



Sion Court
Design & Access Statement
5th June 2024

01



Site

Wider site and connections	4
Site location	5
Aerial views	6
Opportunities & constraints	7
Existing Site	8
Context - historical	9
Context - local character	10

Site



Wider context and connections

Sion Court sits to the east of Twickenham town centre within a bow of the River Thames. This location gives good riverside access to the south, west and north and as such, the riparian condition defines much of the historic built context.

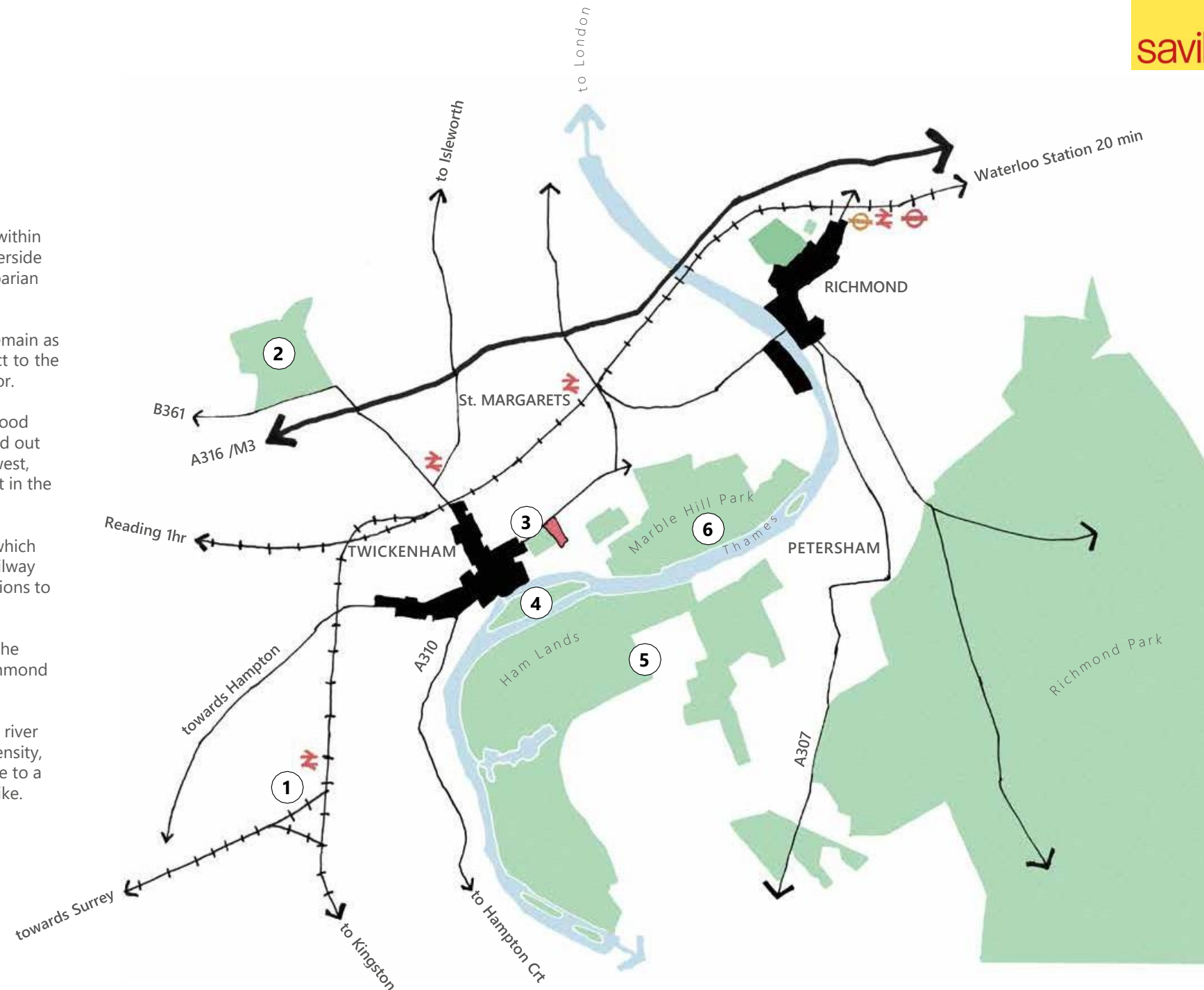
Large formal residences within their parkland estates remain as publicly accessible green spaces which typically connect to the River, given its relevance as an historic transport corridor.

As one of London's outer Boroughs, Richmond offers good transport connections; back in to London in the east and out towards Reading and the North Wessex Downs in the west, then the Surrey Hills, the South Downs and Sussex coast in the south.

By road, the A316 quickly becomes the M3 Motorway which soon connects to the M25, while the South Western Railway and Southern Thameslink railway services offer connections to the south and west.

All other transport connections are easily accessed via the London Overground link between Twickenham and Richmond then on to the London Underground.

This accessibility, combined with high quality parks and river recreation and valued, well maintained, relatively low density, older built stock have kept this part of London attractive to a wide demographic of potential residents and visitors alike.



■ Site

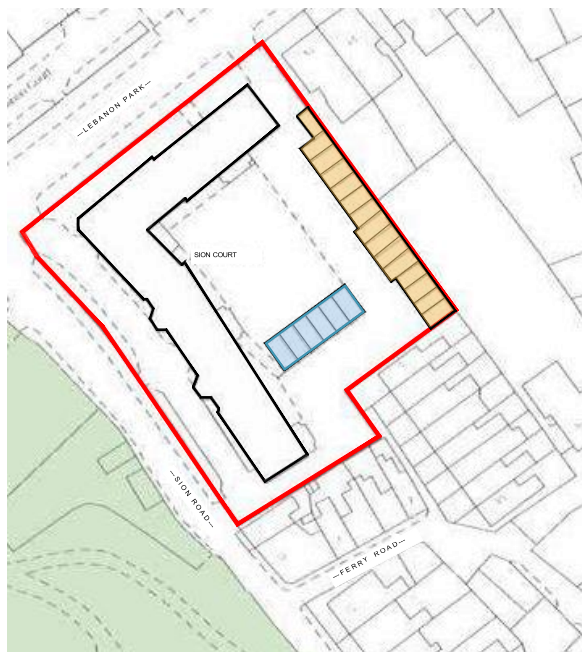
- 1 Strawberry Hill depot
- 2 Twickenham Stadium
- 3 York House and gardens
- 4 Eel Pie Island
- 5 Ham House
- 6 Marble Hill House

Site location

Block plan

Sion Court is an L-shaped block that partly encloses a shared garden (in which are located the subject garage buildings).




It occupies the north-west corner of a larger city block that is surrounded by quiet residential streets; Sion Rd, Lebanon Park, and Ferry road (leading to Little Ferry Road).



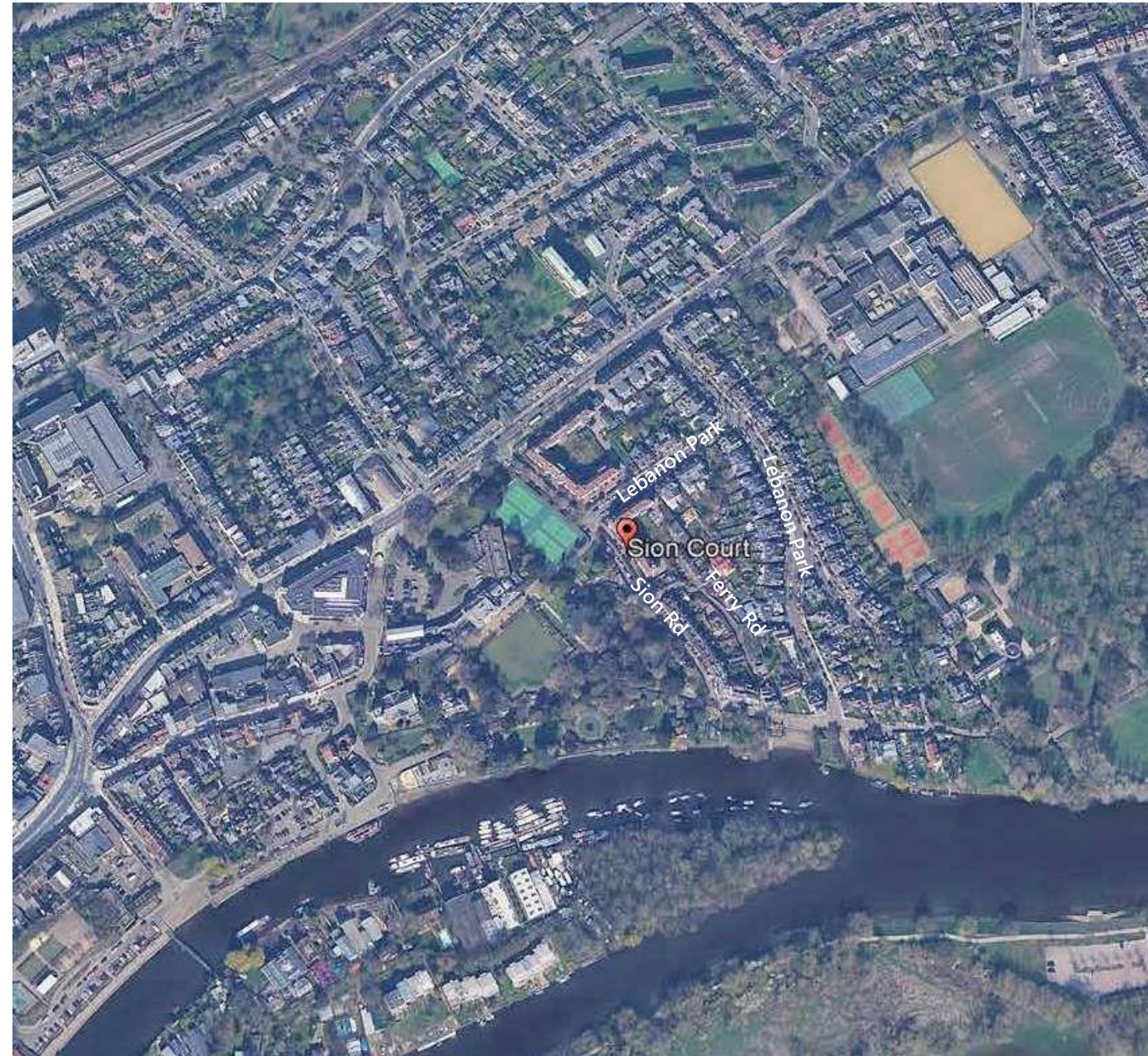
Block plan

Scale 1:1000



-  Site curtilage
-  Proposed redevelopment site
-  For demolition

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City block morphology - shaped in part by the River Thames

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Block aerial views



From the north



From the south



From the east



From the west

Opportunities & constraints

- Site boundary
- 19no. Garages - B8 (inc 1no. apartment) for demolition
- Old brick wall c 3m high.
- Site entry
- Fold down bollards
- Gas meter enclosure
- Composting bins
- Picnic benches
- Windows
- Inspection cover

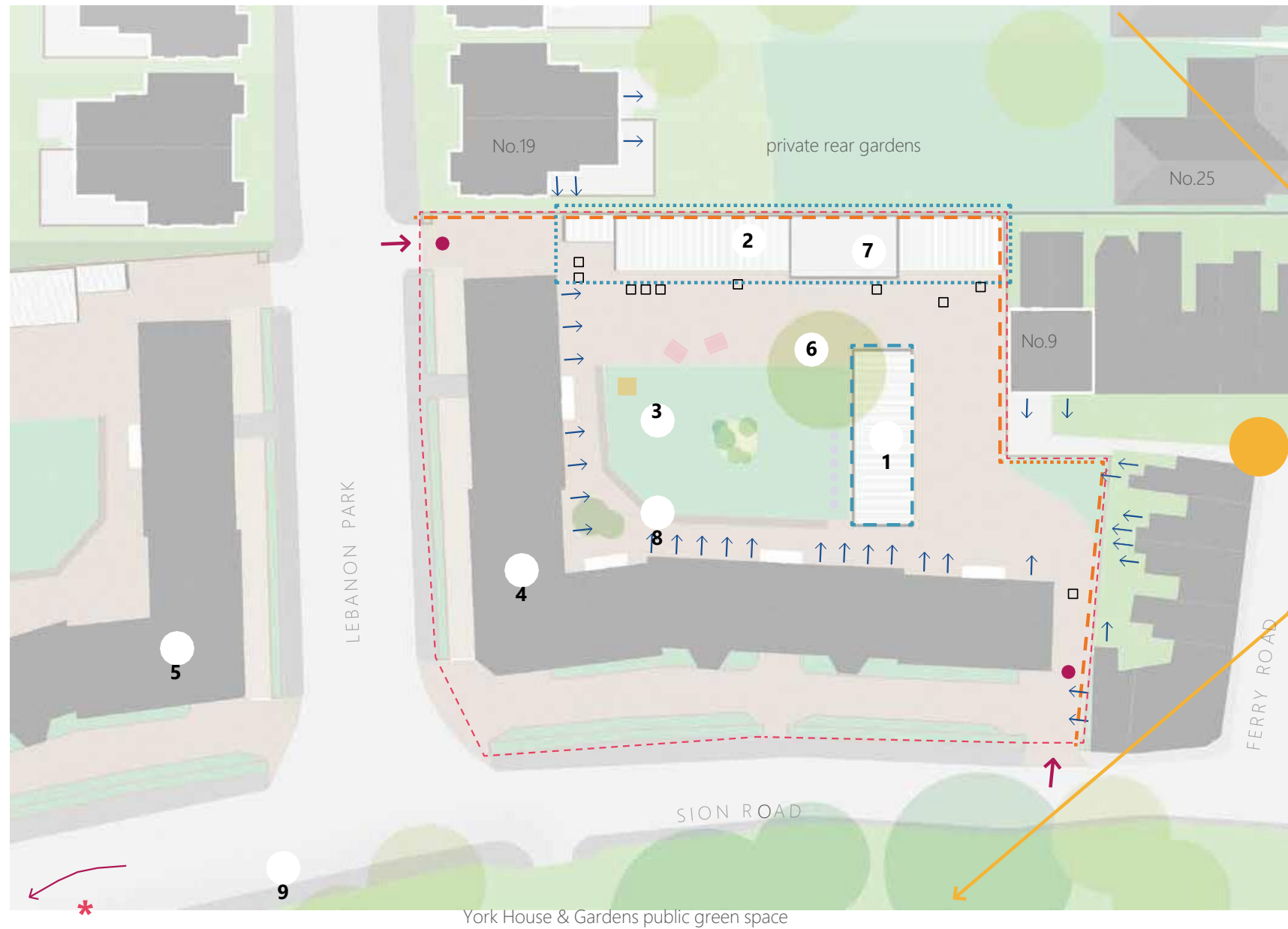
- 1 Garages A
- 2 Garages B (with 1st floor apartment)
- 3 Shared garden
- 4 Sion Court (5 st.)
- 5 Lebanon Court
- 6 Mature sycamore
- 7 First floor apartment
- 8 Low box hedge
- 9 Car club / restricted parking



PTAL 5

(All public transport modes in London currently available: National Rail, London Overground, Tube, DLR, Tram, Buses)

Design & Access Statement



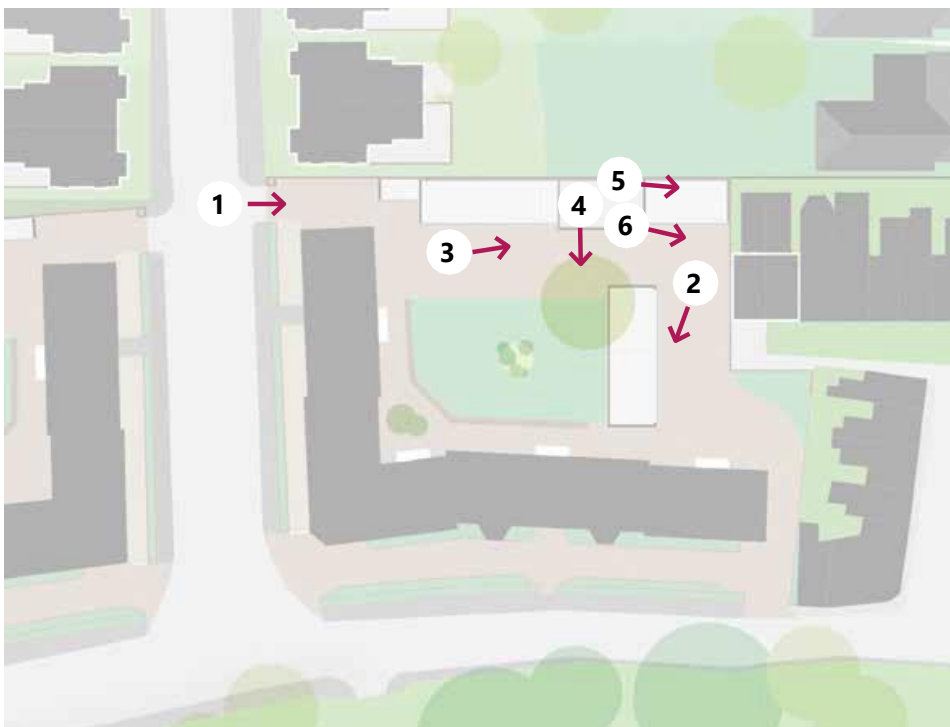
- * Twickenham Town Centre - 2 minute walk
- Bus connections - 2 minute walk
- Twickenham station - 10 minute walk
- St Margarets station - 10 minute walk

Scale 1:500 at A3



Sion Court 7

Existing Site



Context

Heritage: Conservation Areas

Local Character and Design Quality

"The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise."

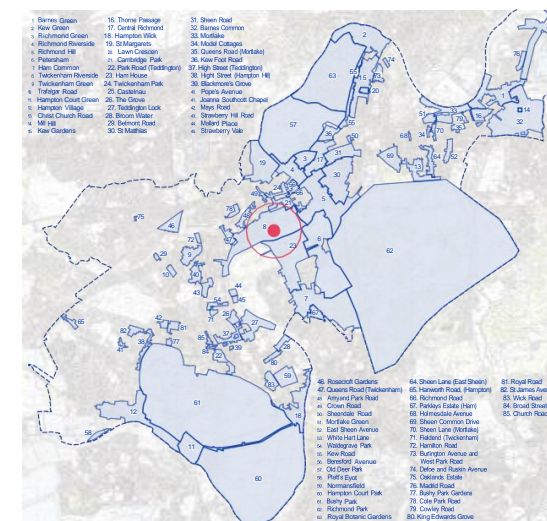
- Local Plan Policy LP1 (2018)

Located at the centre of the (large) Twickenham Riverside Conservation Area (which is itself at the centre of the wider Conservation Areas map) the site benefits from a rich historic urban context.

Photographic and drawn studies of the surrounding streets, gardens and other buildings of historic significance have informed a thorough understanding of the local morphology and townscape. This work was undertaken concurrently with a thorough examination of the relevant historic planning guidance.



Site located within conservation area no.8
NB also named 'Conservation Area 21 in 'Twickenham Village Planning Guidance SPD 2018'



L-R: Conservation Area Study, Conservation Area SPG, Buildings of Townscape Merit, Twickenham Village Planning Guidance (https://www.richmond.gov.uk/services/planning/conservation_areas)

Context

Local character: Varied scale residences

Immediate context is predominantly residential buildings which vary in size, style and age.

Between the site and the River are a number of smaller two storey houses (Ferry Rd etc) and larger, later residences of up to three and four stories within red brick terraces which set a street character, material and scale precedent for the proposals.

"The area has a varied character ranging from narrow streets and alleyways with 18th century two and three storey buildings through to 1930s mansion blocks. There is a semi-rural character fronting the river between Water Lane and Orleans House.

Lebanon Park is a distinctive enclave of Edwardian houses built on the grounds and site of a large villa, Mount Lebanon, which burnt down in 1909."

- 'Twickenham Village Planning Guidance SPD 2018'



Sion Road, looking towards Ferry Road and the way to the River. Lambent light through foliage.



19 Lebanon Park shares a party wall with the garage site.



3 storey bay to semi detached Edwardian villa Lebanon Park.



Cottage on Ferry road. A shared surface with vehicles slowed by narrow winding streets and limited access.



Rigour and sobriety of the later mansion blocks in red brick with clipped, formalised planting.



Small industrial / ancillary buildings in re-use as residences. Well suited to the quieter back streets and lane-ways.

Context

Local character: Mansion blocks & terraces

"Lebanon Park Road is a particularly distinctive street of Edwardian detached and semi-detached housing. The terraced house continued as the most popular and proliferate form of housing but mansion blocks of flats became increasingly common. "

- 'Twickenham Village Planning Guidance SPD 2018'

"Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area".

- 'Policy LP 1 of the Local Plan (2018)'

The (relatively) late construction of the Lebanon Court and Sion Court blocks serves a more contemporary level of housing need, given their relatively high density when compared to the smaller older cottages and houses that comprise the majority of neighbouring built stock.

They are well placed with a height and mass appropriate to the main (Richmond) road, their mass softened by the mature trees within their own grounds and those of York House Gardens.

The site is located within the back-land of the 5 storey (Sion Court) mansion block and against the garden wall of a detached private house. The juxtaposition of the small neighbouring cottages on Sion Road (and Ferry Road) sets up an important massing and scale precedent.



Semi detached villa Lebanon Park.



Neighbouring cottages, Sion Road.



Repetitious well mannered facade over looking York House Gardens.



Neighbouring Edwardian gable, 19 Lebanon Park.

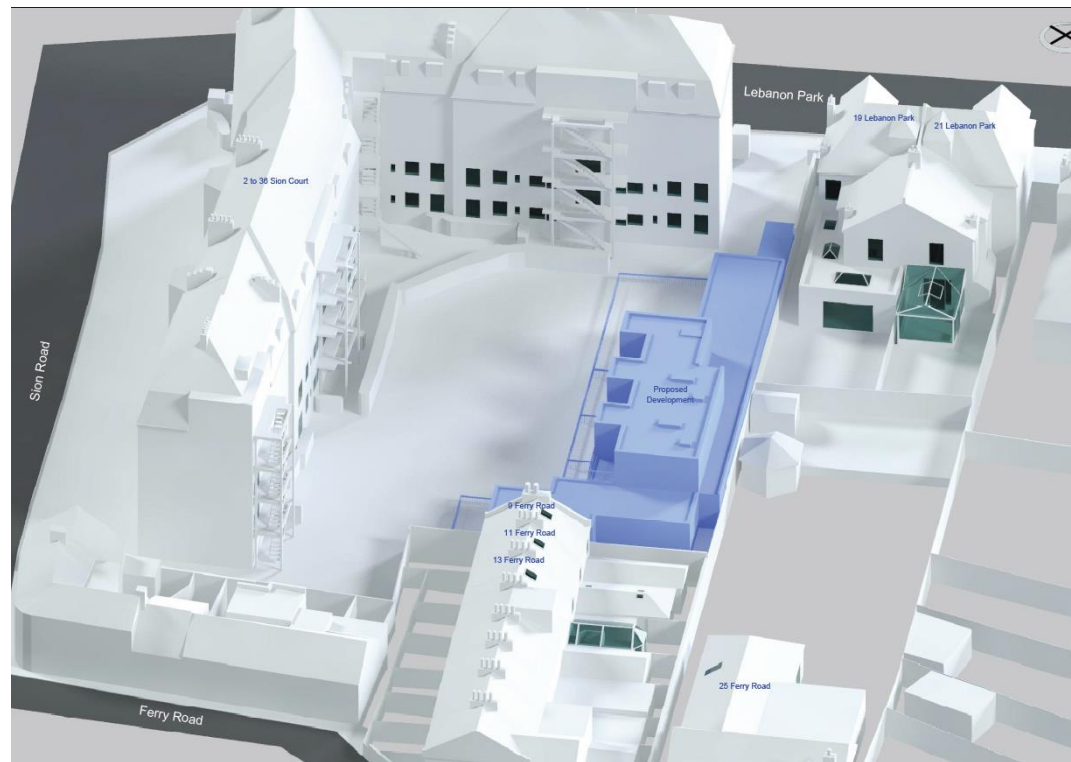
02

Proposals

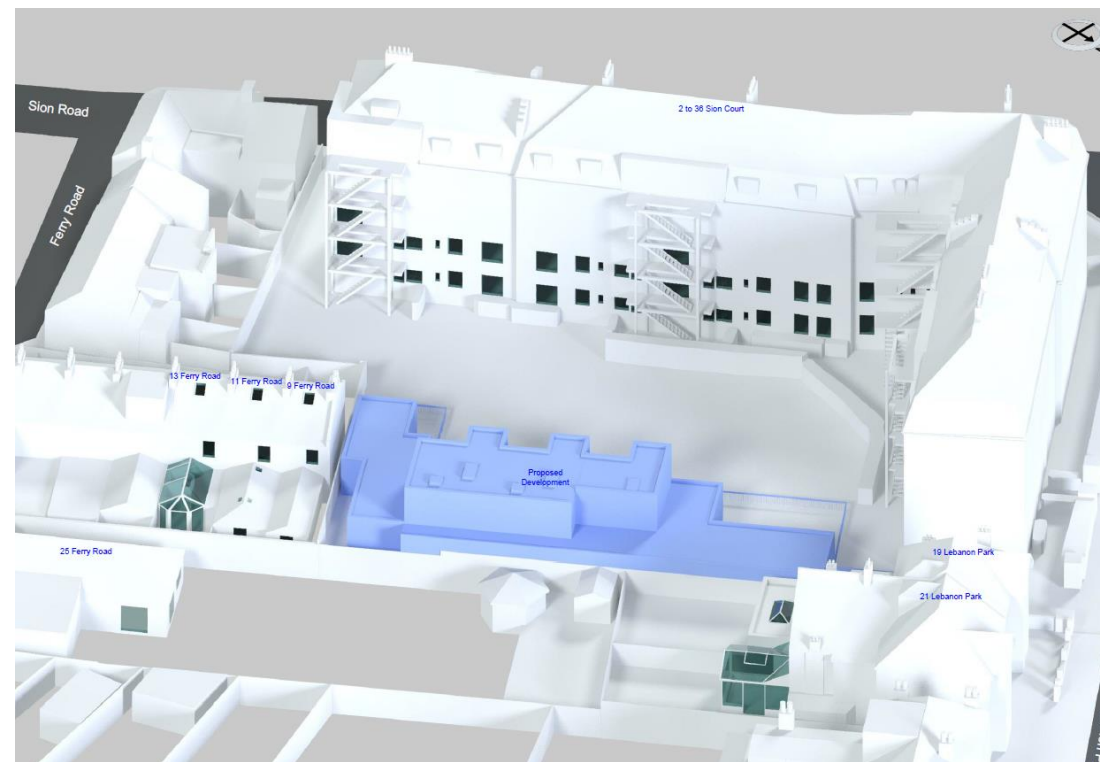
Proposed massing	13
Layouts	14
Elevations	16
Concept views	18
Site diagrams	23

Proposed massing

The stepping height and castellated roof-line, breaks the mass and brings the finer grain of the Ferry Road houses across the wall, into the site, giving a face to this lower, less formal rhythm of undulating pitched roofs and outriggers, which creates a dynamic yet bucolic backdrop to views from within the site.



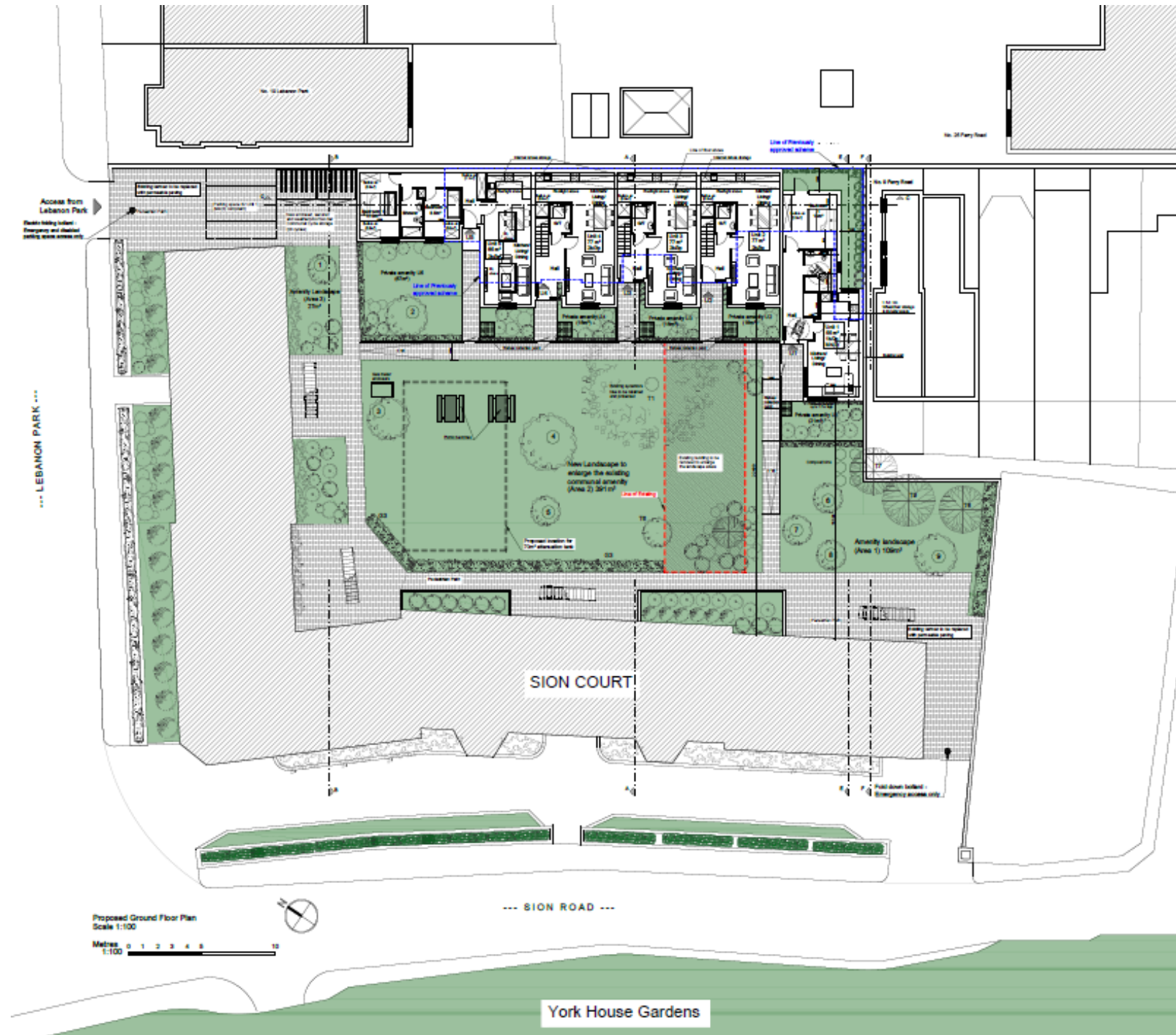
Axonometric view from south west.



Axonometric view from north east

Proposals

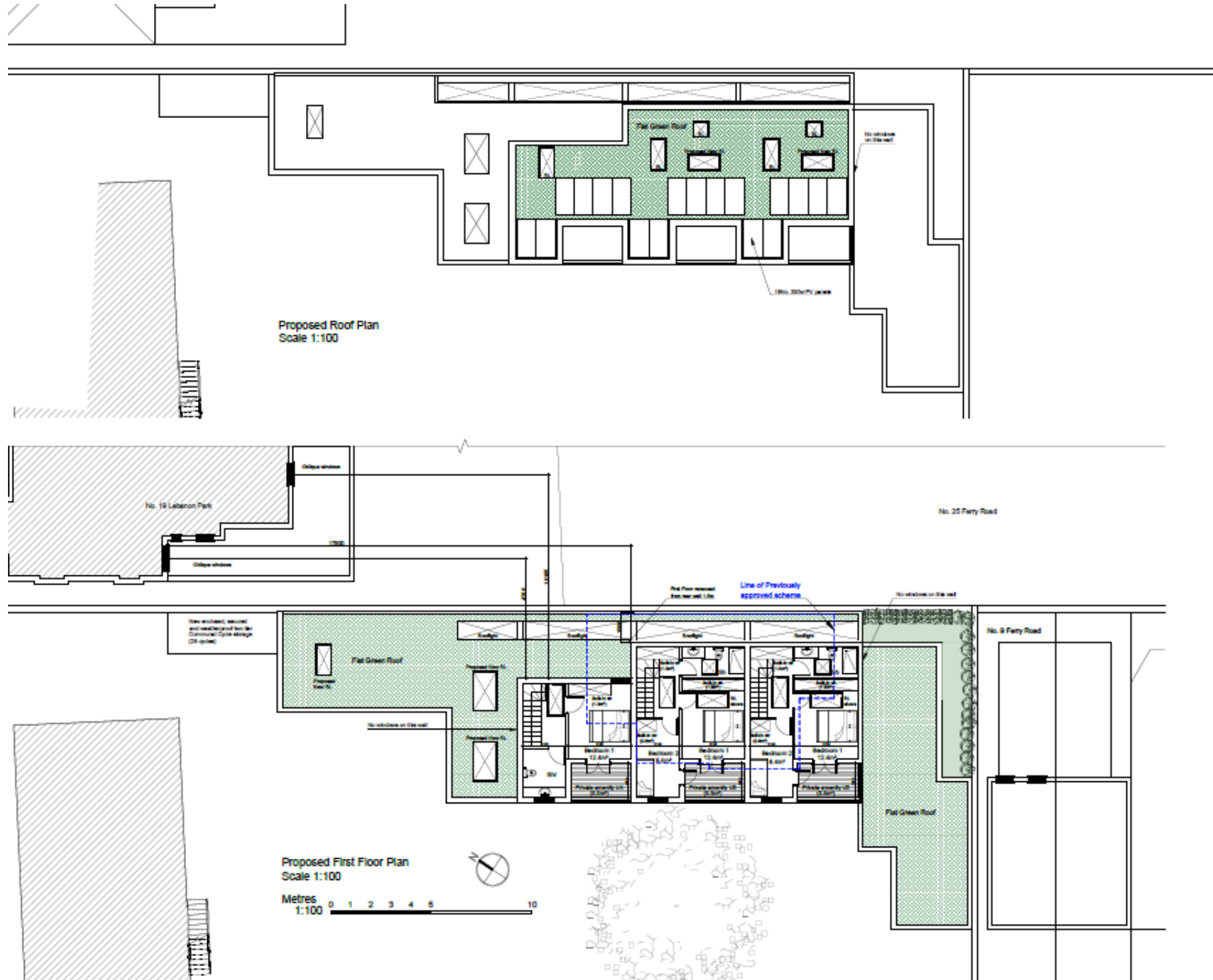
Ground floor layout



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Proposals

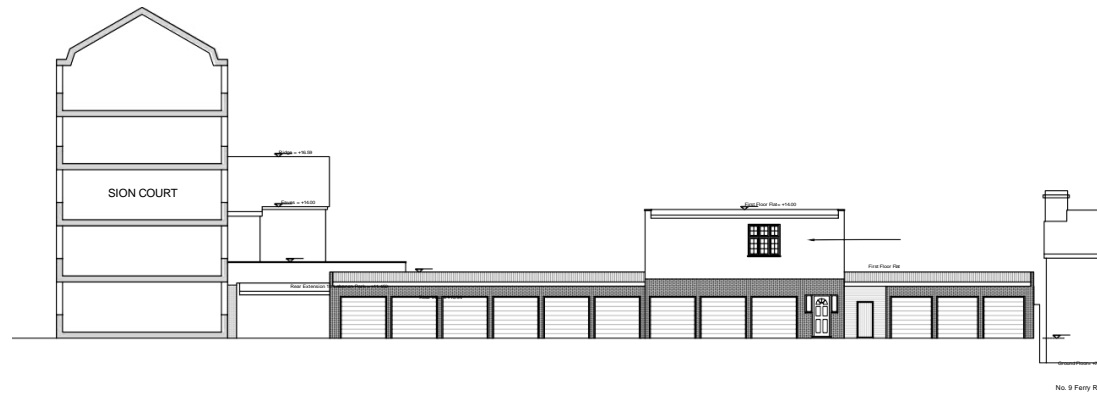
First floor & roof plan



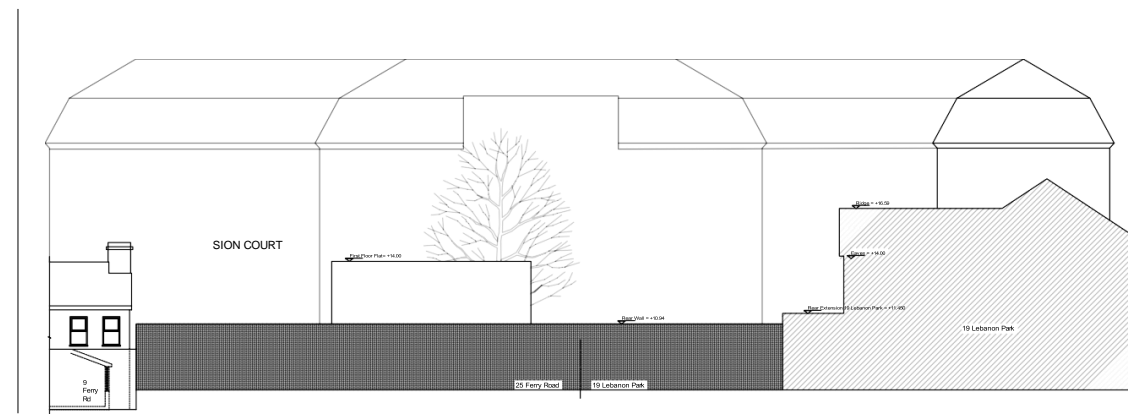
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Proposals

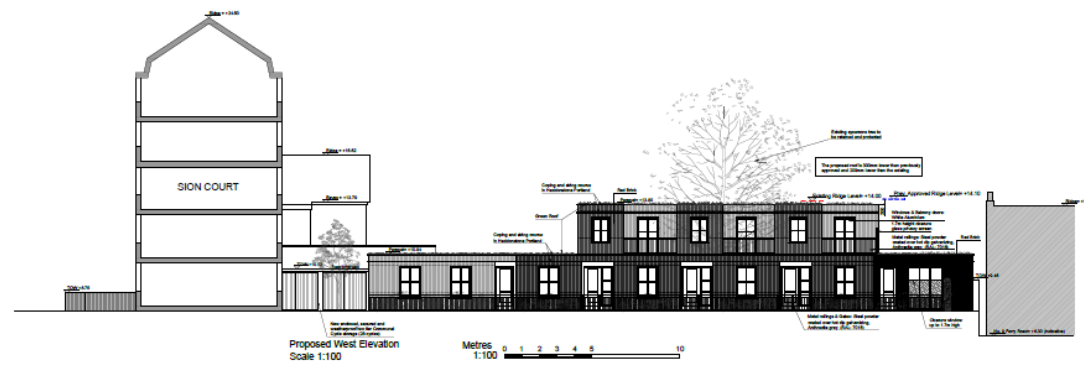
Elevations - existing & proposed



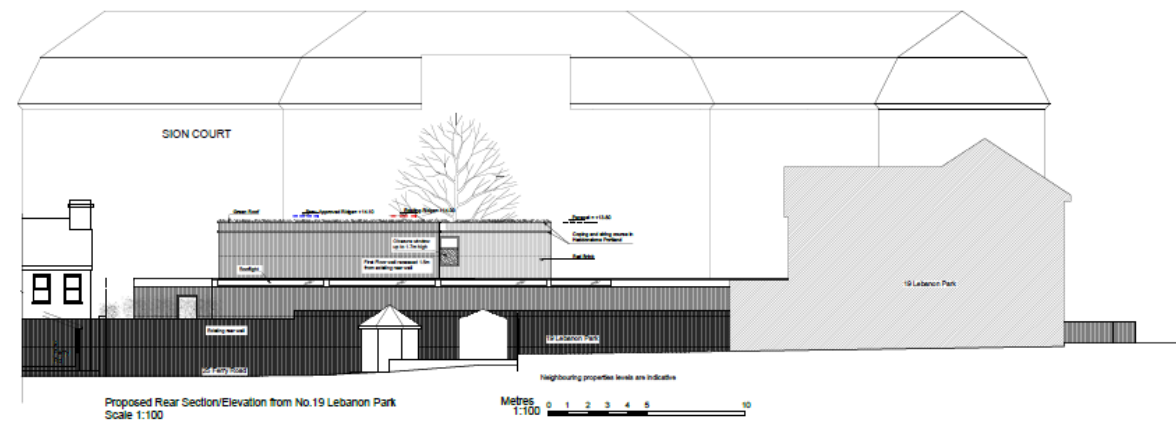
Existing west (front) elevation



Existing east (rear) elevation



Proposed west (front) elevation



Proposed east (rear) elevation

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Proposals



The new dwellings within their city block and wider context - a modest back-lands addition that encloses a new shared garden.

Proposals

Concept

The proposed buildings hold the line of the north-eastern corner of the plot and enclose the new enlarged garden.

The removal of a second garage block will add green space and create a more coherent sense of enclosure, allowing movement around the central, retained sycamore tree which will enclose the space.



Early sketch (view from Lebanon Park entrance): Overlapping private and shared amenity. Front gardens of the new residences share the space between the buildings with the enlarged central green space.



An eye level view looking north across the new communal amenity. The retained sycamore encloses a place for communal gathering beneath its canopy. Chance encounters with familiar faces helps to establish a sense of neighbourliness within the now fully enclosed, shared garden.

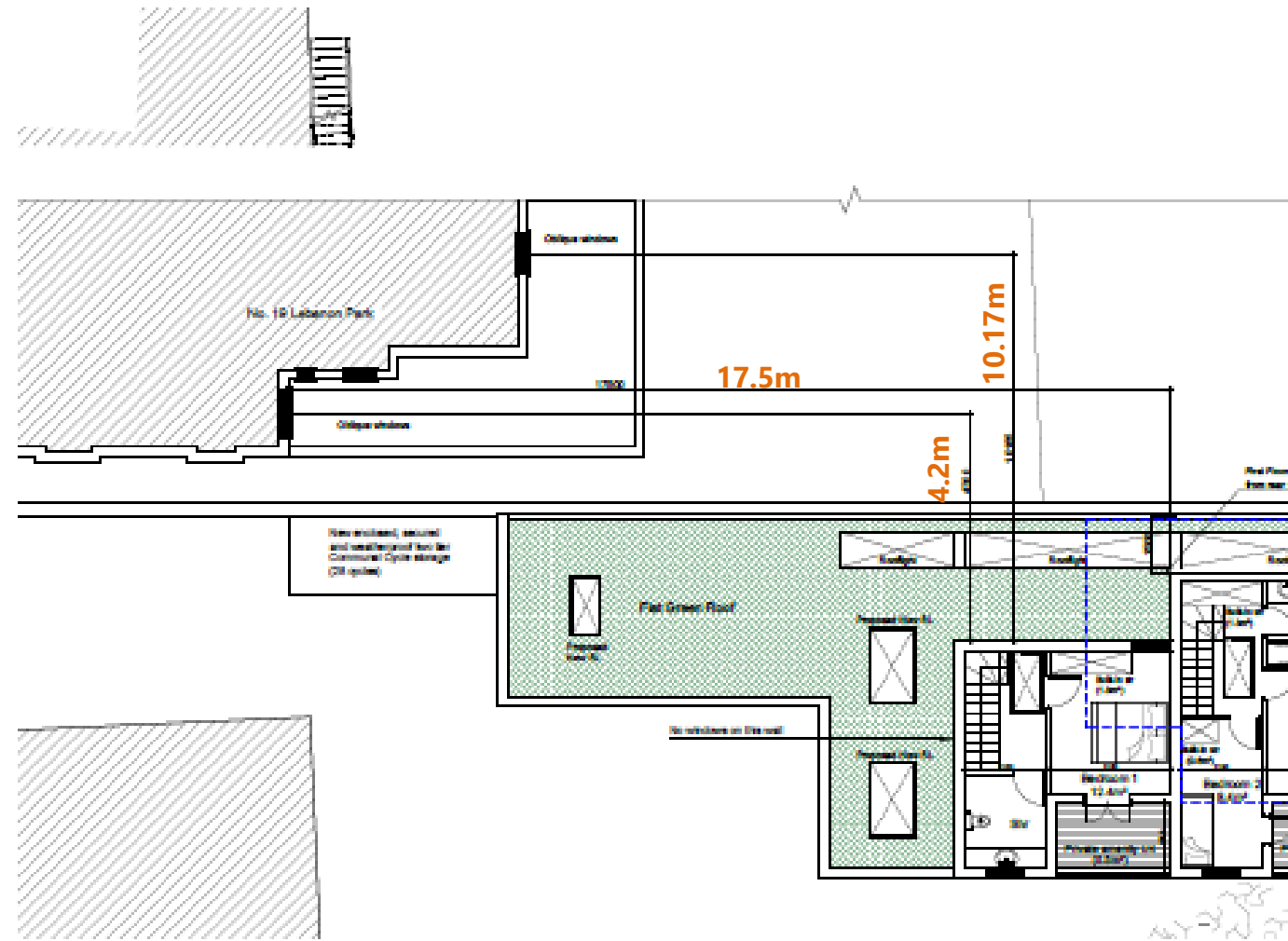
Proposals

Proximity and privacy

The proposed buildings have been designed to ensure the privacy of the new residents and the continued privacy of the existing Sion Court residents and their neighbours.

Balconies are inset for privacy, while no windows face outwards to neighbouring properties.

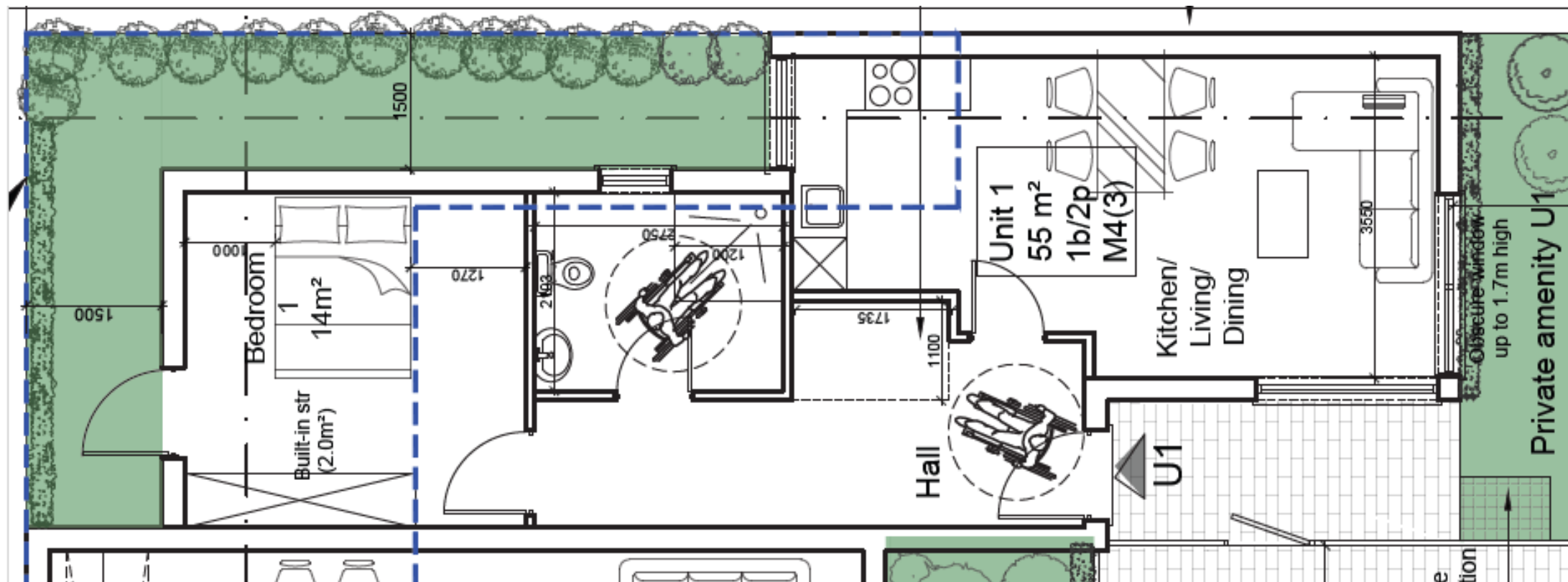
The distances between the proposed dwellings and Sion Court were deemed to be sufficient by the Planning Inspector at the most recent Appeal for this site.



Proposals

Unit 1 complies with M4(3) regulations to provide a wheelchair accessible flat.

NTS



Proposals

Gross internal areas

Minimum space standards stated in "Technical housing standards – Nationally described space standard 2015" are aligned with the Mayor of London's Housing Design Quality & Standards SPG" and "The London Plan."

New dwellings have been designed to comply with these requirements, as described in the table below.

Minimum Gross Internal Areas (GIA) and Storage					
	No. of bedrooms / persons	Min. London Plan flat area (m ²)	Proposed flat area (m ²)	Proposed private amenity (m ²)	Proposed built-in storage (m ²)
Unit 1	1b2p	50m ² (1 storey)	55.6m ²	39m ²	2.1m ²
Unit 2	2b3p (2storey)	70m ² (2 storey)	79m ²	21.5m ²	3.62m ²
Unit 3	2b3p (2storey)	70m ² (2 storey)	77m ²	21.5m ²	3.62m ²
Unit 4	1b2p (2storey)	58m ² (2 storey)	71.8m ²	21.5m ²	2.22m ²
Unit 5	2b3p	61m ² (1 storey)	65.9m ²	67m ²	2.69m ²

Table from drawing: SC-PP4-05

Proposals

Materiality

"Using the correct materials (such as stock and red brick, clay tiles, slate and timber) is important for any repairs, alterations or extensions to existing buildings but also should be a consideration for any new development if it is to respect the context and character of the area."

- 'Twickenham Village Planning Guidance SPD 2018'

"Detailing should be based on a defined language which uses a common palette of materials. This will ensure that the development has a clear character and forms a sense of place."

(Back-land developments) will need to sympathise and compliment adjacent buildings. The use of similar colours and textures of materials as well as the reinterpretation of characteristic detailing will help to create harmony between new and old."

- 'Small and Medium Housing Sites SPD'

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4



CGI rendering of the site east across the new communal garden.

Material precedent study

Indicative drawings only

Key - Outline material specification

- 1 Red 'multi' brick in Weinerberger Dartmoor Heather (or similar)
- 2 Coping, string course, sills in Haddonstone Portland (or similar)
- 3 Aluminium PPC window frames (White RAL: 9003 or similar)
- 4 Anthracite grey PPC metal railings (RAL: 7016)
- 5 Green (sedum) roof
- 6 Marshall driveline metro in light & dark grey, external path



GRC / stone stringer & coping



Extensive green roof



Red brick (Sion Court)



Ancient wall on site



Driveline metro external path

Proposals

Diagrams

Amenity and other new green space

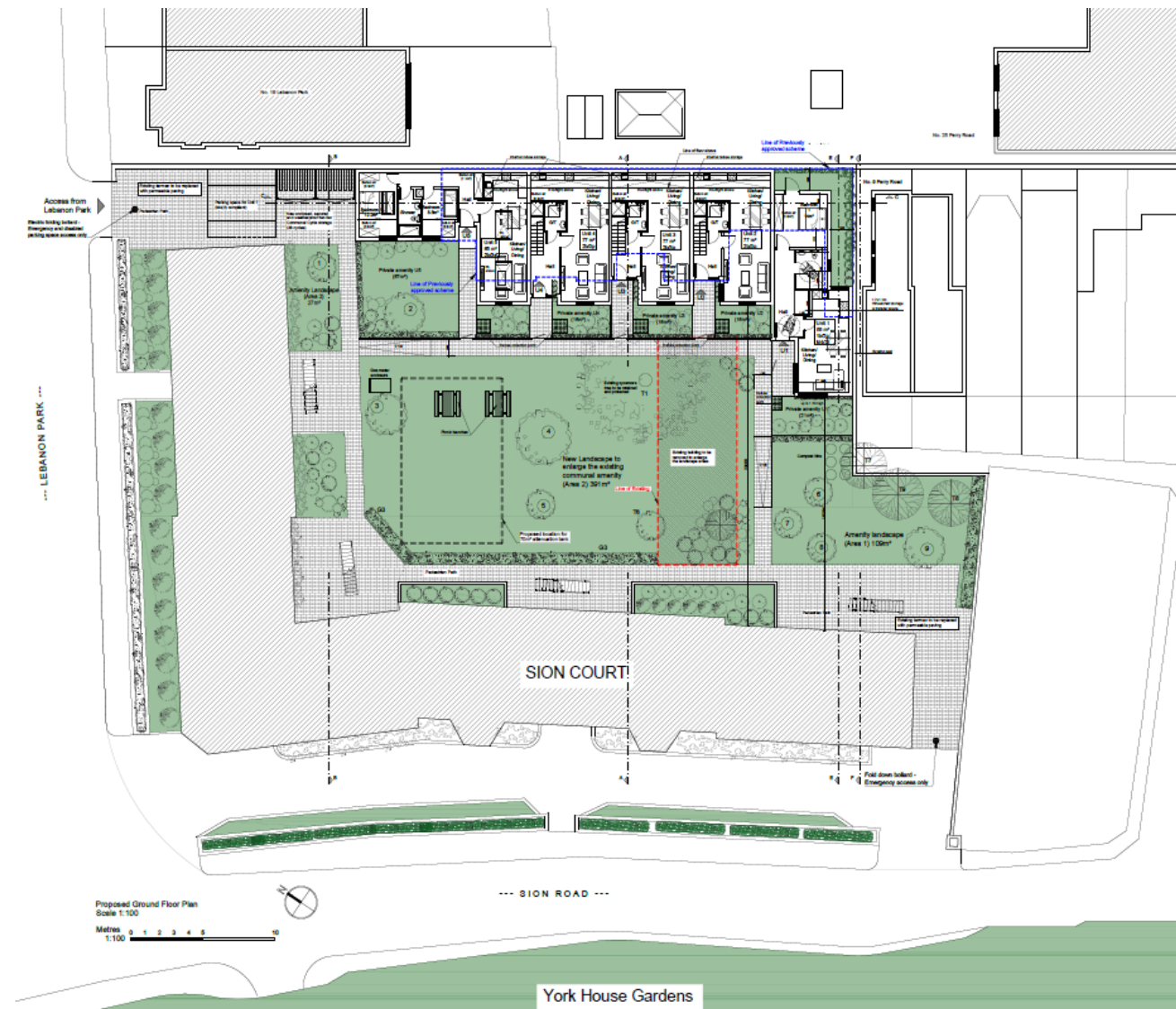
The proposal provides an uplift of c.193 sqm in communal amenity space.

There is also 291 sqm of soft landscaping proposed in the new private gardens and green roofs, which will help increase biodiversity and water attenuation reducing peak run off during heavy rainfall.

	Amenity Landscape Areas		
	Existing	Proposed	Added
COMMUNAL FOR ALL RESIDENTS			
Amenity Landscape 1 (m ²)	34	109	75
Amenity Landscape 2 (m ²)	300	391	91
Amenity Landscape 3 (m ²)	-	27	27
TOTAL (m²)	334	527	193
PRIVATE			
Private Amenity Landscape (m ²)	-	100	100
GREEN ROOFS			
Green Roofs (m ²)	-	191	191

The existing Amenity Landscape is 334m².
 The proposal adds Communal amenity landscape of **193m²**
 New Communal Amenity Landscape area is a **Total of 527m²**.
 Total Landscape area (including Private amenity landscape and Green roofs) is **818m²**.

Table from drawing: SC-PP4-05



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Proposals

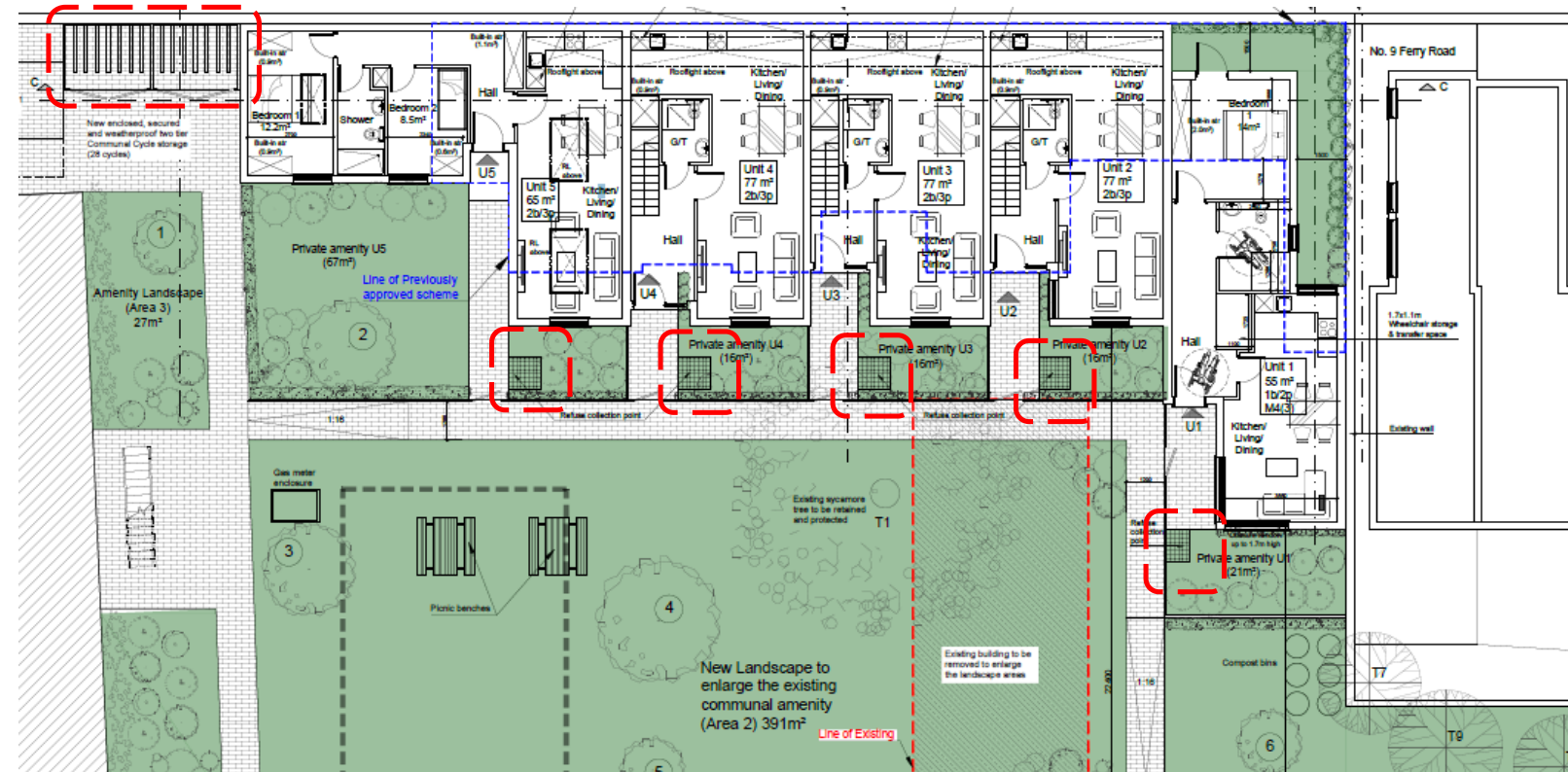
Bins & cycles

A waste management plan, based on the existing arrangement for the 36 flats in Sion Court will be implemented and is included in the Transport Statement produced by Caneparo. An area is designated at every front garden for daily refuse/recycling collection.

The current strategy for Sion Court will be retained, for the existing residents whereby all waste from each dwelling is gathered by the building management team. It is then relocated to a communal collection point at Lebanon Court.

Cycle stores with louvred, lockable doors are proposed at the north western corner of the site, adjacent to the Lebanon Park entrance.

The location is chosen for its ease of access and for being well overlooked without visually impacting on the shared garden.



See drawing SC-PP2-05 for detailed layout

Proposals

Parking plan

"The LBRuT Local Plan requires properties in PTAL zone 5 to meet the ITP London Plan requirements. The London Plan states that sites with a PTAL of 5 would be considered as suitable to be car-free. The proposal is acceptable in this regard. The applicant will be required to enter into a S106 unilateral undertaking precluding the occupiers of the new properties from obtaining residents parking permits and a suitable condition is required to secure this".

- Transport Officer's comment on previous application

The hard landscaping surrounding the rear courtyard of Sion Court is not currently used by residents for informal, unallocated (unmanaged and unauthorised) parking.

The building management team had noted the security risk this poses to car owners and residents as well as the health and safety risk to residents (especially children) using the garden.

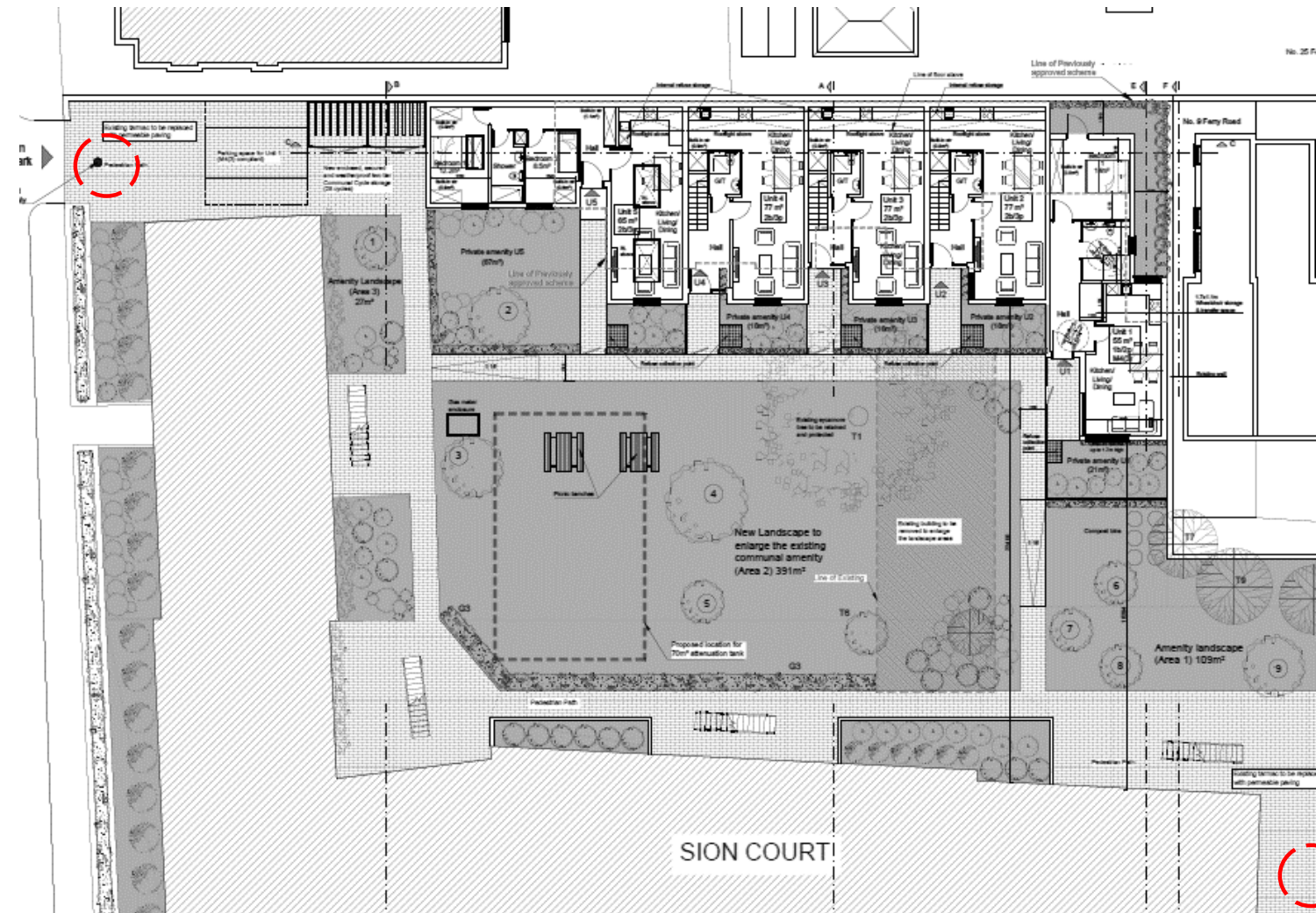
Therefore new fold-down bollards were installed last year, so all vehicles (other than emergency vehicles) are excluded.

The proposal aims to retain the current arrangement. Except for the bollard in the access from Lebanon Park has been relocated to allow for the disabled parking space for Unit 1.

A Section 106 Agreement (in line with the Transport Officer's comment above) is proposed to support the Sustainable Transport Initiative (Ch.6 table 6.1) sited in the London Plan (quoted below) and the council's aspiration to discourage car use, as defined in the Richmond Climate Emergency Strategy 2020-2024.

"Sustainable residential travel should be encouraged through the promotion of car free development, the use of car clubs, flexible working and active travel (walking and cycling)."

- The London Plan



Bollard location - defining the limit of the car exclusion zone

Proposals

Access

Each unit benefits from a private front door onto the courtyard.

Entrances are set well back within private front gardens and are step-free from the street.

Daily bins refuse/recycling collection for each unit are designed within the private front gardens and are step-free.

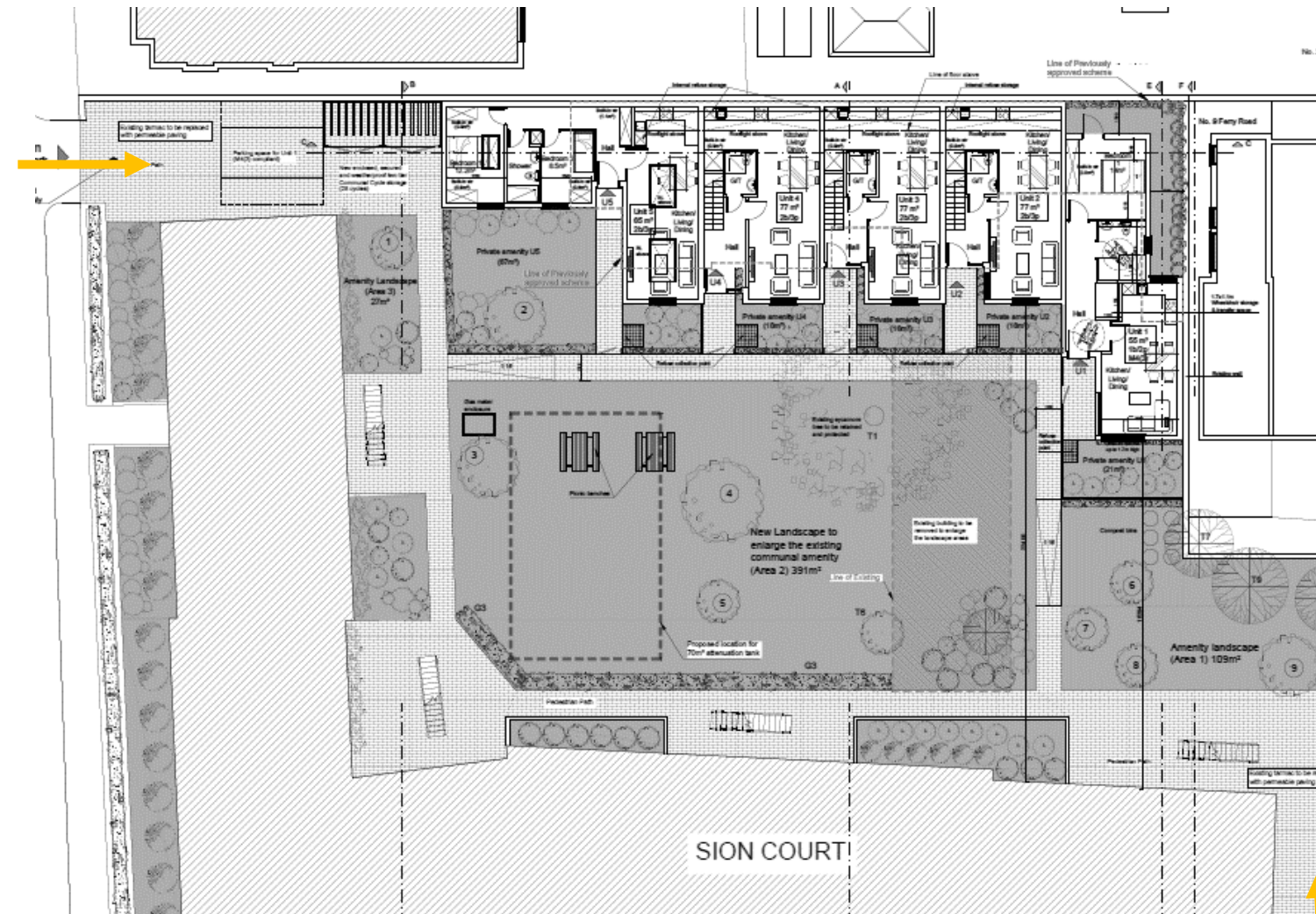
Accessible parking space for Unit 1 is allocated from Lebanon Park entrance.

Cycle storage is step free and easily accessed from front doors.

Pathways are proposed in Marshall Driveline Metro and designed to minimise trip hazards and be safely used by those who walk with sticks and wheelchair users.

Ramped access to front doors complies with Flood Risk Assessment

Unit 1 is M4(3) compliant and designed to be wheelchair accessible.



Commented [CB1]: Note floorplans updated

NTS



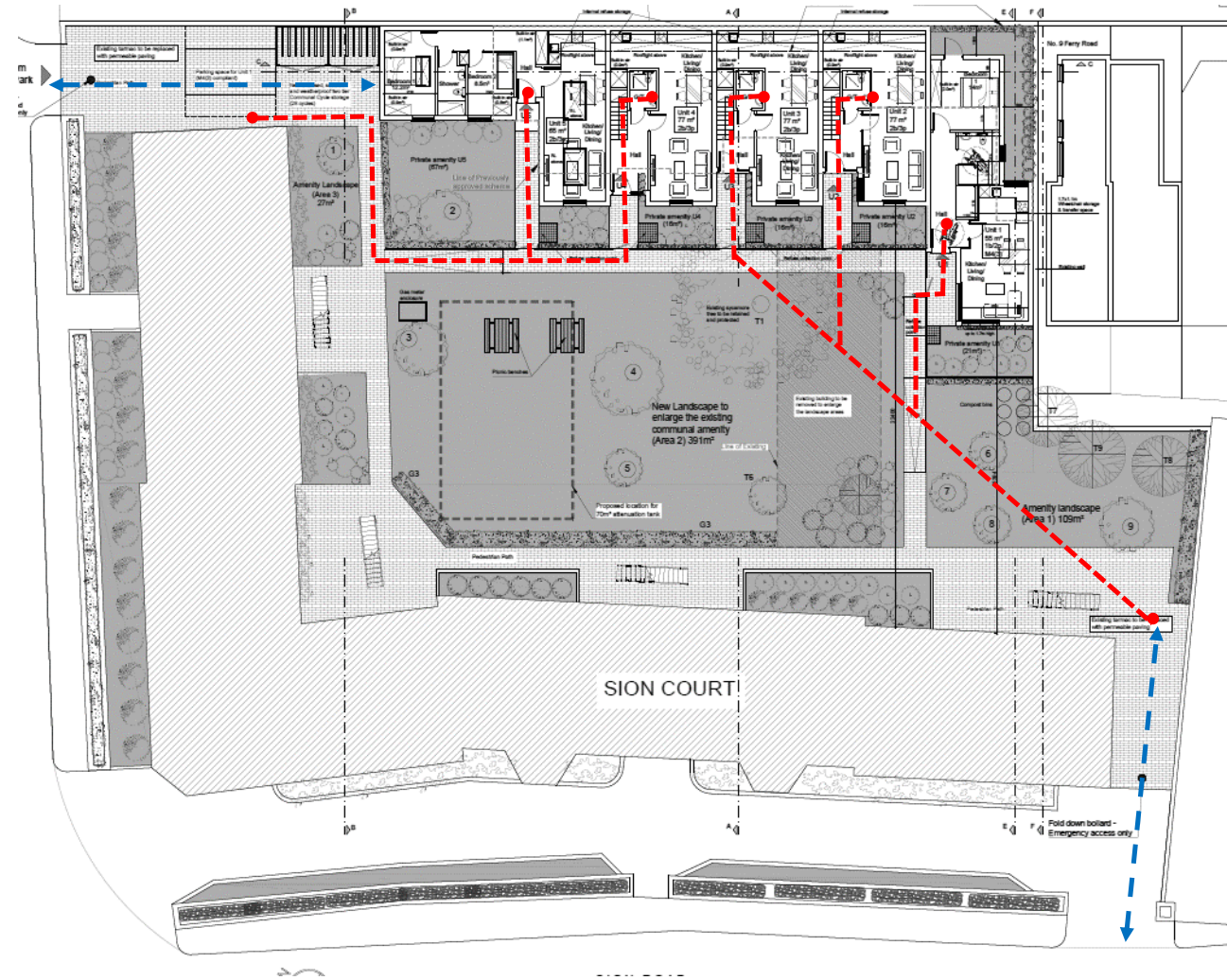
Fire strategy

The buildings have been designed to be easily accessed by emergency tenders, with travel distances from pumping vehicles all under 45m.

Windows at first floor are suitable for egress as demonstrated below.

Other notes

Emergency lighting to complying with BS 5266-1, smoke detectors to comply with BS 5839, appropriate compartmentalisation to be installed throughout



← - - - - - → **Diagram 13.1 Approved Document Part B** - "Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road".

● - - - - - ● **Ch 13.1 Approved Document Part B** - "For dwellings, access for a pumping appliance should be provided to within 45m of all points inside the dwelling".