

# McLaren.Excell

Planning application for **2 Broad Street**

Design and Access Statement

JUNE 2014

Prepared on behalf of Cue Property Holdings

# Contents

## 1 Introduction

## 2 Site Context

- Site History
- Site Location
- Transport Connections
- Existing Buildings
- Planning History

## 3 Design

- Brief
- Analysis
- Concept & Approach
- Appearance & Elevations
- Scale, Form & Massing
- Materials
- Floor Layouts
- Structure

## 4 Planning Statement

- Design & Conservation
- Housing Standards
- Land Use

## 5 Access

- Entering the Building
- Shared Access within the Apartments
- Means of Escape

## 6 Conclusion



Existing view of corner site from Stanley Road

## 1. Introduction

This Design and Access statement is submitted in support of the planning application for the proposed development of No. 2 Broad Street, Teddington. This application is on behalf of Cue Property Holdings.

This statement illustrates the design principles, concepts and access issues. The diagrams and images are illustrative only and this statement should be read in conjunction with the application drawings and the following consultants reports:-

- Planning Consultant: James Lloyd Associates
- Transport: Paul Mew Associates
- Financial Viability: Andrew Golland Associates
- Heritage: Herritage Collective
- Sustainability / Daylight, Sunlight & Overlooking: Syntegra Consulting

This statement has been prepared with regards to National Planning Policy, the London Borough of Richmond upon Thames Local Development Framework Core Strategy adopted in April 2009, the Richmond upon Thames Development Management Plan adopted in November 2011 and the Residential Development Standards adopted by the London Borough of Richmond upon Thames adopted in March 2010.

This statement has also followed the guidance and been produced in conformity with the: Provisions of Circular 01/2006 (Communities and Local Government); Council's Guide to Design & Access Statement; Commission for Architecture and the Built Environment (CABE) guidance booklet entitled; 'Design and Access Statement - How to write, read, and use them' (Published in 2006. Reprinted 2007).



Map of pre-eighteenth century Teddington.



Map of Teddington following the introduction of the railway line.

## 2. Site Context

### Site History

Teddington grew very slowly up to the 18th century remaining as a rural farming area until the time of the Enclosure. It was at this stage that Teddington required new routes that were suitable for wheeled traffic, therefore, a series of new roads were laid down, including Broad Street. Until then it had been an ancient gravel track known as Hampton Road and it was now to form one of the major routes through the town at 12 metres wide (hence its name) off which other roads were able to stem from.

Much of land in Teddington was still under single ownership by the Manor of Teddington and this was sold in 1862 following the pending arrival of the railway in 1863. A local board was then established and the land was sold and developed with a market of fairly well to do families. Through the introduction of improved transport links to the City of London the population in Teddington rose drastically from 1,200 people in 1861 to 14,000 by 1901. The railway had also split the main route through Teddington into two; the High Street to the East and Broad Street to the West. This sense of division created by the railway still exists in Teddington today.

Much development took place following the sale of the land by the Manor of Teddington including residential developments, shops and beer houses. At the corner of Broad Street and Queens Street (the site which forms the proposal) the Queen pub was built during the early 1860's. It closed in the 1960's becoming a laundrette. The current property on the site is registered as a Building of Townscape Merit (BTM), although the site is not designated within a conservation area. A full detailed heritage report has been provided by 'Heritage Collective'.



### Site Location

Teddington is classified by the Greater London Authority as one of the London Borough's four district centres. It is linear concentrated around the High Street to the east and Broad Street to the west. The centre is relatively buoyant and characteristically has low vacancy rates. Teddington also has a range of comparison goods retailers, many of which are independents. There are car parks to the rear of Broad Street (North Lane East and West), at the Marks and Spencer Store and at Cedar Road.

At the cross junction of the proposed site, Broad Street becomes Hampton Road and the route continues West towards Feltham. Queens Road leads southwards from this junction towards Bushy Park and northwards it becomes Stanley Road which leads towards Twickenham.

The profile of the buildings along Broad Street is interrupted and inconsistent. The typology varies from Victorian terraces to late 20th century buildings that do not contribute positively to the character of the street. The majority of these buildings have commercial space at ground floor with residential units above. Queens Road is partly commercial but becomes entirely residential as the road continues southwards.

The local buildings to the proposed site are predominantly of brick and many of these have shallow roofs. No. 6 Broad Street has an increased pitch which rises higher than the shallow pitch to the roof of the proposed site.

Livingston House, which is at the opposite corner of Queens Road, is a 3 storey building with an additional 4th storey that is set back from the front line of the building.

The proposed site sits at the corner of Broad Street and Queens Road. From both Hampton Road and Stanley Road it can be seen from a distance as a focal point, marking the beginning of Broad Street.

View North



View East



View South



View West

Views of existing buildings



To the right of the site on Queens Road is a three storey residential terrace in a traditional style, for which the date of construction is unknown. Behind the rear courtyard is a restaurant which fronts onto Broad Street.

### Transport Connections

The site has a Public Transport Accessibility Level rating of 3 (6 indicating high accessibility and 0 indicating low accessibility). Teddington Railway Station is approximately 680 metres (m) walking distance. There are also numerous bus stops within close proximity.

The site does not lie within a Controlled Parking Zone.

The existing parking stress is 70%. Taking the proposed development into account, stress would not increase over 80%, which is below the critical threshold of 90%. Therefore, the development would be satisfactory in terms of impact on car parking.

The pre-application advice states that cycle parking provisions must be made. The scheme provides 6 cycle parking spaces for the residential units at ground floor, which are securable with sheffield bike stands. This allows 1 space for each of the 1 or 2 bedroom flats as recommended by the Richmond planning department. Adjacent to this is a room with a further 3 cycle parking spaces for the retail / commercial spaces on the site which are also securable with sheffield bike stands.

### Existing Buildings

The property on the site is a three-storey building, fronting Broad Street, with a ground floor shop unit (dry cleaners) and residential (registered Housing of Multiple Occupancy) above. A rear vacant Workshop (formerly an electric Workshop for



Views of surrounding buildings



computer repairs) is attached that is accessed from Queens Road. To the south are residential flats along Queens Road, which adjoins the building, and to the east is the rear yard of another shop (No. 4 Broad Street).

The building is of brick construction with render at ground floor level and exposed above. The brick has been constructed in a Flemish bond in red brick. The sash windows to the first and second floors have grey stone cills with splayed flat brick lintels. The chamfered grey stone corner quoins on both Broad Street and Queens Road accentuate the buildings corner presence.

Although the existing building is of simple detailing void of decorative craftsmanship, it has a bold simplistic presence that is considered to be of some architectural merit particularly when considering its corner location.

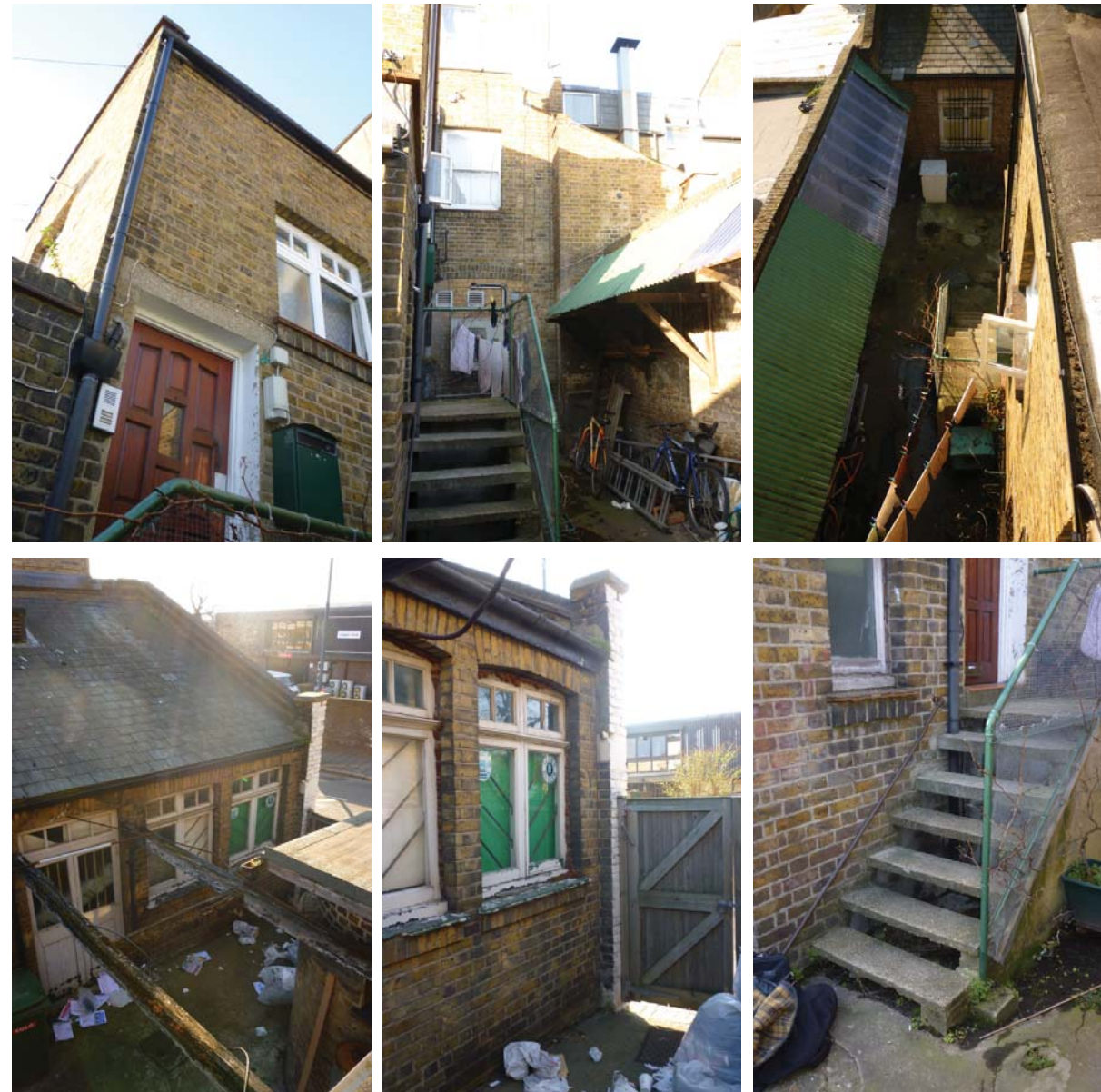
The commercial plots are occupied by Ladbrokes at 2-2a Broad Street and a dry cleaner's at 2 Broad Street on the corner location. The dry cleaners also occupy a laundrette which is accessed from Queens Road.

Access to the HMO units above is currently via the external courtyard and around the back of the building up an external staircase. The residential unit has shared facilities across two floors with 7 bedrooms.

The external condition of the three-storey corner building that contains Ladbrokes and the dry cleaners is in reasonably good condition. Beyond this line the buildings are of a chaotic mass and arrangement and therefore are of no particular architectural merit. The spaces within the building at first and second are outdated and are of poor internal arrangement.



Views of existing courtyard



The space between the corner building and the adjacent terraces at Queens Road creates a large void in the streetscape that could be better utilised to strengthen the consistency of the street profile along Queens Road.

The workshop accessed from Queens Road is currently used as storage. The building is in a poor condition both externally and internally.

#### Planning History

The ground floor of 2 Broad Street appears to have been a launderette (and then dry cleaner) and bookmaker for many years. Several planning applications were made to convert the upstairs bedsits to flats in the 1990's but these were refused as the Council had a policy to retain non self-contained accommodation.

The workshop is known to have been used as an electrics workshop and for computer repairs in the past. A 1995 planning application (REF 95/1637) convert to residential was refused on the following grounds:

'The proposal would result in the loss of an employment use which is not seriously detrimental to the amenities of the surrounding area and would therefore be contrary to policies E MP 6 of the Richmond upon Thames Local Plan and policy EMP 5 of the Unitary Development Plan deposit draft.'

The building has clearly been unused for some years. A planning application was made in October 2013 (REF 13/4120/FUL), However this was withdrawn in April 2014 following comments by the Council and the Teddington society.



Views of existing neighbouring properties



The main reasons for the withdrawal of the planning application were as per the following:-

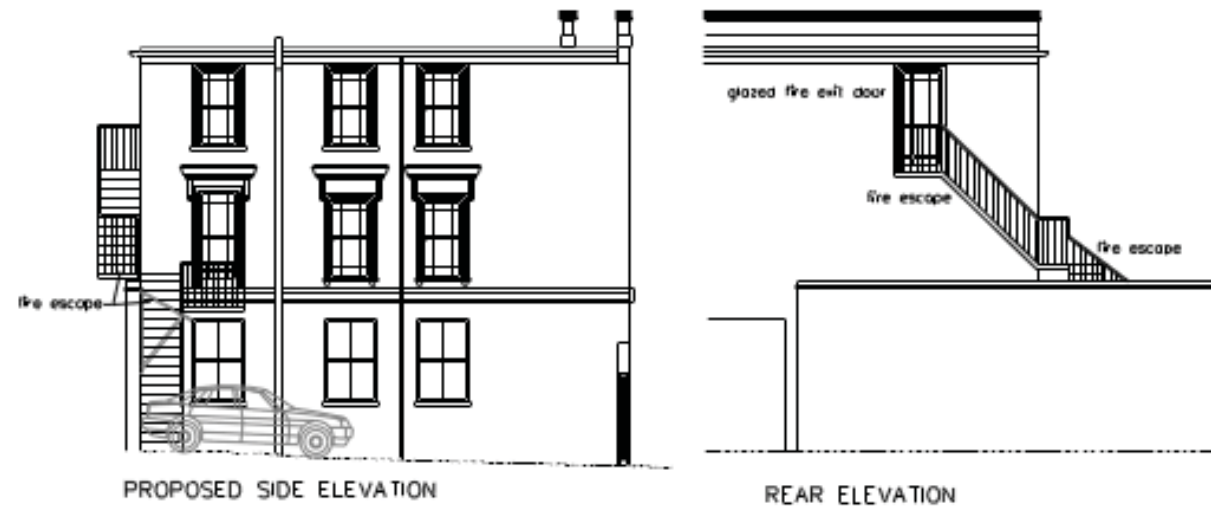
1. The proposal included a fourth storey mansard roof over the existing retained corner building which linked to the stair core to provide a three bedroom flat. Comments from Richmond council with regards to this were that raising the height with a mansard roof is not acceptable and that the existing building is sufficiently tall in relation to its neighbours.

2. It was recommended that the line of the infill building should be a continuation of adjacent terraces on Queens Road rather than the existing building line. The council's comments with regards to this were that new building should not be forward of the existing terrace, although it is appreciated that the existing is, this is only a single-storey small scale structure.

3. The council also had comments with regards to parking provisions (please refer to the transport report submitted with the application).

Prior to the withdrawn application, a pre-application was made in May 2013 (REF 13/P0115/PREAPP). This application was carried out to guide decisions made on the full planning application made in October 2013 (REF 13/4120/FUL) as described above.

Prior to this, an application was made on this site in January of 2012 (reference DC/SGS/12/0084/FUL). This was to demolish the rear workshop building and to construct a three storey building with 3 x 2 bedroom flats. The proposed building was on the same footprint of the existing workshop with an internal core to access each flat and a fire escape stair that was accessed via the existing courtyard.



Drawings from refused application May 2012

The application was refused in May 2012 for the following reasons:

1. The height, sitting and design would detract from the character and setting of the adjoining Building of Townscape Merit, 1-3 Queens Road contrary to policy DM HD 3 of the Richmond upon Thames Development Management Plan.
2. Loss of privacy due to windows facing towards 2 Broad Street contrary to policy DM DC 5 of the Richmond upon Thames Development Management Plan.
3. The limited size of the accommodation and failing to meet baseline standards contrary to policy DM HO 4 of the Richmond upon Thames Development Management Plan.
4. Inadequately demonstrating that the sustainable measures could achieve a 20% reduction on carbon emissions from on-site renewables contrary to policy DM SD 2 of the Richmond upon Thames Development Management Plan.
5. The vehicular access and parking layout did not achieve acceptable standards contrary to policy DM TP 2 of the Richmond upon Thames Development Management Plan.
6. The proposal would result in loss of employment space contrary to policy DM EM 2 of the Richmond upon Thames Development Management Plan.
7. The lack of provision made towards affordable housing contrary to policy CP15 of the London Borough of Richmond upon Thames Local Development Framework Core Strategy and policy DM HO 6 of the Richmond upon Thames Development Management Plan.



## 3. Design

### Brief

The clients brief is to produce a high quality residential and commercial scheme which aims to provide a sustainable solution with high quality accommodation and retail / commercial space. The aim is for the new building to provide a contemporary and elegantly proportion building that is also sensitive and appropriate to its context.

In order to achieve this, the scheme needs to address the following:

- Removal of internal walls and parts to the exterior of the existing main building to provide 2 x 1 bedroom flats, 4 x 2 bedroom flats.
- Removal of the vacant and dilapidated workshop so that it can be replaced with a new retail / commercial space.
- Retention of the existing commercial units at ground floor level (Ladbrokes, dry cleaners and laundrette). The total NIA of the proposed retail / commercial spaces matches that of the existing.
- Reuse of existing façades of the corner building at first and second floor level.
- The creation of easily accessible outdoor space to the rear courtyard.
- A new stair core, well ventilated and easily accessible bin stores and cycle storage space.

### Analysis

Analysis of the existing site and the brief has highlighted that there are a number of issues which need to be addressed in the process of the design and these are as follows:-

- The corner building plays an important role in the streetscape of Teddington, providing a visual gateway from the Western approach to Broad Street. The restoration of this facade reinforces its presence from both a heritage and visual perspective.
- The floor layouts within the existing building are of poor quality and would benefit through newly arranged apartments that are better equipped for modern day living.
- The buildings of Teddington are predominately constructed from brick with simplistic door and window openings.
- The fenestration of the existing buildings is of low quality both materially and proportionally. Also, the positioning of these windows and how they relate to each other is random and imbalanced.
- The adjacent buildings on Queens Road are of a certain scale and proportion that should be considered within the façade design and scale of the new building.
- The existing workshop is in a poor condition, the existing courtyard space is difficult to maintain and of a nature and shape that is unsuitable for modern day amenities.
- The space between 2 Broad Street and the neighbouring terraces on Queens Road creates a visual division and breaks the rhythm of the streetscape. The side extensions currently within this void are of an irregular and chaotic massing and arrangement.

## Area Schedule

RESIDENTIAL DEVELOPMENT STANDARDS 2010						
Flat unit type	NIA (sqm)	Kitchen / Living (sqm)				
Studio	30	n/a				
One-bed	45	22				
Two-bed	60	24				
Three-bed	70	27				
Four +	85	30				

EXISTING						
Flat No.	No. Beds	NIA (sqm)	NIA (sqft)	Type	GIA (sqm)	GIA (sqft)
Residential space currently used as HMO split into 7 flats				Commercial / Retail	163	1754
				Circulation	40	430
				External	52	560
				Residential	177	1905
				Store / Plant	6	65
				Total GIA (excl external space)	386	4713

PROPOSED						
Flat No.	No. Beds	NIA (sqm)	NIA (sqft)	Type	GIA (sqm)	GIA (sqft)
1	2	65	699	Commercial / Retail	167	1797
2	1	50	538	Circulation	45	484
3	2	65	699	External	12	129
4	2	65	699	Residential	360	3874
5	1	50	538	Store / Plant	26	280
6	2	65	699			
<b>Total</b>				<b>Total GIA (excl external space)</b>	<b>598</b>	<b>6564</b>

Note: All residential flats meet the residential standards adopted March 2010

COMMERCIAL - SUMMARY				
	Existing		Proposed	
	GIA	NIA	GIA	NIA
Drycleaners	70	69	59	60
Workshop	40	40	55	55
Ladbrokes	53	51	53	51
<b>Total</b>	<b>163</b>	<b>160</b>	<b>167</b>	<b>166</b>

## Concept and Approach

The concept for the form and elevational treatment of the Queens Road façade design has been developed out of a response to the key concerns raised by the site analysis, the requirements of the brief and pre-planning application consultations and documentation.

The approach has been to introduce quality materials that will stand the test of time and to create a design that is fluent with and sensitive to the existing street fabric.

The idea arose to further express the historical grain of the 'pub' corner building and to therefore express the contrast between this and a more contemporary yet carefully orchestrated infill building adjacent.

## Appearance & Elevations

One of the most important objectives has been to improve the appearance of the retained corner building as it sets the architectural example for the rest of the street.

The windows to both elevations of the corner building are evenly spaced horizontally while also lining through with each other vertically. These openings have been adjusted since the pre-planning application to create a more clarified façade with improved internal living arrangements.

The windows to the retained corner building are to be timber sash, which is a drastic improvement on the the existing UPVC window frames.



The fenestration to the new façade is consistent and well-proportioned through the manner in which they relate to both neighbouring buildings. Also, these windows provide a well-balanced ratio between solid and openings. Each window allows plenty of natural daylight into the living spaces while also not being overly open to the street below.

The rhythm of this part of the new façade (first and second floor) is rational and simplistic. Where double openings are not appropriate for the internal arrangements, a recess has been made in the brickwork to continue the rationale of the façade. Balconies to the double openings are of a sophisticated design that is both in line with the refined nature of the facade and allows plenty of daylight to the internal spaces.

It was expressed within the pre-application response letter that there should be a break between the development and the adjacent Queens Road Terrace. The design has since developed to incorporate a vertical glass strip that is set back from both buildings to provide a visual 'break' between the two properties. Since the withdrawn application we have increased the depth from the front facade and set the glass back further.

The scheme adopts characteristics and geometry from its surroundings. The parapet height of the neighbouring terrace on Queens Road has been used to set the roofline of the glazed 'break'. The building then steps up towards Broad Street to express its corner presence.

The existing cornice height between ground and first floor level of the adjacent building on Queens Road is carried through to dictate the top of the recessed entrance to the residential and retail / commercial space. The recessed section provides a departure from the brick, and with the introduction of vertical timber boards and glazing this helps to soften the façade whilst also creating verticality to break the horizontal brick.

Following the comments provided by the Council with regards to the withdrawn planning application (REF 13/4120/FUL), the fourth storey has been removed.

Following other comments provided by the Council with regards to the boundary line of the new infill building, the proposal has been moved back to line through with the terrace at Queens Road. This should lessen the impact of the new development on the neighbouring building and provide a more balanced relationship between the two properties.

### **Scale, Form & Massing**

The façade relates to the scale and massing within the street by respecting the existing parapets heights and set back lines. The proposal can be interpreted as a contextual infill between the existing corner building and No. 4 Queens Road, providing a much more formal streetscape rhythm.

The corner building has been made to be more prominent by the removal of its lower level side extensions to the south and formalising the site with a clear distinction between old and new. The existing building is also proud of the new building to enhance its corner presence. The existing roof and chimneys to the corner have been retained.

The scheme is full height at the rear façade similar to the adjacent buildings at No.4 Queens Road. As this overlooks the back spaces of commercial buildings we do not consider this to be an issue of overlooking. Some of the flats have bedrooms with windows that overlook this rear space but the condition is not considerably different to that of the existing adjacent building.

The rear of the building also includes a void where the building abuts the neighbouring buildings on Broad Street which creates a terrace to the first floor and a balcony to flat 4 on the second floor. These terraces are also set back from the neighbouring property on Broad Street to avoid overlooking in this area.



Clean brick facade and window openings



Juliet balcony treatment



Vertical timber boarding for top floor

## Materials

The existing corner building is bold in form and has an air of permanence. Although brickwork is the most appropriate material for Teddington, the scheme also benefits from a contrast between hard and soft materials.

The new contemporary building introduces carefully articulated brickwork that is both simplistic and elegant. The concealed lintels are contemporary to provide a subtle contrast with the traditional corner building.

We have introduced a vertical timber board at ground floor level to define the entrances to the flats and commercial unit. This also offers some relief from the brickwork and softens the landscape.

## Floor Layouts

The flats have been designed to a high standard and are all within the baseline standards as set out in the London Borough of Richmond upon Thames Residential Development Standards adopted in March 2010.

This states that one bedroom flats must be at least 45 sqm NIA with 22 sqm of that being for Kitchen, Dining & Living and that 2 bedroom flats must be at least 60 sqm NIA with at least 24sqm of that being for Kitchen, Dining and Living.

Each flat has a lobby at the entrance door that is half hour fire protected off which all habitable rooms can be accessed. Living rooms are able to cater for dining spaces and modern living arrangements.

## Structure

The structure of the retained existing components is to be used where possible. The existing façade of the corner building is to be retained as well as the flooring that exists over the ground floor retail / commercial units at ground floor.

The structure of the new elements of the building is likely to be constructed in a steel frame with a well-insulated double skin brick facade designed to avoid cold bridging.



## 4. Planning Statement

### Design and Conservation

This section should be read in conjunction with the submitted Heritage Statement prepared by Heritage Collective.

Part of the conceptual ambition of the scheme is to allow the existing traditional building to maintain its corner presence and to not allow the new elements to overpower this. Policy DM HD 3 point 3 of the Richmond development management plan states:

Any proposals should protect and enhance the setting of Buildings of Townscape Merit.

The parts of the old building that detract from the old building have been removed and there is a clear distinction between the old and new forms creating a more formal and defined sequence of elements.

The fenestration to the original building has been adapted where necessary to enhance the traditional aspects of the corner building and to further enrich its character. Policy DM HD 3 point 2 of the Richmond development management plan states:

Alterations and extensions should be based on an accurate understanding of the significance of the asset including structure, and respect the architectural character, and detailing of the original building.

The existing uPVC window frames to the existing corner building have been replaced by traditional double glazed sash windows and the openings have been altered to create a well-balanced façade arrangement.

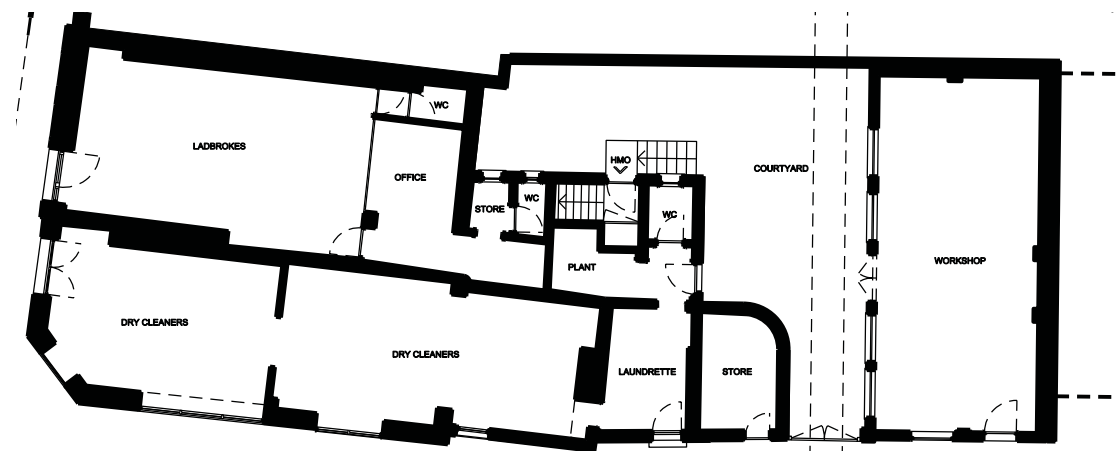
Overall, it is a well-established concept that new development can play an important role in the on-going evolution of historic areas; the proposed development would not simply be accessible, but beneficial. It satisfies both national and local policy and there is a clear and compelling case for allowing this development on heritage grounds.



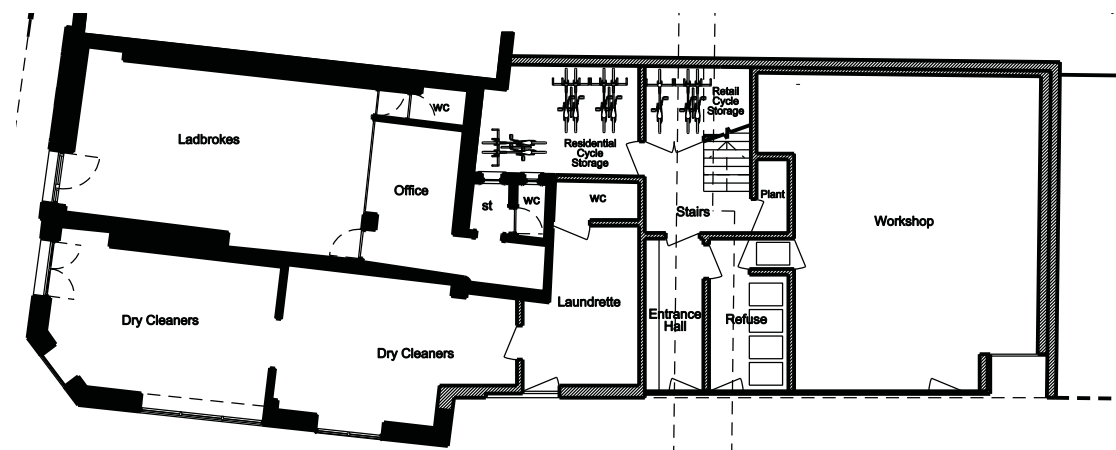
Existing Queens Road Elevation (Not to scale, refer to detail drawings)



Proposed Queens Road Elevation (Not to scale, refer to detail drawings)



Existing Ground Floor Plan (Not to scale, refer to detail drawings)



Proposed Ground Floor Plan (Not to scale, refer to detail drawings)

### Housing Standards

Each apartment is of a high standard and surpasses the baseline standard sizes as set out in the Residential Development Standards adopted by the London Borough of Richmond upon Thames adopted in March 2010. Policy DM HO 4 of the Richmond development management plan states:

Developments should generally provide family sized accommodation, except within town centres where a higher proportion of small units would be appropriate.

Located on one of the busiest roads in Teddington the proposed scheme provides a number of new 1 and 2 bedroom apartments which is considered to be in line with the policy stated above and appropriate to the needs of the area.

The proposal will comply with external and internal space standards.

### Land Use

Please refer to the supporting Covering Letter - Supporting Planning Information, prepared by JLA Limited for further information.

One of the major criticisms of the previous planning application (reference DC/SGS/12/0084/FUL) was with regards to the loss of employment space. Policy DM EM 2 of the Development Management Plan states the following:

The Council seeks to retain land, sites and buildings which were last used for employment purposes, in employment use.

With this in mind the application looks to retain the same amount of commercial / retail space as the existing site and to revitalise the rear unit so that it is better equipped with modern necessities and to enable the space to operate more effectively.



## 5. Access

### Entering the Building

The proposal has taken into account particular issues relating to the site in terms of pedestrian access, servicing and the Equality Act 2010. The design aspiration is the creation of an inclusive environment throughout, that maximises access for people of all ability and background. Provisions have been made where possible to meet the Equality Act 2010 and the London plan to promote the interests of disabled persons.

There is no considerable difference in street level along either Broad Street or Queens Road and therefore no obvious problematic issues to be resolved along the adjacent public highway routes to the proposal.

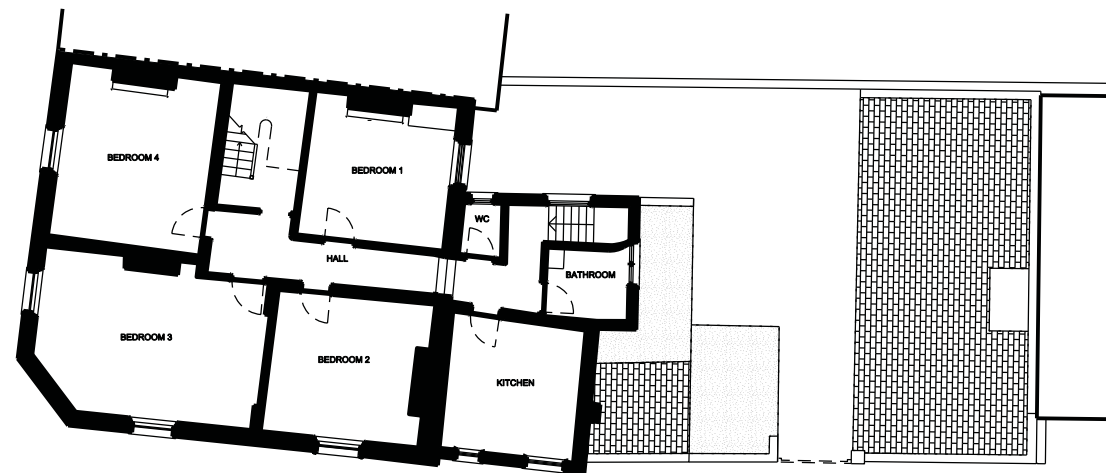
The existing Ladbrokes and Dry Cleaners that are accessed from Broad Street have stepped access from the street and are to remain as existing.

The main entrance to the residential units, new retail / commercial unit and refuse space is accessed directly off the public pavement on Queens Road. This is considered to be an improvement to the current condition by which access to the residential units is via a courtyard in poor condition that is not overlooked sufficiently.

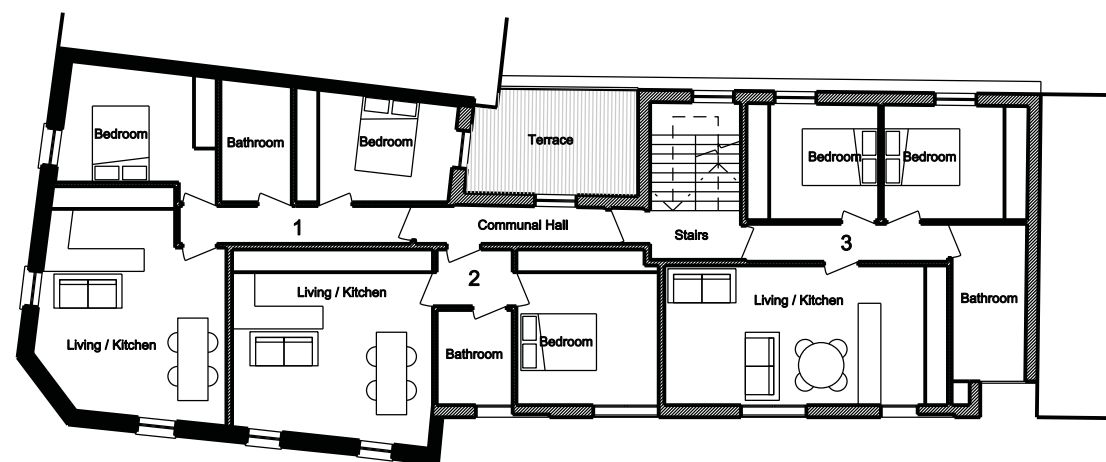
All new entrances on Queens Road are flush with the pavement without steps and offer immediate shelter off the public pavement. This is also considered to be a drastic improvement to the existing HMO entrance which involves climbing a number of external steps before entering the building.

The refuse entrance to the residential units is located directly off Queens Road which makes collections simple and effective. Consultations with the Street Environment Enforcement Manager have taken place to ensure that provisions have been made for the correct amount of waste storage.

The scheme looks to introduce 10 new bedrooms, and based on the Councils estimate of 70 litres of general waste usage per bedroom per week, we have allowed for over 700 litres of general waste storage as required by providing the space for 2 x 360 litre wheeled bins.



Existing First Floor Plan (Not to scale, refer to detail drawings)



Proposed First Floor Plan (Not to scale, refer to detail drawings)

The Council also requires that we provide 2 x 340 litre wheeled bins for domestic recycling. Therefore, the total allowance of refuse space that we have provided is 4 x 340 litre wheeled bins (please refer to ground floor plan).

Refuse for the retail / commercial space is separate to that of the residential units and also based on an estimate made by the Street Environment Enforcement Manager.

The retained Ladbrokes, Dry Cleaners and Laundrette will continue to manage waste as per the current arrangement, which is not reliant on use of the existing courtyard space.

The waste provisions for the newly developed workshop space are based on the 2.6 litre / sqm area ratio provided to us by the Council. Based on a workshop area of 57sqm, this should produce a maximum of 148 litres of waste per week. We have therefore allowed for 1 x 360 litre wheeled bin which should accommodate this comfortably.

#### Shared Access within the Building

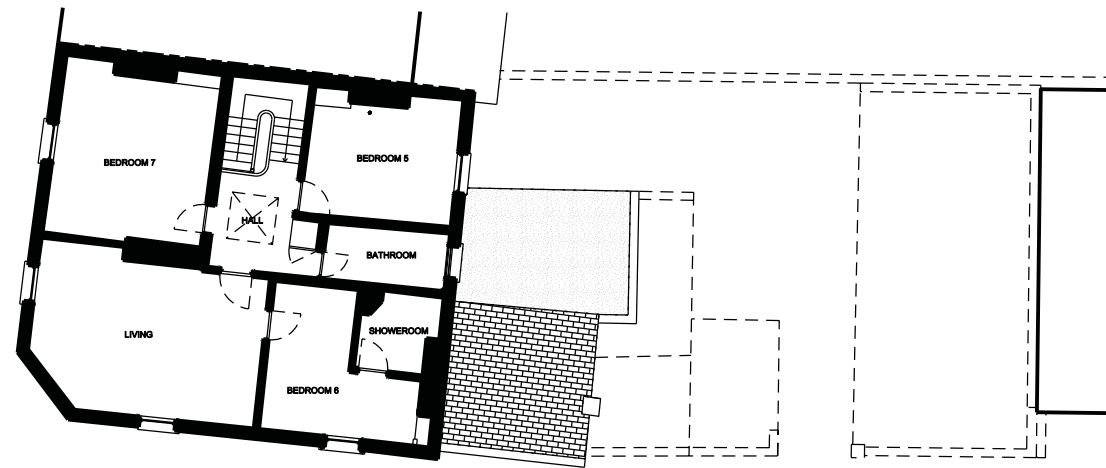
The scheme provides a good level of accessibility internally and considers the potential for adaptation should the need arise in future years.

Shared hallways do not exceed the requirements set out in the Approved Building Regulations Document M. Hallways are also wide enough at corridor turns to reasonably accommodate the moving in and out of furniture items. This is a vast improvement on the existing condition which has tight corners near to stairways making it difficult to manoeuvre furniture. The hallway to the refuse area is also of an adequate width for easy manoeuvring of wheelie bins.

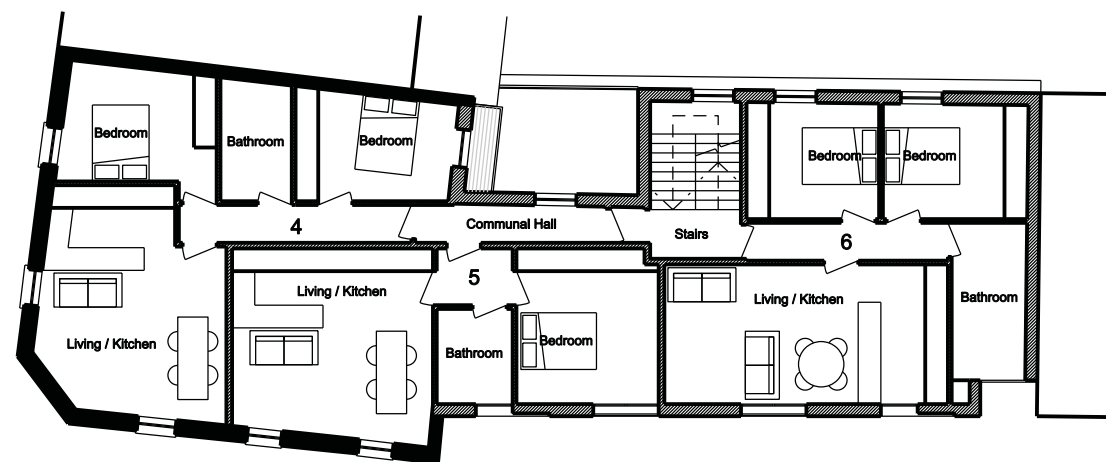
The internal stairs are of an adequate width as per the Approved Building Regulations Document M. Doors onto the stair core are located at a reasonable difference from the top and bottom steps to minimise the chances of accidents.

Over the stairwell is a retractable skylight for maintenance purposes only. Maintenance is to be carried out with a securable safety clip and harness which will avoid the requirement for a ballustrade to the roof.

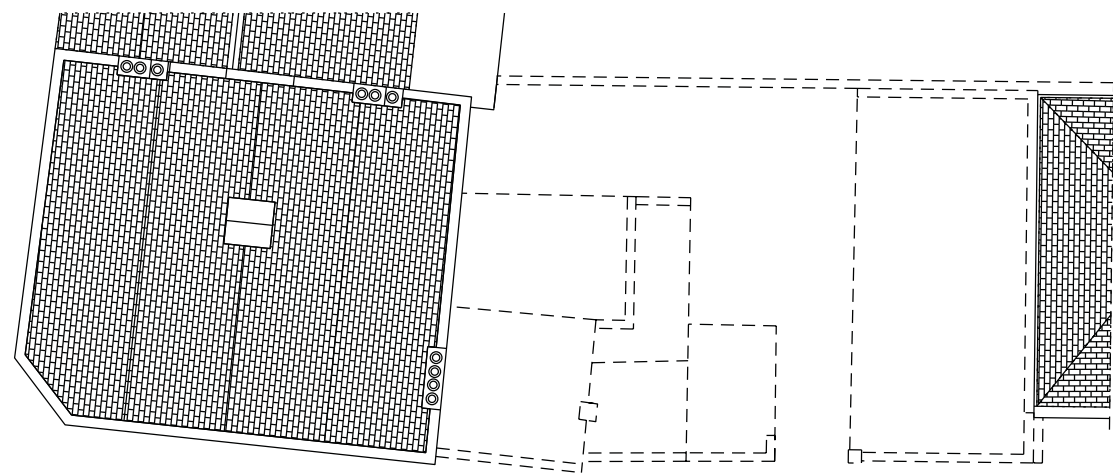
Should a lift be required at a later date there is potential for this to be inserted adjacent to the stair core. This would begin within the bike store space at the rear of the scheme at ground floor level and continue up within the rear external void accessed off the communal hall.



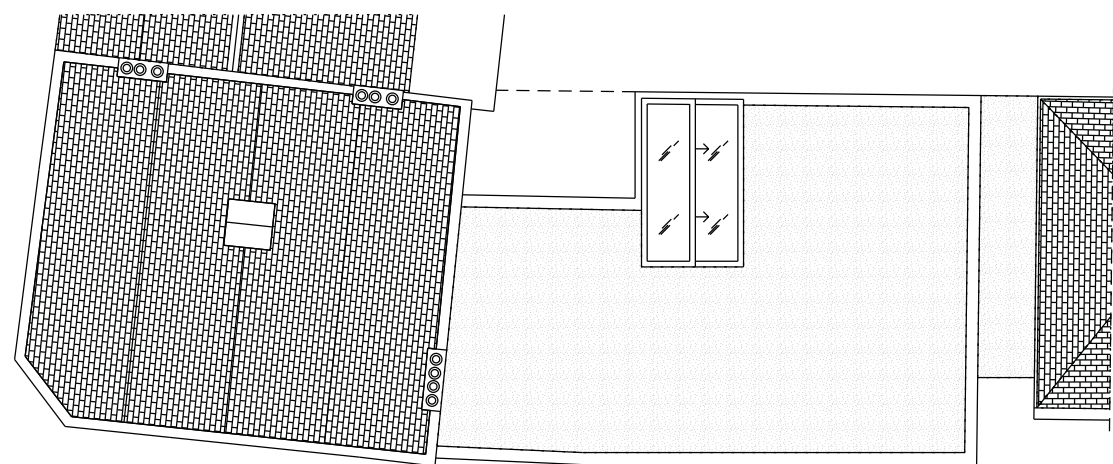
Existing Second Floor Plan (Not to scale, refer to detail drawings)



Proposed Second Floor Plan (Not to scale, refer to detail drawings)



Existing Roof Plan (Not to scale, refer to detail drawings)



Proposed Roof Plan (Not to scale, refer to detail drawings)

### Access within the Apartments

The apartments have been designed to meet the current residential needs of occupants with access being as comfortable as possible.

Widths of internal corridors are as per the Approved Building Regulations Document M and doors are set out at a comfortable distance apart.

A reasonable proportion of apartments could be easily adapted to provide rooms that can accommodate wheelchair use. A number of apartments are of a size and spaciousness that could allow for minor internal alterations to allow for full wheelchair turning circles.

This proportion of apartments would also be able to accommodate for bathrooms with the necessary provisions for disabled use such as side transfer accessible WC's and shower facilities.

### Means of Escape

Means of escape will be inclusive and will be substantially occupied by users familiar with the building. They will also be provided in accordance with the Approved Building Regulations Document B.

The length of communal corridors and escape lengths within each apartment of the scheme mean that a secondary fire escape stair is not required under the current building regulations. The new vertical core will be fire protected as per the current Approved Building Regulations.

As part of the base-build, statutory signage will be installed to pass the current Approved Building Regulations.

An incoming occupier may consider additional facilities for those requiring assistance in the event of a fire, for example management planning, Personal Emergency Evacuation Plans (PEEPs), appropriate way-finding measures, devices to assist moving people down stairs, etc.



## 6. Conclusion

The proposal seeks to establish a new level of design quality, through the retention of traditional elements and the addition of well situated contemporary elements. This will have benefits to the surrounding area as well as providing the necessary accommodation suitable for today's requirements and for the foreseeable future.

We consider the scheme to be in line with both local and national policies as set out in this document. We also believe that appropriate considerations have been made to develop the design as per comments made by the Council in the pre-application letter. The scheme would provide high quality residential units while also maintaining and improving on the same amount of retail / commercial space.

The design intention was to retain elements of architectural value whilst providing a suitable neighbour to it that enhances its prominence rather than detracts from it. The research set out in this document considers that the existing buildings to be removed interrupt the street profile along Queens Road, and contribute little when considering the needs of modern day environments.

The scheme seeks to strike the right balance between the old and new buildings with the former being traditionally enriched and the latter providing the contrast between historic and modern building design. The façade treatment is a play on this theme with traditional sash windows to the corner building and larger uninterrupted glazing to the new element.

Materially, the proposal brings an aspect of 'softness' to the street to counteract what is otherwise predominantly 'hard'. The new brick façade, well suited to its surroundings sits adjacent to the old brick and at ground floor level a strip of vertical timber boarding and glazing takes the edge off this heaviness. The softness of this treatment then continues at third floor level set back from the streets edge.

We feel that the proposal will positively enhance the area through well situated design while also offering high quality accommodation to Teddington that meets the needs of modern day society.