

TEDDINGTON RIVERSIDE

WELCOME...

PART TWO CONSULTATION

Haymarket Media Group is proposing to redevelop its Teddington site to provide a high quality residential scheme. Initial exhibitions on the emerging concepts for the site were held in July and the proposals have been worked up further, taking into account views expressed by the local community with feedback from the Council.



This latest exhibition shows more detailed plans and explains how the initial proposals have evolved to respond to local consultation. The exhibition provides another opportunity to comment on the scheme before a planning application is submitted to the Council later this year.



HAYMARKET'S RELOCATION

The redevelopment proposals at Teddington have come forward following Pinewood's decision to leave the site and the announcement that Haymarket is to create a new UK headquarters in Richmond.

We are in discussions with Richmond upon Thames College and the London Borough of Richmond over the opportunity to base our new headquarters at the College's Egerton Road site in Twickenham. The College and Council currently have aspirations for the comprehensive redevelopment of this site as the current College building is recognised as being unfit for purpose. The vision is to create new buildings and facilities for Richmond College, a new secondary school and a purpose built home for Richmond's Clarendon School for special needs.

Our involvement would help to enable the project and create a pioneering Education and Enterprise partnership, providing work experience and internships for students, assistance in the development of the curriculum, as well as access to resources.



The collaboration between the College, School and Haymarket would provide lifelong learning, skills and opportunities for the local community that goes beyond an educational offer. It would engender learning and experiences that will open doors to employment and higher education, together with personal fulfilment and community learning.

In the meantime, we will temporarily bring staff currently based in Hammersmith to Teddington pending the final move to our new offices in three to four years' time. By 2014, all 1,100 of our UK staff will be based in the Borough.

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Illustrated left and opposite are further panels from the 2013 public exhibition presentations, hosted by the applicant, planning consultants, architects and landscape architects and well attended by the public. These were held at The Landmark Centre to whom we extend our thanks for such an excellent venue. The main points to emerge, from what was consistently a well attended and an encouraging public response, was support for the opening up of public accessibility, concern over car parking and traffic generation, and appreciation of both pavement widening, and the amount of open space being incorporated into the scheme.

The carefully composed aesthetic "calm" of the "appearance" was well received as was the choice of quality light cream, mellow buff brickwork, and wharf like ambience within a parkland like setting. The integration of a heritage trail was also very positively commented upon, as was the reduction in massing.

We would express our appreciation to all who attended the presentations and contributed to the wider engagement the application sought to offer.

While consultation at the public exhibitions was primarily, but not exclusively of a generalised nature, consultation with officers was by its nature often more detailed and both officer and public commentary was reflected in design evolution throughout the iterative process. This saw a progressive reduction and refinement as the design exercises themselves became more detailed and advanced.

The team made various adjustments to the exact positioning of elements and to their massing. Building A was moved back further from the waterside by over 5.0m and in so doing further away from The Anglers pub grounds, while the southern end of Building A was reduced to three floors, chiming with the adjacent townhouses and similarly styled affordable housing apartment E7. At the same time footprints were reduced so that no development was within 16 metres of the flood defence line. An additional step was also inserted into Building C and punctuating glass corners introduced to the staircase corners to modulate the composition overall.

While much of this refinement came out of the dialogue with local officers and the general feedback from the public, the team also met with The Environment Agency, local housing provider Richmond Housing Partnership, the Metropolitan Police's ALO for the area and others. The team met with the GLA who provided support in principle at a stage when the project was still evolving and details still emerging.

Designing alongside a major waterway always poses special challenges and great care has been taken to ensure these challenges are thoroughly met. As a result of consultation we reconsidered the possibility of having many more entrances and traditional front gardens and front doors, especially at the northern

end of the site. This had been examined at earlier stages, but was not compatible with designating areas that could hold in excess of a 1.0m depth of flood storage water, as was required by policy. Nor was it particularly compatible with the overall concept of a green quasi parkland ambience providing recreational opportunity to a wider off-site community of local people as well as the residents of the development.

The building frontages onto the two boulevards and promenade are nonetheless still fully active with a variety of full balconies, terraces and Juliet balconies all providing energisation and interaction between internal and external space, with the raised 7.3m AOD ground floors ensuring privacy by virtue of being set so much above the adjacent external landscape. Entrances are provided at regular points in each apartment building; an entry phone system to each is standard, normally only four or five apartments per floor are serviced by each stair and lift core and only on one occasion is the maximum recommendation of eight apartments per core per floor utilised. No apartment layout exceeds this maximum recommendation and all apartments are fully accessible, even in the event of a 1.20 year or 1.100 year major flood and are at 7.3m FFL, calculated to be dry in the event of such extreme weather producing floods. It is worth noting in this respect that the site has remained dry this winter (2013/2014).

Some interest during collaboration and consultation was also expressed in having front entrances to individual residences facing onto the river. However, as noted above, it is simply not policy compliant to have habitable floor levels and single residence entrances in a flood storage perpetuation zone that could be under a depth of over 1.0m of water. The present long established flood storage capacity of the site at circa 2,000m³ volume needs to be reprovided in any new proposal such as this, in order to be policy compliant. Another point raised during consultation was aspect from the various residences, but with 70% of units being dual aspect and none of the remaining single aspect units facing north, the proposal was quickly seen to be entirely policy compliant.

There was too during this period some advocacy for what was called “through units”, but these would not be practical. They would be excessively deep in plan, be unrealistically oversized with inadequate external wall availability. Even if this were not the case, through units would preclude safe and easy evacuation in the event of fire, and regular access and egress in the event of major flooding. Much the same impracticality applied to one suggestion to put maisonettes on the lower floors with apartments over. All residences need to be accessed safely in the event of the flood and the design provides this via the 6.8m AOD piazza.

The landscape is shown opposite in its embryonic concept and has been fully developed by the architects and landscape architects (see pages 33 – 39 inclusive) around the theme of creating a local destination; a green parkland setting of sunlit walks to and from the river, available to the wider community as well as the residents.

EVOLUTION OF THE PROPOSED LAYOUT

The scheme layout has been amended in order to improve the relationship of the development with its surroundings and provide more open space especially towards the river.

The three apartment buildings previously proposed have now been replaced with two smaller central buildings flanked by two pavilions. A central piazza helps provide more space within the site.



Proposed layout plan

The two outer pavilions nearest the river have been set back to approximately 16 metres from the riverside. In order to reflect consultation feedback, the central building has been set at approximately 35 metres from the river to create a large, green, open space. The buildings are also set back generally 18 metres from the boundaries with The Lensbury and The Anglers.

The three storey townhouses proposed along the Broom Road frontage are still included to reflect the lower scale to the south and adjacent Conservation Area and reduce in height at the site boundary.

The new layout will still provide views through the site to the river from Broom Road in contrast with the current continuous mass of buildings on the site today.

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A SUMMARY OF THE SCHEME

The existing tired buildings would be demolished and replaced with a mix of four new buildings comprising a total of approximately 215 new homes. The development will offer a mix of new homes to cater for the needs of the community, including families and people wishing to downsize.



The scheme has been amended to respond to local feedback and on-going dialogue with the Council. Overall the changes are as follows:

- The overall density of the scheme has been reduced, with the number of homes reducing from 250 to approximately 215;
- The scheme has been generally reduced in both height and mass;
- The buildings are set further back from the riverside and other important boundaries;
- The number of on-site parking spaces has increased;
- The riverside walkway has been expanded and enhanced further to provide an increase in open, green space for the local community to enjoy;
- The new configuration of the apartment buildings opens up the site further and creates more space between the buildings and on the riverside;
- The design has evolved and has contemporary wharf-styled buildings.



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Design in Detail – The application iteration



Above: concept refinement as at Autumn 2013: Sunlit boulevards and riverside promenade



Above: as further refined into the application proper: A green parkland like setting

Layout

While the layout concept of a sunlit, green, almost quasi civic parkland setting based around predominantly wharf inspired buildings has remained essentially the same, important refinements have been ongoing. The apartment building 'A' has been made shorter again and set back further from the waterside. Beta and Delta have been subtly adjusted to increase frontage onto Broom Road and amenity space onto the riverside. All apartments lift and stair cores can now be reached from the underground car park, which also accommodates secure cycle storage, allocated parking, security and CCTV, dual fuel charging facilities, a health and fitness club accessed from a prominent ground floor reception area, services plant associated with the development including CHP, stand by generation, substations and grey water harvesting. The carpark has been made split level, part at level 2.0m AOD and part at 2.8m AOD, while the water table has been established at level 2.0m AOD. A carefully worked up system of barrier control has been developed with Hydrologic, the flood risk consultants to ensure a flood secure basement at all time and a compliant flood risk management plan.

In other respects, all the long established merits of the proposal remain. It is a layout inspired by clarity, cohesion, permeability, distinctive sense of place, public access, sunlight penetration and greater vantage points for river views for the residents and wider community of The Thames, with two public boulevards leading from Broom Road to a riverside promenade along the entire river frontage of the site.

The waterside area of the site is the lowest part of the ground level redevelopment at circa 5.5m AOD, rising to circa 6.8m AOD at the centre of the site before falling away to circa 6.0m AOD at the Broom Road levels. With a total site depth varying between 120m and 160m such resultant inclines are, at circa 5° imperceptible and yet are important to the layout in that it provides a safe means of access and egress in the event of a major flood, via the 6.8m AOD 'safe' level set by the EA and LPA. The car park is flood "proofed" and the ground floor level is at 7.3m AOD, above the worst predicted flood risk levels, all as determined in consultation with the EA and LPA.

These levels when compared to the external levels described provide enhanced security for ground floor residences and a rare opportunity for landscaping enhancement.

Use

The use to which the redevelopment aspires is as set out in the preface, and is one of residential accommodation, for both the open market and affordable sectors, together with a small health club facility and car club. Given that this is a predominantly residential location, albeit the immediate vicinity contains a higher than elsewhere mix of other uses, given too, that residential uses remain in short supply, and that such a use would provide both apartments, houses and affordables, the proposed land use would clearly fulfil a most appropriate and compatible need. It would furthermore reinforce local character and the setting of Weir Cottage, which as a Heritage asset become flood proofed for the first time in its history. The Haymarket Group would be relocating its business floor space to another site in LBRUT and this decision will provide the replacement employment space required by policy.

As a move from non-residential to residential use it would drastically reduce current vehicular trip generation. The application site historically caters for well over 300 vehicle parkings every week day; 600 trips a day; 3000 trips potentially a week and up to 150,000 a year. The application envisages a little over 250 vehicle parkings with much reduced trip generation and amenity improvement, lowering the carbon emission of the site as part of a wider greener agenda for the location.

As such a change in land use it does require a Sequential and Exception Test under national flood risk policy and this has been robustly satisfied by the input of other members of the Consultant Team. Equally important the external space will provide wider community use and benefit for recreation and leisure, while the historic heritage of the site will be echoed in a Heritage Trail as discussed



Amount

The key to "amount" centres around the need to make more effective use of previously developed land while reinforcing local character and established amenity. The locality is predominantly low slung in that it has a predominantly horizontally arranged proportion. Within this context 'big' often sits alongside 'small' as we have seen, but generally no tall buildings exist and it is this context that helps determines "amount". In addition it is essential in policy terms to perpetuate or better the existing flood storage capacity of the site and the entire river frontage and northern parts of the public open space boulevards and rear private communal spaces serve this function. These areas have the potential to hold in excess of 2100cu. metres of flood storage at up to 1.0m or so depth, still well below the 7.3m AOD finished floor levels of the apartments.

How much "amount" is acceptable is largely driven by context and infrastructure – the relationship with adjacent features, both man made or naturally occurring, capacity of infrastructure, traffic generation, school places, whether a location is well served and well connected in a process in which density should always be the product of good design and not a pre-determinant of design.



Left and Above. Weir Cottage. Currently its setting is undermined by a white garage shed of Twentieth Century origin, which would be removed. It is ill-set by pole barriers, tarmac car park, adjacent office and studio land use, flood risk and taller front brick wall on the building line which would also be removed. The low brick wall to the foreground would be removed and rebuilt as part of pavement widening and parking would be provided to the rear, accessible off the basement car park approach.

Scale

Appearance

It is important that the scale of development is appropriate to context and local capacity as has been outlined under “amount”. Indeed layout, amount, scale and appearance are all closely related aspects of design. The predominant ambience of the proposal is one that connects with a wharfage and water front context and so the scale of development derives in part from this. Scale however is how we handle size, how we arrange the composition on the canvas. It is the canvas that is “size” and how we work within it is the “scale”.

Scale in this proposal is developed from a horizontal handling of the two flanking apartments Alpha and Gamma, the more contrasting organisation of the central Beta and Delta apartment pavilions along with the more historic street grain and plot width of the streetscape townhouses. While these townhouses and pavilions then take on a more vertical theme, they do so for the very best of design reasoning. Beta and Delta provide a subtle contrast as befits their more pavilion like role, central in the proposal, and Epsilon town houses gives rhythm and repetition to help bolster what little tenuous streetscape quality exists at the Conservation Area end of Broom Road. In addition at the northern riverside end for Alpha and Gamma, as at their southern end, they both step down in scale as they come to ground.

Some concern was expressed at the height of the proposal and this has been substantially reduced but the proposals remain primarily low slung and lower than the heights of the buildings currently on the site.

Appearance, as described elsewhere, is soft, subordinate, of limited palette with mellow brick predominating. One brick such as a Leicester multi cream would be used for the two flanking buildings A & C and a similar but subtly warmer brick such as would be used on the two central pavilions. Bucket handle joints would be used on the flanking buildings and recessed joints or other slightly different joints on the centre buildings. Ground floors of the flanking buildings would be treated as a horizontal “plinth” with recessed brick courses banding the base in a contemporary rustication. Such bricks are of stock quality, not sharp arised. The ‘street wall’ is the brick and the ‘roof’ takes the form of the lighter set back pent-floors in the case of the wharfage architecture. Elsewhere onto Broom Road, roofs are in traditional slate pitched roof form as in the case of the townhouses providing streetscape reinforcement. Sundry images of precedent are provided on the facing page and overleaf, while below and right are shown typical elevations of the general appearance of much of the scheme.

Also below right, is the key to the facing materials, and this is expanded on the facing page with manufacturers named only in an indicative capacity to suggest the type and quality of materials which ultimately would all be finalised via the submission of samples to the LPA as part of a discharge of conditions.



- 1 Facing brickwork mellow light cream.
- 2 Facing brickwork mellow buff.
- 3 Composite timber and RAL aluminium reversible double glazed windows (triple glazed onto water side) all to SBD policy 27.
- 4 As "3" but sliding patio windows.
- 5 White preformed concrete cills.
- 6 White preformed concrete coping / fascia / facing.
- 7 RAL coloured preformed aluminium coping.
- 8 RAL coloured aluminium brise soleil.
- 9 Toughened glass balcony with tubular brushed s.s. handrail.
- 10 Satin brushed s.s. tubular balustrade with horizontal members to vertical flat balusters.
- 11 Natural slate roofing tiles.
- 12 Glazed entrance doors in RAL finished surrounds with glazed side screens to match all to SBD policy 20.
- 13 RAL coloured aluminium composite cladding with concealed fixings.
- 14 Glass canopy on aluminium system in RAL finish.
- 15 RAL coloured steel fascia.
- 16 Opaque glass panel.
- 17 Sliding timber brise soleil.

Above: The materials legend identifying the various finished proposed for the project

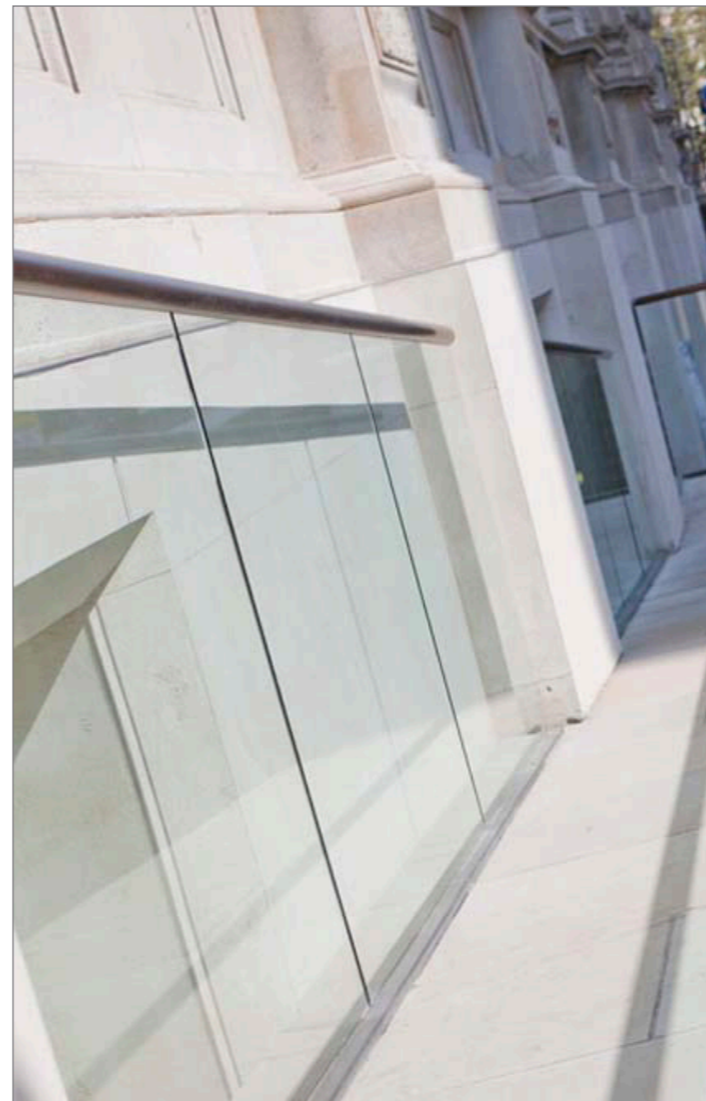


Above: A & C step down at their northern and southern ends.

Flat Roof Precedents..... apartment buildings



Left: Windows would generally be reversible, obviating window cleaning from ground level, although this could still be used on the majority of residences. Patio sliders at upper levels occur behind a Juliette balcony which would have eye bolt anchors and latch cords internally. The patio sliders would comprise 2 no sliding leaves to facilitate cleaning when used with Juliette balconies. Full balconies would have a warm timber surface as illustrated.



Materials

Windows: typically such as Velfac composite 200 series, RAL finish to aluminium externally timber satin polished internal. Reversible range.

Patio Sliders: typically as Velfac 200 series finished as above with both panels sliding when onto a Juliette balcony.

Balconies: Glass of brushed stainless steel, typically such as Basystems AEON and Ice ranges.

Bricks: Facing bricks will vary within a limited palette typically such as Ibstock Bradgate Harvest and Leicester Light Cream; a simulated handmade facing.

Feature Simulated Stone: Such as Telling white concrete .

Security Screens to Ground Floor windows typically such as Webnet 316SS mesh system by Jakob MMA architectural systems.

Glazed Entrance Doors and Screens: Flood resistant grade entrance screens to match as Velfac typical/indicative patio units and reversible 200 series.

Timber brise soleil to townhouses: Sustainable Western Red cedar such as Solinear Medera sliding louvre or overhead systems.

Aluminium Brise Soleil: RAL coloured aluminium static blades to apartment building such as Solinear Halo range.

Aluminium Penthouse cladding: RAL coloured concealed fixing aluminium system such as Alucobond sandwich system composite panels.

Raised Walkway to FAV: Ppc aluminium walkway system complete with handrails such as Solinear Solway Access Walkways, handrails such as Jakob AISI316 SS architectural balustrade systems.

Steel Culvert such as Solinear Solway gav mild steel grids.