



2
New roof fitted to original part



4
New windows to original part



5
Poor quality additions



3
New extension to south west elevation



6
Nondescript entrance to 1 Braemar Cottages

Photographs 2-6: The site



View of 4 Manor Road past Braemar House



View of 4 Manor Road from 6 Manor Road



View of 4 Manor Road from street



View of 4 Manor Road down lane to 6 Manor Road



View of rear of 4 Manor Road

Photographs 7-11: The site

3.0 THE EXISTING BUILDINGS

4 Manor Road is occupied by a building that was granted planning approval in 2006 (reference 06/0197/FUL). This scheme was subsequently amended in 2007 by approval reference 07/0644/FUL. An application was made in 2010 to add balconies to the south elevation. This was refused but allowed at appeal (reference 10/3040/FUL). *See photographs 8 and 10.*

It is three storeys above a semi-basement car park (the ground floor is raised above flood level). The elevations are treated with green rainscreen cladding and white render. The roof has a large eaves overhang. Balconies run along the south side that are enclosed by glass balustrades and thin columns that run from ground floor to eaves level.

The building is set approximately 17.3m back from the front site boundary which is defined by a high brick wall and tree and shrub planting.

The concrete roof structure of 4 Manor Road permits the installation of an additional floor of accommodation and the twin staircase layout of the lower floors readily allows the addition of further flats. This application includes an additional storey accommodating three flats.

The existing building at No. 6 is the result of numerous extensions and changes being made to a smaller original building so that it is now twice the size.

The original building is understood to have been a coach house comprising residential accommodation over garaging which was related to a house that then fronted the river. This part of the existing building is constructed from yellow stock brickwork with red brick features and stone heads and cills to the windows.

When constructed, the building had a flat roof behind brick parapet walls. A modern extension has created a third level of accommodation within a pitched and hipped roof covered with plain clay tiles and punctuated by a number of Velux type windows. *See photograph 2.*

A conservatory style room has been added to the rear of the larger house, whilst a small two storey flat roofed extension has been added to the smaller house.

To the south west, a large (part two storey) extension with a terrace at first floor level has been added. This is finished in painted brickwork at ground floor level and is clad with white plastic weatherboarding at first floor level. This extension dominates the view of the existing building when approaching from Manor Road with the original building barely visible. *See photograph 3.*

As well as the numerous extensions, various amendments have been made to the original building which include the addition of windows to the ground and first floors of the south east elevation. *See photographs 4 and 5.*

Like the exterior, the internal parts of the building have been altered extensively over time by a succession of owners to create the two houses that currently exist, so there is no vestige of the use of the original building. This ad hoc approach over time has resulted in relatively poor quality and inflexible accommodation.

A serious deficiency of the existing building is that it makes no allowance for its flood plain location as the ground floor is set at the same level as the surrounding ground level. This weakness is exacerbated by the existing building having wide ground floor openings fitted with French doors.

Current advice from the Environment Agency and the SFRA suggests that such buildings and their occupants should be protected by the ground floor being raised (or less effectively by flood proofing of the existing building up to the height of the predicted flood level). However, this predicted level is such that raising the ground floor would involve major structural work, i.e. increasing the height of all floors and raising window cill and window head positions, etc.

4.0 THE SURROUNDING AREA

The area surrounding the application site is of mixed character. This is evident in photographs 12-18.

As stated above, the 6 Manor Road site lies to the north east side of 4 Manor Road. The 4 Manor Road building is set back from the street but is visible from it. 6 Manor Road is set behind No. 4 and, as a result, it is almost entirely screened from public vantage points in Manor Road. All that can be seen from Manor Road is the cobbled entrance drive and black timber gates. See *photograph 12*.

The River Thames is to the north east. Quay West Court is located between the site and the river. This is a building of three and four storey high flats with a raised ground floor that has red brick elevations with slate panels and is contemporary in appearance. It has balconies that look towards the site but is largely screened by trees. To the south east of Quay West Court is The Boathouse with rendered white walls to the ground floor storey and white painted timber cladding above. Beyond this is the Teddington Lock suspension bridge. See *photograph 13*.

To the south east of the site is 1-17 Ferry Road; a terrace of semi-detached, mostly four storey Victorian houses (now mostly converted into flats) with raised ground floors constructed from yellow stock bricks with red brick and painted stone bays, window heads and feature bands. See *photograph 14*. The gardens of 9-17 Ferry Road back onto the site and are approximately 14-21m long. The rears of these houses are much less uniform than the fronts and feature a variety of extensions. See *photograph 15*.





12 4 Manor Road and entrance to the site



13 Quay West Court and The Boat Shop



14 Ferry Road

Photographs 12-18: The context

To the north of the site are Duncombe House and Bowater House. These are both buildings of flats constructed from yellow brickwork with red brick window heads and feature bands, white timber windows and doors and grey slate roofs. Duncombe House is three storeys high with accommodation in the roof, whilst Bowater House is two storeys with rooms in the roof lit by lead clad dormers. Both have raised ground floors. The ridge height of both buildings is approximately the same. They are served by a large car park which is immediately adjacent to the north east boundary of the site. *See photograph 16.*

West of the site is Braemar House, a four storey block of flats with a raised ground floor that is cruciform in plan. It is constructed from alternate bands of white painted concrete and yellow brickwork and it has a flat roof.

Beyond Braemar House and Bowater House is Manor Road Recreation Ground. This is a public open space from which the existing building can be seen between the more modern blocks of flats and between mature trees. *See photograph 17*

Immediately opposite the entrance to the site are generously proportioned two storey houses with pitched roofs. These have a variety of features including bay windows, tile clad gables and half timbering. *See photograph 18.*



15 Rear elevations of Ferry Road



16 Duncombe House and Bowater House



17 6 Manor Road (viewed from recreation ground)



18 Manor Road (opposite site entrance)

5.0 THE EXISTING 6 MANOR ROAD BUILDING AND ITS REDEVELOPMENT.

Policy DM HO 1 of the adopted Development Management Plan requires that “Redevelopment of existing housing should normally only take place where it has first been demonstrated that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme.”

In this context, an “*equivalent scheme*” should not have to be identical to that proposed in this application but it should be equivalent in terms of its content, benefits, quality and compliance with all other relevant policies.

The “*equivalent scheme*” as set out in this application is one of twelve new apartments constructed to all modern Building Regulations standards, of a high quality architectural design that is fully integrated with the design of the existing modern building at 4 Manor Road, with all twelve apartments set above the predicted flood level as advised by the Environment Agency and set above a semi basement area that will provide a policy compliant level of parking spaces and including points for electric car charging. The raised ground floor and open sides of the “*equivalent scheme*” will also mean that it will increase the flood storage volume in this part of the flood plain of the River Thames to the benefit of the local community. Refer to the Flood Risk Assessment.

This building is incapable of improvement or conversion to a satisfactory standard to provide an “*equivalent scheme*” to that proposed because :

- a) If the building was to be retained and somehow added to on all four sides, drawing No. 4707 3 70 ‘Existing 6 Manor Road Building’ in Appendix E indicates how the floors, doors, windows, stairs and roofs, etc would all have to be raised up to result in anything like the level of flood protection offered by the scheme proposed. This level of work would be substantial and very similar to reconstructing the building afresh and would keep very little of the original building. This is even before the building is adapted to suit the extensions on all four sides in an effort to try and create an envelope that approaches that of the “*equivalent scheme*”.

- b) Drawing No. 4707 3 70 also indicates how the footprint of the existing building would be positioned within the footprints of the semi-basement car park and ground floor of any “*equivalent scheme*”. Nothing of the existing building below the new raised ground floor level could be retained at semi basement level if an “*equivalent scheme*” of parking and benefit to flood storage volume is to be achieved. Very little of the walls of the existing building could be retained if an “*equivalent scheme*” of twelve high quality apartments is to be created.
- c) A few square metres of the walls of the existing building could be retained but this would compromise the design of the proposal, be at considerable cost and would achieve no benefit.

By any reasonable analysis, the existing 6 Manor Road building is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme.

6.0 CONSERVATION AREA

This was designated in 1977 and extended in 1982 and 2005. There exists a Teddington Lock and High Street Study and a Teddington Lock Conservation Area Statement 27. See Appendices A and B.

CA27 is described as having two distinct parts; the High Street and the Riverside and the application site falls within the latter.

Key landmark features of this part of CA27 are the Victorian semi-detached houses along Ferry Road, the boathouse, the riverside with its boathouses, moored boats, wharfage and slipways, the suspension footbridge, the noisy weir and Teddington Lock itself. Ferry Road provides the gateway to the Thames.

Manor Road Recreation Ground is mentioned as being an important area of open space with views of the river.

The Statement and Study largely gloss over the area immediately around the site with only a brief mention of the “*larger scale blocks of flats overlooking the river*”. No mention is made of Manor Road and its street frontage or the existing building. The Conservation Area and its relevance to the site are dealt with in more detail in the Heritage Statement by PowerHaus Consultancy.