

3-11 Grenfell Avenue,
Hornchurch RM12 4DN

DESIGN & ACCESS STATEMENT
DECEMBER 2023

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1 SITE INFORMATION - EXISTING

- 1.1 The purpose of this document
- 1.2 Application Documentation

2 SITE CONTEXT APPRAISAL

- 2.1 Site location
- 2.2 Key facts about the site
- 2.3 Current uses and condition
- 2.4 Site photos
- 2.5 Site context
- 2.6 Historical pattern and development
- 2.7 Boundaries and access
- 2.8 Sun path diagram
- 2.9 Surrounding building heights and scale
- 2.10 Amenities
- 2.11 Transport links
- 2.12 PTAL map
- 2.13 TIM map
- 2.14 Flood risk analysis
- 2.15 Conservation area analysis

3 PROPOSAL

- 3.1 Proposed development
- 3.2 3D images
- 3.3 Materials and colours
- 3.5 Car parking provision
- 3.6 Refuse & bicycle storage provision
- 3.7 Accommodation schedule
- 3.8 Accessibility Statement

1 INTRODUCTION

1.1 The purpose of this document

The following report has been prepared by Kruszelnicki Leetch Architects on behalf of Wood Green Limited for the redevelopment of the rear site at 3-11 Grenfell Avenue, Hornchurch RM12 4DN.

This Design & Access Statement has been prepared in support of the planning application for the redevelopment of the above site and comprises the demolition of the existing single storey warehouse buildings on site and the erection of 6 no. two storey terraced houses. The proposal includes policy compliant private amenity space, secured car parking, cycle parking, refuse storage and associated landscaping.

1.2 Application documentation

The application is supported by the following documentation:

- Drawings & Design & Access Statement - prepared by Kruszelnicki Leetch Architects

- Site
- Havering Borough
- ≡ Railway
- Underground
- Overground
- Elizabeth line

2

SITE INFORMATION - LOCATION

2.1 Site Location

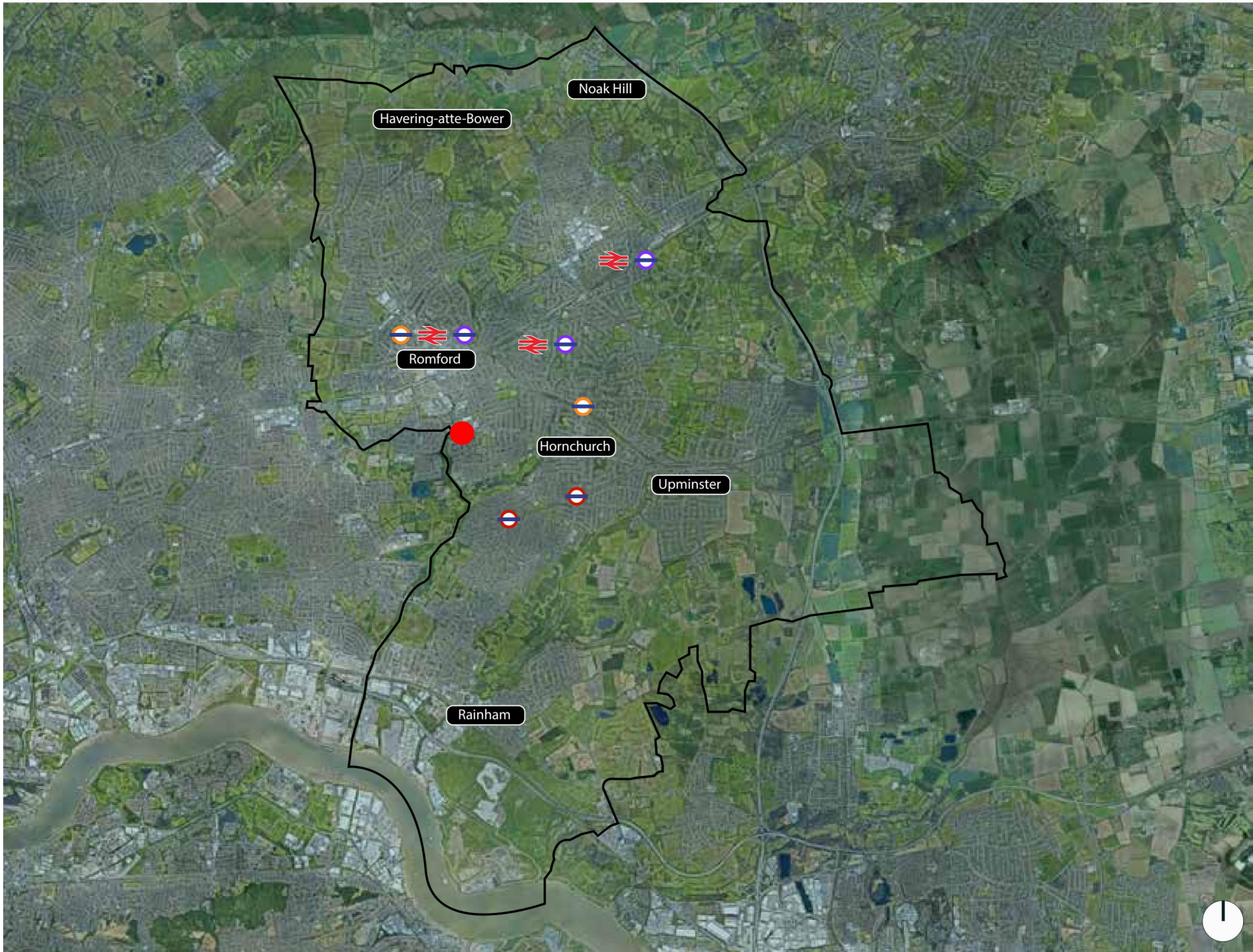
The application site is located in West Hornchurch. It is located within the London Borough of Havering and lies in close proximity to the border of London Borough of Barking and Dagenham.

2.2 Key facts about the site

Address:3-11 Grenfell Avenue,
Hornchurch RM12 4DN

Council:Havering Borough Council

Site Area:Approx. 830 m2



— Application Boundary

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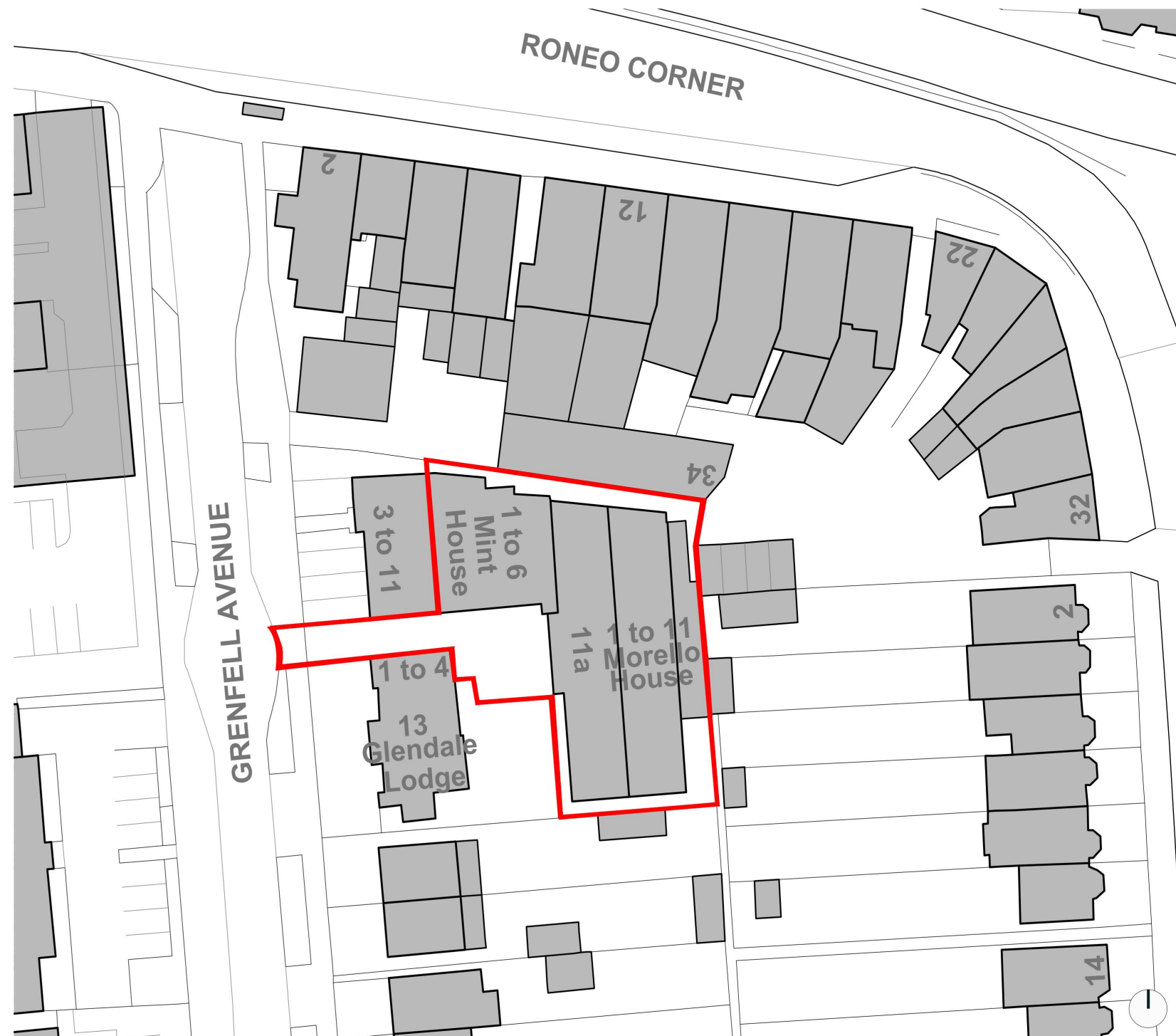
SITE INFORMATION - LOCATION

2.3 Current uses and condition

The site is located near the cul de sac of Grenfell Avenue and is situated to the rear of no. 3-11.

The site currently comprises a combination of single storey post-war warehouse buildings. The architectural quality of the existing structures on site can be described as poor; the use of multiple low-quality materials presents a fragmented, industrial and outdated appearance.

The site is situated in a primarily residential area, comprised by a block of flats to the west and rear gardens of semi-detached or terraced houses to the north, east and south. The architectural character of the neighbouring properties can be defined by their semi-detached or terraced volume, tiled gable or hipped roofs in edwardian style, bay windows, prominent chimneys and set back front gardens. The buildings are predominately clad in brick, occasionally with render detail.



2.4 Site photos





1. View to the entrance of the site from Grenfell Avenue



2. Entrance to site



3. View towards Grenfell Avenue



4. Side elevation of no 3-11



5. North elevation



6. East elevation



7. East elevation

2.6 Historical pattern and development

- 1890

This map shows that in the late 1800's the site is situated in a rural area surrounded by agricultural lots, close to Hornchurch road.

- 1920

The map shows further development around the main road, (Hornchurch Road - now the A124).

- 1960

This map shows that in the mid 1900's a lot of the urban structure of Hornchurch has been established, including the main roads as well as several important buildings. Nearly all original agricultural lots have been redeveloped into fine grain residential sites. The existing post-war factory was erected on site. Grenfell park was established, and is not far from the site.

- 2022

The past decades Hornchurch and surrounding areas have been expanded and intensified. The number of public buildings and transport links have increased.



1890



1920



1960



2023

- Site
- ➡ Primary traffic routes ➡ Building entrances
- ➡ Site entrances ➡ Pedestrian routes

2 SITE INFORMATION - ANALYSIS

2.7 Boundaries and access

The site is bounded by a block of flats to the west, and rear gardens of semi-detached or terraced houses to the north, east and south. The site has one vehicular entry points with a dropped kerb, that is directly accessed from Grenfell Avenue.



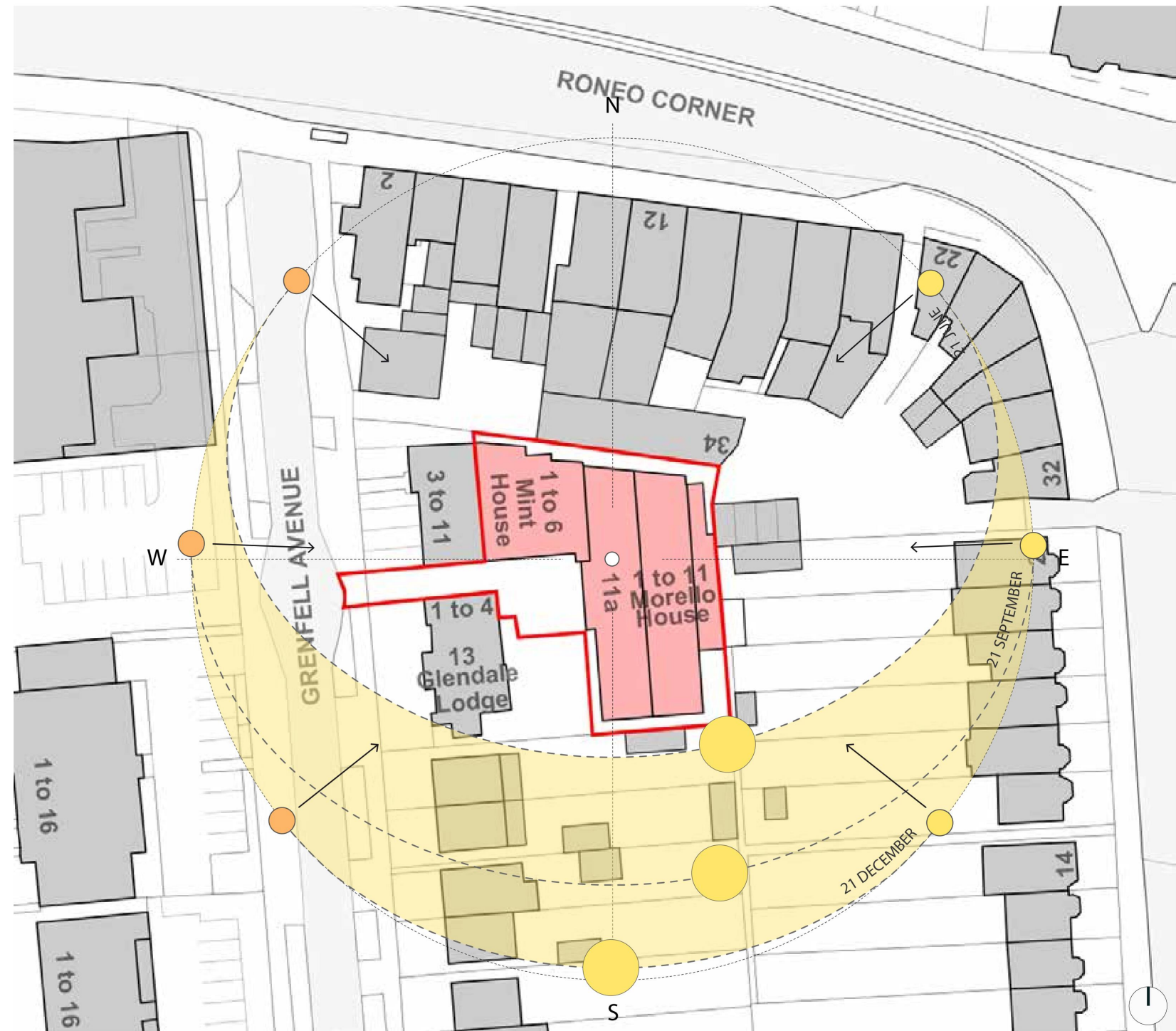


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SITE INFORMATION - ANALYSIS

2.8 Sun path diagram

The site's main axis runs North to South as well as East to West. Sufficient amounts of daylight is provided to potential future development, from the early morning to the late afternoon where majority of afternoon light will be available to rooms facing South.

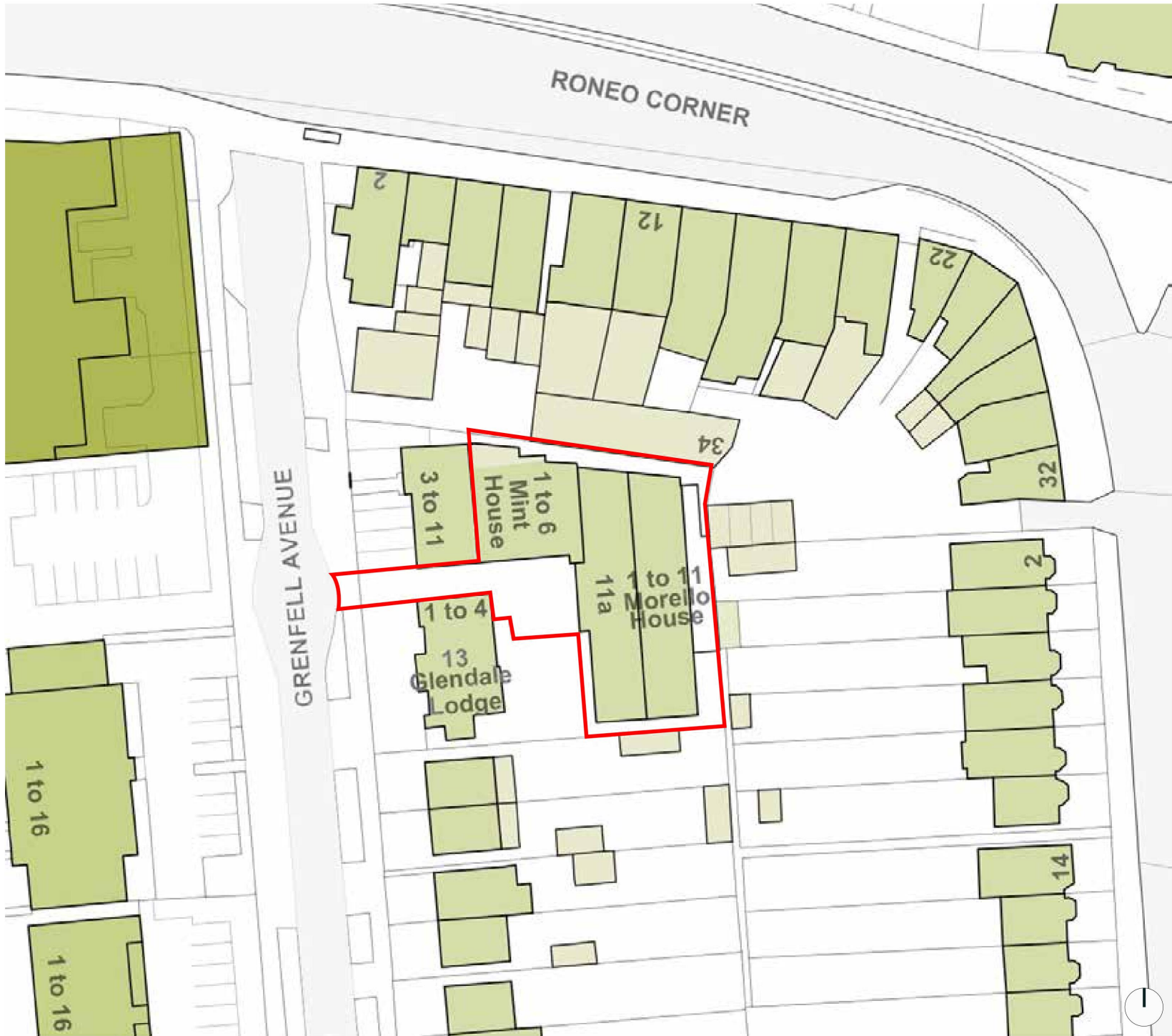


- Site
- 3 Storey
- 1 Storey
- 2 Storey

2 SITE INFORMATION - ANALYSIS

2.9 Surrounding building heights and scale

All buildings in the immediate vicinity are residential, mainly semi-detached or terraced, occasionally flats. Neighbouring properties are generally two- or three storeys with pitched roofs. Some of these have accommodation in the loft space.



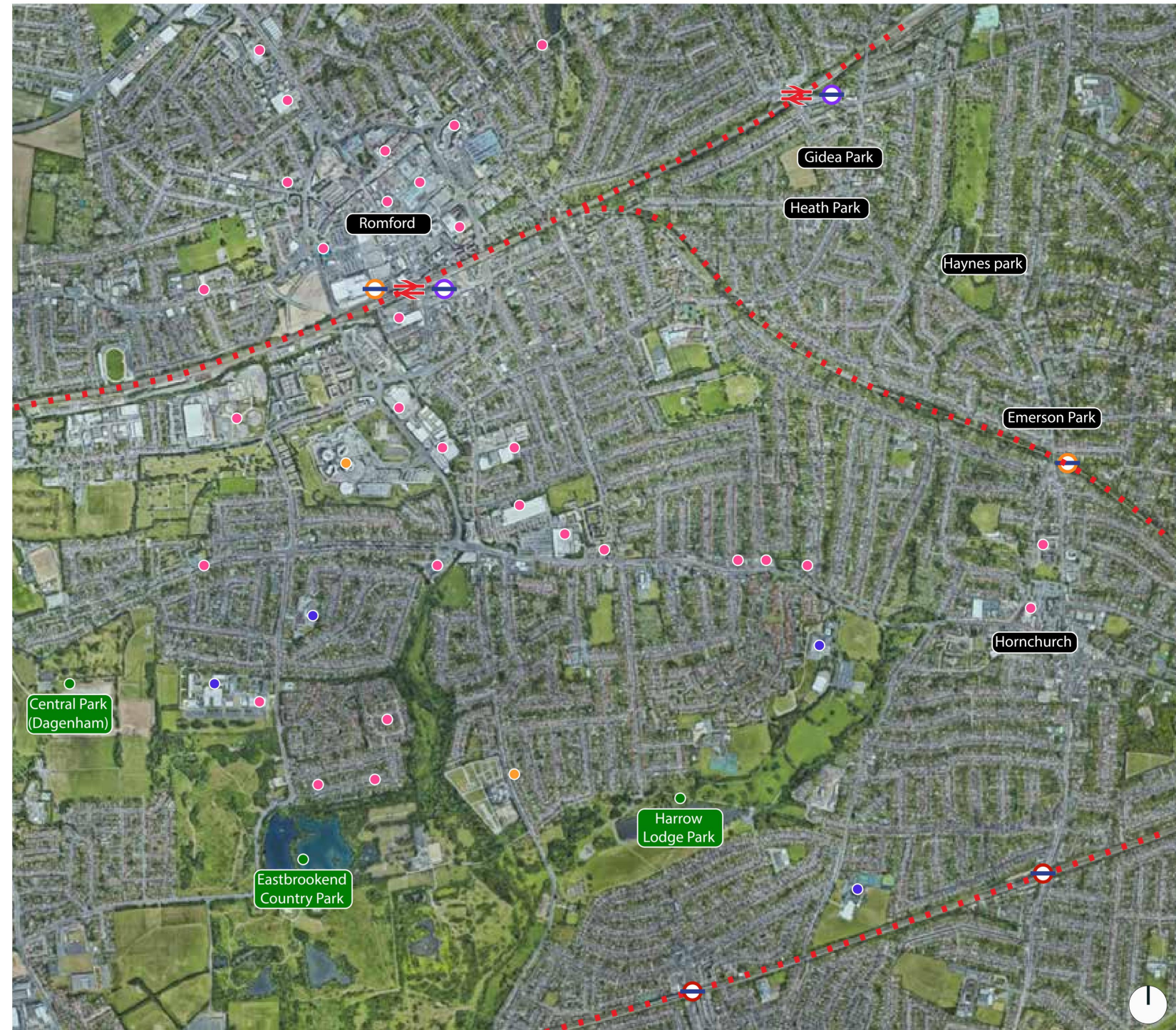
- Site
- Shop & services
- Community facilities
- Health facilities
- Sport & leisure
- Education
- Employment

2

SITE INFORMATION - ANALYSIS

2.10 Amenities

Local facilities are predominantly clustered to the North of the site and around Romford rail station. The site is also in close distance to several schools and parks.



- Site
- Bus stop
- Railway
- ⊖ Underground
- Main roads
- ⚡ Railway
- ⊖ Underground
- ⊖ Overground
- ⊖ Elizabeth line

2 SITE INFORMATION - ANALYSIS

2.11 Transport links

The site benefits from several bus stops within 5-7 minute walk. Romford rail station that serves the overground and Elizabeth line is within 20 minute walking distance from the site.



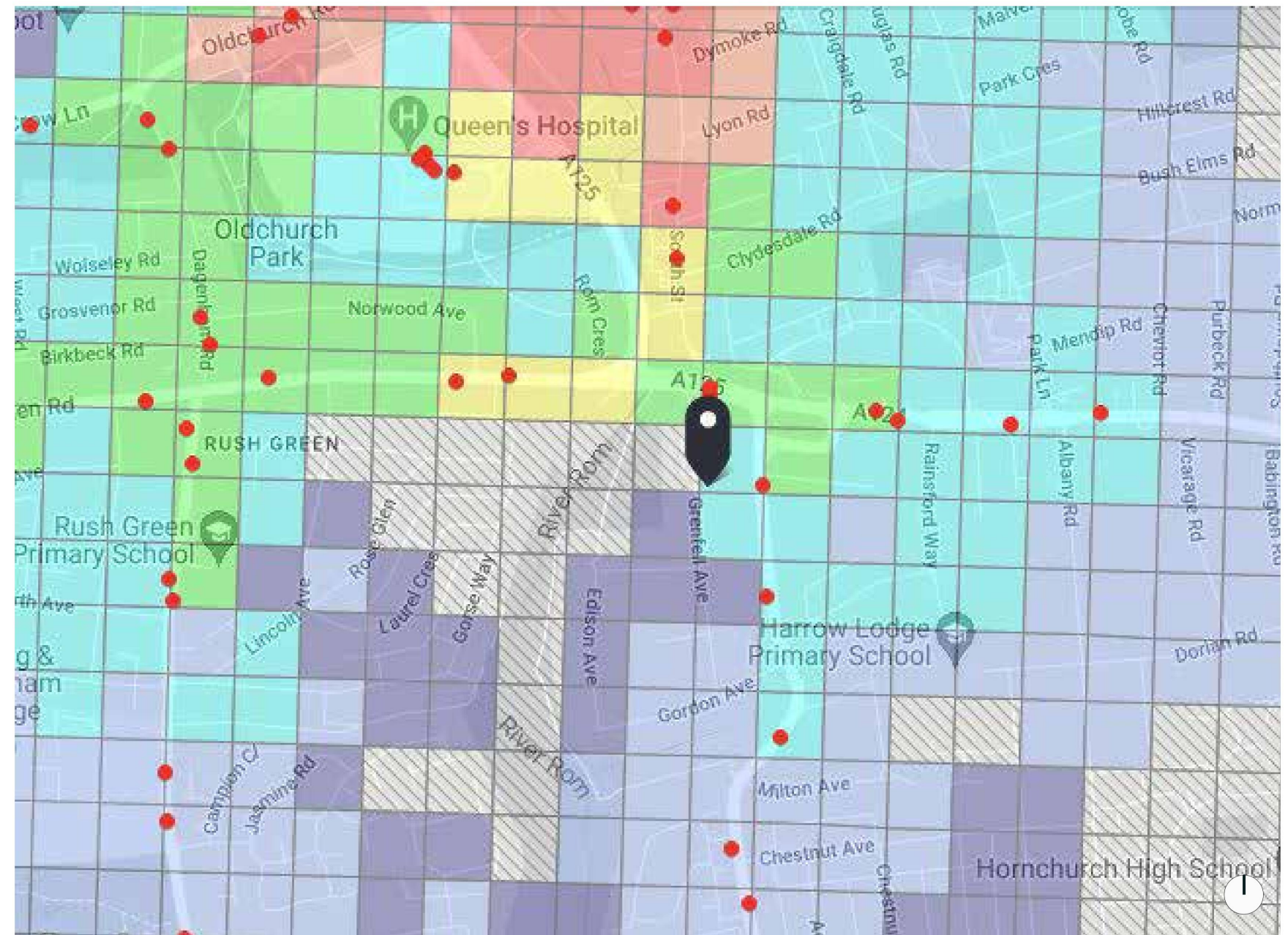


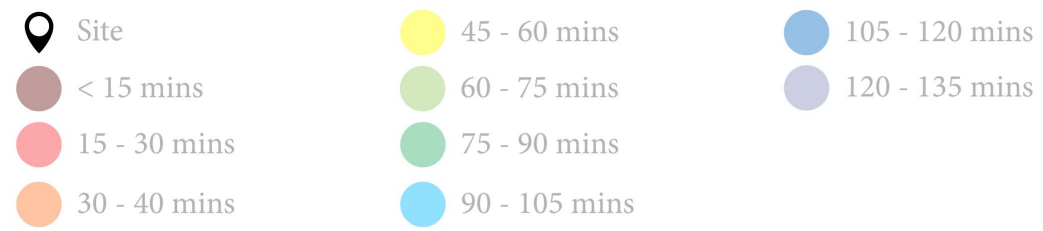
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SITE INFORMATION - ANALYSIS

2.12 PTAL Map

The site is located in a less accessible area with a PTAL rating of 2.



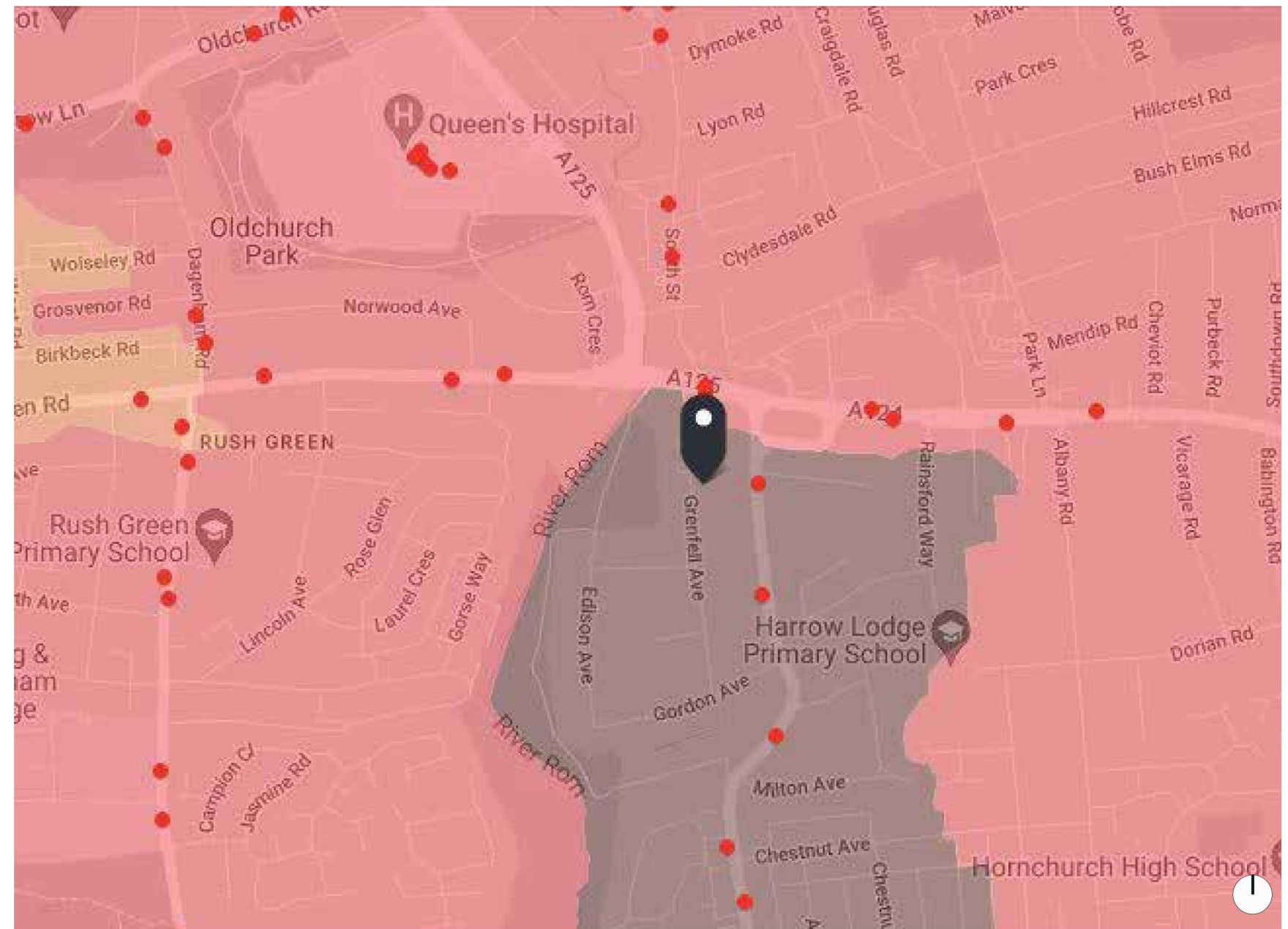


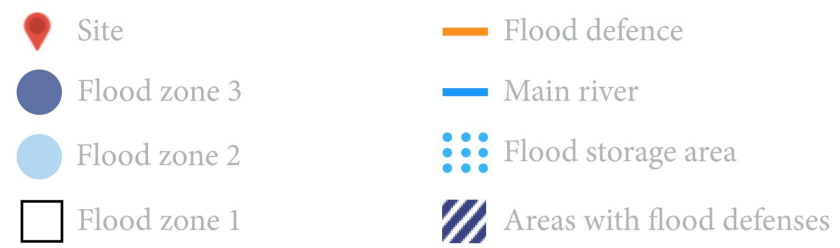
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SITE INFORMATION - ANALYSIS

2.13 TIM Map

The map on this page shows the site in relation to the travel distance by foot.





2

SITE INFORMATION - ANALYSIS

2.14 Flood risk assesment

The site is located within Flood Zone 1 (lowest risk).



- Site
- Conservation areas
- Rail line
- Boundary - London borough of Havering
- Major road
- Green areas

2

SITE INFORMATION - ANALYSIS

2.15 Conservation area analysis

The map on this page shows that our subject site is outside of the conservation boundary, therefore the restrictions and considerations should not be in effect.

The heritage assests in the vicinity of the site include Romford center and several parks like Grenfell Park, Gidea Park and Eastbrookend Country Park.



○ Site boundary

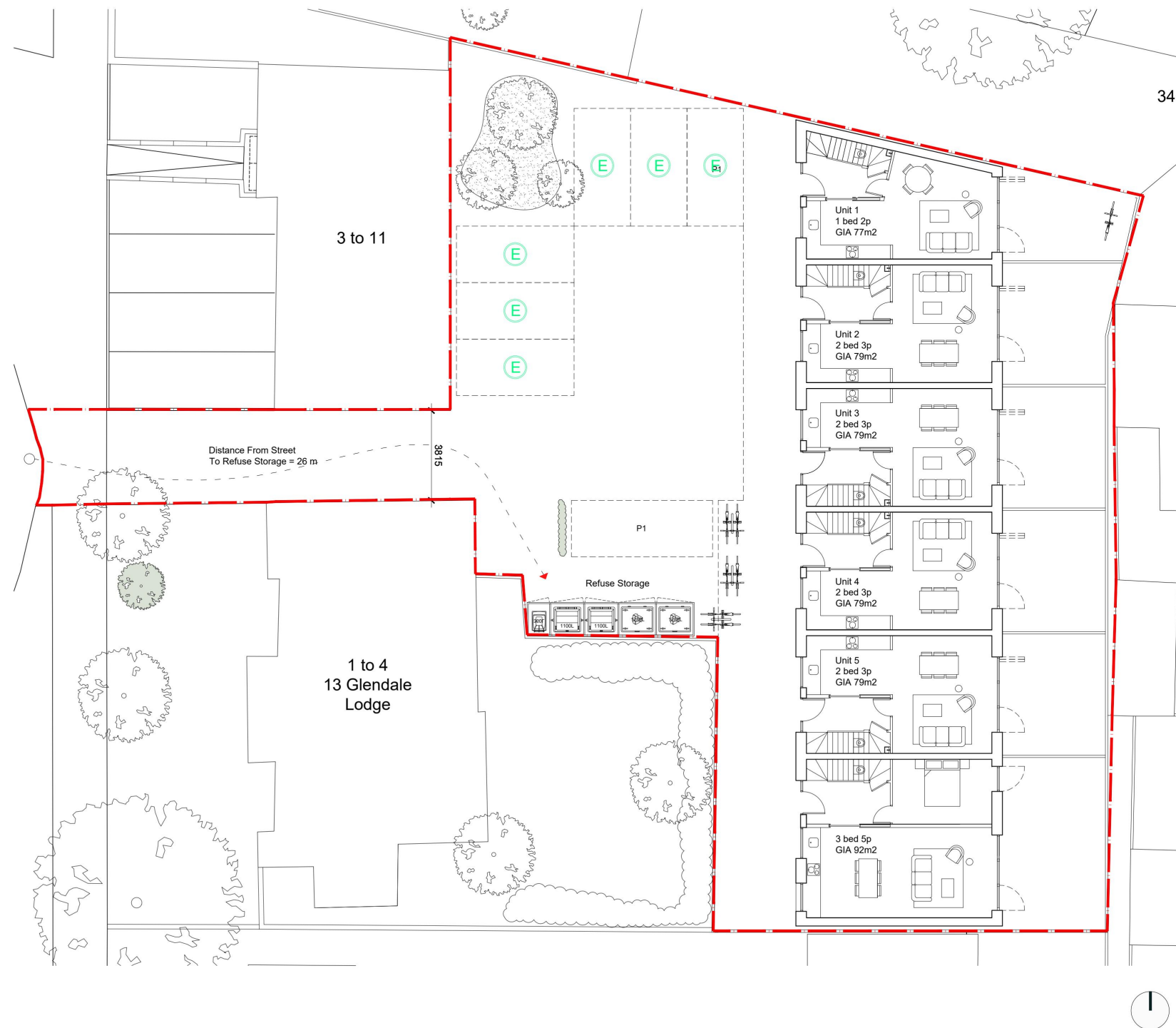
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PROPOSAL

3.1 Proposed development

The proposal presents the demolition of the existing single storey warehouse buildings on site and the erection of 6 no. high quality two storey terraced houses. The proposal includes policy compliant private amenity space, secured car parking, cycle parking, refuse storage and associated landscaping.

Access to the site will be provided via the existing vehicular entry point with a dropped kerb, directly accessed from Grenfell Avenue. The proposed building is positioned within the footprint of the existing warehouse building. The adjacent warehouse building to the north is demolished, to allow for a central courtyard that provides parking and associated landscaping. The central courtyard encourages community interaction and provides a sense of security.



- Site boundary
- ⓔ Active electric car parking space

3 PROPOSAL

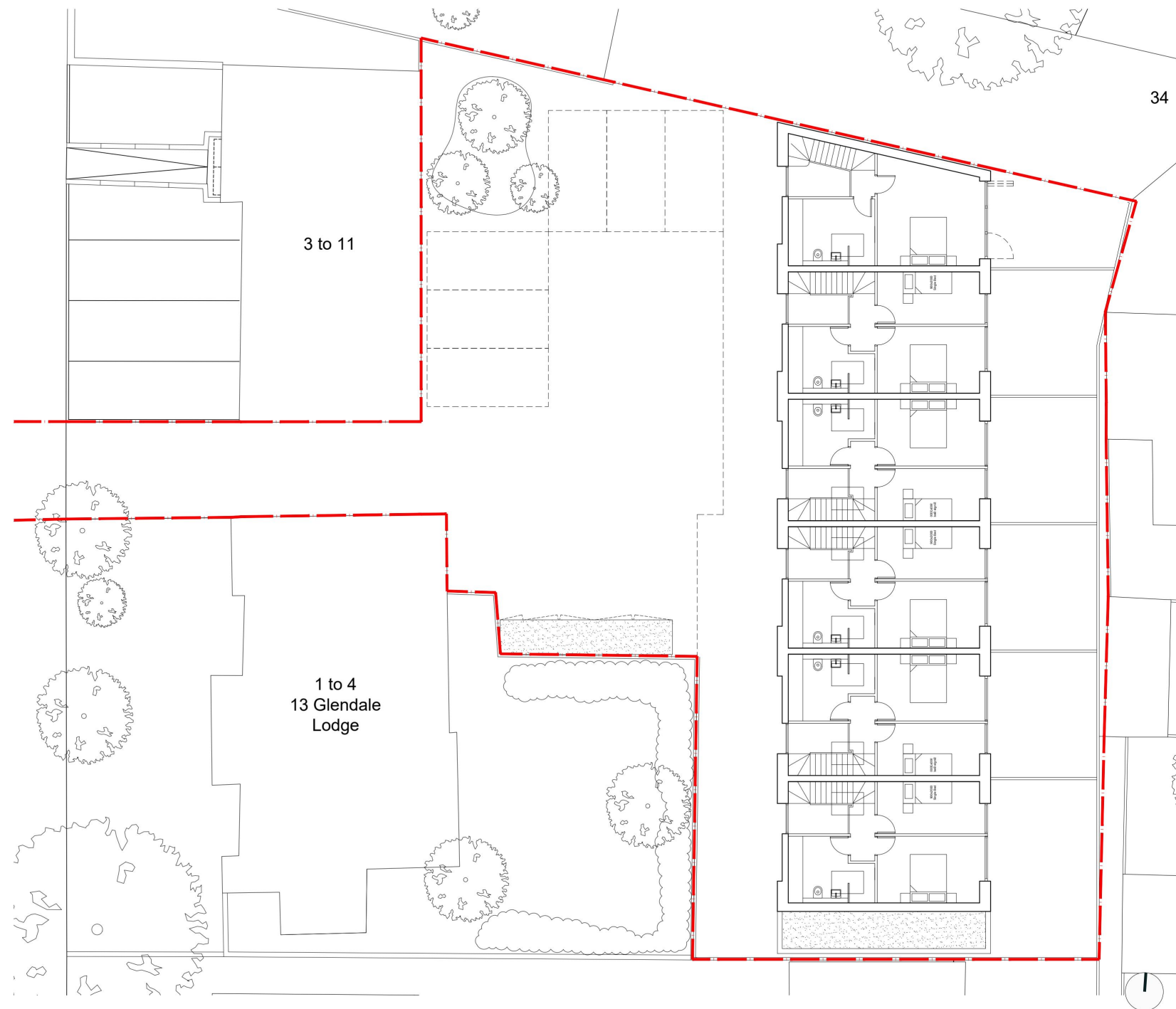
Proposed ground floor plan

The proposal comprises 6 no. high quality dwellings: 3 no. 2B3P and 4 no. 3B4P units. The units have been carefully positioned to respond to the site's context, boundary and orientation to ensure suitable levels of daylight/sunlight, outlook and privacy.

The kitchen and living rooms are situated at ground floor and are dual aspect. All dwellings have direct access to a private garden. All rooms on ground floor and first floor each meet or exceed technical space standards as set out in the National Space Standards, the London Plan and the Local Plan.

To comply with the applicable planning policies, a total of 6 residential car parking spaces are proposed, 6 of which are active electric car parking spaces. In addition there is 1 no. visitors parking space. Short stay bicycle storage is provided for 6 no. bikes, and in addition bicycles can be stored in the private amenity space over each dwelling.

A shared refuse storage accommodating 2 no. 1280 L recycling bins, 2 no. 1100 L general waste bins and 1 no. 360 L food waste bin is located near the site's entrance. The distance from the Grenfell Avenue to the refuse storage is 26 m, allowing residents to wheel the bins to street level for easy waste collection.



3.1 Design Statement

The proposal addresses the issues raised in the previous planning application on the site, focusing on reducing massing, improving the quality of external amenity, and maintaining the local character.

Reduction in Volume and Massing:

The volume of the proposed buildings has been significantly reduced. The footprint has been decreased from 594m² of existing built form to 292m², representing a 49% reduction in built form. The single-storey aspect of the warehouse has been retained, and the overall built form will be significantly reduced.

Improved External Amenity:

The proposal provides private gardens with excellent quality for each residence. The built form has been positioned within the existing warehouse footprint and massing, maintaining the architectural expression and local character. Principal rooms are placed on the east elevation, offering excellent outlooks with a minimum separation distance of 32m between windows on adjacent terraces.

Entrance doors and kitchens are positioned on the west elevation to reduce overlooking of adjacent properties.

Addressing Previous Concerns...Three main reasons for refusal were cited in the previous application:

Excessive Massing, Visually Cramped, and Lack of Reflection of Local Character:

The current proposal significantly reduces the massing, making it visually harmonious with the existing local character. The architectural expression maintains a warehouse language to reflect the patterns of local development.

Cramped, Poor Quality External Amenity, Poor Outlook:

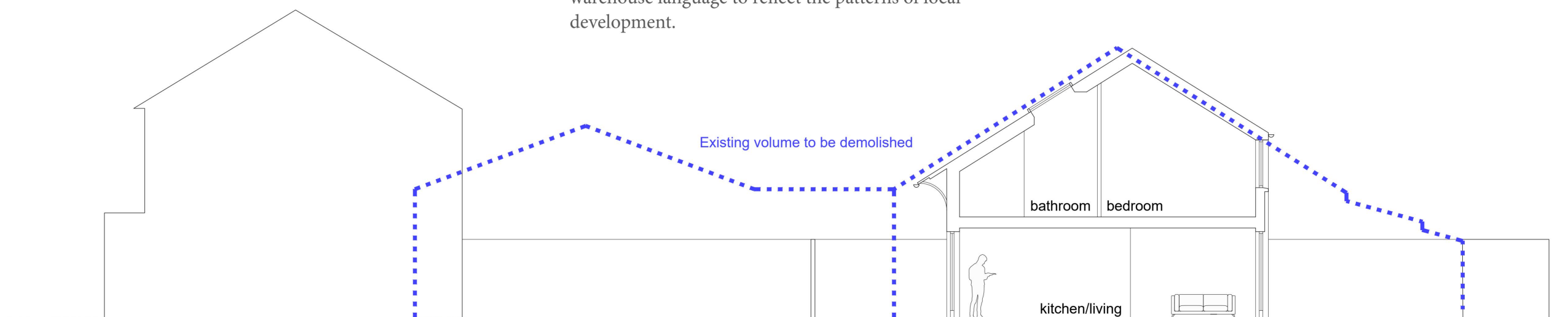
The terrace is positioned within the existing warehouse footprint, significantly reducing the built volume. Each property includes private rear gardens ranging from 18m² for a one-bedroom unit to 32m² for a three-bedroom house.

Overlooking and overshadowing:

Distances between living room and bedroom windows is 32m. Bathroom rooflights are positioned above eye level.

Summary

This proposal effectively addresses the concerns raised in the previous planning application by reducing the built form's volume, improving external amenity quality, and preserving the local character. The design ensures a harmonious integration into the existing environment, providing a functional and aesthetically pleasing living space for future residents.



The proposed scheme presents...

Summary of proposal

- The proposed development would assist Havering Borough Council in achieving its housing target whilst utilising land that would otherwise not be maximised in its potential to deliver benefits. The proposal will provide 6 no. residential units and contribute towards housing choice in accordance with London Plan Policy H10 (Housing Size Mix) and Local Plan Part 2 Policy DMH 2.
- The proposal would provide high quality residential accommodation and has been carefully designed in response to the site's context. The architectural language seeks to express the existing warehouse language. Extra attention has been paid to the massing of the proposal, minimizing overlooking and overshadowing of existing neighbouring properties. The proposed accommodation would each meet or exceed technical space standards as set out in the National Space Standards, the London Plan and the Local Plan. Each dwelling has a garden
- The residential units have been designed to ensure suitable levels of daylight/sunlight, outlook and privacy. Emphasis has been placed on passive strategies, including natural ventilation and daylighting. Where possible, the units benefit from dual aspect orientation. Window openings are carefully positioned to allow for generous amounts of daylight and sunlight to enter the properties.
- The proposals represent the optimum volume that not only responds to the site constraints but also environmental factors that impact on the building's energy performance. We propose a high performance building envelope - e.g. the use of super insulation, high performance windows and airtightness to minimise heat loss. Natural stone brick and limestone blockwork is proposed, providing up to 95% less embodied CO₂ than traditional building materials, making this a sustainable solution to today's climate challenges.
- Biodiversity is promoted by introducing new planting across the site, including soft landscaping measures such as tree planting and lush vegetation.
- Biophilic design is proposed for the communal external spaces in order to encourage community interaction and an active lifestyle. Providing a shared courtyard and accommodating good landscaping design generally results in successful communities and happy residents.



PROPOSAL

3D images

Our proposal has been designed as a simple warehouse building, with an extended zinc roof sheltering the front elevation.

Brick piers articulate the division of the units, timber infill elements introduce large scale elements suggesting warehouse doors. An expressed beam gives human scale. The window placed above the stairs will be opaque to prevent overlooking. The facade arrangement is handed to create visual interest.

An asymmetric roof extends on the front elevation to provide shelter, curved metal roof brackets support the overhang.

In the rear, the facades have a similarly simple expression, timber infill is used between floor and windows. Gutterming is zinc to match the roof.



Front birds eye view



Rear birds eye view



West view towards the site entrance



Site entrance view



Courtyard view

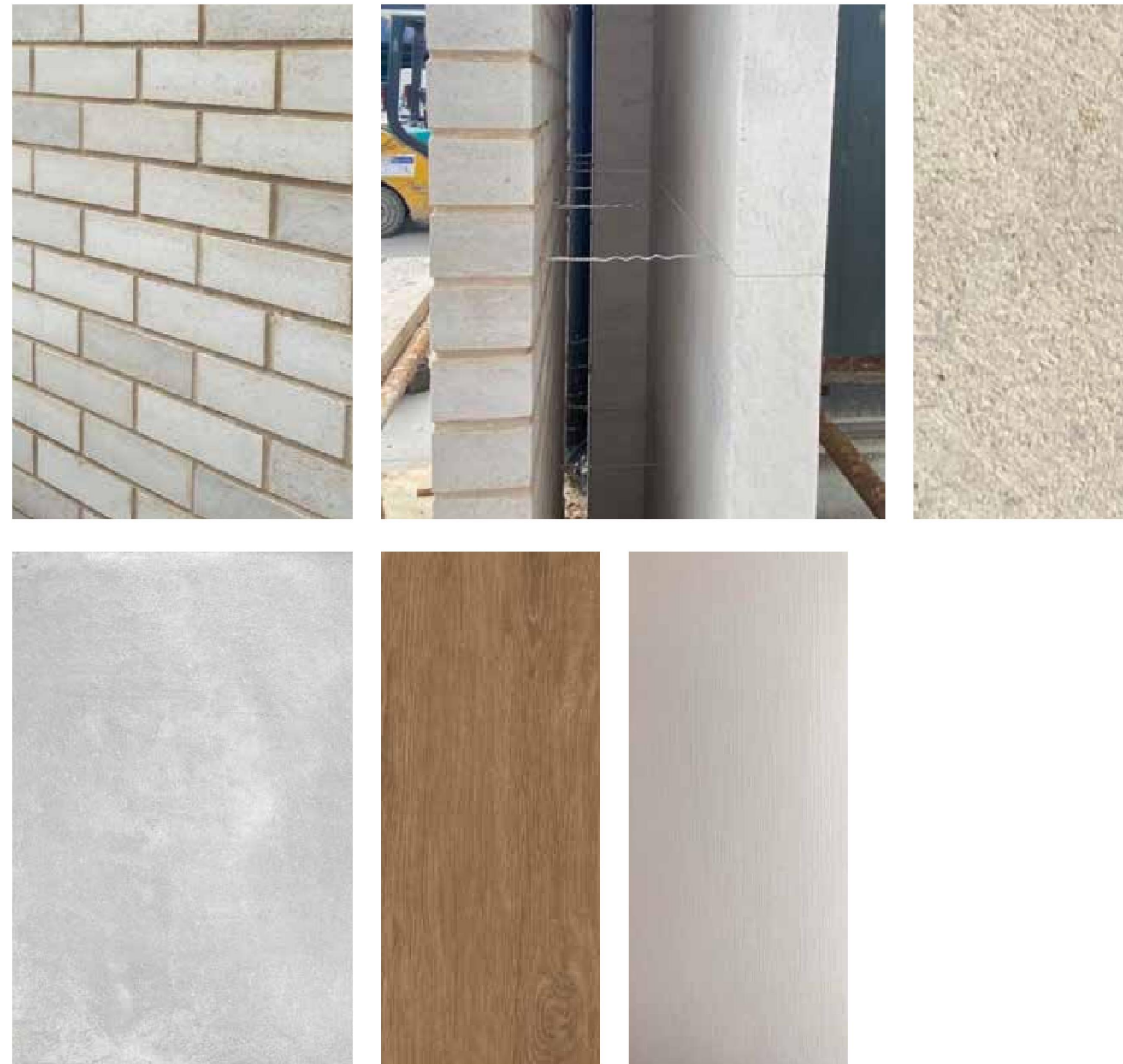


Courtyard view

3.3 Materials and colours

The material palette seeks to resonate with the local context. We studied textures and colours to be found at the site and in the area and have incorporated this into our design.

Brick and timber are the primary materials proposed. A natural white limestone brick is proposed for the façades, making reference to the white painted brick of the existing warehouse on site. Windows and openable side panels are constructed in a warm timber. Precast concrete sills, canopies, spandrels, parapet copings and other architectural details are proposed to match the brickwork. A champagne colour colour is proposed for all metal elements, including the external balustrades.

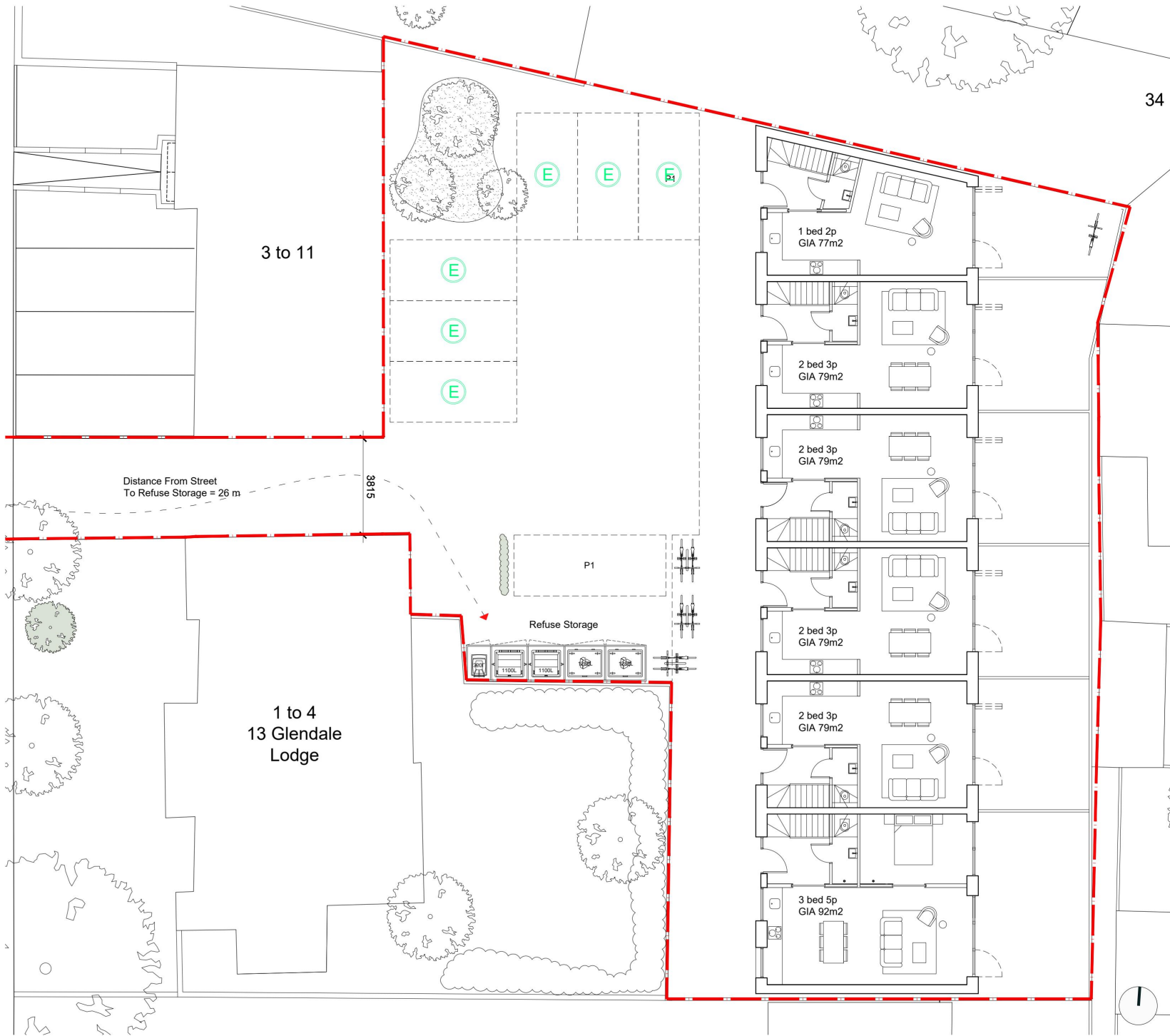


- Site boundary
- ⓔ Active electric car parking space
- Location of parking spaces

3 PROPOSAL

3.5 Car parking provision

A total of 7 car parking spaces are proposed.
 6 no. car parking spaces will have electric charging facilities, which complies with requirements as stated in The Building Regulations - Approved Document S: Infrastructure for the charging of electric vehicles.



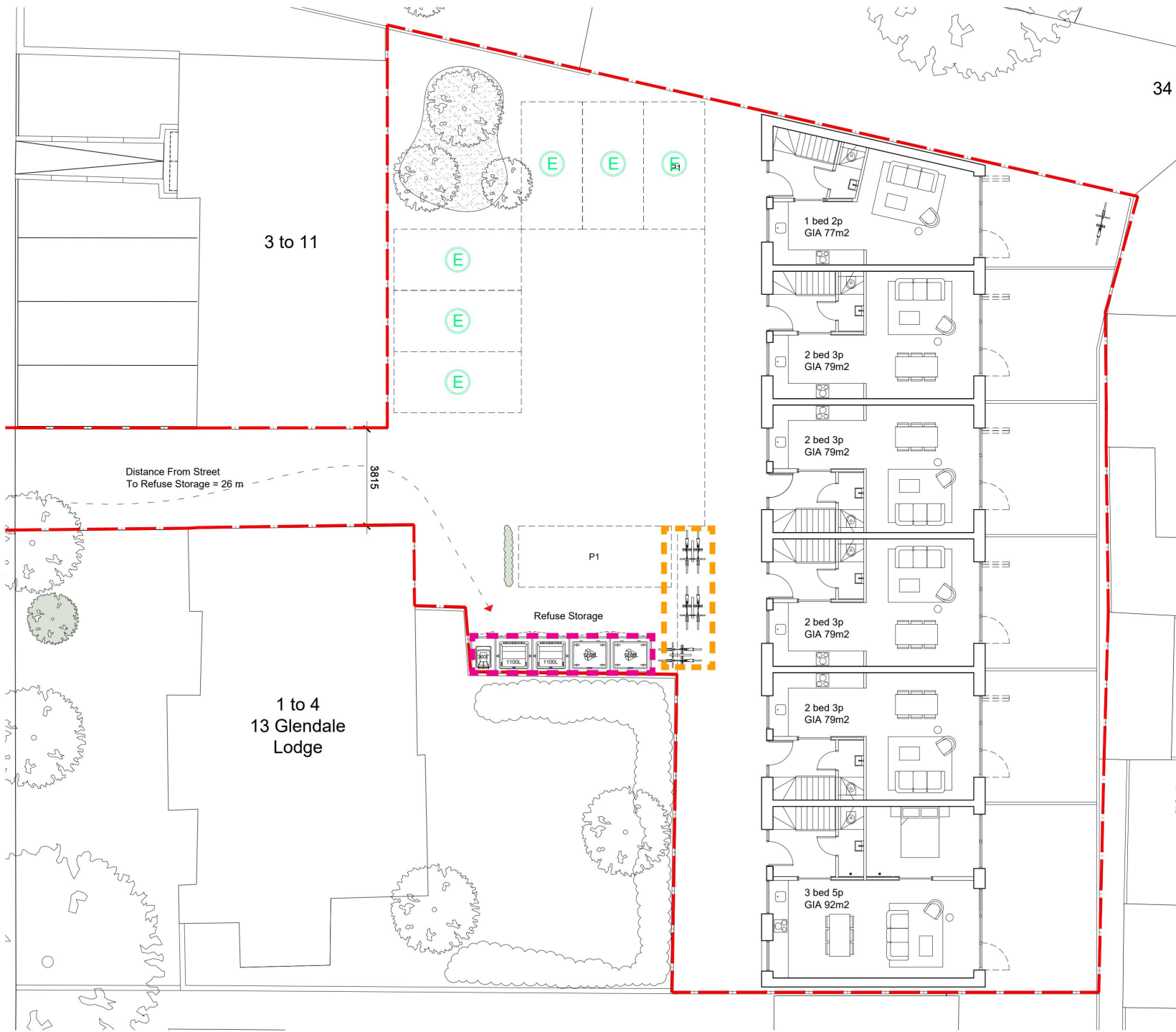
- Location of short stay bicycle storage
- Location of shared refuse storage

3 PROPOSAL

3.6 Refuse & bicycle storage provision

Short stay bicycle storage is provided for 6 no. bikes close to the site’s entrance, and in addition bicycles can be stored in the private amenity space of each dwelling.

A shared refuse storage accommodating 2 no. 1280 L recycling bins, 2 no. 1100 L general waste bins and 1 no. 360 L food waste bin is located near the site’s entrance. The distance from the Grenfell Avenue to the refuse storage is 26 m, allowing residents to wheel the bins to street level for easy waste collection.



3 PROPOSAL

3.8 Accommodation Schedule

Unit no.	Unit type	G.I.A.	Amenity
1.	1b 2p	77m2	18m2
2.	2b 3p	79m2	24m2
3.	2b 3p	79m2	23m2
4.	2b 3p	79m2	23m2
5.	2b 3p	79m2	23m2
6.	3b 5p	92m2	32m2