

The Boathouse,  
Ranelagh Drive,  
Twickenham,  
TW1 1QZ

June 2023

Design and Access Statement

Prepared on Behalf of

Boathouse Twickenham LTD





## Contents

1. Site Location and Background
2. Site Context and Background
3. Previous Planning History and Scheme area reductions
4. Objectives and Design Approach
5. The Proposal
6. Design references and materials palette
7. Enhanced Openness of the Thames Path
8. Access and Accessibility / adaptable dwellings
9. Part 4 Building regs
10. Sustainability and Energy Efficiency
11. Summary
12. CGI from Richmond Lock Bridge





# 1. Site Location and Background

The Boathouse site is located at the junction between Ranelagh Drive and the Thames footpath to the west of Richmond Lock. The site is bounded by paths on all sides and Ranelagh Drive to the East. The Boathouse building and boundary wall immediately abuts the Thames Path along a frontage of 54 metres which is consistently used by walkers, commuters and runners. The existing Thames Path is extremely narrow in front of the Boathouse and it is challenging for people to pass each other comfortably without stepping to one side and it is particularly difficult for mothers with prams. The path itself is uneven, unsightly contributes negatively to the area and the experience of the Thames Path. The façade and canopy of the existing building at this point are decayed and presents badly.

Vehicular and pedestrian access to the site is gained from Ranelagh Drive where there is an existing dropped kerb which shall be retained.

The site location is sustainable, offers good access to all modes of public transport with numerous bus stops along St Margarets Road, a 13 minute walk to St Margarets underground station and a 17 minute walk to Richmond mainline and underground station with all of the amenities within Richmond. (See diagrams).

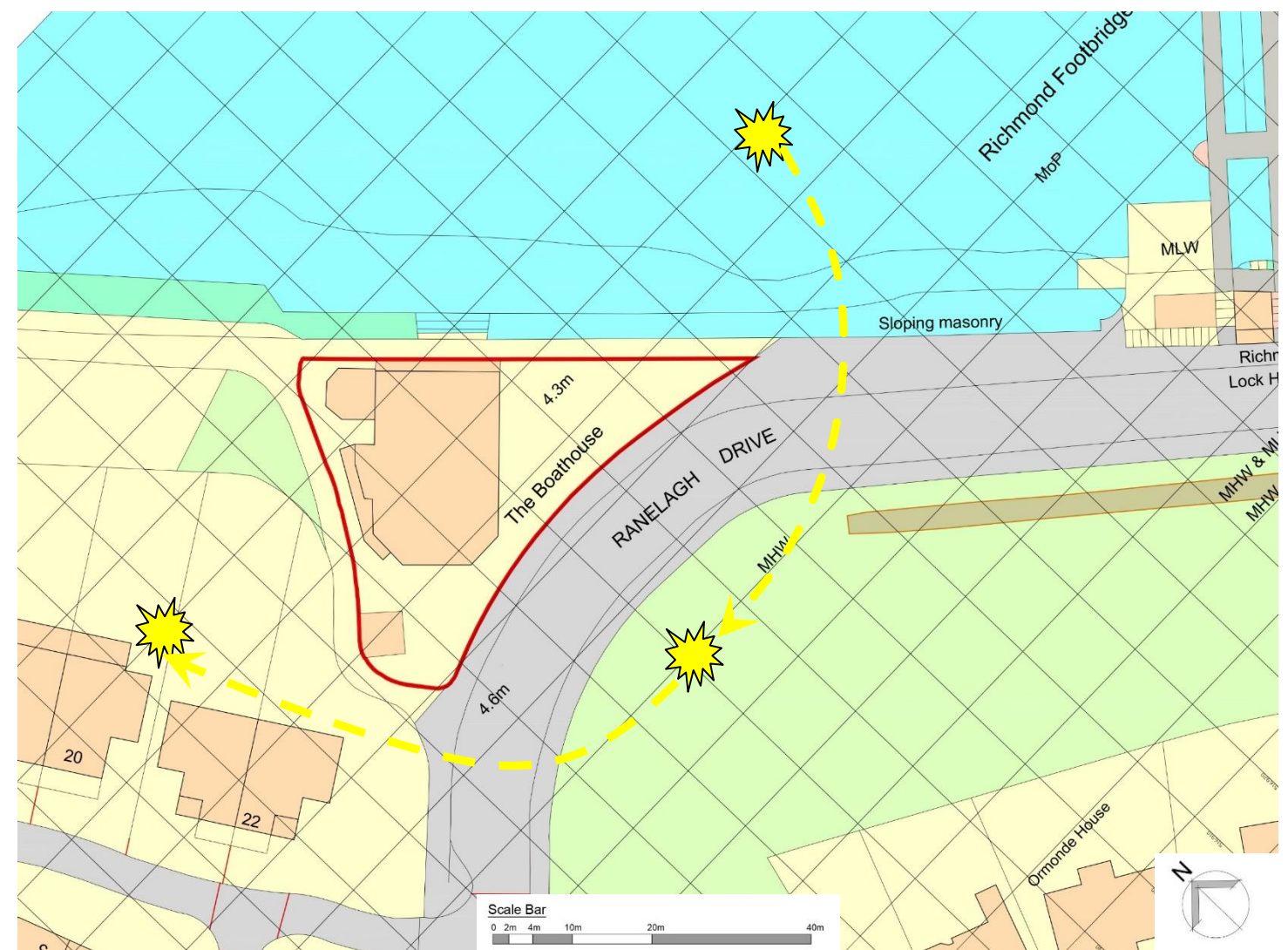
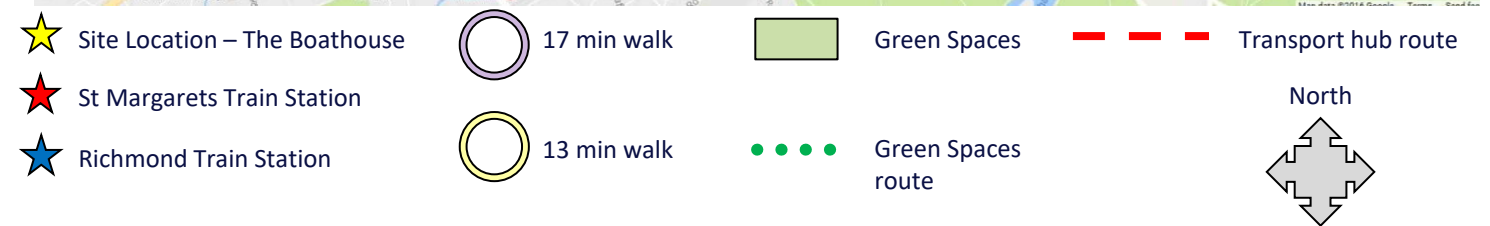
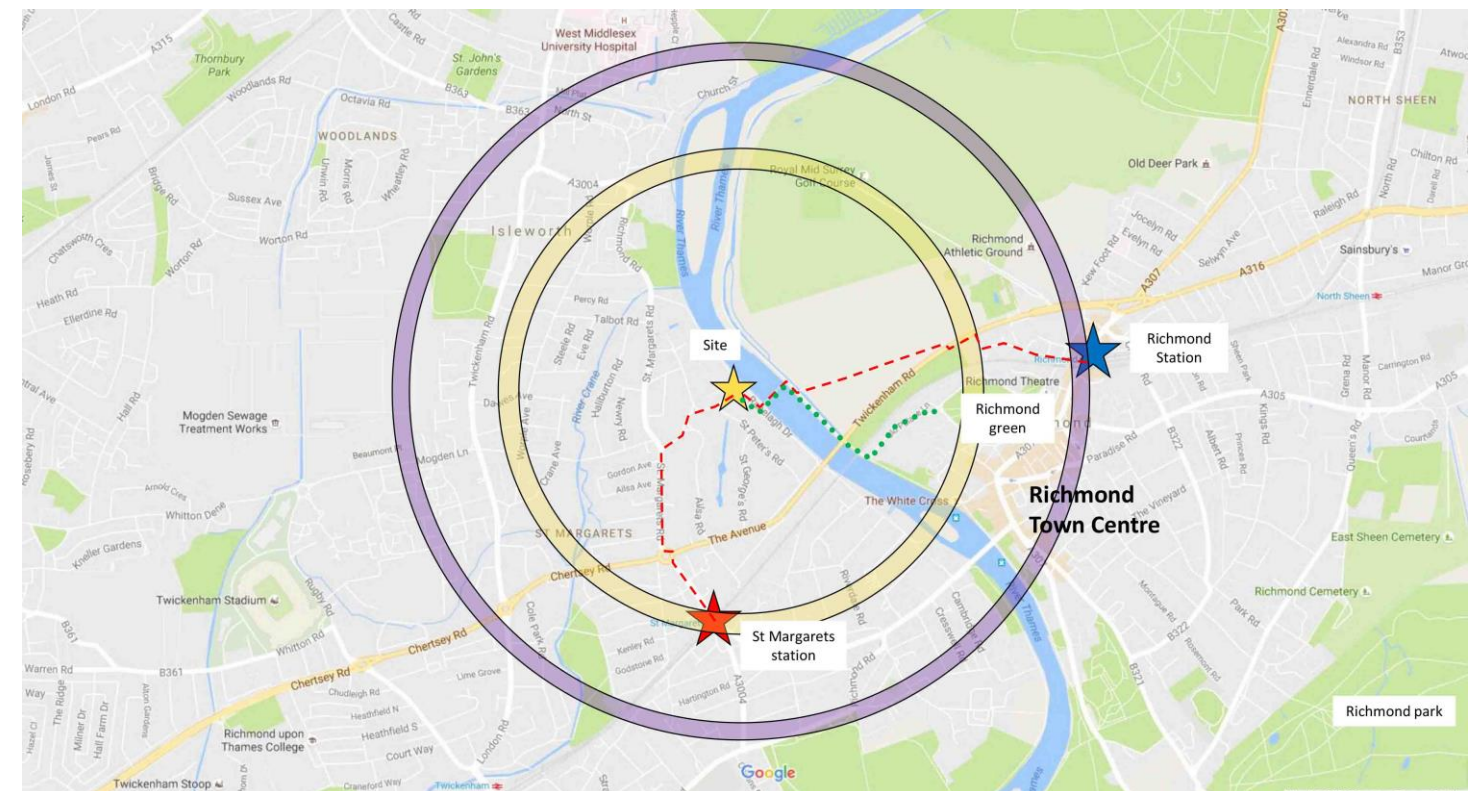
The site is within flood zone 3a and the ground floor element of the existing Boathouse projects into Metropolitan Open Land. The line of the existing first floor of the Boathouse follows the line of the fences of the back gardens of the houses within Martineau Drive which is the defined line of the MOL.

The origins of the site were originally for boat building and it was once the site of the Simms Boatyard which made high quality boats. In the 1960's the site was redeveloped into a recording studio with integral residential accommodation. The existing building was constructed inexpensively to a bespoke design for recording studio use and as a consequence the interior has a high degree of cellularisation with narrow corridors, raised floors, suspended ceilings and a large air conditioning concrete clad ducting system which can be seen today within the garden space. The property has been used for over 10 years purely as C3 residential accommodation and is formally acknowledged as being three residential units. The building does not meet current EA flood level data, it does not meet current thermal insulation standards and is unviable for conversion. The building would need to be raised by 1.6m to be compliant.

The building itself was constructed using very basic forms of construction with a cheap uninsulated masonry envelope, single glazed windows and a large single storey flat roof zone. The property is bounded by a single brick thick wall all round with an internal brick garage and the internal site area to the west and north of the building is completely made of concrete hard standing. It is generally recognised among residents and locals that the existing pathway and building are ugly and constrained and present a negative contribution to the setting within the conservation area.

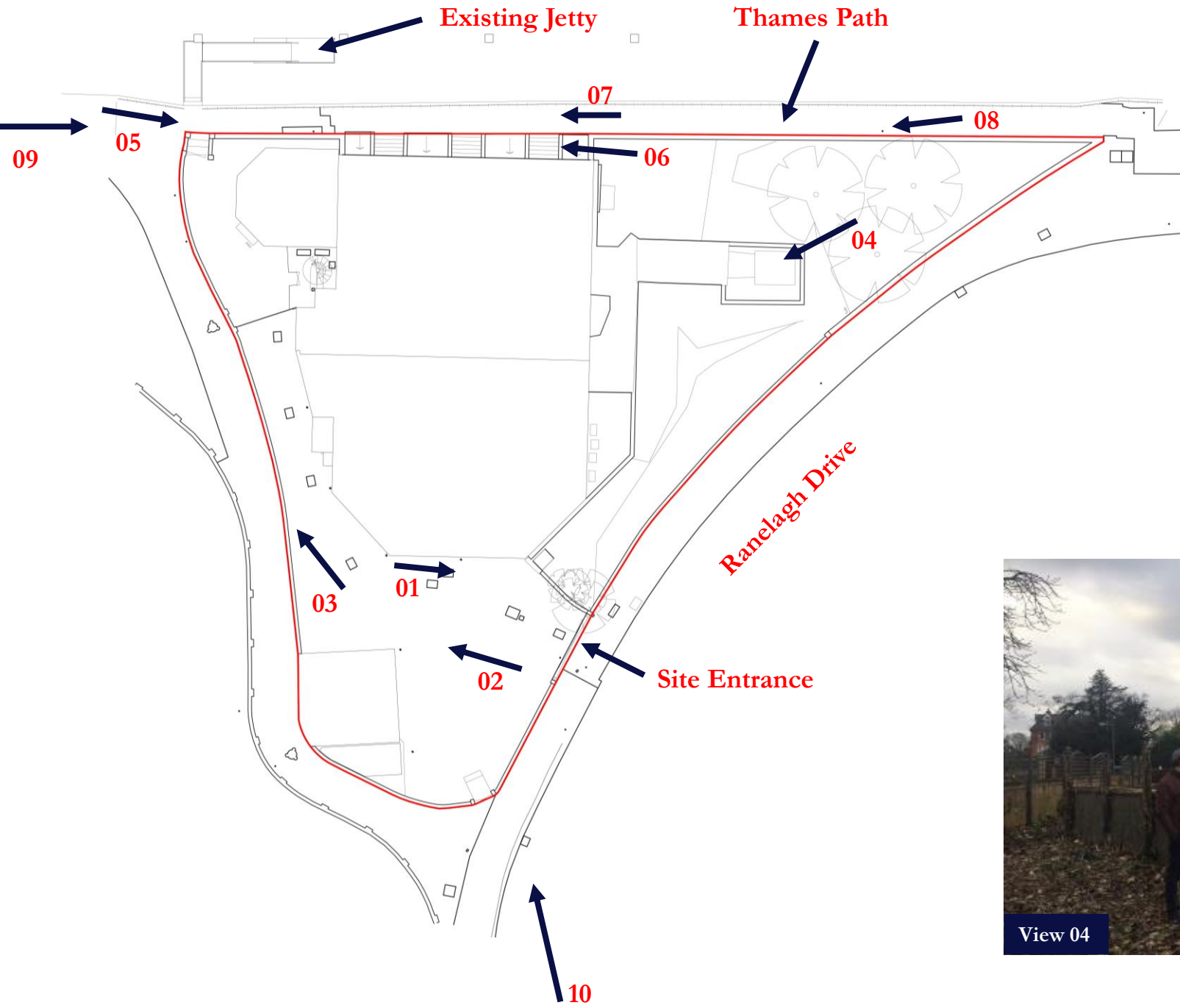
The existing site parking and courtyard area is entirely covered with concrete slabs and only a small percentage of the site area is given to planting and permeable surfaces. There are no protected trees or plants, but the proposal will maintain the two existing weeping silver birch trees.

The site has its own jetty, but is not part of this application, although it will be refurbished and decorated.





Existing Site Photos





## 2. Site Context and Background

The site is located in close proximity to Richmond Lock, the conservation area and it is positioned within Metropolitan Open Land in a sustainable location along the Thames path within flood zone 3a. The site is bounded on all sides by public footpaths and is in effect an “island site” and the building itself is the flood defence, not the perimeter wall.

Access to the site can only be gained from one point along Ranelagh Drive where there is a dropped kerb and an existing vehicular and pedestrian access point. The path to the North of the site is raised up and runs around the site with the existing brick wall and garage of the Boathouse defining the boundary and to the north of the pathway is the garden fence of the houses on Martineau Drive.

The houses on Martineau Drive are substantial five story houses which were constructed by Octagon over 15 years ago and form the backdrop when looking at the Boathouse from the north side of the River. The rear elevations of these end properties are in excess of 22 metres from the proposed south elevation of the proposed scheme. (See Images of Houses). The boundary of the back gardens of the houses on Martineau Drive are defined by tall trees with thick screening, offering privacy to the Boathouse.

The North facing facade of the existing building (river facing) is directly in line with the line of the MOL which runs along the rear garden fences of the private gardens of Martineau Drive forming the constraint to built form further northwards. (See Diagram 4).

The site form itself takes the shape of an irregular triangle with the northern boundary with the Thames Path being the longest with a boundary of 54 metres. The existing boundary wall is poorly constructed and there are areas of significant decay within the wall and the flood defence of the building itself. The wall runs around all sides of the site and forms a sharp point to the East with the junction to the Thames Path and it then meets the North facing facade of the building which is comprised of austere concrete steps and sloping tiled retaining walls which have been subjected to graffiti and inappropriate use.

The Thames Path is narrow along its length in front of the Boathouse and there is no defensible barrier or space between the dwellings and the path which immediately abut.

The site owners have engaged with the LPA and EA, SMERA and stakeholders over a 4 year period in order to bring the site forward as a highly sustainable development of three 4 bedroom houses with significant public realm benefits in accordance with the NPPF and EA guides. This application is reduced in scale from the withdrawn scheme 22 / 3017 / FUL following meetings with Historic England.

The Boathouse Twickenham LTD and local developer NOMAD Property are now in joint venture and joint applicants for the delivery of the project.

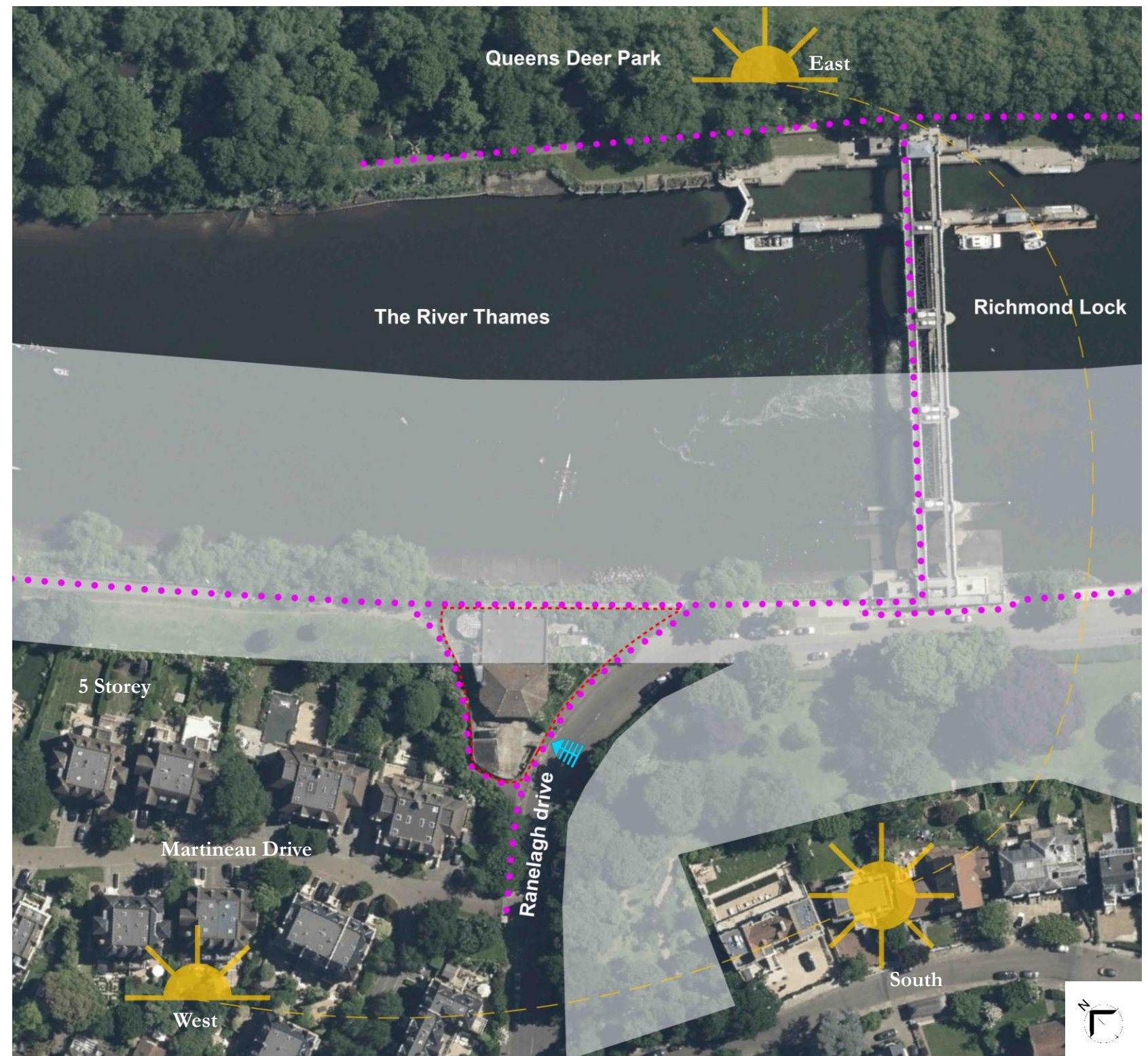
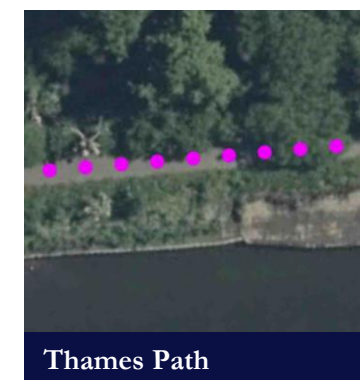


Diagram 4

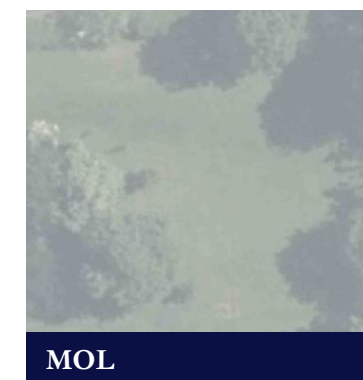
### Key



Sun Path



Thames Path



MOL



Site Entrance



### 3. Previous Planning History and Scheme area reductions

1) 8 Apartment Scheme - Pre App submission dated 15/06/2000 - Meeting dated 21st August 2020 with Mr.T.Faherty and then written response REF - 20 / P0166 / PREAPP.

The first proposal for a scheme of 8 apartments was deemed to be too large at 14,500 sqft. The proposal presented a contemporary timber clad and glass building in a singular form which took reference from the hull form of a boat. The LPA commented the design needed to be smaller and more granular and not to appear as an apartment block.

Community engagement with SMERA took place during this period who found the approach to the public realm improvements positive.

2) 4 Houses Scheme - EA Pre App and written response dated 14th April 2021 REF ENVPAC / 1/ KSL / 00378

Following Pre App 20 / P0166 / PREAPP the design team acknowledged the LPA comments and moved away from an apartment scheme to a scheme for 4 individual houses, articulated and more granular in appearance, with below ground parking. Prior to engaging with the LPA again, a meeting was held with the EA to establish key technical design points that would need to be addressed to gain their support.

The meeting concluded the following :

- The EA would not support more units than are currently on site – 3 no. units
- A below ground carpark would not be supported
- Front doors and thresholds would have to meet EA criteria at 6.9 AOD
- The building footprint could not exceed that of the existing including the garage.

All of these technical design issues have been addressed in full within this application.

#### Summary of areas through each stage since 2020

8 Unit Apartment scheme ( June 2020 ) - Pre App 20 / P0166 / PREAPP

GIA – 1116.8 m2    GEA – 1746 m2

4 House scheme including a below ground car park ( May 2021 ) - presented to the EA – Pre app - ENVPAC / 1/ KSL / 00378

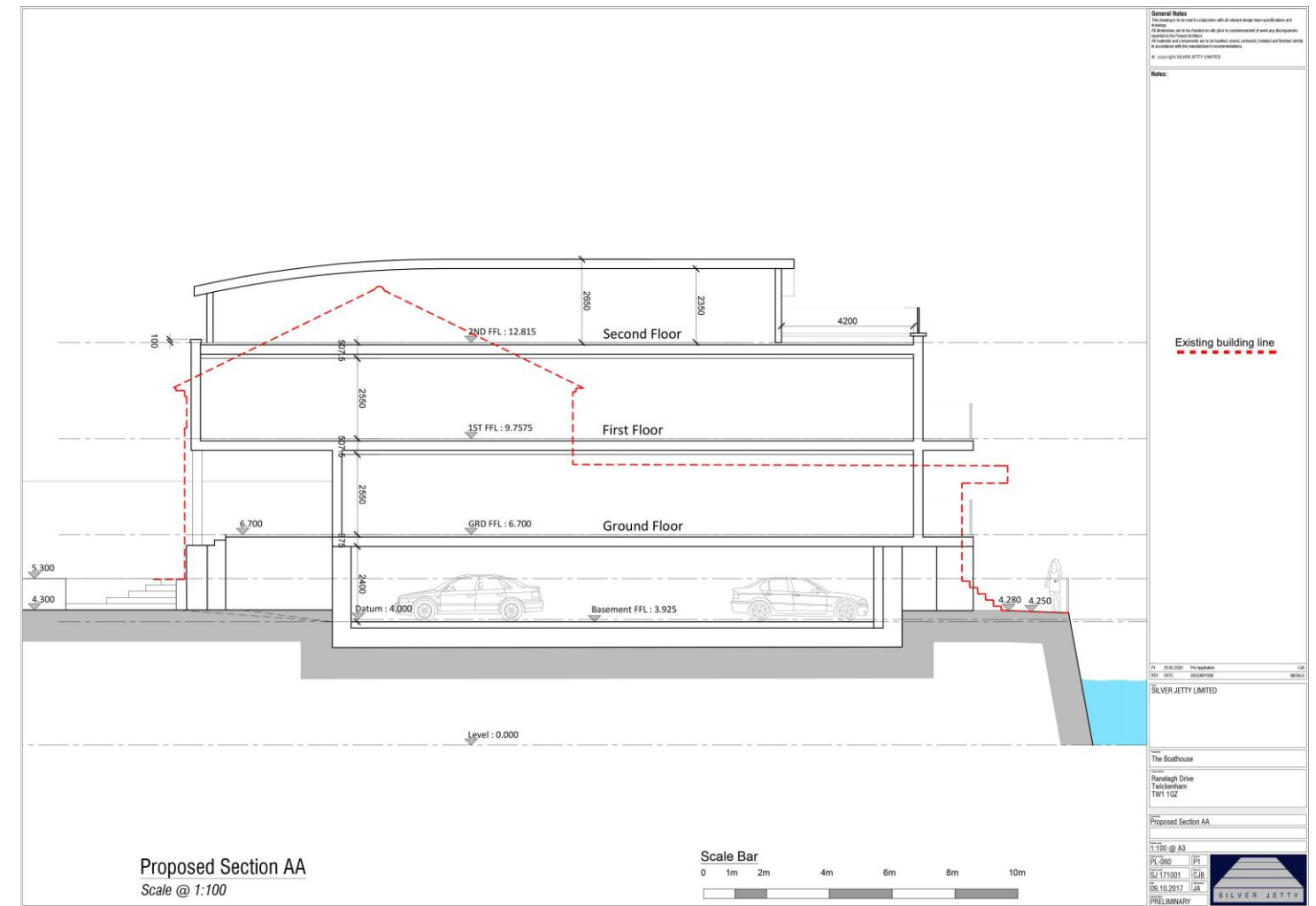
GIA – 1103.5 m2    GEA – 1375.9 m2

3 House scheme with car park removed - Full application 22 / 3017 / Ful withdrawn December 2022

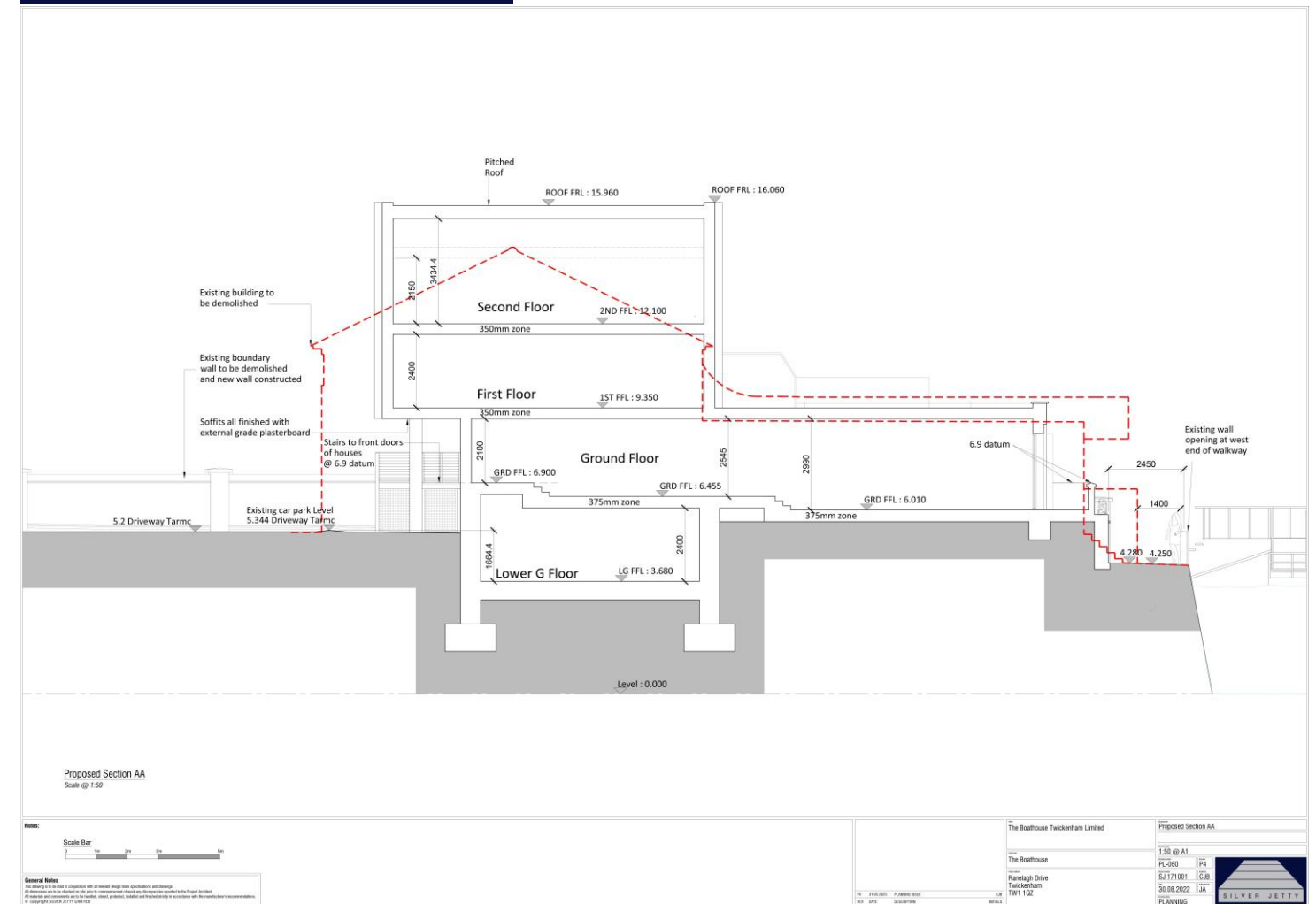
GIA – 978.81 m2    GEA – 1097.2 m2

Current Proposed 3 House scheme ( June 2023 ) with HE reductions

GIA – 926.15 m2    GEA – 1038.1 m2



Pre – App - 8 Apartment Scheme Section



Current Proposed 3 House scheme ( June 2023 )

### 3. Previous Planning History and Design evolution

3) Scheme for three 5 bedroom houses. Full Application REF 22 / 3017 / FUL withdrawn on the 13<sup>th</sup> December 2022.

- The scheme was withdrawn in order to clarify with the EA that the site has been established as 3 residential units. They had incorrectly thought it was two and therefore had an objection in principle to an additional unit.
- Historic England felt that the scale bulk and massing was too large for the site.

In order to resolve these particular issues, the scheme was withdrawn and a Pre App meeting was arranged on site on the 16<sup>th</sup> January 2023, with Kathy Smith of Historic England and Chris Griffiths of HCUK, the heritage consultant for the applicant. The following points were noted and with advice from HCUK appropriate design amendments were initiated and summarised below.

A) The building was considered to be too wide from West to East

**Design Response** – 5.3m has been removed from the building width. This represents a significant reduction resulting in a scheme of 3 no. 4 bedroom homes not 5 bedroom homes. In addition, with advice from HCUK, the proposed composition is now placed more centrally over the existing building. This is illustrated by a series of elevation overlays in the submission.

B) HE requested that the proposed ground floor be reduced.

**Design Response** – 2.4m has been removed from the width.

C) HE and HCUK made the suggestion that the ground floor brickwork match that of the Lock Lodges, particularly with our window design and stone cornice design references which were approved of.

**Design Response** – The brickwork and general colour palette closely refers to the Lock.

D) HE suggested that the height of the proposed perimeter wall should be reduced. HE and HCUK approve of the design of the wall and references to the wall on the opposite side Ranelagh Drive.

**Design Response** – The wall has been reduced from 2.1m to 1.7m in height.

E) To further reduce the scale, bulk and massing, 1m has been removed from the depth of the building from North to South

F) The EA had requested in the Pre App meetings REF ENVPAZ / 1 / KSL / 00378. That they would like some biodiversity enhancements over and above the existing site conditions at the time. This application has introduced a sedum roof on the first floor terrace which has also enabled the perimeter balustrade indicated on the withdrawn scheme REF 22 / 3017 / FUL to be removed. The removal of the balustrade improves the sense of openness as the new proposed glass balustrade is set back 3m from the parapet.



Proposed South Elevation



Proposed North Elevation



Proposed East Elevation

- Built Form Removed
- Perimeter wall Built Form Reduced. Replaced with open Black metal railings
- Flat section balustrade built form removed



### 3. Computer Generated Images to illustrate reductions in built form and material change from 22 / 3017 / FUL

Computer generated visual of the previous withdrawn application 22 / 3017 / FUL. This proposal was withdrawn in order to enable in depth discussions on site with Historic England about the scale, bulk and massing in the context of the conservation area.



Computer generated visual of the current proposed scheme of 3 no. 4 bedroom houses following the removal of 5.3m of width from the 1<sup>st</sup> and 2<sup>nd</sup> floors and 2.4m from the ground floor. This proposed composition has been placed centrally over the existing building so that the built form remains in the same location, with built form removed from the West and East to centralise the building.





## 4. Objectives and Design Approach

**1) Sustainable Compliant Accommodation** - The existing building was constructed in the 1960s and was constructed using basic masonry construction without cavity wall insulation, double glazing or roof insulation. As a consequence it is now badly decayed and the large flat roof terrace has bowed and requires structural intervention. The old spiral stairs and hoist are rusted and presents badly in the conservation area. The building was constructed to historic EA levels which are now significantly out of date. The primary objective is to replace the existing building with a very high quality and sustainable development of 3 family homes which meet current EA flood defence criteria and Building Regulations. Section AA illustrates how the new building would solve the 1:100 year flood threat to the occupants and as previously stated the existing building would need to be raised by 1.6m to achieve the same.

**2) Public Realm Objectives** - The design proposals will deliver a significantly improved public realm experience. The proposals will deliver -

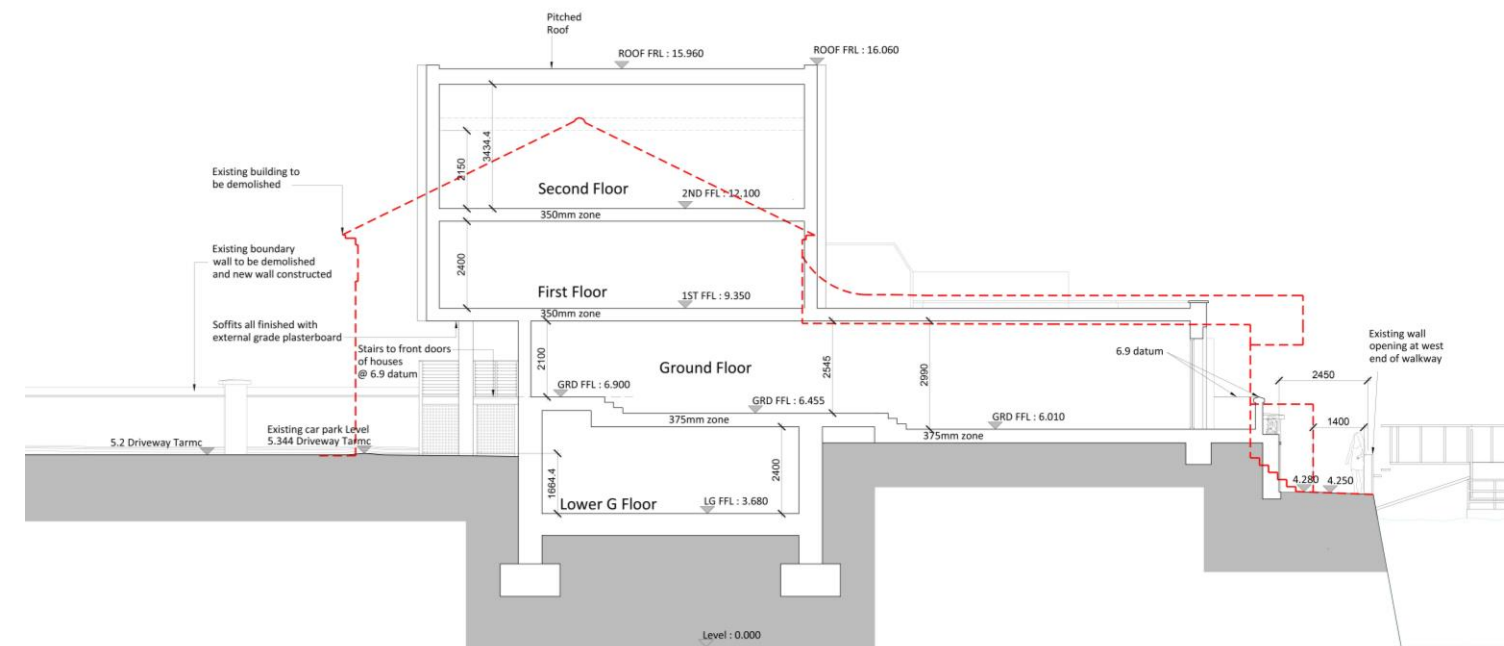
- A significantly improved Eastern access point to the path with an 8 metre long open area adjacent to the current information totem pole. This new node point will reduce the length of the path by 8metres which will enhance the sense of openness at street level and will remove the current “sharp” end to the boundary with the path.

- A widened path experience to allow ease of passage in both directions.
- A new high quality perimeter brick and stone wall befitting of the setting.
- A wider Western entrance to the walk with the creation of a more fluid and open entrance with a curved wall.
- References to the history of the site will be implemented at the site through consultation with SMERA and Society Groups.

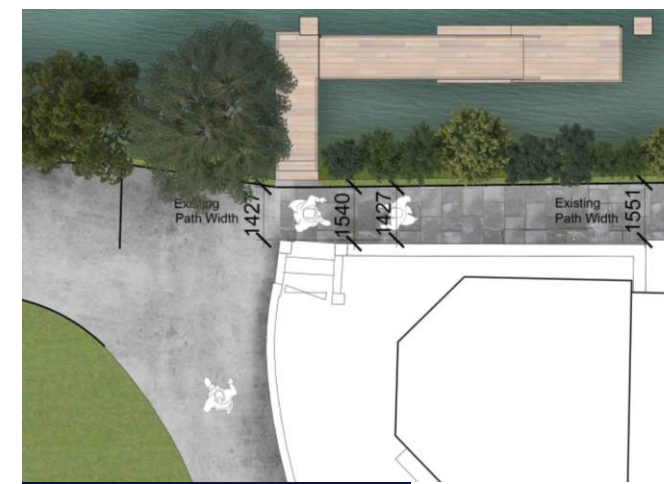
**3) MOL enhancements** - The relationship between the existing building and the Thames Path is physically and visually very constrained and the design proposals will transform this aspect of the location. The existing concrete facade and overhanging canopy adjacent to the River and Thames Path, present an austere and overbearing appearance which only serves to increase the sense of enclosure within the MOL at pedestrian level along the Thames Path. The concrete steps attract smokers and drinkers and graffiti covers the building, adding to the urban feel of this part of the site.

The design approach will enhance the sense of openness within the MOL at street level by combining the setting back of the new building to widen the path, with the removal of built form and the canopy and with the introduction of a new attractive wall. (See diagrams that clarify the built form to be removed and enhanced openness).

**4) Conservation area enhancements** - The existing building is unattractive and unsustainable and makes a negative contribution to the setting. The objective of this proposal is to create a high quality scheme that will present a sustainable and positive contribution to the setting to be enjoyed by walkers and locals. The scheme design has been carefully considered to create a composition that refers to the boat building heritage of the site and the River, together with sustainable, robust materials and a colour palette that refers to the Lock Lodges and local vernacular.



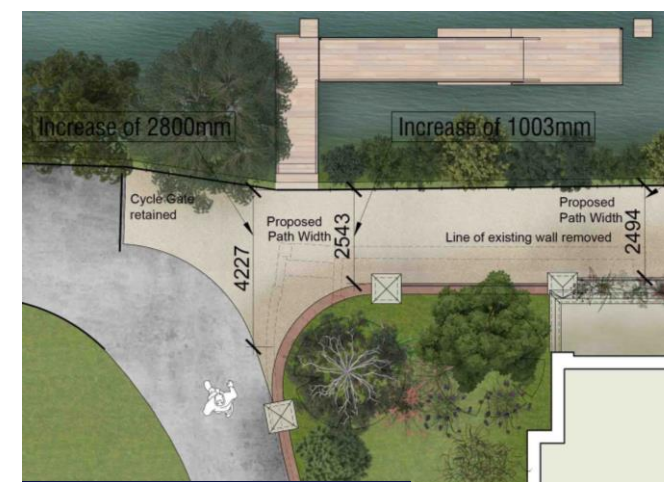
Proposed Section AA



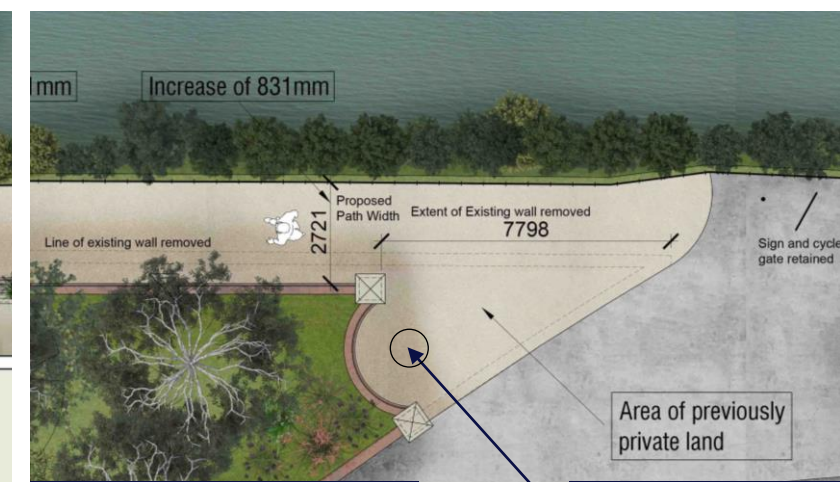
Proposed Western Entrance



Proposed Eastern Entrance



Proposed Western Entrance



Proposed Eastern Entrance

Agreed SMERA Information point



## 5. The Proposal

This Design and Access Statement and full planning application has been prepared on behalf of joint applicants The Boathouse Twickenham Ltd and Nomad Property Ltd.

This application represents three years of design evolution and consultation. The design has evolved from a 1291 m<sup>2</sup> sqft scheme of 8 apartments with undercroft parking in 2020, to the current scheme proposal of 895 m<sup>2</sup> sqft comprised of 3no individual 4 bedroom houses with surface parking. The development is designed to current EA 1:100 year storm design data (in full accordance with London Plan Policy S12 and LP21) and modern building regulations. A step by step history of consultation with the EA, Historic England and the LPA, together with the scheme revisions, are contained within a table in the planning history section of this document.

The existing site is formally and legally recognised as C3 residential and is comprised of three units within an existing building of 697m<sup>2</sup> ( 7500 sqft ). This point has been clarified to the EA via SLR consulting, following the withdrawal of application 22 / 3017 / FUL. SLR consulting have also made it clear to the EA that the site is within flood zone 3a and has always been recognised as such.

Located within an area of Metropolitan Open Land. The new proposals respect the existing line of MOL by maintaining a single storey building element as existing with the proposed first and second floors set back in order to line through with the MOL defined by the garden fences to the rear of the houses on Martineau Drive. The proposals are set back from the River path and the current building line and the existing canopy will be removed, which will create a very real sense of improved openness in the MOL in accordance with Policy G3. This is expanded upon further into this document with diagrammatical information.

Following the withdrawal of application 22 / 3017 / Ful, The Boathouse Twickenham Ltd were introduced to local developer, Nomad Property who are highly regarded for delivering high quality residential developments. Nomad have just successfully completed 2no 4000 sqft Riverside houses with jetty's, within a short walking distance of the Boathouse site and are the perfect delivery partner to work with, for the implementation of the proposals and all public realm improvements. To this end, terms have been agreed and this application is in joint names as a consequence.

The withdrawn application for 3no 5 bedroom homes has been now been redesigned and reduced in scale following site meetings with the EA and Historic England and this is defined in the design evolution section of the document. The scheme has now been reduced to 3no 4 Bedroom homes, following the reductions in built form driven by HE comments.

This joint application is for the complete demolition of the existing building, the perimeter all, garage and surface parking.

Following the withdrawal of application REF 22 / 3017 / FUL and Historic England consultations, this application has been reduced from a scheme of 3 no. bedroom homes to a scheme of 3 no. 4 bedroom homes. The application meets with current EA design criteria, internal space standards and building regulations.

The application responds positively to modern thermal performance criteria, daylight sunlight criteria and it does not have a negative effect on any neighbouring amenity space.

The proposal includes significant public realm and public benefits which will positively transform this area of the Thames path and conservation area. By contributing a strip of the site area to the Thames Path, the opportunity has been taken to widen the path.

The design has been informed over a period of time through consultants collaboration, statutory and public consultation and now represents a high quality proposal that responds to previous technical and aesthetic issues raised.

Since the collaboration with Nomad Property began, Nomad have also worked with the design team to redesign the interior spaces and the facade treatments to bring an even greater level of quality to the external materials and design detail within the facades from those presented in 22 / 3017 / FUL. These changes are explained further within this document and with the plans and elevations submitted.

The design has also been informed and indeed supported by SMERA for the significant public benefits that it brings in terms of the Thames Path widening and the significantly enhanced aesthetic contribution to the conservation area in accordance with CH16 of the NPPF.

SMERA requested that historical references to the history of the site as a recording studio be incorporated within the design and the intention is to include a circular plaque in the form of a record which will reference the recording studios. This plaque will be incorporated within the new circular area of paving to the East of the site.

With the applicant, Communications Potential have consulted and informed neighbours of the forthcoming proposals and the current proposal has embraced previous comments received.

The proposal will deliver a building which responds positively to the conservation area and which has clear references to the proximity of the site to the lock, the Thames path and wall along Ranelagh Drive.

### **Plan alterations and interior spacial arrangement changes from application 22 / 3017 / FUL**

- With Nomad, the design team have reviewed the design of the interiors of the houses following the meeting with Historic England and the subsequent width reductions made. The reductions have driven the omissions of one bedroom per house resulting in a scheme of 3no 4 bedroom houses.

- The interior spaces are fully compliant to space standards for corridors, staircases, door openings and bedrooms. Each house now has an electric hoist to the front door in addition to a compliant staircase and landing. The entrances are all designed to meet 1 in 100 year flood criteria set by the EA.

- All window cills are set at 1:100 year flood criteria set by the EA.

- The first floors now have a living space with direct access onto a roof terrace contained by a glass balustrade.

- This has the benefit of removing the original proposed metal balustrade in lieu of a glass balustrade that is set back 3m from the perimeter parapet to accommodate a large area of Sedum roof.



# 5. The Proposal

The scheme will provide 2 surface parking spaces per dwelling, a car charging point per dwelling, dedicated bin and cycle stores in full compliance with LP75 and T6.

Each house will benefit from a stair hoist, storage and landscaped terrace and garden areas.

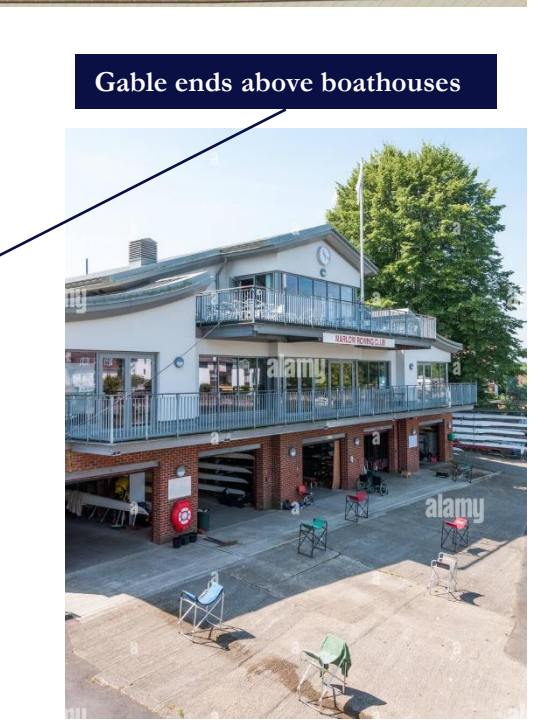
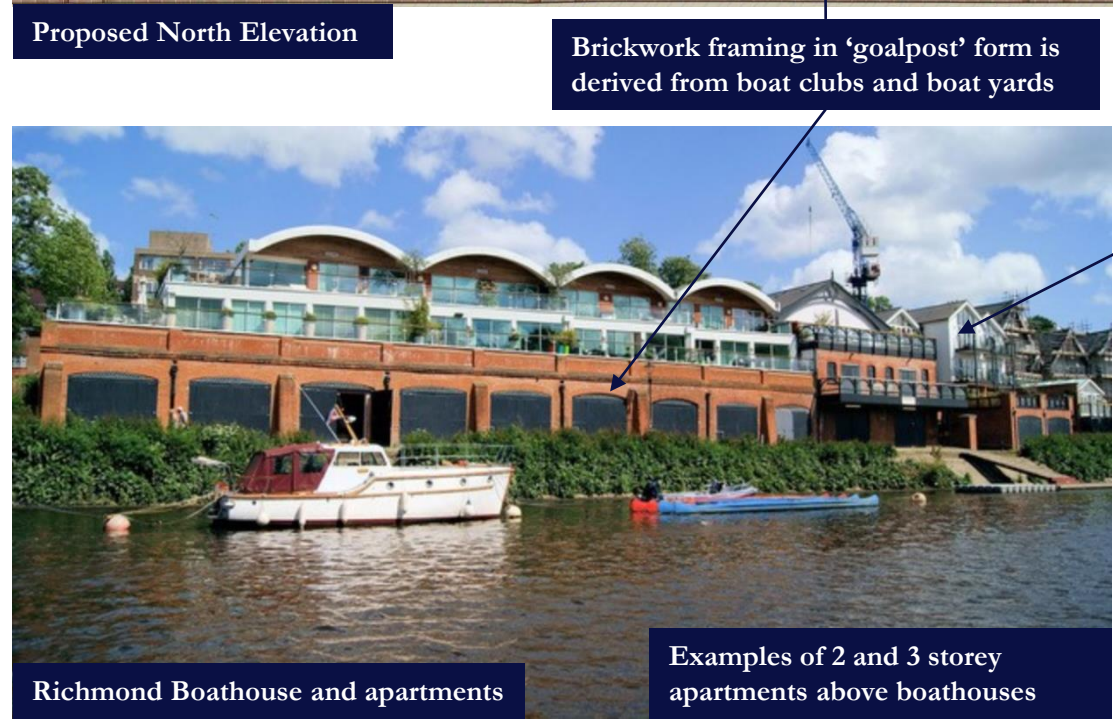
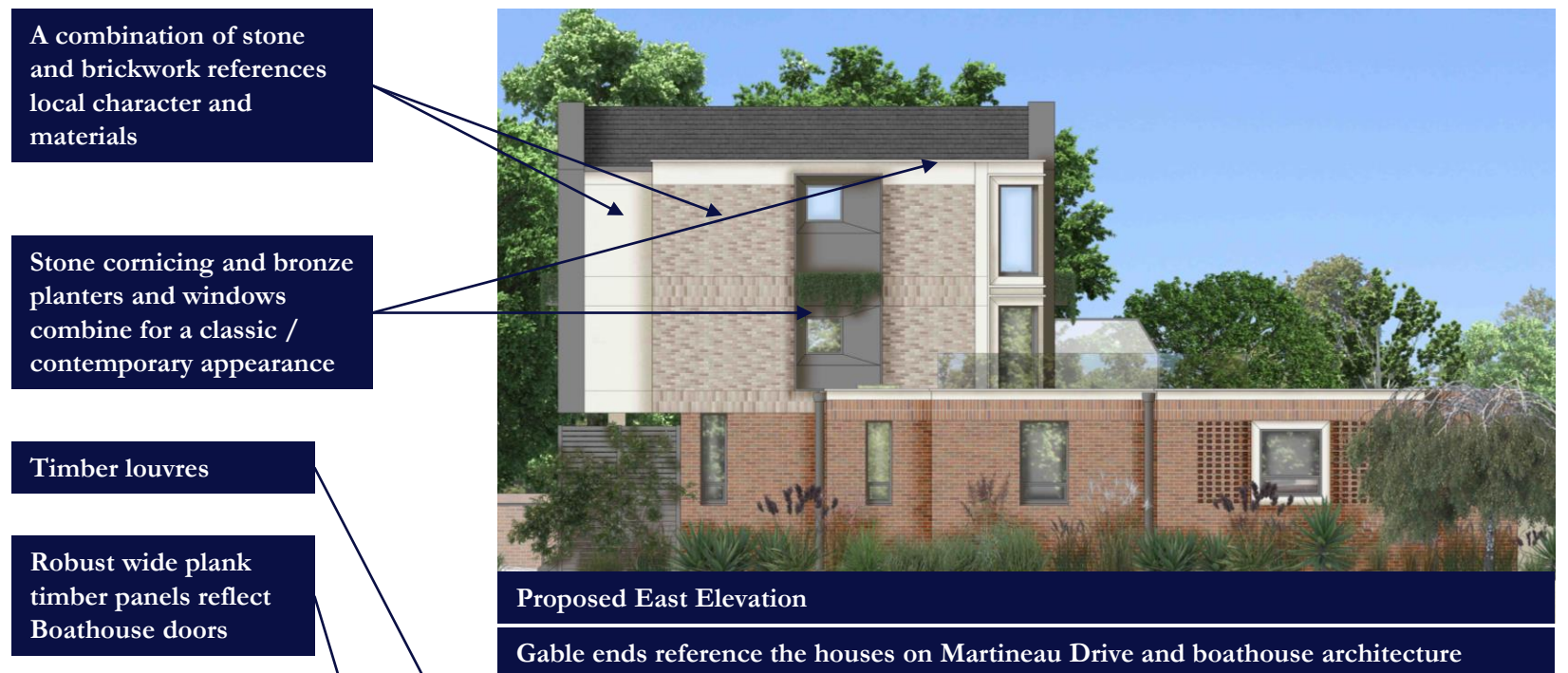
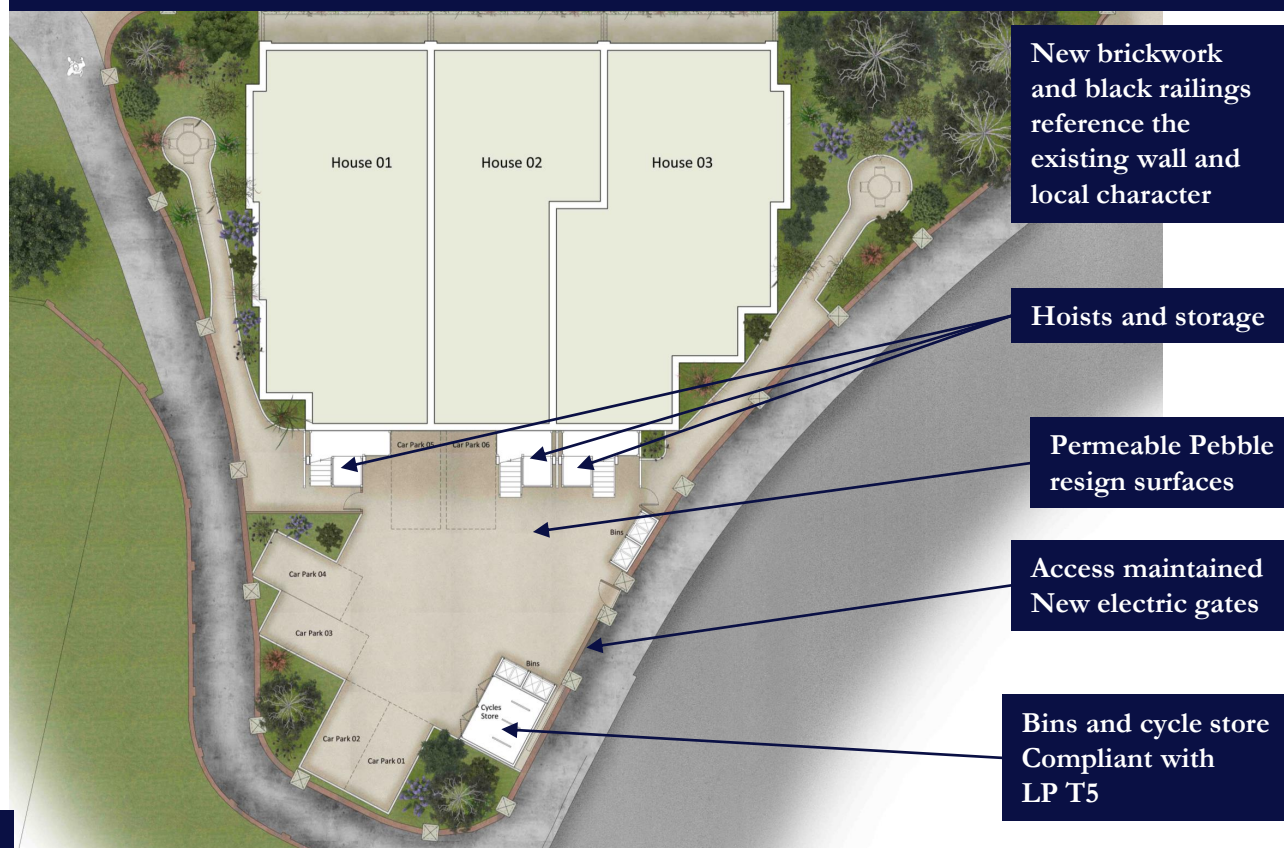
Vehicular and pedestrian access into the site from Ranelagh Drive will be maintained. New electric gates will be installed within a new high quality brick and stone boundary wall. The courtyard and gardens will be transformed with new permeable pebble resin surfaces and paths and a fully integrated landscape and planting design. There will be an area of sedum roof on the roof terrace which will contribute to an overall biodiversity net gain.

The building has been carefully designed to ensure that it does not exceed the footprint of the existing built form on the site and is fully compliant with London Plan SI 12 having been evolved with SLR consulting and through engagement with the EA

Considerable attention has been given to the detail and materials of the properties and the articulation of the facades have brick and stone elevations are proposed with high quality double glazed windows throughout. Certain windows and elevations have been designed with crisp aluminium extrusions to respond to the potential for light pollution and to enhance the definition around apertures, doors to terraces and windows (see drawing pack and CGI's).

Treated timber vertical louvres have been introduced to further limit light pollution and to reference the timber cladding on the ground floors.

The ground floor of the north elevation overlooking the river has been carefully composed to reflect the proportions of the doors to Boathouses and timber has been used to refer to Boathouse doors.





## 5. Internal Floor Plans

The internal floor layouts have been designed to enable occupants access to the first floor roof terrace directly from the living space and to also have access to a generous ground floor terrace directly from the kitchen, dining and living space.

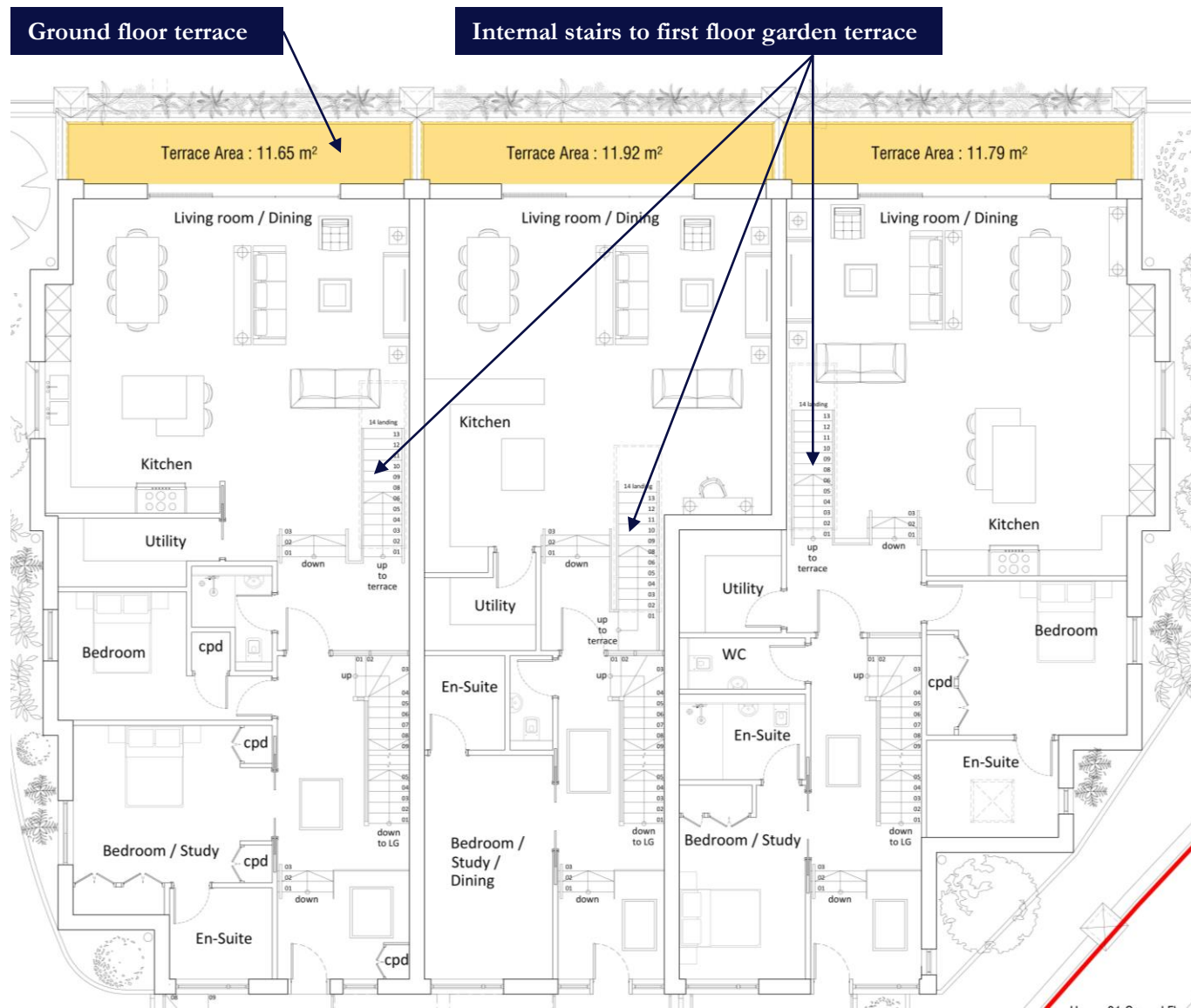
The ground Floor Design incorporates an internal stair that directly accesses the first floor garden terrace from the kitchen zone enabling occupants excellent connectivity to all amenity areas.

The internal entrances to each house have been designed to create generous living areas, hallways and door widths all of which comply with building regulations approved document B, with protected lobbies on the ground floor. Each house will also be fitted with mains fed sprinklers in accordance with BS9251 and full smoke detection system.

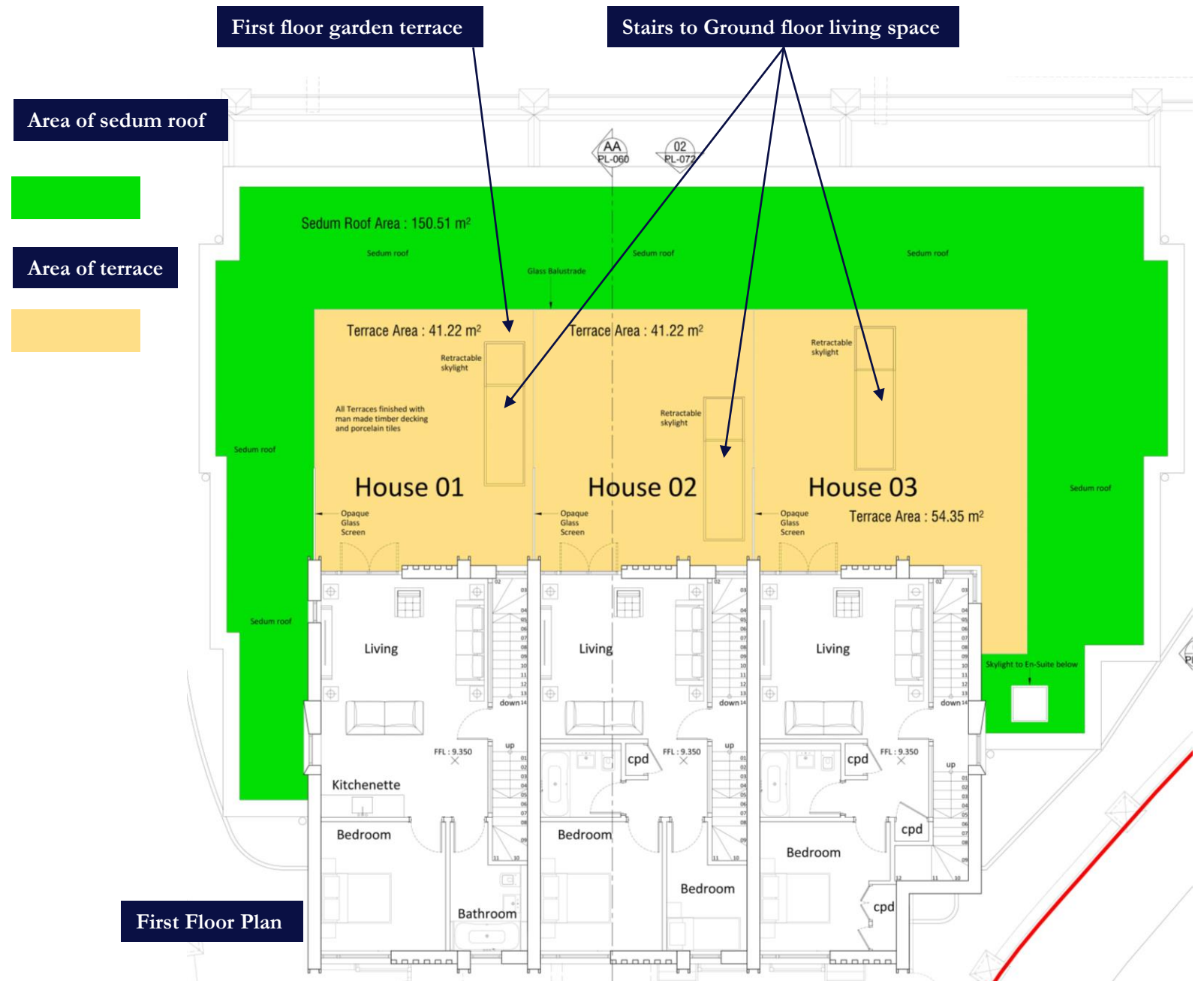
Bedrooms, living areas and hallways have all been designed to meet building regulations PartM4 (2)

In accordance with the NFPE, the design both externally and internally is of a high quality and offers sustainable, safe and secure live and work environments.

The design responds positively to the irregular shape of the site and its context through careful planning, consultation with the EA, Historic England, The LPA, Society groups and stakeholders.



Ground Floor Plan



First Floor Plan

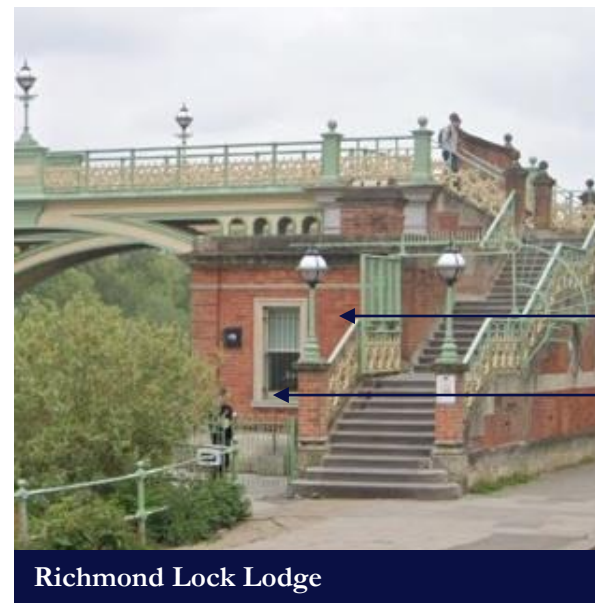


## 6. Design references and materials palette

### Revised Facade and Material Application Enhancements from application 22 / 3017 / FUL.

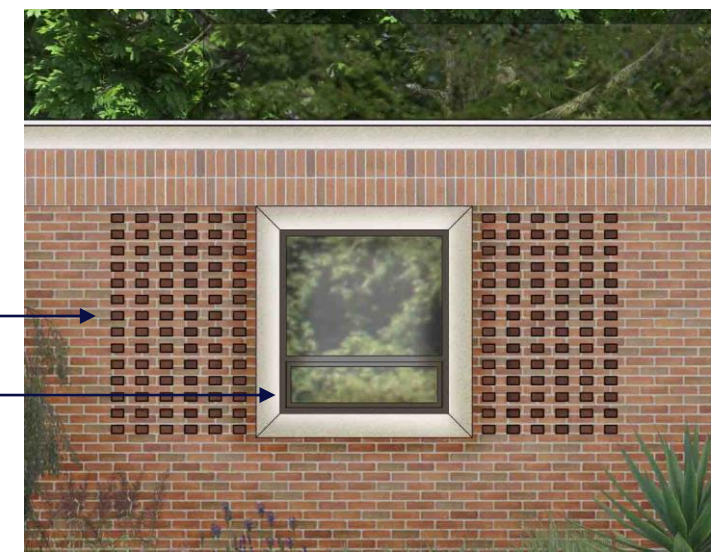
The following positive changes have been made -

- Gable ends are more pronounced without raising the roofline and are crisply defined by bronze powder coated steel frames. This further articulates the North and South facades as 3 distinct dwellings.
- The reduction in overall building width has led to the gables being closer together and the area between them is now proposed as stonework, not brickwork to avoid cut bricks and to enhance the crispness of detail and finish.
- The eastern facade now has a high quality stone corner window detail to allow occupants views to the lock while creating an attractive cover detail.
- The design of the ground floor north facade (River facing) has been designed to combine three brick "goalpost" apertures which is standard format for Riverside boathouse clubs with a terrace above. Within the apertures solid panels of timber to resemble boathouse doors are combined with glass sliding doors to further reference boat club designs.
- The colour of the brickwork of the ground floor single storey element will now match that of the Lock Lodges and the Eastern and Western end windows will be framed with solid stone as further reference.
- The application of treated Larch timber on the ground floor is now reflected within the gable ends of the North and South elevations in order to limit the expanse of glass and light pollution and to bind together the composition with the ground floor so that the building has a unified appearance.
- The introduction of bronze metalwork within the gable ends facilitates the introduction of integral planters which are further introduced to the western and eastern bronze windows to add natural planting and softness to the building within the setting
- The flat roof has now been redesigned to incorporate a large area of Sedum roof.
- The boundary wall along the Thames Path continues the classical style of wall in keeping with the conservation area by lowering it to 1.7m has enabled planting to be introduced in a terraced format. The brick piers have been carefully designed to line through with the 'goalpost' boathouse frame.



Richmond Lock Lodge

Stone cornice and brickwork of the ground floor to match the lock lodge



Proposed Reference to the windows, Brick and Stone of the Lodge



Gable ends to the North

Piers and brickwork framework line through

Boundary wall designed in context with local character



Richmond Boathouse and apartments



alamy



## 6. Enhanced Openness of the Thames Path and MOL

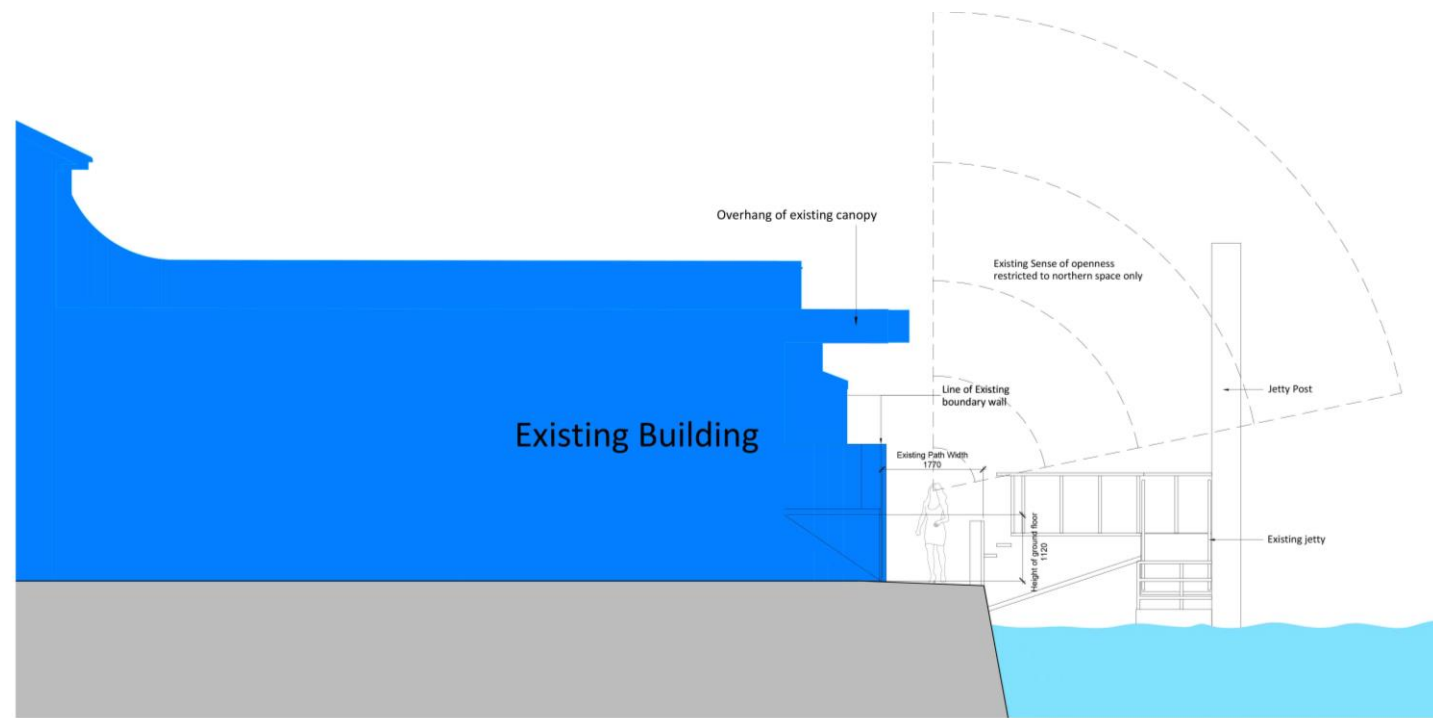
The site of the Boathouse, in context with the Thames Path and Richmond Lock could be considered as a node point and there is currently a signpost and information board close to the entrance to the Eastern access to the path in front of the Boathouse. Through a combination of river walk widening and public realm improvements it is intended to significantly improve the experience of walking past the site.

The Eastern end of the Boathouse site boundary is defined by an acute sharp end to the site wall which is also tight to the River Walk railings (Existing Eastern View 01). When standing at this point there are good views across to the lock where the full width of the River and the lock itself with lodge houses can be seen. The design proposals include a landscaping scheme within the site and it is proposed to remove the corner end of the development site by 8m which will shorten the confined Thames Path and create an open public space from which there are views and vistas of both the North and South side of the Lock. It has been agreed with SMERA that this will be the location for an information point about the history of the Boathouse. (see existing and Proposed diagrams below and on page 15 of this document)

We have engaged closely with St Margarets Estate Residents Association and have agreed to incorporate this within the design as submitted.

This opening up of the East end of the Thames Path is balanced by a new wider curved entrance at the West end which creates a far more open and fluid entrance to the path. The path itself is widened along its entire length (see plan comparison) and without a canopy overhanging the path as existing, the whole experience will be one of more openness and quality.

The proposals include a completely new brick wall all round the entire site with decorative brick piers, stone copings and a terraced brickwork detail along the River walk that will integrate new wild planting and grasses appropriate to the River setting. (See images). The entrance to the site will remain in its existing position and there will be new mechanised sliding timber gates and a pedestrian gated access.

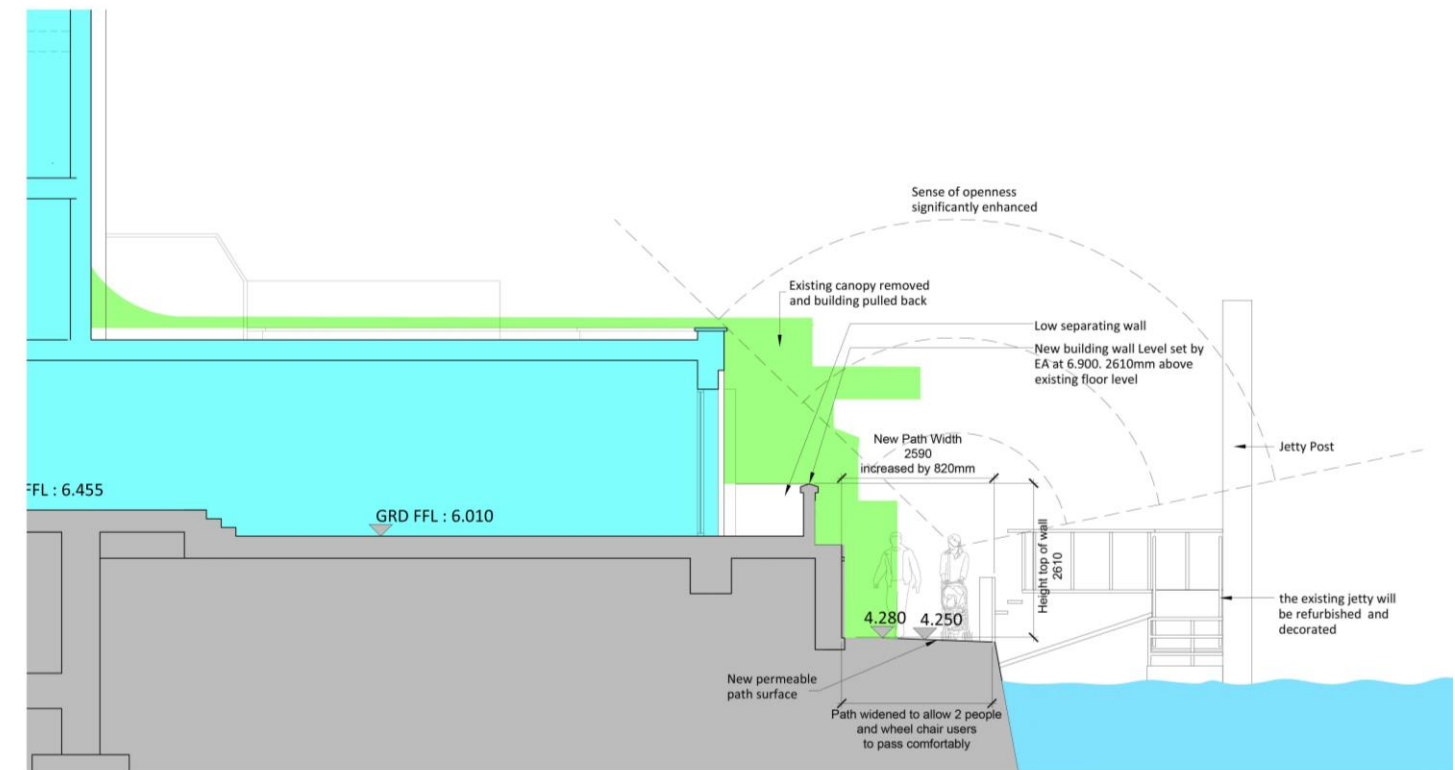


Existing River Section BB  
Scale @ 1:50

Outline of existing building and perimeter wall



### Existing River Section



Proposed River Section CC  
Scale @ 1:50

Area of Proposed to EA Level

Area of new open space created

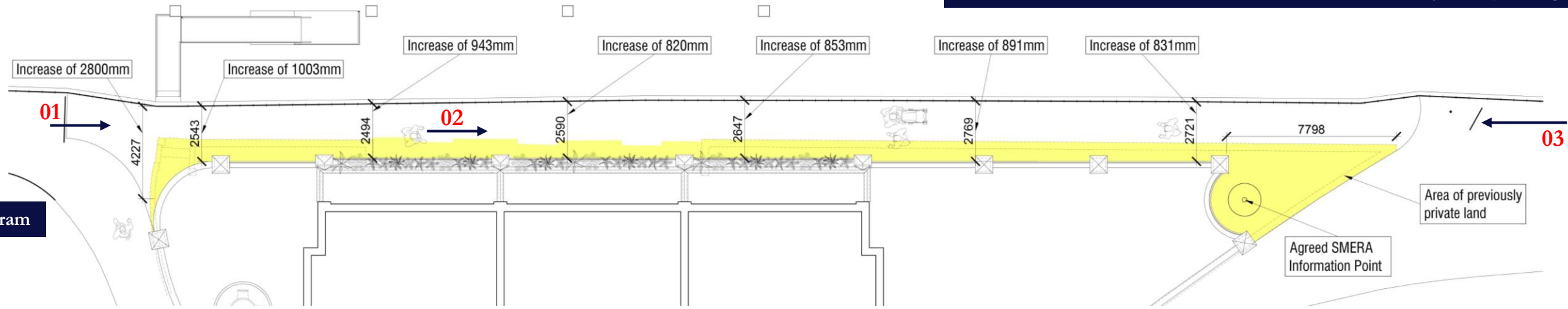
NB : Path widening increases the width by 820mm minimum - 2800mm maximum

### Proposed River Section



# 7. Enhanced Openness of the Thames Path

Increased area sufficient for two wheel chairs to pass side by side. (see diagram on page 16)



Proposed River Path Diagram

View 01 Existing loitering area unseen from entrance point



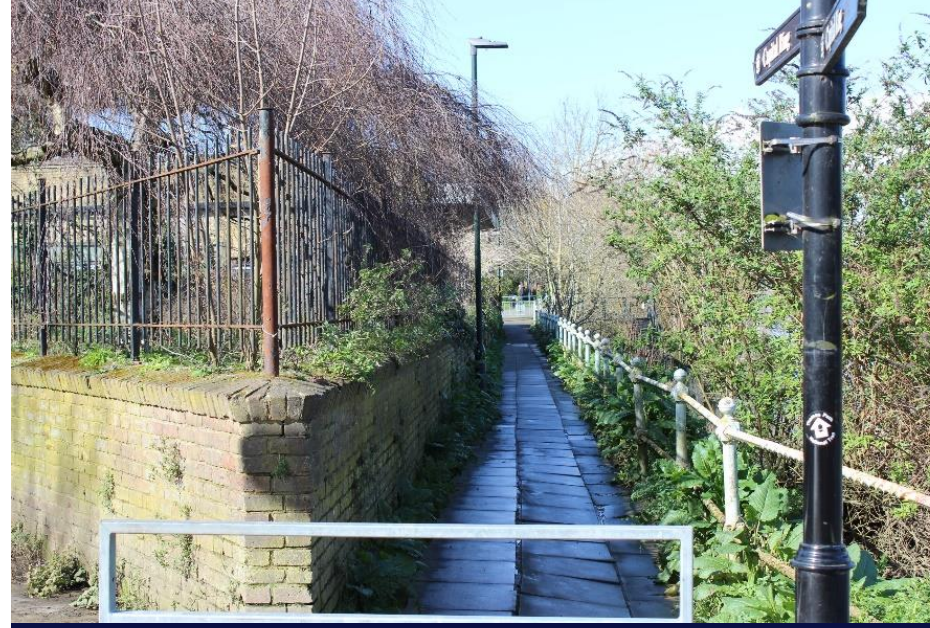
Existing photo of the river walk viewed from the West 03

View 02 Existing canopy removed from MOL. Refer to page 14



Existing photo of the river walk viewed from the West 02  
Existing area of loitering removed with new scheme proposal

View 03 Existing loitering area unseen from entrance point



Existing photo of the river walk viewed from the East 01



Proposed CGI of the river walk viewed from the West 03



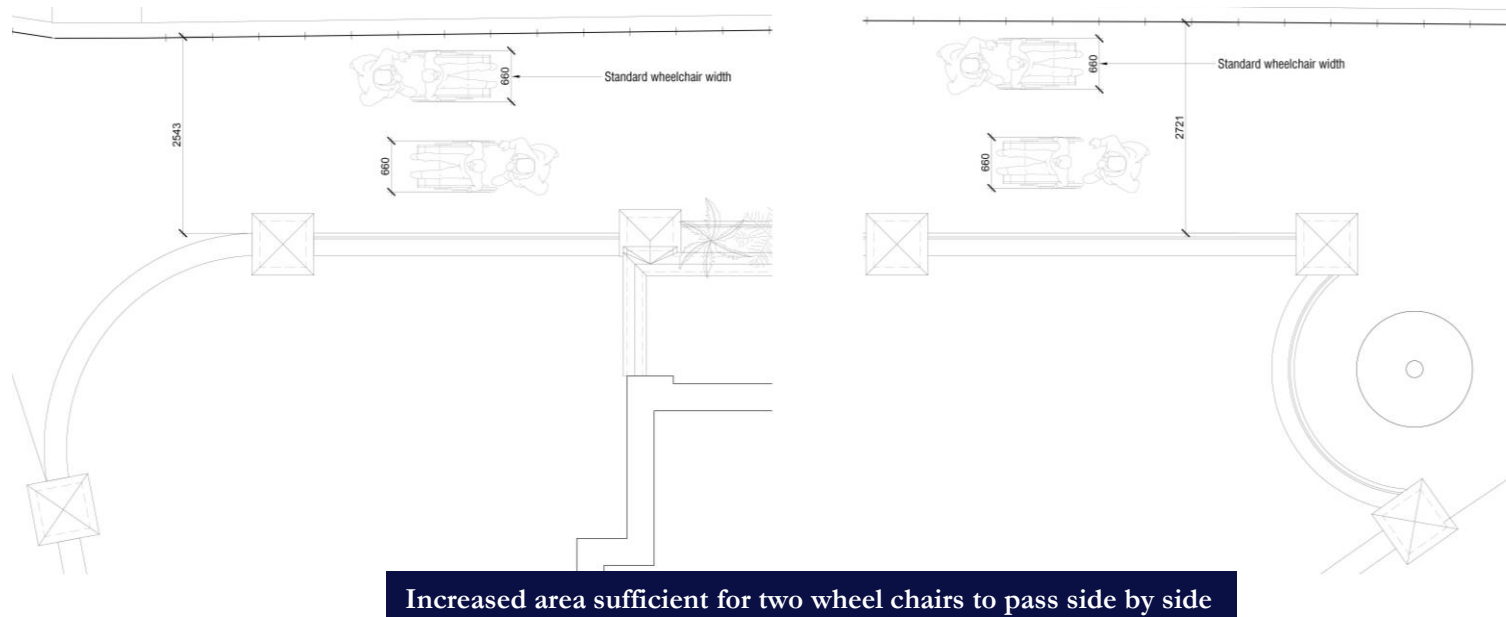
Proposed CGI of the river walk viewed from the West 02



Proposed CGI of the river walk viewed from the East 01



## 7. Enhanced Openness of the Thames Path



Proposed River Path – Western end extract

Proposed River Path – Eastern end extract

## 8. Access and Accessibility / adaptable dwellings

This redevelopment proposal maintains the existing site access point for vehicles requiring no alteration to the path and dropped kerb. There will also be a separate pedestrian gate, as indicated on the plans and elevations. The internal site level will be as existing and the existing garage and unstable wall shall be removed within only the wall rebuilt.

The removal of the existing garage clears the existing courtyard area for surface parking with an integral landscape scheme with appropriate levels of bin stores and cycle provision. Electric car points will be provided with each house allocation of parking.

Each dwelling is accessible the compliant EA levels by a staircase compliant to BRR M4 ( 2 ) with landing zones both externally and internally. Externally, each house will be provided with a hoist as part of the detailed balustrading and landing area.

Internally, all door widths, landing zones, corridor widths and stairs are designed to BBR M4 ( 2 ) standards for single and adaptable dwellings.

## 9. Part 4 Building regs

The design of the Boathouse has been very carefully considered with reference to key influences from the EA, Historic England and has also been developed in accordance with Building Regs Part 4 ( 2b ) for Private residences.

Technical criteria has been met to satisfy Building Regs Part 4 ( 2b ) with front doors, steps, landings and corridor widths all compliant. There are no steps up into WCs, bathrooms or other functioning areas. All internal doors will be 826mm which satisfies the clear opening requirement and leading edges and nibs shall be compliant with Part 4 ( 2b ). Bedrooms shall also be constructed accordingly.

The stairs up to the front door shall be constructed with the correct tread and riser sizes and each front door shall have a canopy over it to a minimum of 900 wide x 600mm deep. The lining platform itself shall be 1200 x 1200 minimum as required. Front doors and landings will have lighting above them within canopies and to the side of the front doors and the doors will have accessible thresholds.

The external pathways and courtyard spaces will all be flat and with very small gradients to paths. The only ramp will be at the existing gradient of the existing ramp for flood mitigation purposes as required

## 10. Sustainability and Energy Efficiency

The existing building suffers from a non insulated brick and masonry envelope, old single glazed windows with timber frames and the flat roof terrace has negligible insulation. The building has gas central heating and is out of date and unsustainable. All associated building services including the below ground drainage are out of date and offer the potential for water ingress in the event of a flood as there are no existing water ingress safety valves to any drainage pipes. This issues will all be addressed and will be integral to the proposed scheme design for a highly sustainable building.

The proposed development scheme will deliver a highly efficient building and the specification includes

- Solid concrete basement floors and wall with full tanking and insulation
- Beam and blockwork floors to all levels.
- 80mm screed to all levels with integral wet system underfloor heating.
- A Vaillant or similar approved Air source heat pump per house.
- The envelope of the building will be 320mm thick with industry standard insulation.
- High quality Aluminium windows throughout.
- All internal lighting shall be LED fittings.
- All baths, showers, basins and toilets will be activated by water flow restrictive handles to maintain water conservation 110 litres per person per day for each home. This includes an allowance of 5 litres or less per person per day for external water consumption, in line with Policy LP22 pf the Local Plan.
- Each house shall have an electric car point between each space. See diagram on page 18
- All drainage above and below ground will be protected by water inlet safety valves which will mitigate the potential for water ingress.



## 11. Summary

The redevelopment of the Boathouse site as proposed will remove the existing unsustainable and decaying structure and will replace with it a high quality sustainable and compliant development of three four bedroom family homes, in a highly sustainable location that requires a building of quality.

In accordance with the NPPF Chapter 2, this proposal makes effective use of an awkward site form where access is limited to the current access point and all of the site boundaries abut public realm on all sides. This scheme has embraced NPPF CH 16 by sacrificing site frontage to transform the Thames path experience with a widened and more open pathway, finished with high quality materials that draw reference from the locality in accordance with LP1 of the London Borough of Richmond Upon Thames Local Plan.

The public realm improvements will positively transform the area around the site and will make safe the pathway for all future users in accordance with the local plan. Users will be able to see the whole length of the pathway from East to West and vice versa, affording views to the lock and beyond.

Members of the public have previously noted that, particular in winter time, that they can not always see from the entrance points whether there are individuals using the steps in the front of the Boathouse adjoining the path, for drinking and smoking and can find it intimidating to enter the pathway (refer to diagrams and photos on page 15 of this document). This problem will be solved with these proposals and in accordance with the Local Plan will make “people feel safe and well respected” while contributing positively to the environment and character of the area.

The proposed scheme responds positively to the setting with in the MOL at “street level” where human scale is most important by setting the building back, widening the path itself and removing the overhanging built form of the existing canopy.

It is important to note that the cross sections within this document demonstrate that areas of the existing built form, will be removed from the North side and the South side of the site. This will create openness where it does not currently exist with the proposed scheme. The most notable area being the Thames Path (North Elevation) which will open up the experience of the Thames Path along its entire length with the omission of the canopy and wider path.

The design optimises the site capacity through a design led approach that has been heavily informed by the Environment Agency, Historic England, HCUK Heritage consultants and stakeholders. The proposed building is 1.6m metres higher than the existing structure to meet current flood criteria but despite this, the proposed ridge roof line remains lower than the houses within Martineau Drive and is in line with the Policy LP1 and LP2.

Having been built as a recording studio with an integral flat in the 1960s, the interior is highly cellurlarised with narrow corridors and level changes to accommodate the original services and ducting and presents compromised living space that is out dated. A comprehensive refurbishment and remodel of the existing building would trigger the need to raise it by 1.6m to be compliant which would project higher than the proposed ridge line.

The new houses will deliver safe, flood proof, sustainable and flexible living space through careful interior planning in accordance with building relations, the space design guide and current Environment Agency 1:100 year flood criteria.

In compliance with Local Plan Policy LP21, the design response to the EA levels requirement, is a continuous raised perimeter door and window threshold (6.9 OD) all round, which generates a raised ground floor entrance. This entrance is served by a width compliant staircase, landing area and with the additional benefit of a hoist. Once inside each house, the ground floor drops down via internal steps to optimise the internal living space and to ensure that the roof ridge line is at its lowest possible level keeping the levels down.

In compliance with LP21, each house will benefit from the added safety of below ground and above ground drainage safety valves to prevent any potential for water ingress through bathroom appliances in the event of a 1:100 year flood.

The existing building can not meet these standards through a programme of refurbishment and upgrade and is outdated and unsustainable.

The site currently contains three small trees and sparse planting. In accordance with the Local Plan LP15 the proposals will enhance the current urban appearance of the site which is covered with large concrete slabs, concrete ducting and a decaying and unattractive garage. A comprehensive new planting scheme and soft landscaped areas are proposed (see landscape plan on page 18), in addition to the retention of the existing weeping silver birch trees. The site will be finished with attractive permeable surfaces throughout (see landscape plan on page 18).

While the site is constrained and awkward in plan form, the proposals now enhance the biodiversity of the site through the careful planning of a sedum roof (see first floor plan) across an area of 150.51 m<sup>2</sup> of the first floor terrace, which has been created in order to enhance the landscape design and biodiversity qualities of the site in accordance with LP15 and LP17. It is hoped that this area of the roof and new landscape will attract birds and wildlife which the site currently does not.

In accordance with the local plan, the development will deliver well designed houses that reflect the character of both the riverside setting and local vernacular. The design combines classic high quality, robust sustainable materials such as brick, stone and metal in a contemporary composition that intelligently draws reference to the material pallet and colour of the lock and boathouse architecture. The distinct gable ends of the first and second floors draw reference from riverside architecture and also the gable ends of the houses within Martineau Drive.

The scale, bulk and massing of the proposals have been closely reviewed with Historic England and HCUK Heritage consultants and now embrace the comments made by HE as can be seen on the application drawings and comparative massing reductions tracker, which is illustrated within the planning history section of this document.. The design revisions made since the withdrawal of the application 22 / 3017 / FUL have resulted in the reduction of each house form a 5 bedroom house to a 4 bedroom house with an interior layout that optimises connectivity from the inside to the outside terraces and gardens in accordance with Policy LP8 of the local plan.



## 11. Summary

Terraces and amenity spaces do not overlook neighbouring homes and their amenity and will not present over shadowing. The houses will benefit from good internal light quality as demonstrated by reports provided by Schroeder Begg with this application. The orientation of the houses is such that the largest expanse of glass will be within the gables of the North facing facades which will optimise views out of the houses while not presenting a thermal gain issue. A full thermal model has been submitted with this application and accords with the London Plan SI4.

The windows within the West and East elevations are recessed sculpted within a bronze feature panel (that also contains planting) to direct internal views and vistas out to the Lock and western Thames path. The design intent of these windows is to assist with potential light pollution and the windows within the ground floor North facing elevation overlooking the path, have projecting metal profiles to also mitigate light pollution.

This new application has been developed thoroughly and carefully with the consultant team and LPA consultants, to create a high quality development proposal that has been design led and will now fully optimise the site in accordance with the NPPF ch 16 and Local Plan PD3. The proposals will positively transform the Thames Path and public realm experience and create a building befitting the conservation area, in replacement of the ugly, outdated and unsustainable building that currently occupies the site.



Location of Electric car points

Shared amenity area

House 01

House 02

House 03

Car Park 05

Car Park 06

Car Park 04

Car Park 03

Car Park 02

Car Park 01

Bins

Cycles Store

Bins



## 12. CGI from Richmond Lock Bridge

