

DOLL & Co.

ARCHITECTURE/DESIGN

0556_CHRISTCHURCH ROAD_GARAGE DESIGN ACCESS AND HERITAGE STATEMENT

55 CHRISTCHURCH ROAD
LONDON
SW14 7AQ

APRIL 2024

RIBA 

Chartered Practice

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1_INTRODUCTION



1_INTRODUCTION

SUMMARY

This Design and Access Statement forms part of a planning application for the following works;

Demolition and replacement of existing garage with associated landscaping.

The proposals should be read in conjunction with the following information;

- Drawings prepared by DOLL & Co.
- Tree Replacement Report, Master Plan and Gate Elevations prepared by Garden Club

The planning application has been produced following a pre-application, a detailed response to which is highlighted in section 6.

The existing building is a single storey garage. The design proposals have been conceived to conserve and enhance the architectural and historic value of the surrounding context.

The following pages summarise proposals and design rationale for the proposed development.



2_SITE ASSESSMENT

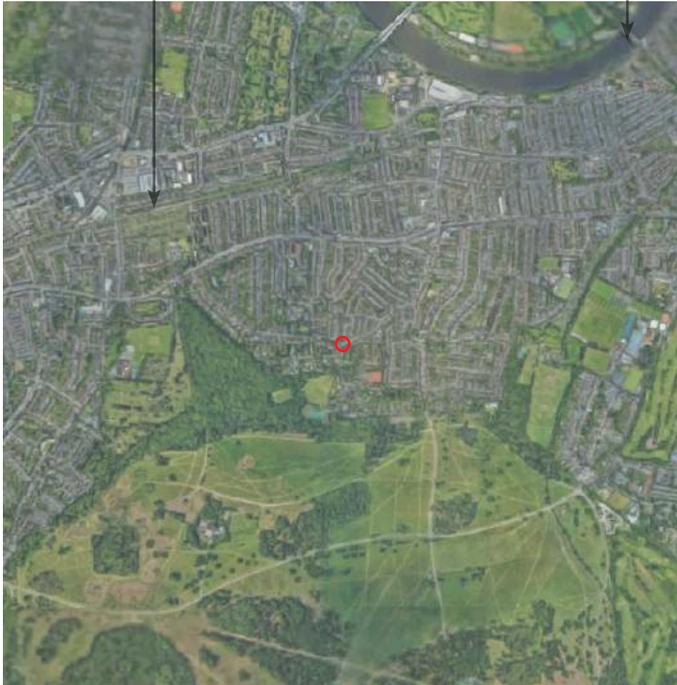


2_SITE ASSESSMENT

LOCATION

North Sheen Station

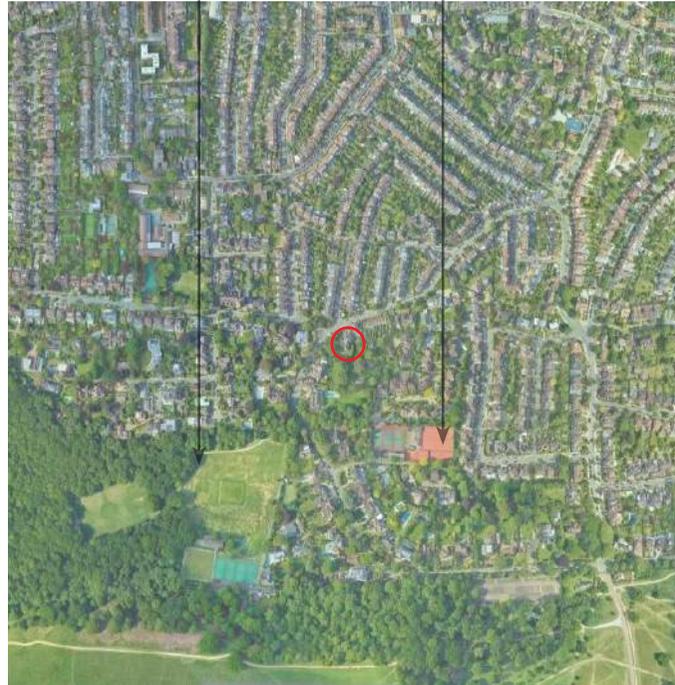
Barnes Bridge



Location: Macro

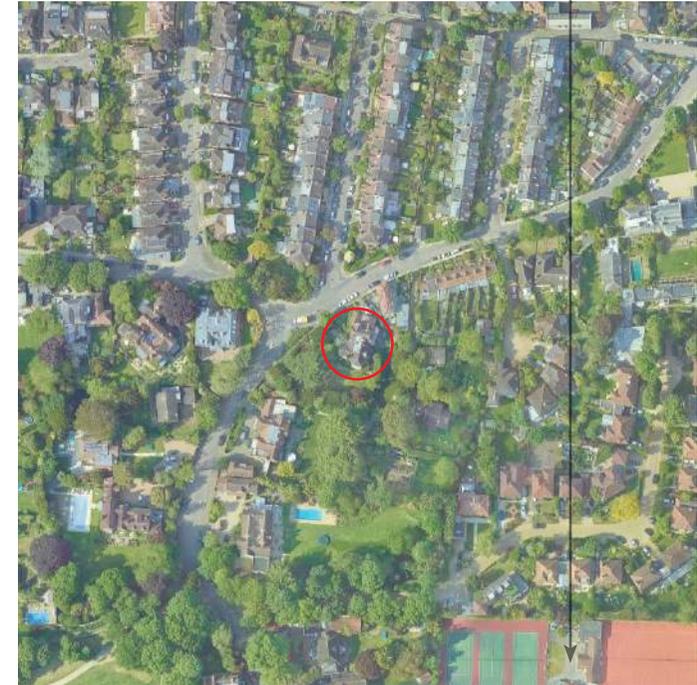
Sheen Common

Sheen Lawn Tennis & Squash Club



Location: Meso

Sheen Lawn Tennis & Squash Club



Location: Micro

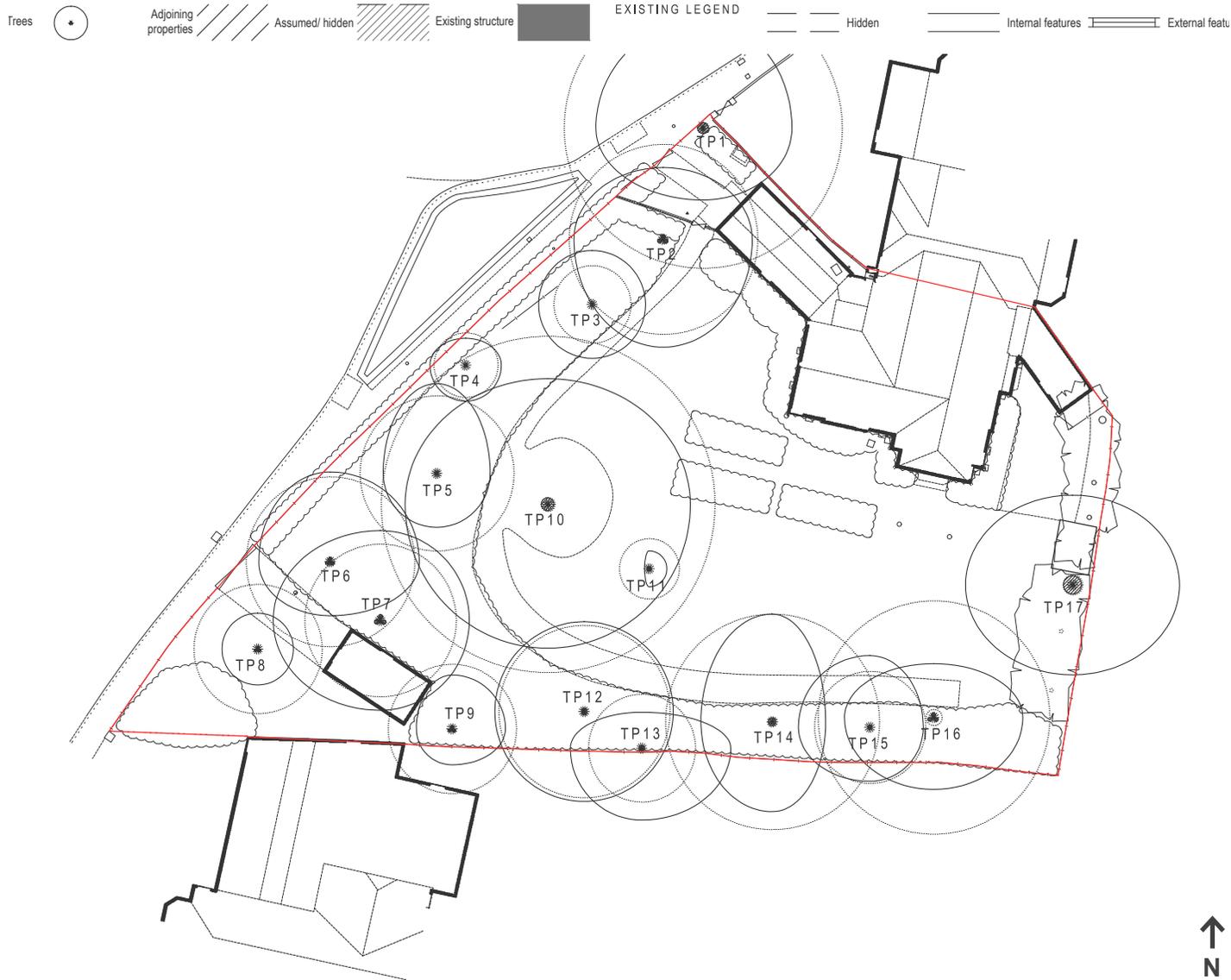


N



2_SITE ASSESSMENT

THE EXISTING SITE



Existing site plan

The application site is on the south side of the historic core of East Sheen, 1km to the south-southeast of Mortlake station. Richmond Park is just 450m to the south.

The immediate area is characterised by individually designed houses set in large gardens with mature trees and well defined boundaries to the street. Their size and spaciousness contrasts with the denser suburban development of East Sheen to the north and east.

The application building is a garage, 1 storey positioned opposite the junction between Christchurch Road, Fife Road and Martindale. The garage of No.55 is on the South of the site.

The existing garage building is constructed primarily of London Stock Brick and surrounded by a timber palisade fence with tall hedgerow and garden trees.



2_SITE ASSESSMENT

EXISTING MASSING



Aerial view: North



Aerial view: East



Aerial view: South

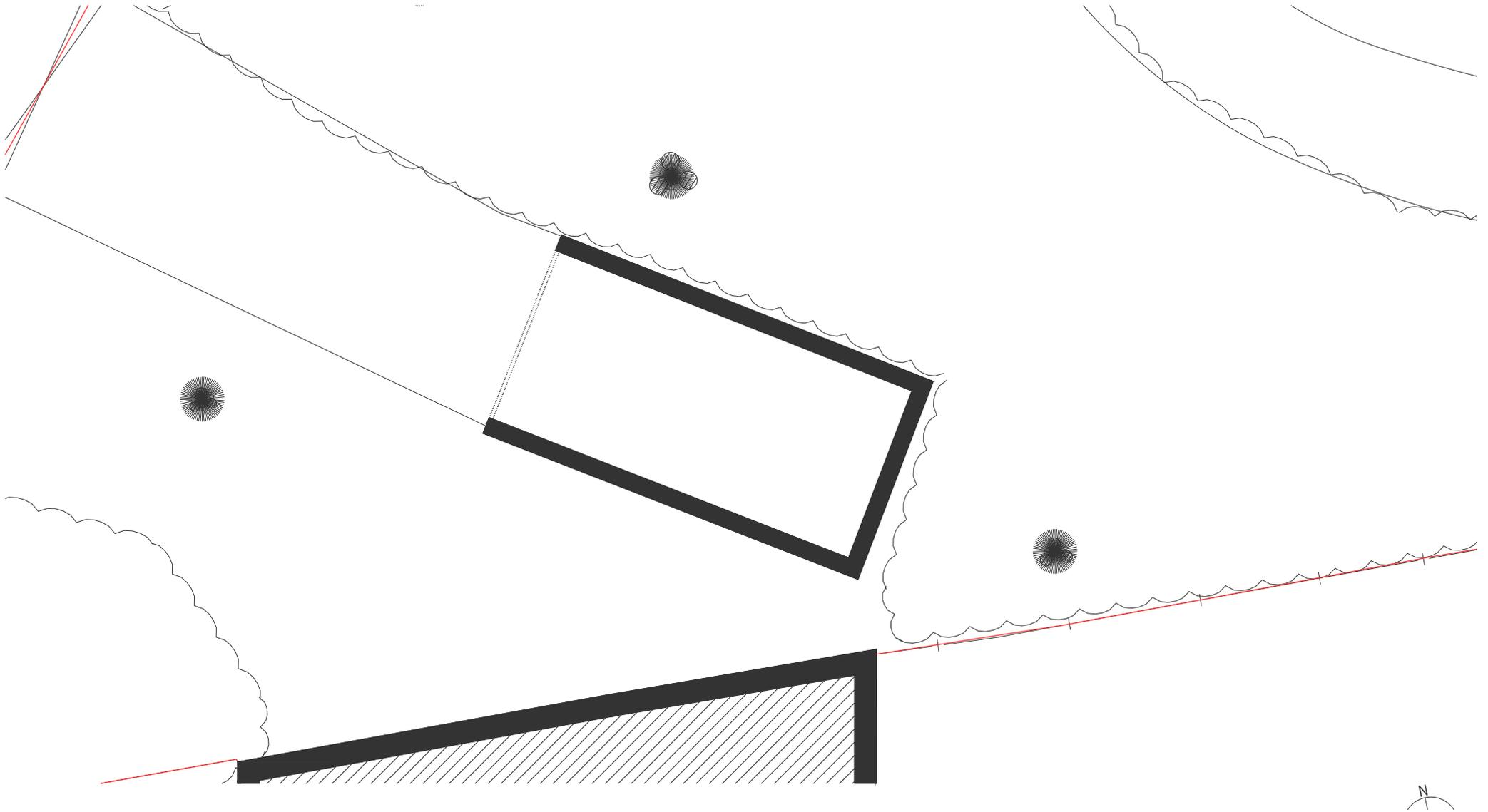


Aerial view: West



2_SITE ASSESSMENT

EXISTING DRAWINGS

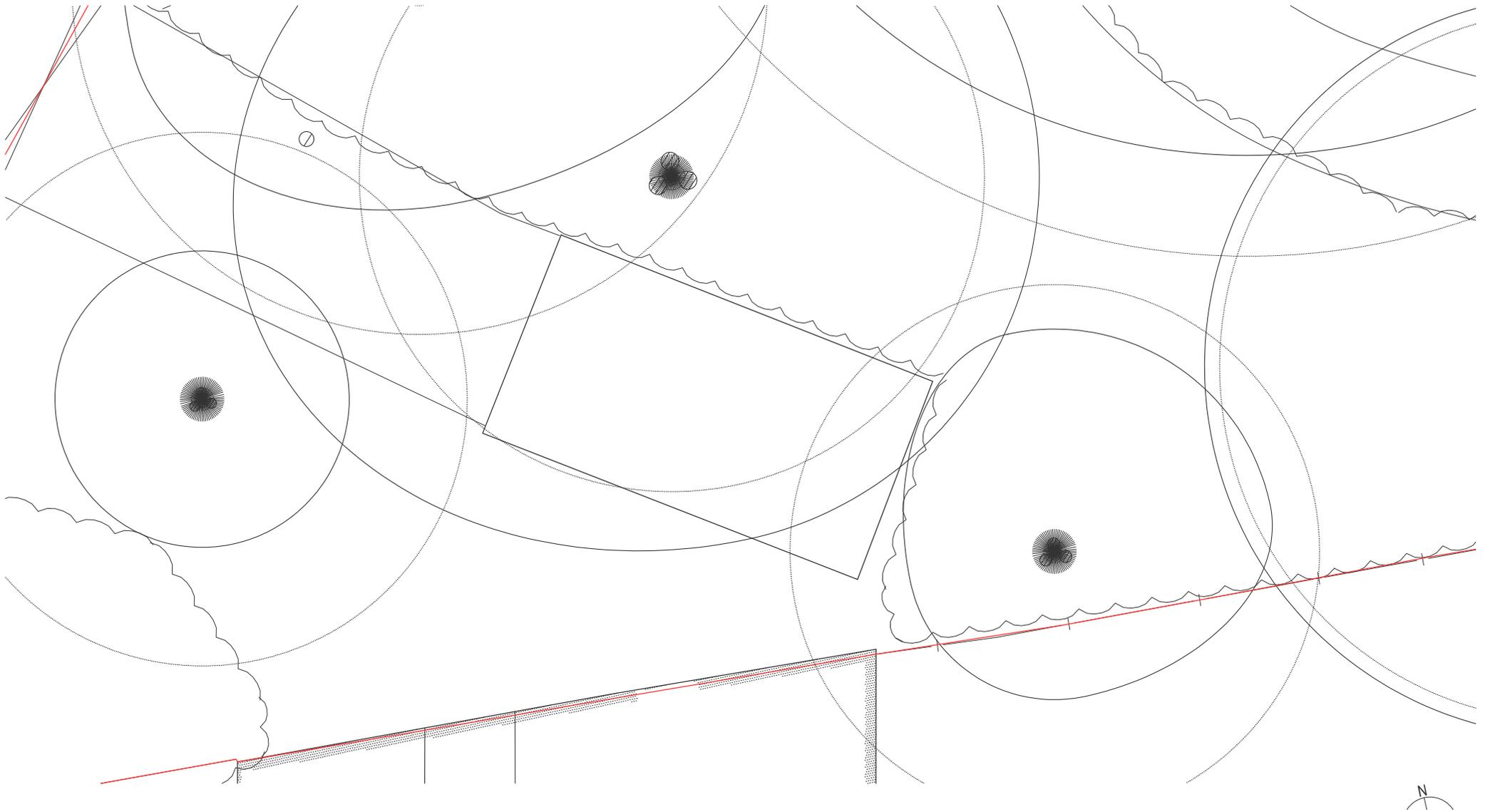


Existing: Ground Floor Plan



2_SITE ASSESSMENT

EXISTING DRAWINGS



Existing: Roof Plan



2_SITE ASSESSMENT

EXISTING PHOTOGRAPHS



Image: Front elevation



Image: Side elevation



Image: View towards gate from garage

2_SITE ASSESSMENT

EXISTING PHOTOGRAPHS



Image: Flank from garden



Image: Boundary to neighbour



Image: Front front garden approach

2_SITE ASSESSMENT

EXISTING PHOTOGRAPHS



Image: Front elevation from gate



Image: Roadside view of gate



Image: Roadside view of gate

3_STATUTORY ASSESSMENT



3_STATUTORY ASSESSMENT

STATUTORY BACKGROUND



Image: Map of local authority boundaries

NATIONAL & REGIONAL PLANNING POLICIES

The site is classified as use class C3, private residential use. It is located within Greater London Authority strategic regional authority. There are no strategic views affected by the development.



Image: Richmond Policies Map

LOCAL PLANNING POLICIES

The site is located in London Borough of Richmond Local Authority, within ward East Sheen. It falls within Christchurch conservation area. The buildings are locally listed. There are no protected trees on the site.

The Richmond Planning Policies Map shows that the site is within the view corridor between Richmond Park and St Paul's Cathedral and part of the garden is identified as Open Land of Townscape Importance.

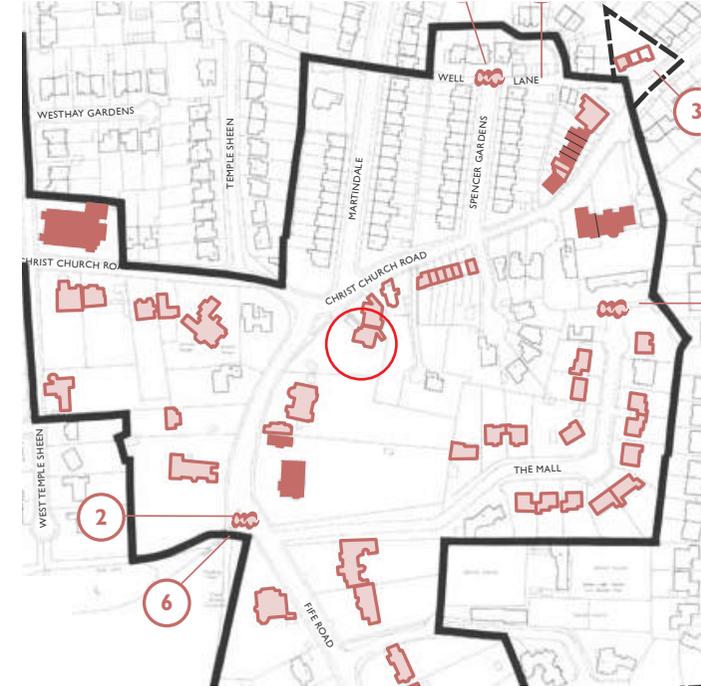


Image: Conservation Area Map

HERITAGE POLICIES & MISCELLANEOUS

The property is a Locally Listed Building. There are listed buildings near or adjoining the site. The property is a Building of Townscape Merit and is located in the sensitive historic environment of Christchurch Road, which is a designated Conservation Area.



3_STATUTORY ASSESSMENT

STATUTORY CONCLUSIONS

NATIONAL & REGIONAL PLANNING POLICIES

The National Planning Policy Framework 2023 includes the following paragraphs which have been identified as especially relevant;

- Paragraph 11- Presumption in Favour of Sustainable Development
- Paragraph 130- Achieving Good Design
- Paragraphs 199-208- Proposals Affecting Heritage Assets

The Greater London Authority, The London Plan includes the following policies which have been identified as especially relevant;

- Policy D4 Delivering good design

LOCAL PLANNING POLICIES

The Local Authority development plan includes the following policies which have been identified as especially relevant;

- Policy LP1- Local Character and Design Quality
- Policy LP3- Designated Heritage Assets
- Policy LP4- Non-Designated Heritage Assets
- Policy LP14- Other Open Land of Townscape Importance
- Policy LP16- Trees, Woodland and Landscape
- Policy LP22- Sustainable Design and Construction

The Conservation Area guidelines are set out in Christchurch Road Conservation Area 13 document;

Christchurch Road conservation area is a well-defined predominately residential area centred on the historic core of East Sheen, surrounded by mainly later suburban development. The conservation area can be divided into a number of distinct character areas, although the whole area is unified by its distinctive and attractive mature suburban landscape character.

There are no tree preservation orders within the site area, although it is noted that the Conservation Area designation also places controls on works to trees.

HERITAGE POLICIES & MISCELLANEOUS

The application property is a Locally Listed Building/Building of Townscape Merit and is located in the sensitive historic environment of Christchurch Road, which is a designated Conservation Area.

The Halsteads, 3 Fife Road, is listed Grade II and is 80m to the southwest. Its listing description states that it was built in 1868 by A W Blomfield and this will be discussed further in section 4.

Supplementary Planning documents which have been identified as especially relevant;

- Buildings of Townscape Merit
- Design Quality
- Village Plan- East Sheen



4_HERITAGE ASSESSMENT



4_HERITAGE ASSESSMENT

HERITAGE BACKGROUND

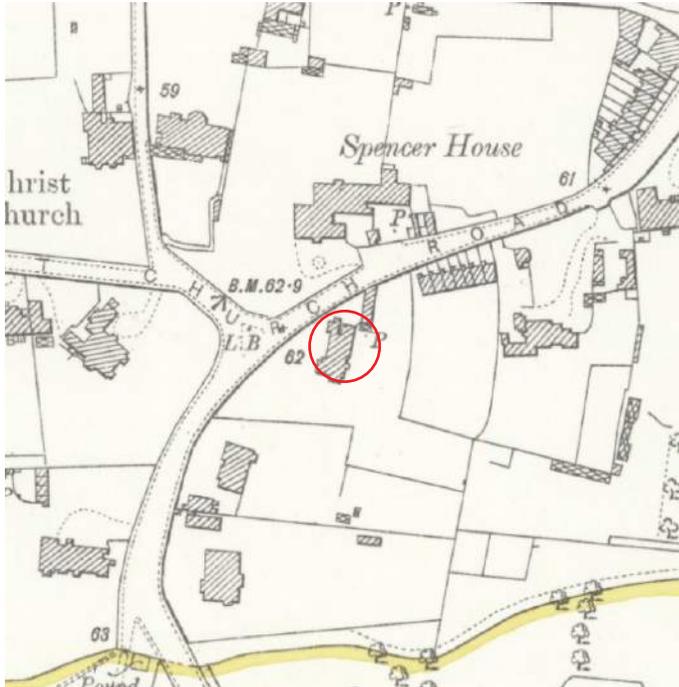


Image: 1893-1894 map

EARLY SITE DEVELOPMENT

The 25 inch 1893 OS map was surveyed with greater resolution and shows The Cottage as a single, large villa. A long subsidiary building range had been constructed to its north, perhaps a stables and/ or potting shed. The garden is seen extending further to the east and the manner in which this area was hatched on the previous map of 1865 suggests that it was laid out for cultivation, as a kitchen garden. This was an early suburb, with villas laid out in a rustic setting and the trappings of country living would be an attractive feature. The footprint of what is now No.55 was then the same as it is now, but without the additions of the angled front conservatory or rear extension.



Image: 1911 map

MAIN PHASE OF DEVELOPMENT

By 1911, the front conservatory had been constructed. It is notable that it then extended as far as the pavement, with an additional, narrower element that was not glazed.

The garden had also been extended, taking from the row of cottages to the east. Note the arrival of Spender Gardens and Martindale to the north, a denser substitute for Spencer House.



Image: 1935 map

MAIN PHASE OF DEVELOPMENT

The application site shows no discernible change on the OS map of 1933 or that of 1940.

Aerial photographs from the 1940s show the layout of the house and its gardens prior to its subdivision.



4_HERITAGE ASSESSMENT

HERITAGE BACKGROUND



Image: 1945-49 Aerial Image

MAIN PHASE OF DEVELOPMENT

It is understood that The Cottage was divided into two dwellings in the 1950s.



Image: 1951 map

MAIN PHASE OF DEVELOPMENT

The 1951 OS map was surveyed at 1:1,250 and, although it does not show any change since 1940, it provides a greater degree of resolution.

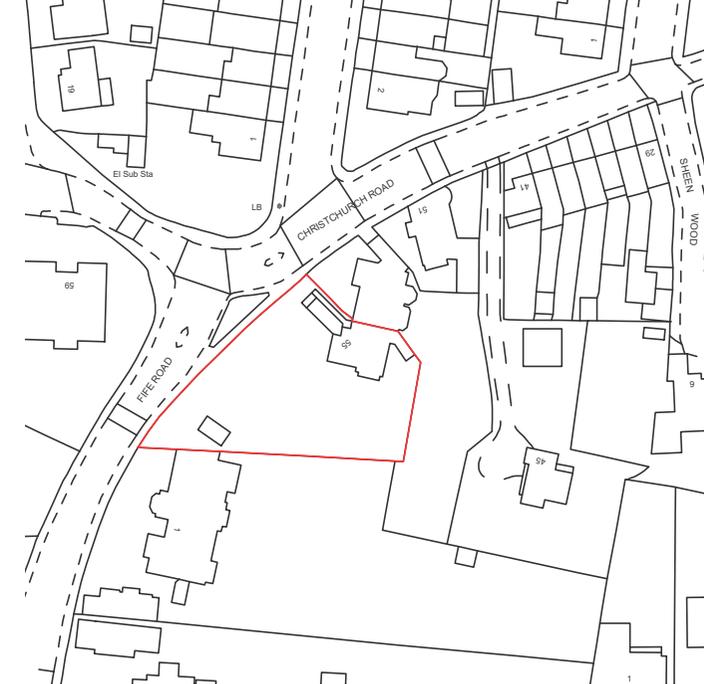


Image: Today

RECENT DEVELOPMENT

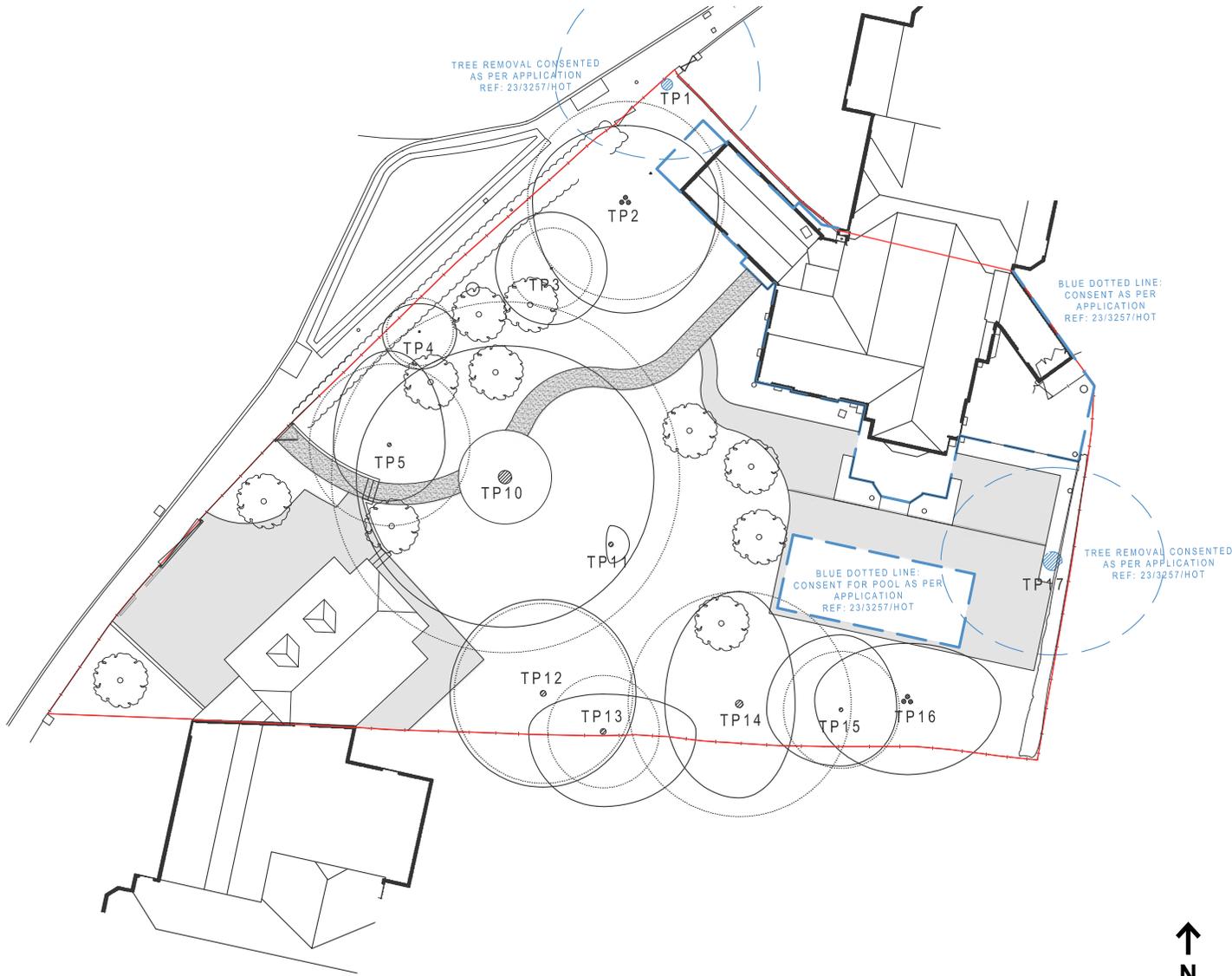
The OS map today shows the only change since the 1951 map to be the addition of the garage to the South West of the site.

5_PROPOSALS



5_PROPOSALS

THE SCHEME



Proposed site plan

The proposals are for:

The existing garage is proposed to be replaced, with a garage on the ground floor and office space above. The replacement structure is 1.5 storeys in height, and of materials and details to match the main house.

The design responds to that of No.51 Christchurch Road, which was originally the coach house to The Cottage. The proposed garage uses similar details and materials but is of a smaller scale.



5_PROPOSALS

SKETCH IMAGES



Image: Visual



5_PROPOSALS

SKETCH IMAGES



Image: Visual



5_PROPOSALS

DESIGN AND HERITAGE RESPONSES

SITE RESPONSES

The following design responses have been made to account for the key issues previously identified in the Site Assessment:

- Policy LP1 of the Local Plan seeks to secure a high standard of design in all new developments, by ensuring compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing.
- Policy LP4 of the Local Plan states that the Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit.
- The proposed garage will be proportionate in size and subordinate to the main house. The materials will match the main house and employ decorative detailing to reflect Blomfield's original design.

The scheme, by adopting good design practice in response to its context, therefore complies with paragraph 134 of the NPPF.

STATUTORY RESPONSES

The following design responses have been made to account for the key issues previously identified in the Statutory Assessment:

- The proposed design upgrades various elements to provide a high quality architectural design that reinforces and respects the Victorian character of the site. The scheme incorporates high-quality materials, with locally distinctive London stock brickwork and timber-framed fenestration forming the main components of the materials palette.
- The 'Buildings of Townscape Merit' Supplementary Planning Document states that: 'The removal of original or characteristic features, or the introduction of unsympathetic windows, doors or materials can not only destroy the visual quality of one building but erode the entire character and interest of an area. Many Buildings of Townscape Merit play a crucial role in the character of local areas. The sympathetic maintenance and adaptation of these buildings can preserve and indeed increase the attractiveness of an area.'

The scheme, by adopting good design and sustainability approaches, therefore complies with paragraphs 11, 134 & 192 of the NPPF along with Local Authority planning policies.

HERITAGE RESPONSES

The following design responses have been made to account for the key issues previously identified in the Heritage Assessment:

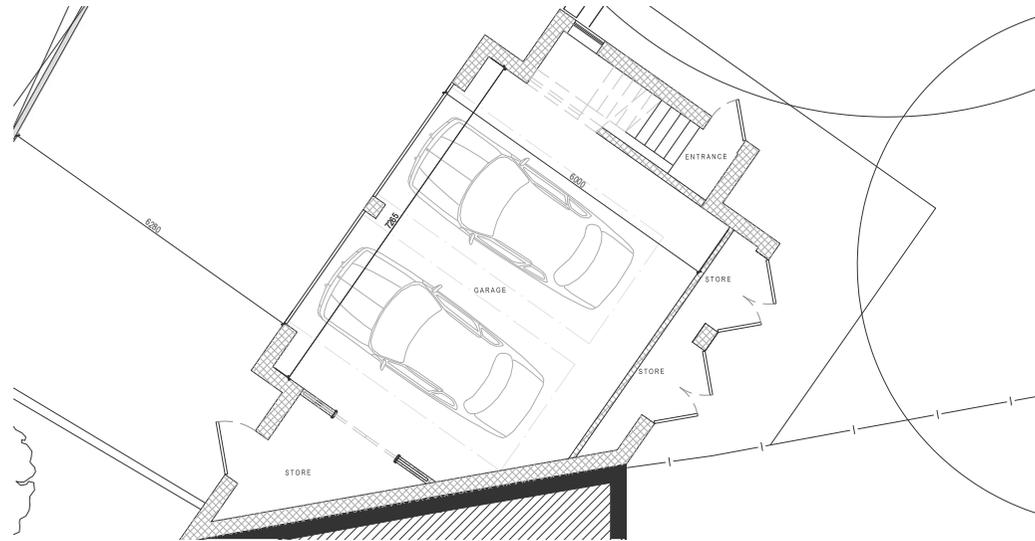
- The proposed replacement garage appears as a service range like a stable or coach house, further reinforcing the traditional character of the buildings within a suburban setting that conveys a rustic character.
- This proposal seeks to sensitively adapt and respond to the positive characteristics of the existing site (its materials, architecture quality and decorative detailing).
- Care has been taken to propose a development of appropriate scale and appearance that will enhance the qualities of the site whilst respecting and reinforcing its historic character. The development meets the design and landscape objectives of the NPPF and accords with the aims and objectives of the primary relevant Local Plan policies.

The scheme, by preserving or enhancing the identified heritage value of the existing fabric, therefore complies with paragraph 200 of the NPPF along with Local Authority heritage policies.

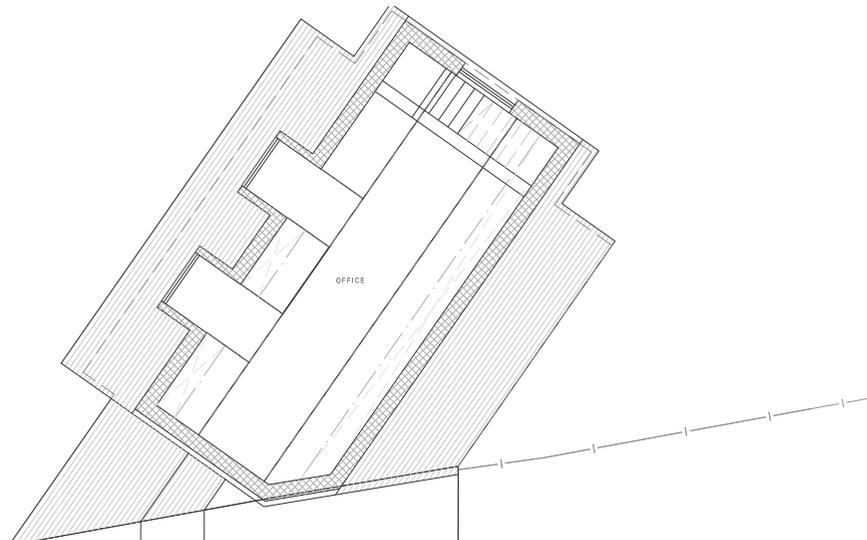


5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Ground Floor Plan

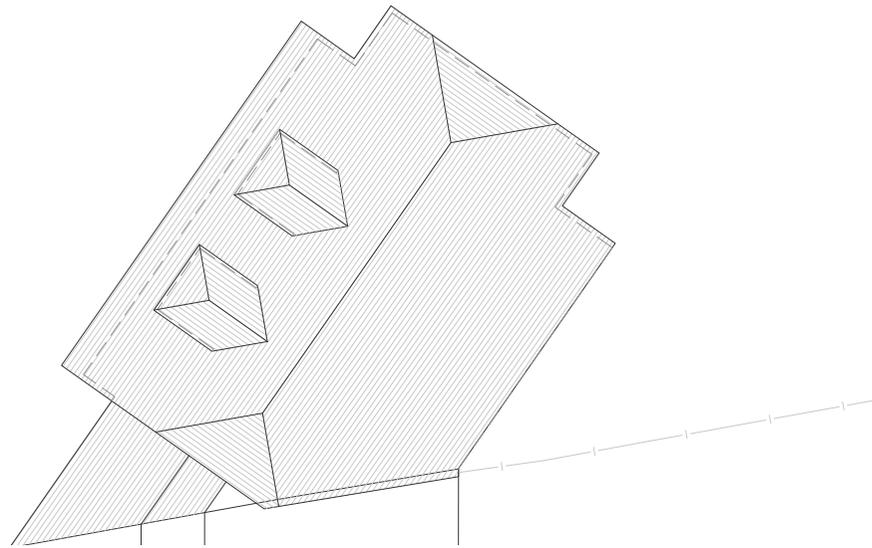


Proposed: Garage First Floor Plan



5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Roof Plan



5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Elevation

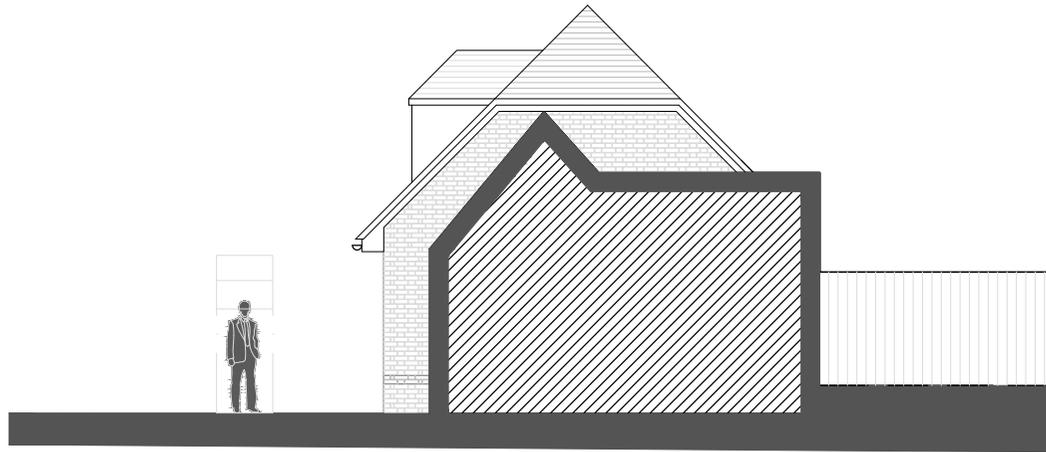


Proposed: Garage Elevation

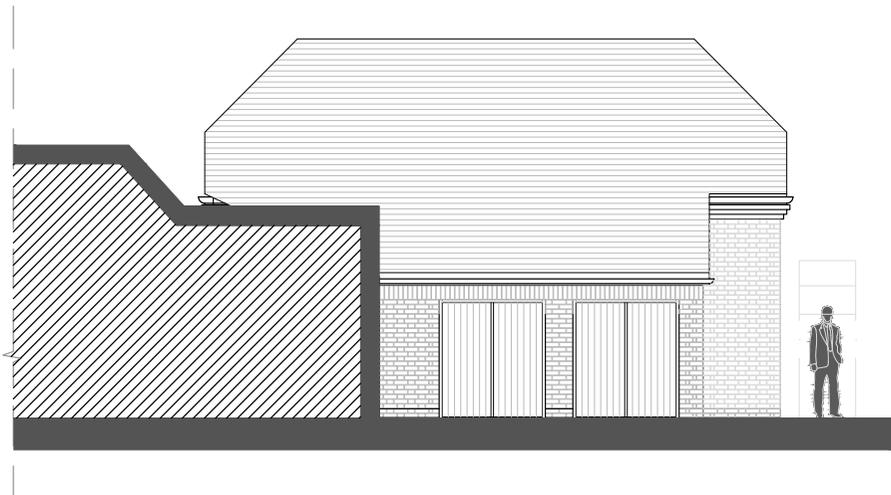


5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Elevation



Proposed: Garage Elevation



5_PROPOSALS

PROPOSED DRAWINGS

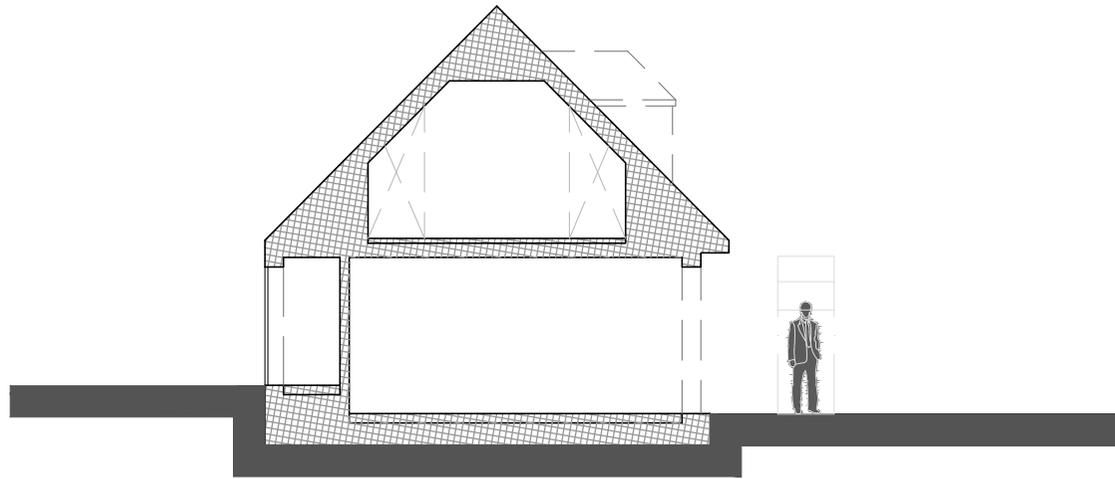


Proposed: Garage Elevation

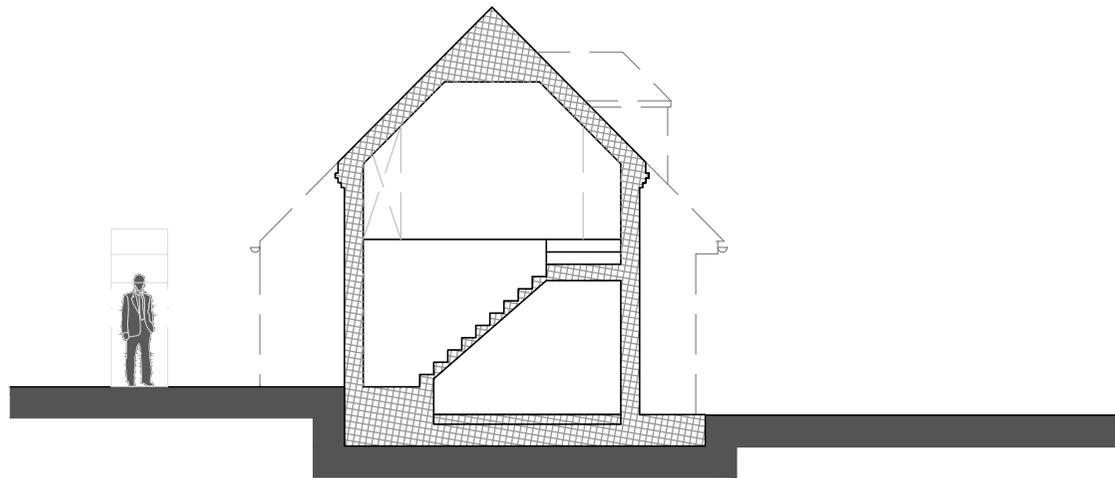


5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Section A-A

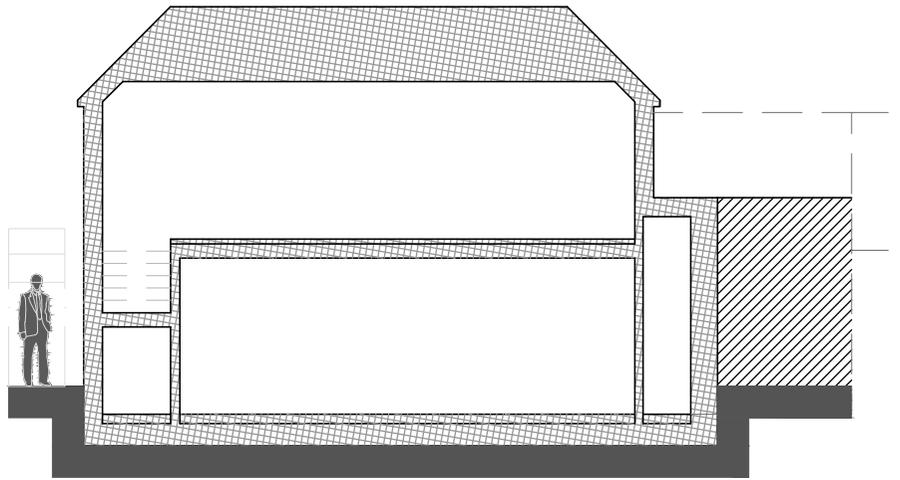


Proposed: Garage Section B-B



5_PROPOSALS

PROPOSED DRAWINGS



Proposed: Garage Section C-C

5_PROPOSALS

PROPOSED MATERIALS



Proposed garage to be London stock brick matching both existing and neighbouring buildings. (1).

Proposed to match the brick details of main house on site, for stylistic consistency with brickwork to match existing. (2).

The proposed dormer windows are to be hipped roof with the fenestration throughout the proposal being timber-framed (3).

The doors are to be timber with glazing (4).

6_SUMMARY



6_SUMMARY

PRE-APPLICATION RESPONSES



Image: Pre-application scheme - Pool House



Image: Pre-application scheme - Main House



Image: Pre-application scheme - Garage

A pre application was submitted in July 2023 for;

'Householder extensions including replacement front extension, rear extension, side extension, replacement garage building, new outdoor pool and poolhouse, replacement glazing and associated works.'

The pre-application was given reference number 23/P0169/PREAPP and formal advice was provided in September 2023. The following text outlines how the pre-application advice has been addressed in this planning application.

6_SUMMARY

PRE-APPLICATION RESPONSES

PRE-APPLICATION ADVICE

Transport

Clarification is sought of the works proposed to the existing vehicle crossings and the use of the crossings.

The proposed drawings suggest that the south-western end vehicle crossing is proposed to be widened. The planning application needs to provide a plan demonstrating accurate dimensions of the existing crossing and clarify and confirm if this crossing is proposed to be widened/ extent of the crossing to be widened.

Clarification is also required as to whether there are existing gates and details is required on the proposed new gates.

If the south-western vehicle crossing is proposed to be widened, an assessment on 5.11 of the Transport SPD would need to be provided within a transport statement. Section 5.11 of the Transport SPD notes widening of existing crossovers will not be considered where the final width will exceed 2.4m flat section or where the crossover already exceeds this.

Section 5.15 of the Transport SPD notes "a garage must be set back at least 5.5m from the boundary of the footway with the site, so that a vehicle can pull off the road. This will prevent obstruction of the road or footway while the garage doors are opening. The sightline requirements for garages and the provision of gates are 2.1m x 2.4m, and the visibility splays must not be obstructed by any object that is greater than 0.6m in height. Dimensions for new or re-built garages are 3.0 x 6.0m. The measurements are clear internal dimensions and will allow most vehicles to park and the doors to open sufficiently for passengers to alight. An aisle width of at least 6.8m, preferably 7.3m must be provided between rows of garages."

Based on the ground floor drawing of the garage, the proposed garage is setback approximately 6m from the road. Further, the depth of the garage would be 6m in depth and the width of the garage would be approximately 7m which (accommodating 3m in width per car) which would meet the area requirement for a garage. However, the dimensions of the garage should be included on the plan.

A cross section of the proposed gates, vehicle crossing, and appropriate visibility splays will be required to support the application.

PLANNING APPLICATION RESPONSE

Transport

The updated proposals make no changes to the existing vehicle crossing.

Photographs of the existing gates have been included in the document and elevations of the new proposed gates have been submitted with this application.

The updated proposals do NOT look to widen the existing vehicle crossing.

The garage is set back over 6m from the boundary. The sightlines will remain as existing with a sliding gate proposed which will not create any visual obstruction. Internal dimensions for the garage can be seen on the plans. The internal dimensions are sufficient for clear parking and space for doors to open suitably for passengers to alight.

The dimensions have been added to the plan.

The visibility splays remain as existing.



6_SUMMARY

PRE-APPLICATION RESPONSES

PRE-APPLICATION ADVICE

Garage Block

There is no objection to the demolition of the existing garage block which does not appear to hold architectural or historic merit.

The proposed replacement garage block is to be significantly larger than the existing in regard to providing floorspace for 2 cars and adding an additional storey. There is concern that this significant increase in bulk and massing, in combination with its siting adjacent to the highway and at a distance from the associated dwelling would result in the garage block being perceived as a separate dwelling rather than a subservient outbuilding.

While the construction of a garage to replace the existing is not objected to in principle, it is recommended that the design is amended to a more discrete, single storey garage design.

It is also acknowledged that the proposed garage block adjoins the neighbouring dwelling at No. 1 Fife Road, this is a legal matter and will be subject to party wall agreements.

Vehicle Access / Gates

The design and access statement notes that both pedestrian and vehicular access points will remain as existing with new gates. Elevations of the proposed gates would be required in a planning application. The proposed materiality of the gates should be sympathetic to the host dwelling and wider Conservation Area.

PLANNING APPLICATION RESPONSE

Garage Block

The proposal now includes a landscaping scheme and the garage has been reduced in footprint, massing and height while also pushing it back from the street and bringing the eaves lower. This has been done as a response to make the garage more 'discrete' and clearly a subservient building to the main property.

The lowering of the eaves gives the appearance of a single storey dwelling with accommodation in the roofspace as opposed to the clearly double storey building proposed at pre-app stage.

Vehicle Access / Gates

Elevations of the proposed gates have been submitted with the application. These are in timber to be sympathetic to the host dwelling and wider area.



6_SUMMARY

PRE-APPLICATION RESPONSES

PRE-APPLICATION ADVICE

Neighbouring Residential Amenity

All other additions and alterations associated with ... garage and sufficiently setback such that they would not be visually intrusive, overbearing, nor would they result in an unreasonable loss of light or loss of privacy to this neighbouring property.

Other Open Land of Townscape Importance

There is concern that the cumulative impact of the proposal would result in loss of trees and soft landscaping in favour of additional floorspace and associated hard landscaping. This could detrimentally impact the character of the site as OOLTI. In particular, the garage block is of concern given its overall bulk, massing, visibility from the street and distance from the associated dwelling which means it does not read as a subordinate outbuilding to the host dwelling and encourages urban sprawl across the site.

PLANNING APPLICATION RESPONSE

Neighbouring Residential Amenity

While the pre application response highlights that the garage is 'sufficiently setback' and 'would not be visually intrusive, overbearing, nor would they result in an unreasonable loss of light or loss of privacy to this neighbouring property' the scale,height and overall massing of the garage proposal has been reduced.

Other Open Land of Townscape Importance

The proposal has taken these comments on board and reduced the massing and height of the garage proposal, setting the garage back from the street even more. The lowering of the eaves helps to make the garage appear as a more 'discrete' and clearly subservient building to the main property.

A landscaping plan has been submitted with the planting of new trees to replace those to be lost. Hard landscaping is kept to a minimum with permeable clay pavers used where possible.

The existing garage and surrounding landscaping is run down and holds no historical value. The design responds to that of No.51 Christchurch Road, which was originally the coach house to The Cottage. The proposed garage uses similar details and materials but is of a much smaller scale. The garage combined with the proposal of an improved landscaping scheme looks to enhance the area.



6_SUMMARY

JUSTIFICATION



The proposals address all the site, statutory and heritage considerations previously identified.

The application incorporates the advice provided in the pre-application process and no material changes to planning policy have occurred in the interim.

The proposals enhance the sustainability and maximises the potential of the site and local area. Therefore a presumption in favour of development applies.

The proposals make a positive contribution to local character and distinctiveness. Therefore the development should be treated favourably.

The proposals preserve or enhance the heritage value of designated heritage assets. Therefore a presumption in favour of development applies.

The scale, form and detailing of the proposals have been carefully considered so as to be both attractive, functional and practical to build.

Doll & Co. are delighted to recommend the application to the Local Authority for approval.

DOLL & Co.

ARCHITECTURE/DESIGN

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