

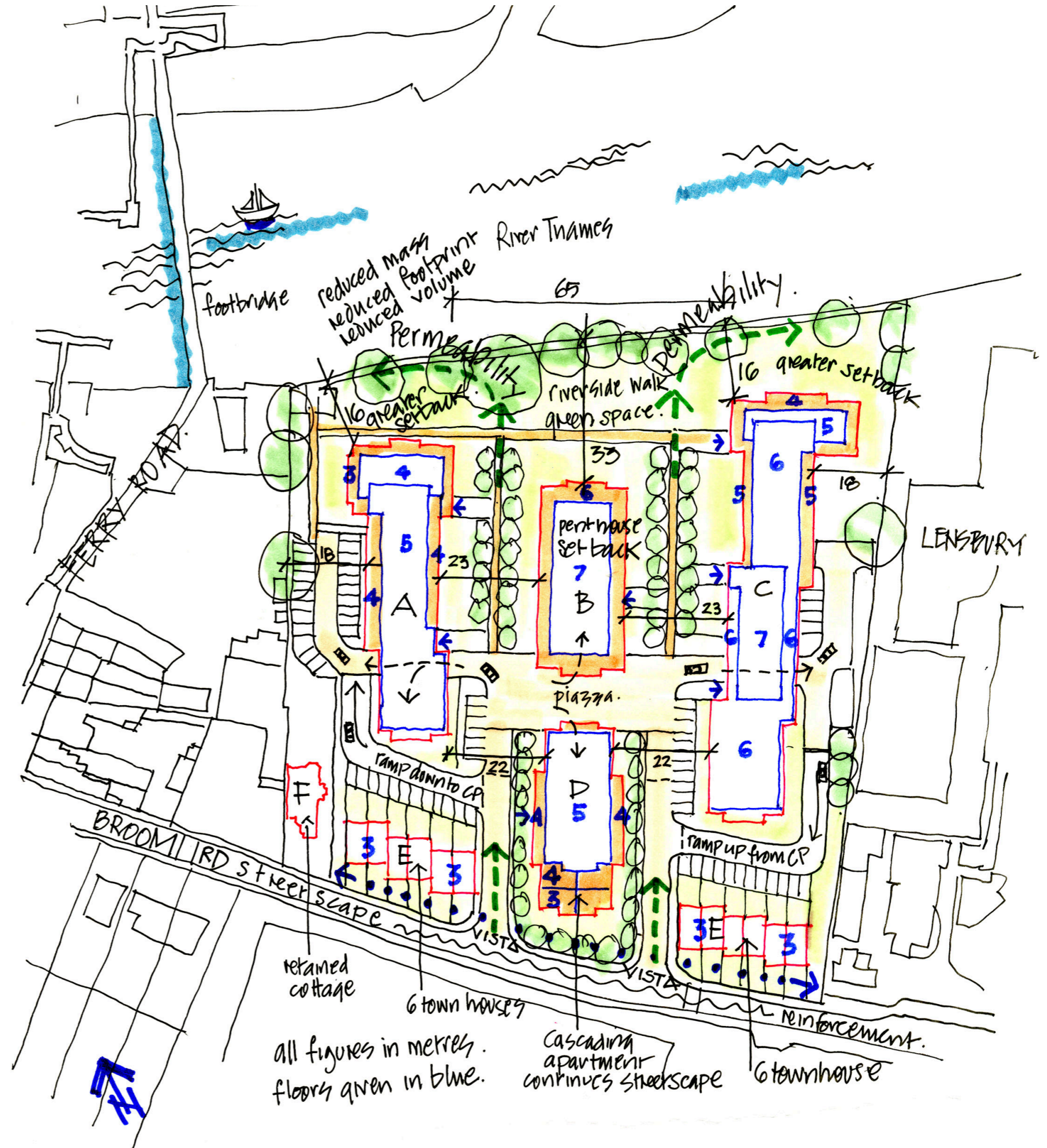
Boulevards leading to Promenade – the art of public realm place making

Other key early factors revolved around car parking and as with any site alongside a major waterway, flood risk. A below ground carpark, as with the proposed buildings above, would need to be flood proofed, and such concealed parking would be essential in terms of providing a qualitative landscape of public realm proportion, not to mention in terms of **Secure By Design**. This carpark was conceived to provide more than adequate carparking, both for residents and their visitors. It would be well lit, secure, give direct lift and stair access to apartments and be designed to **Secure By Design Car Park** manual best practice. Flood risk safeguarding was also incorporated and all due protocol for such waterside consideration reflected from the outset.

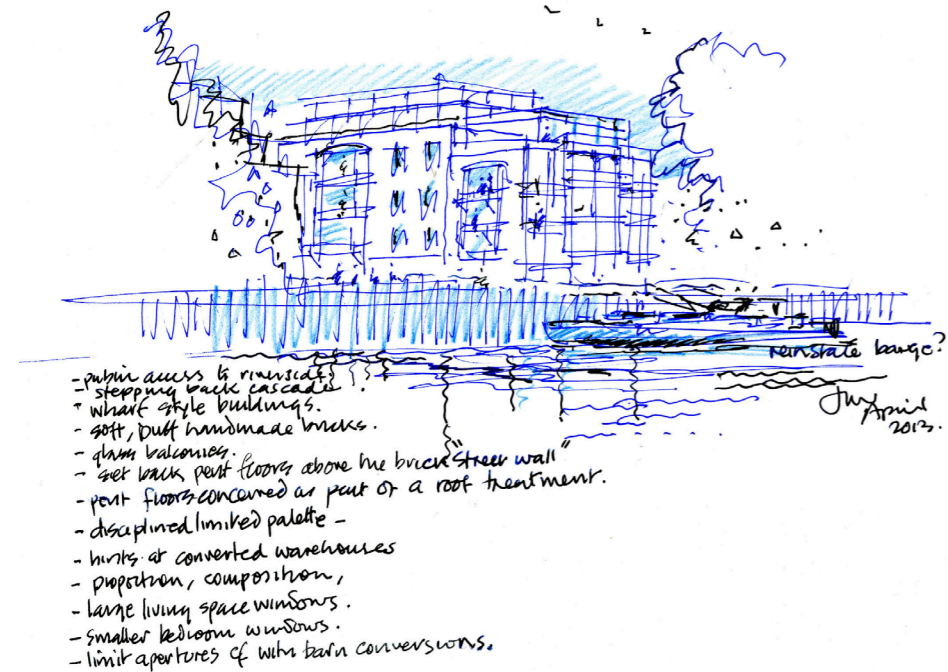
The full team of consultants contributing to the design process is set on page 4 of this DAS and who all collaborated in the gradual evolution of the proposal that now forms this planning application. This collaboration is a hallmark of the proposal given its role as part of the wider local aspiration of the application; a collaboration and consultation which took in other parties beyond local officers to include the EA, the GLA, local police, the general public and interested local Third Parties such as The Teddington Society.

These consultants ensured the proper level of detail design fed back into the concept consolidation: plant, structure, landscape, flood risk management, costings, CDM, heritage, transport, ecology, sunlight and daylight.

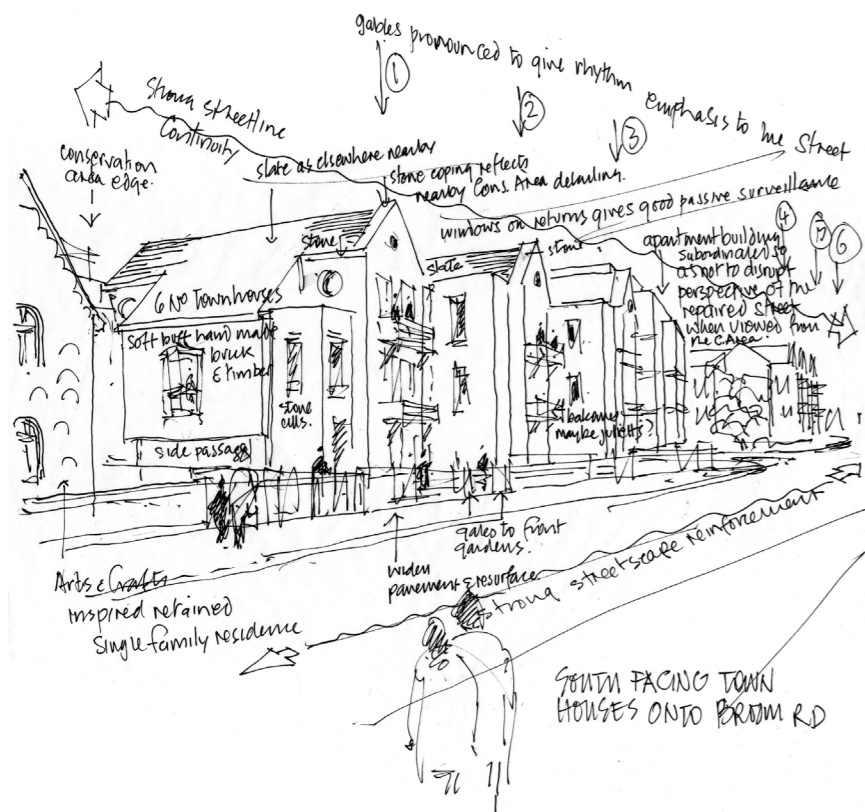
Right: evolution and iteration as at the middle of 2013 along with opposite some of the emerging sketch imagery. An early decision was also to widen the pavement onto Broom Road by releasing a strip of application site to The Highways Department. A one way system would apply on site. Arrivals would be from the western boulevard and departures from the eastern boulevard. No traffic would proceed beyond the piazza other than occasional maintenance vehicles. The six eastern townhouses onto Broom Road, shown opposite, were destined to become an affordable homes apartment building but in the same aesthetic as originally envisaged and which is illustrated on the facing page.



... Some of the early three dimensional appearance studies reflective of the Seven Pillars of By Design are shown on these illustrations & studies below...



View from Broom Road across The Green. Making more effective use of previously developed land while enhancing local character and established community amenity; the very mantra of sustainable development. Throughout the evolution of the proposal the narrow pavement has been increased to 3.0m width.



Early view from the listed footbridge prior to proposed buildings being reduced in footprint and height.