soakaway.



04 Land to the rear of 24 Hampton Road, Twickenham CONCLUSION

4.0 CONCLUSION

The site is 0.086 Ha. in size and can be designated as a 'small site' under Policy H2 of the London Plan and Policy 16 of the Emerging Richmond Local Plan. Local amenities and public transport links are good, and the application site can represent a sustainable location in which to live.

The proposed site layout has been designed to make good use of the available area whilst being sympathetic to the local context. The use of a private driveway will minimise disturbance to the existing and surrounding properties.

The elevations and massing of the building have been carefully designed to respond to site-specific constraints. Materials chosen have been inspired by the surrounding conservation area and will be low-maintenance for the future building occupiers.

Access to the site is to utilise an existing highways connection, with a private drive extending into the application site. Appropriate levels of car and cycle parking is allowed for all units, and a turning head suitable for cars is provided in the site.

The proposals have been designed to avoid affecting the existing TPO and off-site trees. Buildings are located outside the root protection areas to avoid having an impact on the trees.

In conclusion, we believe that the proposals detailed in this document represent a sustainable small site development that will provide much needed quality family homes, and for these reasons we believe this application should be considered for approval.



gdmarchitects

gdm architects
the master's house, college road,
maidstone, Kent.
ME15 6YF

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