

# SHELDON HOUSE REDEVELOPMENT

CROMWELL ROAD, TEDDINGTON, TW11 9EJ

DESIGN & ACCESS STATEMENT

JANUARY 2023

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# 1.0 INTRODUCTION

## 1.1 THE BRIEF

The brief — set by the applicant and site owner, RHP (a key local Registered Provider), — was for the redevelopment of an existing residential building in poor structural condition, following an independent structural survey in 2018. A new, sustainable, affordable housing development was requested, with a varied mix of dwelling sizes and tenures.

RHP acquired the scheme, as part of a stock transfer from the London Borough of Richmond upon Thames, in 2000. They had provided regular maintenance of the scheme throughout this period. Whilst undertaking reinvestment work to fully replace the roof, they discovered some core structural defects with the concrete frame. Due to the extensive remedial work required to address the issues, along with future investment needed and the costs associated with this, RHP made the decision to review the possibility of redeveloping the site.

They carried out a consultation, with all the existing residents and key stakeholders of the local area, on the proposal to redevelop Sheldon House. The majority of feedback was positive.

If the proposal receives planning approval, RHP is keen to deliver the scheme as quickly as possible. They are currently, and temporarily, re-homing the tenants, and have invited them back once the development is completed. RHP has undergone the acquisition of Leaseholder's homes through negotiation and applying uplifts in terms of statutory home loss levels.

## 1.2 SITE DESCRIPTION

The site, marked red on the aerial view, is an existing residential plot (use class C3a) comprising a seven-storey block of flats from the 1960s. The existing accommodation includes 24 self-contained 1-bed flats (44m<sup>2</sup> GIA) and/or studios (25-28m<sup>2</sup> GIA), together with 17 parking spaces and seven garages, accessed off an existing crossover from Cromwell Road, and fronting Fairfax Road. It is ringed with tall mature trees of varying condition, some of which are TPOs, and to the rear of the plot is a tapered communal garden area, backing onto railway lines. The site itself is roughly triangular, narrowing to the rear or southwest of the

site. To the front is a brick boundary wall of approximately 1.4 to 1.8m high, but with a wide open section for the crossover of the parking court. This forecourt is predominantly concrete hard-standing, dotted with six substantial trees. The ground floor of the existing building is made up of integral garages, with a rather unwelcoming communal entrance to the block, off to one side.

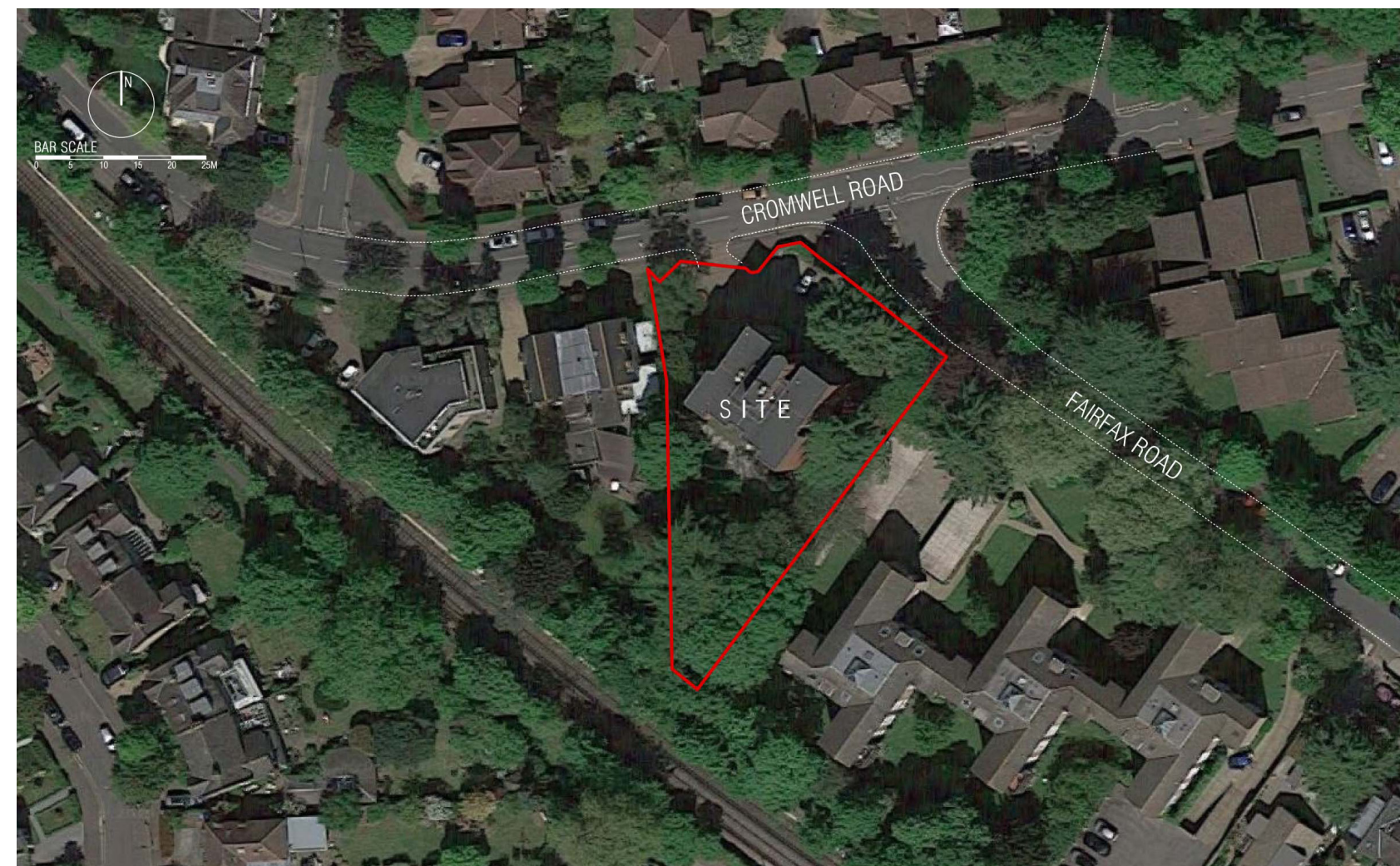
The surrounding context is predominantly residential, with a mix both in scale and historic character. To the west of the site is a pair of imposing three-storey Victorian villas at numbers 4 and 6 Cromwell Road. No. 4 has been subdivided into flats, whilst No. 6 is a family house, with a range of contemporary rear extensions and garage. Both properties are designated as Buildings of Townscape Merit (BTMs).

Farther to the west is No. 2 Cromwell Road, which is a fairly modern four-storey block of flats, containing nine units, inclusive of one-bed, two-bed and three-bed flats, together with a parking courtyard. To the east along Fairfax Road is an extensive three- and four-storey residential complex: Grosvenor Court. It is a linked

cruciform cluster of three blocks from the 1970s. On the opposite side of Fairfax Road is Redlands, another staggered cluster of flats at two, three and four storeys. To the north of the site, across the road, is a small group of two storey 'chalet' style houses at Davenport Close, which are circa 1980s, both detached and semi-detached, and predominantly turn their backs away from the site and the public realm.

Off to the south is Network Rail land and the short railway line between Teddington and Hampton Wick stations.

The overall area is greened with large swathes of trees, whether as street planting, screened boundaries, or dotted within rear gardens and amenity spaces. In this setting, the existing seven-storey building appears out of character. The area of the site is 0.165hectares (1649m<sup>2</sup>); it is not in a Conservation Area and is not Listed or locally listed - Building of Townscape Merit (BTM). It is in Flood Zone 1 and in an area of 'low' surface water flooding.





# 1.3 SITE CONTEXT

The site is conveniently located with Teddington Station 285m away or just over four minutes' walk, with connections to London Waterloo, Clapham Junction, Wimbledon, Kingston, and off to Shepperton.

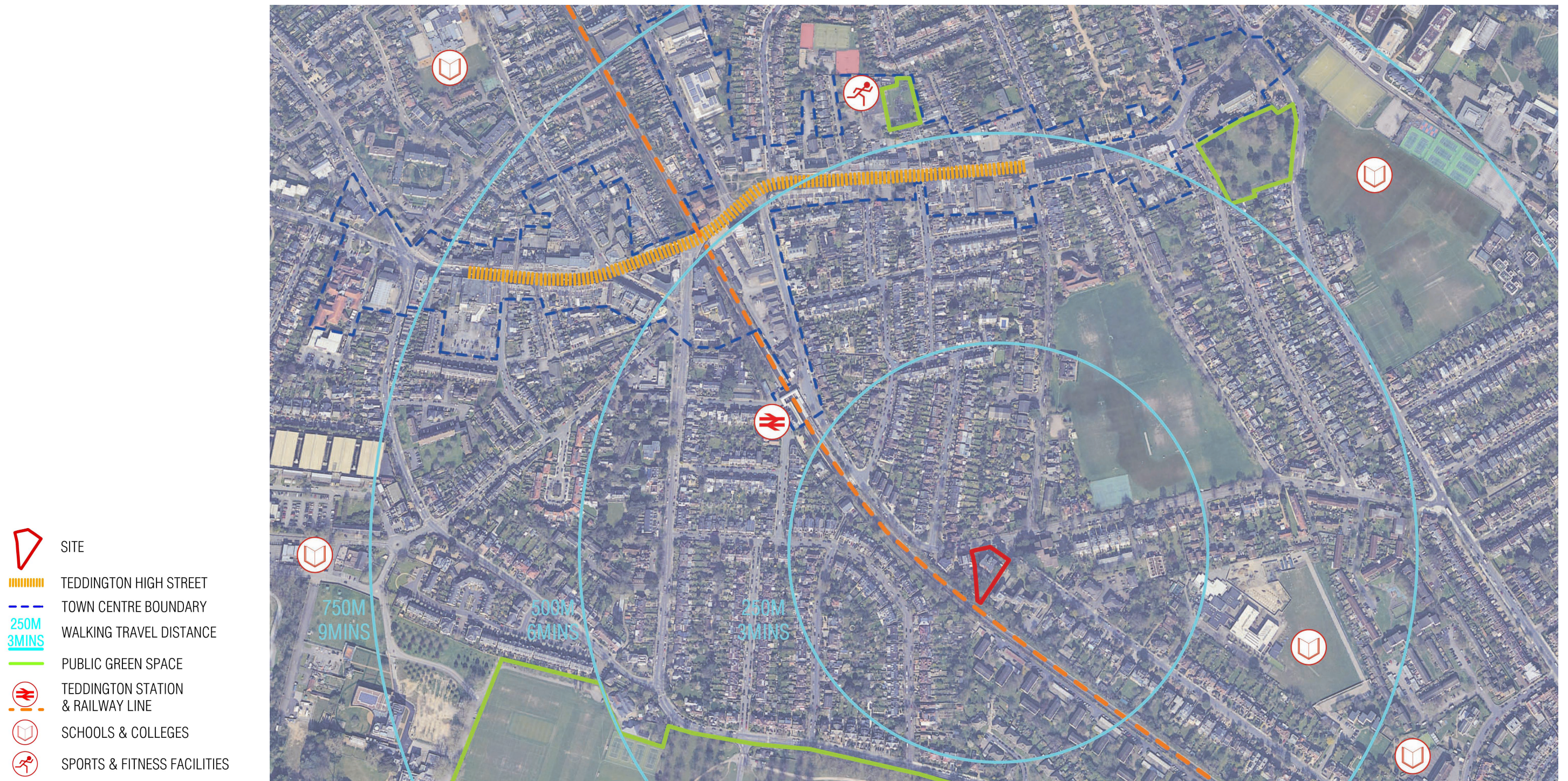
Teddington High Street and town centre are within 300m and 500m walk, or four and six minutes. It comprises of small boutiques, local stores, restaurants and cafes, as well as a number of superstores.

Multiple schools lie within the vicinity, from nursery through to secondary, plus St Mary's University has part of its campus nearby.

The area is well served by public open spaces, with a children's play areas and a landscaped public open space within 9 minutes walk. There is also the extensive grounds and facilities of Bushy Park, to the south of the site, with one of its entrances just over six minutes' walk from walking to the station and crossing over

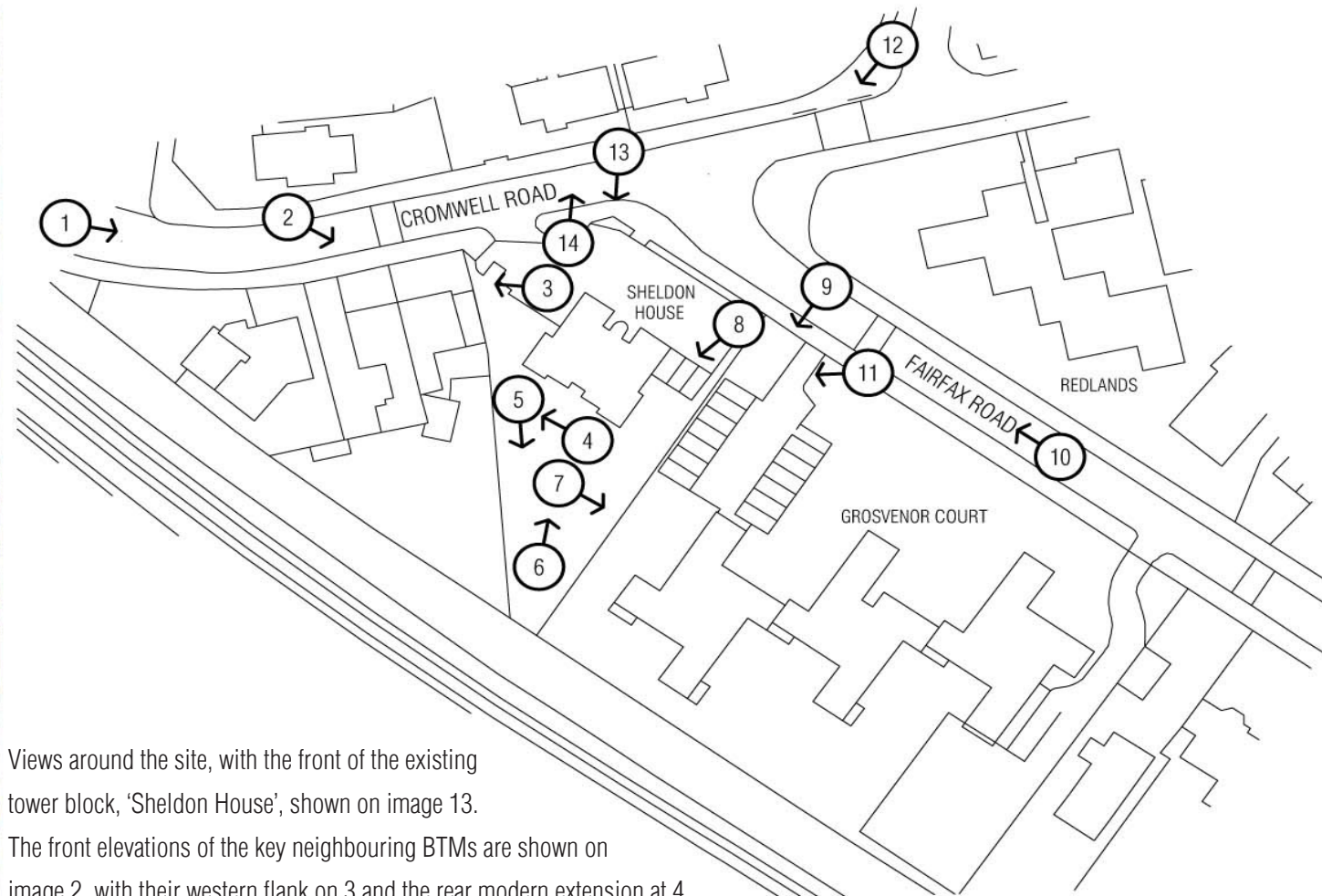
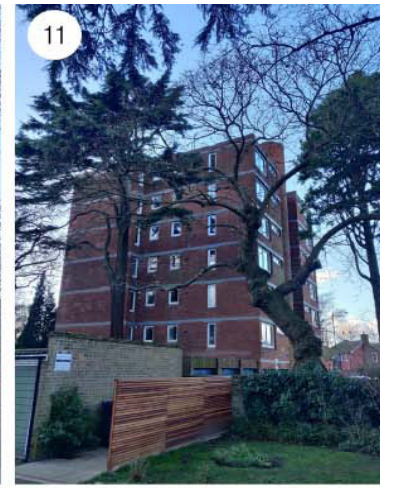
the station's footbridge. It is a Royal Park of over 1000 acres, the second largest in London, and has public facilities including a playground (age range up to 12). There are also sports facilities including, tennis, bowls, cricket, football and rugby.

Other local amenities include the Landmark Centre, community cultural centre, plus access to the River Thames.

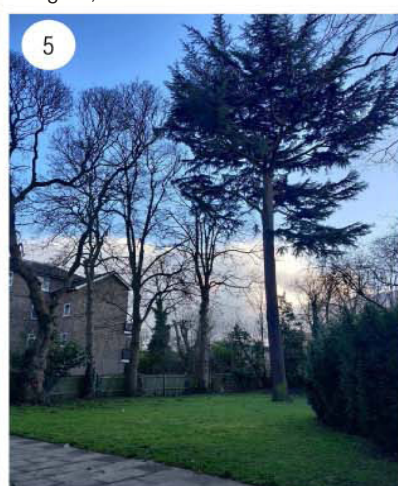




# 1.4 SITE & CONTEXT IMAGES



Views around the site, with the front of the existing tower block, 'Sheldon House', shown on image 13. The front elevations of the key neighbouring BTMs are shown on image 2, with their western flank on 3 and the rear modern extension at 4.





# 1.5 SITE ANALYSIS - CONSTRAINTS



List of the considered site constraints:

- Dual neighbouring building lines that meet at the corner.
- Existing mature trees and number of TPOs, especially along the frontage, that should be retained (green circles).
- Window aspect from the rear of No.6 Cromwell Road and the flank elevation of Grosvenor Court (shown with dotted blue arcs - 20m distance).
- Proposed habitable rooms that cannot face existing windows within 20m.
- New building(s) should not impinge a 45 degree notional line from existing windows to neighbouring properties.
- Possible railway noise/vibration, though it is a slow line.