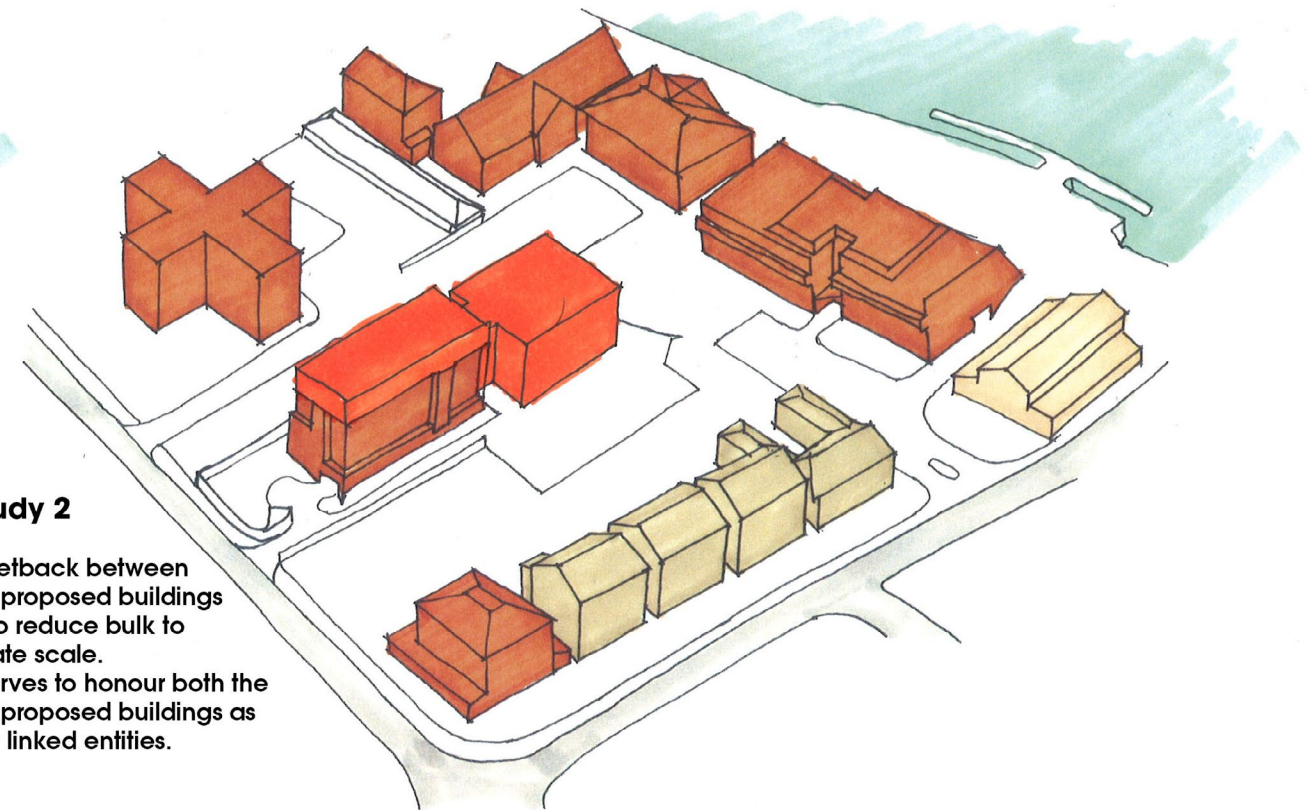


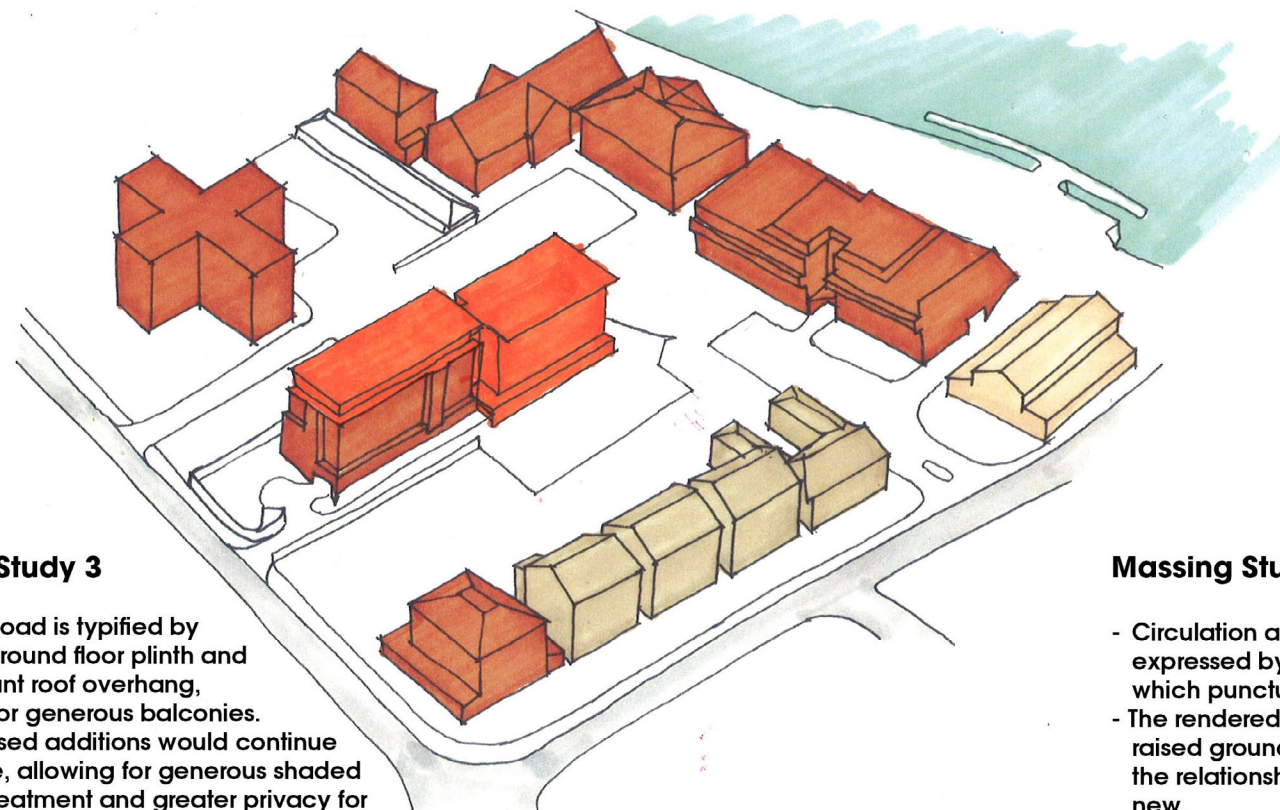
Massing Study 1

- Proposed new floor to finish 4 Manor Road building to an appropriate height for flat blocks in this area.
- 6 Manor Road proposal envisaged as a continuation of 4 Manor Road form and material.
- Mid basement access is optimal in order for 4 and 6 Manor Road to share a linked parking level.



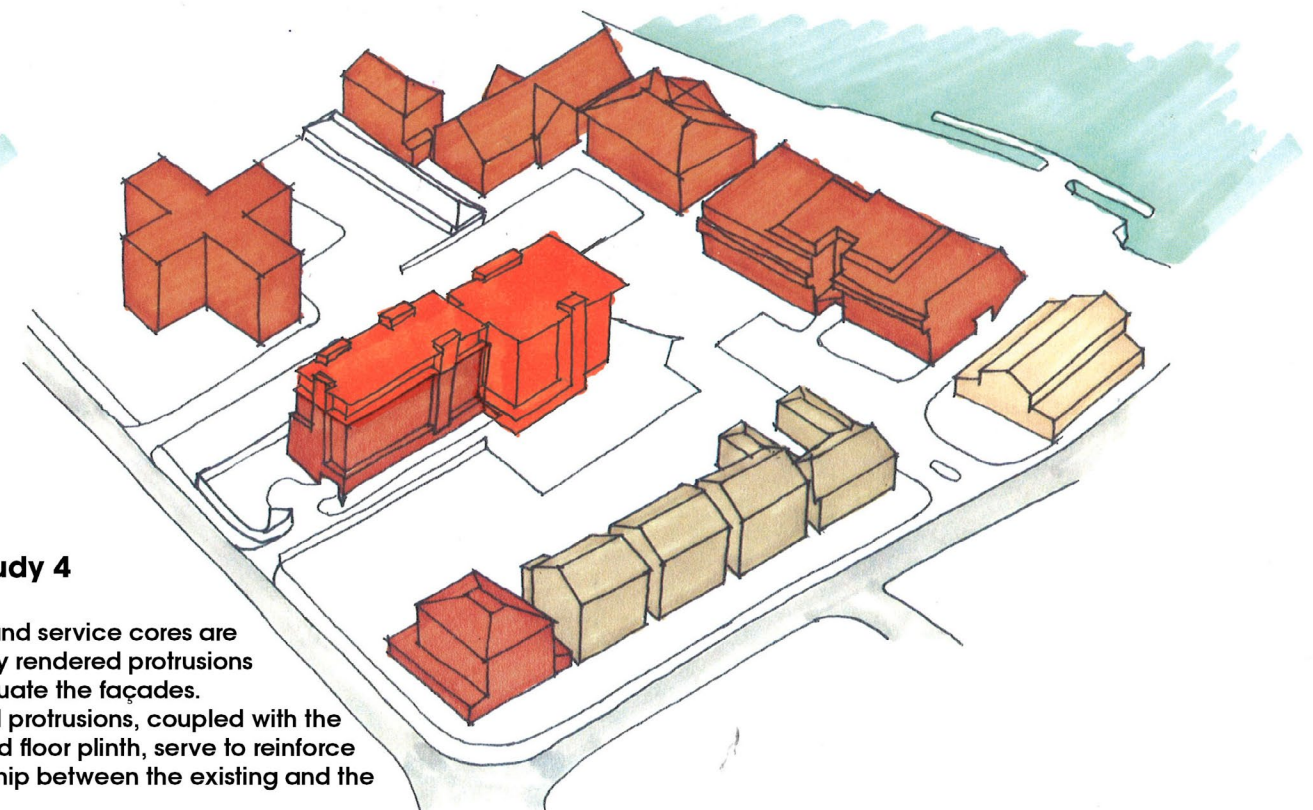
Massing Study 2

- Separation setback between existing and proposed buildings introduced to reduce bulk to an appropriate scale.
- A setback serves to honour both the existing and proposed buildings as separate but linked entities.



Massing Study 3

- 4 Manor Road is typified by a raised ground floor plinth and a significant roof overhang, allowing for generous balconies.
- The proposed additions would continue this theme, allowing for generous shaded window treatment and greater privacy for occupants and neighbours.



Massing Study 4

- Circulation and service cores are expressed by rendered protrusions which punctuate the façades.
- The rendered protrusions, coupled with the raised ground floor plinth, serve to reinforce the relationship between the existing and the new.
- The aim is to achieve a homogenous fusion of the existing and proposed, whilst allowing 6 Manor Road to respond to its own site constraints.

Massing Studies

8.0 INVOLVEMENT

Previous pre-application advice received raised a number of points. These and how the design team responded to them are all detailed in the Planning Statement prepared by PowerHaus Consultancy.

The proposal has been developed in conjunction with the following consultants and reports which accompany the application:

PowerHaus Consultancy – Planning and Consultation Statement. This document assesses planning policy and demonstrates the scheme’s compliance with both local and national policy.

PowerHaus Consultancy – Heritage Statement. This assesses the Conservation Area, the existing buildings and the impact of the proposal.

Water Environment Ltd – Flood Risk Assessment. This has determined the design strategy in terms of the raised ground floor with parking below.

Clive Fowler Associates – Arboricultural Report.

Realm Communications– Verified CGI views. See *Appendix D*.

Bradford Smith - Landscape Design

Price and Myers - Energy Strategy Report

BLDA Consultancy - Planning, Sunlight, Daylight and Overshadowing Report

TTP Consultancy - Transport Statement

The local police were consulted on both the previous and current schemes. The Secured by Design (SBD) officers at Teddington Police Station are generally satisfied with the proposal but they have requested the following security strategies be implemented:

- Low level lighting to the entrance lane in front of No. 4. and approach to No. 6.

- Low level lighting to the garden so that residents will be able to see into the garden at night but such that the light will not disturb the neighbours.
- Ground floor windows and doors will be PAS 24 and SBD certified.
- Recommended SBD anti-fishing letterboxes if these are positioned outside of the building.
- Secure access to the parking and bicycle stores but a ‘crash bar’ internally as a means of escape. If the gates are metal, a fine mesh should be fixed to the bars.
- Timber trellis to the boundary wall bordering the car park of Duncombe House is recommended.

Richmond’s refuse department was consulted regarding the refuse storage and collections for the site for the previous scheme. It was supportive of the refuse strategy detailed in the Design section below. Their advice is still relevant as there has not been a net increase in the number of bedrooms proposed at 4 Manor Road. The bin store for 6 Manor Road has been designed to accommodate the refuse and recycling generated by these new flats and the area of hardstanding for weekly refuse collection will be sized accordingly.

A public exhibition of the scheme was held on 8 December 2015 between 6pm and 9pm at St Mary’s Parish Hall in Langham Road, Teddington. See PowerHaus’ Planning and Consultation Statement for full details.

9.0 DESIGN

Amount - The proposed scheme comprises three flats of approximately 64m², 71m² and 71m² in a new floor on top of 4 Manor Road and 12 flats, ranging from approximately 70m² to 75m², arranged over three storeys at 6 Manor Road.

The ground floor of the new flats at 6 Manor Road will be raised up above flood level. A semi-basement car park, accessed from the existing driveway and through the car park below No. 4, will have spaces for 15 cars and 10 bicycles. The site is approximately 1963m² and will include secure storage for a further 20 bicycles. The remaining area will be divided into private gardens for three ground floor flats and a communal recreational garden for residents. The private amenity area required for 2 bedroom flats is a minimum of 7m², therefore the balconies are all 7 m² or larger and Ground Floor flats without balconies will have private gardens ranging from 26-84m².

The flats at 4 Manor Road will each have two bedrooms and be accessed from the existing staircases. They will have balconies providing amenity space of approximately 7m² to 9m².

Layout - The site will be accessed from the drive from Manor Road to the west of the site.

The new flats will be accommodated in an additional storey to 4 Manor Road. The living rooms will face south as the flats below and each will have a south facing balcony (above those of the flats below). The flats at 6 Manor Road will be arranged around a central circulation core resulting in four 'corner' flats per floor. 6 Manor Road will abut 4 Manor Road, however No. 6 will be setback at this point which will create a niche and visual separation gap of approximately 2.2m between the two buildings. The eastern elevation will be set back from Quay West boundary of the site by approximately 2.3 metres.

Flats 12, 13 and 14 will all have private gardens to the northern and eastern boundaries. As detailed above, the ground floor of 6 Manor Road will be raised above flood level and will be accessed via a staircase running up to an open porch and the communal entrance to the flats. Below the ground floor will be a semi-basement car park. This will be accessed by vehicles from the car park in 4 Manor Road which will in turn be accessed from the drive from Manor Road. A pedestrian entrance to the basement parking will be via a staircase situated adjacent to the main entrance to No. 6.

As the site widens towards the end of No. 4, there will be bicycle and bin storage on the right which will be bounded by planting. Beyond this will be a pedestrian path that will lead to the entrance staircase to the flats of No. 6. In front of the building will be communal gardens bounded by the access path, site boundary and bicycle store. Each flat will have its own private amenity space in the form of a balcony or small garden.

The flats will all have two bedrooms, a bathroom, living room, kitchen and study area to satisfy Richmond and London Development Standards.

The existing refuse store at 4 Manor Road provides space for waste generated in the existing eight flats at 4 Manor Road, as well as the existing two houses at 6 Manor Road. It is positioned at the entrance to both properties and currently accommodates four 240L Eurobins. In addition, there are two recycling bins that have been provided by the Council with space for further bins should this be required.

The proposed flats at 6 Manor Road will have a new communal refuse store located next to the bicycle store at the entrance to the 6 Manor Road site. This will be constructed of timber and screened from the main access path by sympathetic planting. A caretaker will be employed and his role will extend to the delivery and return of the bins from the refuse store to the collection point on collection day every week. This collection point will be situated behind the existing bin store and will be suitably paved.

The three new flats to the top of 4 Manor Road will use the refuse and recycling space vacated by the two existing 6 Manor Road houses for their waste. A net increase of two bedrooms will result in an extra 140L of refuse. This means that a fifth 240L Eurobin will need to be stored. There is currently space for this in the existing bin store.

Scale - The proposed new floor at 4 Manor Road will raise the height of this building by approximately 3m to the main roof from the eaves line of the existing building. However, parts of the existing building are 2.5m above the eaves line; the proposed new storey will be 0.9m in total above the highest point of the existing building. There are existing solar water heaters on the roof of No. 4 which will be removed and reinstalled on top of the new roof. These will be set back from the roof edges in order to hide them from view at street level.

In order to illustrate the appropriate proportions of the proposed buildings in relation to the context, Realm have been commissioned to produce a set of four verified views. These are accurate images generated from a single viewing point using fixed parameters which result in accurate renditions of the proposal. The chosen views display the proposed development from the most visible viewing points in the public realm and are shown on the following pages as a set of 'before' and 'after' images. Larger versions are included with the methodology statement. *See Appendix D.*



Existing view from Ferry Road (Quay West entrance)



Existing view from Manor Road



Proposed view from Ferry Road (Quay West entrance)



Proposed view from Manor Road

Verified views of the proposed development from the public realm. See Appendix D for methodology statement and full sized images by Realm Communications.



Existing view from Manor Road (site entrance)



Existing view from Manor Road Recreational Ground



Proposed view from Manor Road (site entrance)



Proposed view from Manor Road Recreational Ground

This increase in height will bring Number 4 Manor Road broadly in line with the other frontage buildings in the immediate vicinity on the north east side of Manor Road. Drawing No. 4707 3 65 shows the respective relationships. It can be seen that, even with the additional storey, it will be lower than Quay West House and 3-13 Ferry Road. Its main roofline will also be lower than its closest neighbour in Manor Road; Braemar House. The additional height will give the building more street presence and a greater definition to the north east side of Manor Road.

The elevations of the new storey have been designed to match those below. They will have the same level of detail and therefore the same scale.

The proposed flats at No. 6 will be three storeys over a raised ground floor. The height of the building will be lower than the surrounding buildings including Quay West Court, Braemar House and the houses in Ferry Road and have a general height almost equal to that of the existing building. See drawing No. 4707 3 61. They will also be lower than No. 4 with its additional storey. There will be photovoltaic panels on the roof of No. 6 which will be laid flat and therefore not increase the visual height of the building. This is illustrated on drawing No. 4707 3 61. The overall mass of the proposed buildings will be broken down by a separation setback to visually separate the two buildings. The horizontal rendered ground floor plinth of 4 Manor Road will be continued through to No. 6. The vertical rendered features which highlight the service and access routes to the buildings will also be replicated in No. 6.

The scale of No. 6 will relate to the existing No. 4 as the appearance and proportions of structure, fenestration and balusters are re-interpreted across the new building and additional floor. This will result in a homogeneous set of buildings which, aided by the separation setback, will appear as two well proportioned buildings.

Landscaping - The landscaping for the scheme has been designed to provide an attractive external environment and to protect the privacy of both the occupants of nearby surrounding buildings and residents of the new apartments. A new screen (of 7 - 8 metre height when planted) of semi mature evergreen Lawson Cypress (or similar approved) trees, as detailed in the Landscape Architects drawing, will replace the existing Leylandii screening trees and will be subsequently maintained over the long term to provide an effective 8.5 m high screen. These as well as the relocated semi-mature Hornbeam tree and the existing adjacent garden trees will ensure that there is no unreasonable loss of privacy to the rear garden of the house to the South East of the proposed building. See *Section B-B opposite*.

The external bin and bicycle stores will be screened by planting from the main entrance path and amenity areas. These will in turn be defined by planting to increase privacy and a sense of ownership. See *landscape drawing No. 516-P-01*.

This site provides limited opportunity for Sustainable Urban Drainage Systems (SUDS), however, all paved areas will be permeable in order to attenuate surface run off and accommodate maximum flood storage.

Appearance - The additional floor of No. 4 has been designed to reflect the design of the building below. It will have an overhanging flat roof that will shelter the balconies below. The windows, balconies, eaves, etc. will all be detailed to match.

The elevations will have a mix of render and rainscreen cladding as the existing building. The new cladding will be designed to match the existing grid proportions and will be the same colour.

The stair tower that currently accommodates highly visible solar panels will be incorporated into the new structure. The solar panels will be moved to the top of the new roof where they will be set back in order to be hidden from view when at ground level.

The new storey will complete the existing building and give it a more balanced appearance that will enhance the street-scene in Manor Road.

The proposed new building will be contemporary in style. This will be appropriate given that it will be seen from viewpoints in Manor Road and the recreation ground in a context of contemporary flat blocks. In addition, during previous pre-application discussions, planning officers indicated that a contemporary style would be appropriate for flats in this location. No. 6 has been detailed to reflect the existing 4 Manor Road building. See *earlier Conservation Area photographs 19-24*.

The front of No. 6 will be defined by recessed balconies and large windows which will sit over a white rendered plinth. The plinth will have openings to allow the free flow of flood water into the semi-basement parking. Where balconies stop, 'brise soleil' (or sun shading louvres) will be used to continue the horizontal lines of the balconies which currently punctuate the existing building at No. 4.

The roof of No. 6 will be slim and flat with generous overhangs to match the existing building at No. 4. This means that the balconies will all be sheltered and within the broad form of the building. Slim cylindrical columns, to match the existing, will support the roof and balconies.

The rear elevation of No. 6 will have simpler detailing and smaller fenestrations as most of the rooms onto this aspect will be bedrooms. The design of this façade, similar to the front, draws its inspiration, proportions and treatment from the existing adjacent No. 4 building elevation.

The level of detail and the materials proposed will ensure that the new flats will have a quality of appearance that will be consistent with the high quality of finish associated with the existing building.

Verified CGI views have been produced from viewpoints in Manor Road. These have been carefully selected to show the maximum amount of the development visible from these roads. See *Appendix D*.