

DESIGN AND ACCESS STATEMENTS

FOR:

HOUSEHOLDER APPLICATION FOR PLANNING PERMISSION
FOR WORKS OR EXTENSION TO A DWELLING.

PROPOSALS:

FRONT & REAR EXTERNAL ALTERATIONS

AT:

17 SCHOOL ROAD, HAMPTON HILL,
MIDDX. TW 12 1QL
EXISTING RESIDENTIAL
TWO STOREY PROPERTY

NDA ARCHITECTS
OCTOBER 2024

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ACCESS STATEMENT

17 SCHOOL RD HAMPTON HILL
TW12 1QL

LOCATION & POSITION

The location of the property is situated between the arterial access road of the A316 to the west, and 2 minutes from Bushey Park grounds to the East. School Road is centred in the residential community area of Hampton Hill. To the south, lie the grounds and property of Hampton Court and there is direct transport connectivity locally to Teddington centre and to Twickenham centre.

Travel distances from the property to all local shopping areas and bus routes are short. School Rd maintains easy access to the local shopping parades of Hampton Hill and Hampton High St. These are only 2 minutes away.

Further afield are regional centres of Strawberry Hill to the west, Teddington, Hanworth and both the Staines and Chertsey Roads. All are short distances for buses and cycles. Hampton is further served by a local rail service connecting Hampton station with Fulwell and Strawberry Hill stations on a few minutes from school Rd. Bushy Park a large community park is only 10 minutes walk from the property.

A local parade of shops is adjacent to the railway station at Hampton only 5 minutes walk from the property. However the main shopping area of Hampton High Street is only a short walking distance from the property and is a bustling active centre providing a wide range of shopping and social activities.

Bus routes serving the area in which School Rd is located are manifold. The R70 and 111 and 285 (to Teddington) and R68 (to Kew) cover the main local areas and have direct connections with many of the regional centres. Hampton Court, Fulwell, Twickenham, Feltham, Teddington and Richmond. All have routes being served by the Hampton district. Train lines into central London and beyond can be accessed from Richmond and Teddington. Bushy Park offers opportunities for cyclists locally. Hampton has its own railway line station and connections supporting many central and local areas.

Access to and within the individual property is formed in a traditional and straightforward manner. School Rd is a quiet residential street sandwiched between roads at either end. The side driveway provides the entrance access doorways to the property from the public footway and there exists a secondary access to the rear of the property from the drive also.

Access internally over two floors is traditional using either of two staircases both with access hallways and leads to all parts of the property on all floors. Levels on the ground floor are consistent with direct access internally and there is direct access to the large rear garden. There are similar properties either side. Access widths are consistent with all doors and entrance widths are standard sizes. There are no undue level changes within the property.

The property meets all the requirements internally for the following: widths of approaches, access to dwellings, accessible thresholds, entrance doors, circulation within the entrance storey, corridors, passageways and widths and internal doors.

DESIGN STATEMENT

17 SCHOOL ROAD, HAMPTON HILL
RESIDENTIAL SEMI DETACHED TWO STOREY
WITH DRIVEWAY. FRONT AND REAR
GARDENS.

APPLICATION FOR: SCOPE OF THE PROPOSALS

The proposals which are the subject of this application are for:

- 1 Changes to the rear part of the frontage elevation to remove the existing garage door opening and to install in the same opening, two new period matching sash windows with attendant brickwork in matching London Stock brickwork.
- 2 To the rear elevation, create new opening in place of existing rear pair of doors and the existing rear garage timber screen and replace in new opening a set of sliding folding opening doors with attendant matching brick infilling.

Internal rearrangements of partitions and rooms are also proposed but do not form part of the application.

THE EXISTING PROPERTY

The existing property was constructed originally as a semi detached unit which has been substantially added to. Originally, as with a lots of the properties in School Rd, it was a workers cottage, with ground floor small projecting bays, built as two storeys with pitched roofs. A small front garden is coupled with a large rear garden and a wide access passageway at the sides of each of the adjacent properties.

Constructed in the late Victorian period between 1880s and 1900 it is traditionally built with brick exteriors, slated roofs, and a mix of sash and casement windows.

PLANNING HISTORY OF THE PROPERTY

There have been a number of changes to the original property. The principal changes include the addition of a full width 2 storey extension involving roofing adaptations, internal rearrangements and external modifications. Planning permission was granted for these changes on 8/4/1987 for 'erection of part 2 storey and part single storey and rear extensions including covered parking area.

HOUSEHOLDER APPLICATION

The changes proposed are minimal in context, and affect the rear section of the property where a larger Kitchen is proposed with direct garden access. Apart from other minor refurbishments internally, the main changes affect the bathrooms and utility rooms.

ENTRANCE AND PARKING ARRANGEMENT

The property, has as part of earlier applications, a full width dropped kerb entrance to the frontage that allows car access on to the wide side area. Towards the rear: a garage was developed as part of the ground floor planning approval alterations. The existing garage space was never actively used by the occupants and was used mainly as secondary storage.

Throughout it's history the side passageway area has been used for on site parking and access to the property at the side and rear. The proposals seek to continue with this available space for car parking use. Currently there are no street parking restrictions for the road and area, and access and parking usage by owners, neighbours and visitors to the road has not raised contentious issues. The surfacing materials to the parking area, together with the crossover and boundary walling will remain.