

11/3382/F11

Design and Access Statement

Proposed Development at The Former Dairy Orchard Road Richmond

Harepath LLP

October 2011



PAUL BROOKES ARCHITECTS

Paul Brookes Architects
The Works
28 Barnes Avenue
London
SW13 9AB

T: +44 (0) 20 8563 0181
F: +44 (0) 20 8563 0763

E: pb@pbaworks.co.uk
www.pbaworks.co.uk

Design & Access Statement

INTRODUCTION

This Design and Access Statement supports a planning application submitted by Indigo Planning on behalf of Harepath LLP for a mixed use scheme comprising 45 residential flats and approx. 1,966m² of commercial space at:

The former Express Dairies site
Orchard Road
Richmond
Surrey
TW9 4NY

The proposed scheme links to and complements the adjacent Garden Road development that is currently under construction (reference 07/3733/FUL).

This Statement will examine the site and surrounding area and analyse them under the design headings found in 'BY DESIGN Urban design in the planning system: towards better practice' produced by CABI and DETR.

ASSESSMENT

The Site

The application site is accessed from Orchard Road which runs directly south from Lower Richmond Road. The total area of the site is approximately 0.295 hectares and it is roughly rectangular in shape. It measures between approx. 47m and 52m north to south and between approx. 59m and 62m east to west. It is virtually flat, rising slightly from west to east.

Please see Appendix A: Site Location Plan and Appendix B: Aerial Photograph.

It contains the old Express Dairies warehouse building. Bathrooms Direct Ltd are currently trading from these premises on a temporary basis. The building has three distinct parts, the most southern of which is a large warehouse with a pitched roof and a ridge height of approximately 8m. On the north side of the warehouse is a two storey section which houses further warehousing and offices. Sitting in front of this is a high level entrance canopy (approximately two storeys high) over a service yard. Outside of the building, the remainder of the site contains various forms of hard landscaping and no soft landscaping.

The gross internal area of the existing building is approximately 1,966m². The existing building covers approximately 78% of the site and is located close to all four boundaries.

The east, south and west boundaries of the site are defined by a brick wall which is generally in good condition and ranges from approx. 1.9m to 2.2m in height. The boundary to the north is defined by a metal fence which forms part of the approved scheme at Garden Road (reference 07/3733/FUL).

Please see Appendix C: Photographs of Application Site.

DESCRIPTION OF THE SURROUNDING AREA

The area in which the site is situated lies to the south of the A316 (Lower Richmond Road) in one of the less attractive parts of the London Borough of Richmond upon Thames (LBRUT) between Mortlake and Richmond town

centre. Surrounding the site is a variety of comparatively recent commercial buildings of different styles, the approved mixed use Garden Road scheme (reference 07/3733/FUL) which is currently under construction and the residential development at the old Shakespeare Terrace Public House which is also currently under construction.

Please see Appendix D: Photographs of Surrounding Area.

The site is located within a distinct mixed and commercial use area including the approved schemes at Garden Road and Shakespeare Terrace and bound to the south and east by terraced two storey houses. It is accessed from the end of Orchard Road.

There are connections to major transport links with buses 190, 391, 419, 490, 493, H22, R68 and R70 running from Lower Richmond Road and the surrounding area. North Sheen British Rail station is close by with South West Trains services to Waterloo and Wimbledon, Windsor and Eton Riverside and Reading.

Immediately to the north of the site lies the approved Garden Road scheme which contains 77 flats and commercial space. The scheme is four storeys generally, with areas of five storey accommodation set back from the street elevations. To the north of Garden Road lies a fire station, with frontage to the A316 dual carriageway. This contains a variety of functional buildings serving the fire brigade, with an open yard behind a brick wall fronting Garden Road, including a six storey high practice tower in the centre. Adjacent to the fire station to the west is the new residential development of Shakespeare Terrace which is currently under construction. Situated on the western side of Orchard Road on the corner with the A316 is a three storey red brick office building with a pitched roof.

To the east boundary, lie three commercial buildings. Two are occupied by Hammond Vivian which are two storeys high and sit within 1.2m of the common boundary. The third is occupied by Rumsey and Son. This is equivalent to a three storey property and sits approximately 2.5m back from the boundary. On the other side of Market Road lies Leicester House, a large warehouse with a three storey office building. The new development known as The Glassworks is being constructed to the north east of the site fronting the A316. This comprises 52 flats and approx. 1,018m² of commercial floorspace.

To the south lie the long rear gardens of the Manor Grove residential properties. These are two storey brick and render terraced houses which are situated between approx. 17m and 20m from the southern boundary. The rear gardens are generally heavily vegetated with two particularly large trees approximately 13m high located outside the south east corner of the site.

To the immediate west lies the large supermarket complex operated by J R Sainsbury's. The building is approximately 30m away from the boundary with the service yard in between.

This site is not in a Conservation Area nor are any of the immediate surrounding buildings Listed. The surrounding buildings are, by and large, late 20th Century, utilitarian and are of little historical or architectural merit.

The main routes are provided by Orchard Road, Garden Road and Market Road, with no permeability between various sites. The paved forecourts (which are characteristic of the commercial buildings in this area) serve as car parks. There are very few notable features.

The publication 'BY DESIGN Urban Design in the planning system: towards better practice' produced by DETR and CABA 2000 sets out a way of analysing context, first through a series of objectives. These are:

- Character
- Continuity and Enclosure
- Quality of the Public Realm
- Ease of Movement
- Legibility
- Adaptability
- Diversity

Secondly, through 'Aspects of Development Form' divided into the following:

- Layout: Urban Structure
- Layout: Urban Grain
- Landscape
- Density and Mix
- Scale: Height
- Scale: Massing
- Appearance: Details
- Appearance: Materials

The following is an analysis of the surrounding area under the headings identified in 'BY DESIGN Urban design in the planning system: towards better practice'.

Character – A place with its own identity

Layout: Urban Structure

This is defined by CABA as "The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other. The layout provides the basic plan on which all other aspects of the form and uses of a development depend."

The site is located within a mixed use area accessed off the A316. This area is adjacent to the residential road, Manor Grove to the east and south. To the south, beyond the residential properties in Manor Grove, is North Sheen station and the main railway line between London and Richmond. Beyond this is a large open area of allotments.

To the west is Manor Road and its junction with the A316 known as Manor Circus. The section of Manor Road between the railway line and the A316 is dominated by Sainsbury's on the east side and Homebase on the west. Beyond Homebase is the District line.

To the north of the site, across the A316, are street blocks of residential properties, beyond which is the North Sheen Recreation Ground. To the east of the site is the new development of The Glassworks and further blocks of residential streets.

The A316 is crossed by a footbridge to the north of the site in front of the fire station. This provides a key pedestrian link to the residential area on the north side of the A316 and the North Sheen Recreation Ground.

Please see Diagram 1: Existing Urban Structure.

Layout: Urban Grain

This is defined by CABA as "The pattern of the arrangement of street blocks, plots and their buildings in a settlement. The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain)."

The area immediately around the site bounded by the rear gardens of Manor Grove to the east and south, the A316 to the north and the District line to the west is of a coarse urban grain with buildings of a large footprint area including residential buildings, offices, warehouses and Sainsbury's and Homebase stores with their large car parks. This coarse grain continues along the west side of the District line and in the warehouse units in Victoria Villas.

Beyond this area to the north, east and west, the urban grain is much finer and consists of linear blocks of residential streets containing predominantly terraced houses. To the south of the site is Manor Grove which has a fine residential urban grain. To the south beyond Manor Grove is an area of allotments.

The approved mixed use scheme on the adjacent site has a coarse grain that is characteristic of its immediate surroundings.

Landscape

1. This is defined by CABA as "The character and appearance of land, including its shape, form, ecology, natural features, colours and elements, and the way these components combine. This includes all open space, including its planting, boundaries and treatment."

This area is characterised by the London Borough of Richmond upon Thames in the UDP as an area with poorly provided public open space.

Located to the north of Lower Richmond Road is the North Sheen Recreation Ground. Immediately south of the railway are large private allotments. Both of these areas of open space are classed in the UDP as Other Open Land of Townscape Importance.

North Sheen Recreation Ground is nearby to the north with facilities which include football pitches, a running track, two extensive playgrounds, a large dog-free grassed area, a pavilion and a paddling pool.

The area immediately surrounding the site has virtually no landscape features. It is dominated by buildings, roads and areas of hardstanding. To the west, around Sainsbury's car park, there are some token areas of planting that include trees and there is an area of grass on the north side of the A316 planted with trees opposite the fire station.

As with the urban grain, there is a significant contrast with the area around the site and those beyond which consist of residential streets, many of which are tree lined and contain houses and their private gardens with a variety of planting and landscaping.

The approved mixed use scheme on the adjacent site (now under construction) has areas of landscaping along the street frontages of Orchard Road, Garden Road and Market Road including new trees that will significantly enhance these streets. It includes an amenity space behind the buildings away from the streets for use of the residents.

Density and Mix

This is defined by CABI as *"The amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability. The density of a development can be expressed in a number of ways. This could be in terms of plot ratio (particularly for commercial developments), number of dwellings, or the number of habitable rooms (for residential developments)."*

The area immediately around the site was primarily commercial, however, this is changing with the construction of the mixed use Garden Road scheme, The Glassworks and the residential Shakespeare Terrace scheme. The wider area contains a mix of uses including shops, housing, allotments, a recreation ground and parks.

Scale: Height

This is defined by CABI as *"Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines. Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views."*

The adjacent Garden Road scheme has a height of 4/5 storeys. The tallest block is located on the corner of Garden Road and Orchard Road. The scheme replaces a tall building (IMX House) which, together with the fire tower, provided a reference point in the townscape.

The buildings currently under construction on the site are generally five storeys high and approximately the same height as the original IMX House, excluding the lift motor room. Block D (along Orchard Road) is the exception at four storeys high.

The existing building on this application site is substantial in footprint and has a ridge height of approx. 8m which equates to approximately two and a half residential storeys.

Scale: Massing

This is defined by CABI as *"The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. Massing is the three-dimensional expression of the amount of development on a given piece of land."*

The commercial and mixed use buildings around the site generally have large mass and footprint areas, especially when contrasted with the residential areas to the south. These buildings have a much greater mass than the houses when seen from street level. This impression is enhanced by the large scale of detailing or lack of detailing on the commercial buildings compared with the finer detail on the residential buildings.

The approved mixed use scheme on Garden Road which is currently under construction sought to create a distinctive local character and to enhance the townscape and, as a result, this area which is of poor urban quality. It includes strong urban corners to the junctions of Garden Road with Orchard Road and Garden Road with Market Road. The more prominent of these two corners is the junction of Orchard Road with Garden Road where the tallest existing building is to be located. The massing on Garden Road is broken up by a gap between the two buildings of approx. 3.7m and the stepping of the building lines allows for a substantial landscape feature to be incorporated along this frontage. The top floor is not continuous, thereby breaking up the scheme's profile.

The existing building on the application site covers approximately 78% of the site. It closely approaches all the boundaries and has a substantial visual mass.

Appearance: Details

This is defined by CABI as *"The craftsmanship, building techniques, decoration, styles and lighting of a building or structure. This includes all building elements such as openings and bays; entrances and colonnades; balconies and roofscape; and the rhythm of the façade."*

The residential streets and the houses within them to the south of the site are generally of high quality with fine detailing that gives them a human scale. The Garden Road scheme currently under construction has been carefully detailed to provide successful medium rise residential buildings. By contrast, the commercial buildings around the site are much simpler and stronger structures that lack detailing and are of a much lower quality.

The existing building on the application site is typical of a functional commercial shed. It is not well detailed and is a visual detractor in this area.

Appearance: Materials

This is defined by CABI as *"The texture, colour, pattern and durability of materials, and how they are used. The richness of a building lies in its use of materials which contribute to the attractiveness of its appearance and the character of an area."*

The buildings that surround the site are predominantly constructed of brick, some of which is painted and is often combined with other materials such as profiled metal cladding or concrete. Many have low pitched roofs that are barely visible from ground level that are finished with corrugated materials. Materials generally are of low quality and utilitarian.

The Garden Road scheme currently under construction uses a palette of materials that includes grey and cream render, timber cladding, areas of curtain walling and some brick on the commercial corner building.

The existing building on the site is finished in brickwork, corrugated metal and cement sheeting.

Continuity and Enclosure – A place where public and private spaces are clearly distinguished

Public space in the mixed use area surrounding the site is limited to the streets with private space related to the buildings clearly delineated by high brick walls and railings that enclose yards and forecourts of the commercial buildings and the buildings themselves.

The Garden Road scheme currently under construction will define the public realm of the street and private development by the use of planted amenity areas in front of the buildings along the street edges. This will soften the street edges, whilst clearly maintaining the separation between public and private space.

Quality of the Public Realm – A place with attractive and successful outdoor areas

As stated above, the streets around the site are the only areas of public realm and, at present, are not attractive or successful outdoor areas. The residential streets beyond the immediate surroundings are far more successful with street trees and front gardens to the houses which are treated in a variety of ways. The Garden Road scheme will bring some of this planting and landscaping to Market Road, Orchard Road and Garden Road through the use of planted amenity spaces between the buildings and streets.

Ease of Movement – A place that is easy to get to and move through

The A316 is a major route and provides connections to London's major road network as well as local centres such as Richmond and Mortlake; Orchard Road connects directly to the A316. Market Road and Orchard Road are 'dead ends' joined by Garden Road. As a result, there are no through routes with the only access being from the A316.

North Sheen station has trains to Waterloo Station, Richmond and beyond. The station is within easy walking distance of the site.

Legibility – A place that has a clear image and is easy to understand

The commercial buildings are individual, unremarkable and utilitarian. At present, the area around the site has no distinct clear image, although this is changing with the approved Garden Road and Shakespeare Terrace schemes both under construction. These will help to address this with high quality buildings which have a distinctive style that will address and help define the public realm.

Adaptability – A place that can change easily

The area immediately around the site is changing as a result of construction of the Garden Road scheme, the flats at Shakespeare Terrace and The Glassworks development.

The area which was once wholly commercial in character is evolving as one of mixed uses where commercial and residential buildings sit successfully side by side. This will ensure that this area is substantially enhanced as it will become more vibrant, diverse and active.

Diversity – A place with variety and choice

The area around the site is diverse with houses, flats, shops, major stores such as Sainsbury's and Homebase, allotments, a recreation ground and parks.

Site Analysis Conclusions

From this detailed assessment of the character of the area, we conclude that:

The immediate area around the site was unremarkable with no distinctiveness and of low urban quality. The approved schemes in the immediate area, namely Garden Road, The Glassworks and Shakespeare Terrace, will fundamentally improve this area, creating a mix of commercial and residential with a new local distinctiveness.

The urban structure is dominated by the east-west routes of the A316 Lower Richmond Road and the mainline railway. The Manor Circus junction is a key point in the urban structure.

The coarse urban grain of the area immediately around the site is profoundly different from the fine grain of the residential areas beyond.

There are virtually no landscape features in the area immediately around the site. The schemes currently under construction are changing this with planted areas along the street edge and large amenity spaces.

The height of buildings around the site is 4/5 storeys to the north and 2/3 commercial storeys to the east and west. There are a number of taller buildings in the area that act as urban markers.

The area to the north, east and west of the site contains buildings with a large grain and mass, whereas the residential buildings to the south are finer grain. The perceived mass of the commercial buildings is increased by their lack of detailing. The new schemes currently under construction have a large urban grain, however they are detailed to articulate this successfully resulting in a much enhanced streetscape.

The detailing of the commercial buildings around the site is minimal and simple. The approved schemes currently under construction have a much finer level of detail.

The buildings around the site are constructed of a variety of materials. Brickwork and render are used on the residential properties to the south.

The approved buildings currently under construction will do much to enhance the area immediately around the site and improve its appearance.

The public domain around the site is harsh and not pedestrian friendly, however, this will be improved by the approved schemes currently under construction.

POLICY CONTEXT

In Planning Policy Statement 1: Delivering Sustainable Development (PPS1), the Government sets out its aims and objectives to deliver sustainable development. In order to achieve sustainable development, PPS1 sets out guidance in paragraphs 33–39 to promote "high quality and inclusive design". It states that good design should:

- "contribute positively to making places better for people"
- "add to the overall character and quality of the area"
- require "carefully planned, high quality buildings and spaces that support the efficient use of resources"
- "be integrated into the existing urban form and the natural and built environments"

PPS1 goes on to say that "Key objectives should include ensuring that developments:

- are sustainable, durable and adaptable and make efficient and prudent use of resources;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;

- respond to their local context and create or reinforce local distinctiveness;
- create safe and accessible environments
- are visually attractive as a result of good architecture and appropriate landscaping."

Paragraph 16 of PPS3: Housing advises that "Matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.
- Provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.
- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.
- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change.
- Takes a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.
- Provides for the retention or re-establishment of the biodiversity within residential environments."

It is clear in the guidance set out in both PPS1 and PPS3 that, in order to achieve sustainable development, any proposed scheme for a given site needs to result from a clear understanding of its context. The objective should be to enhance townscape.

The scheme has been designed having had regard to the relevant Local Plan policies. Some key local plan design policies are stated below:

Policy BLT11 states "The Council will require a high standard of design in new buildings while ensuring that schemes are compatible with the scale and character of existing development, its setting, and the setting of new development. The Council supports proposals whose materials, constructions, services, features and layout derive from ecological design principles. The Council accepts that in some circumstances this may result in new building forms, which will need sensitive integration into existing settlements or landscape. The Council will take account of the following factors in considering applications:

- (a) scale of development; ...
- (c) relationship to existing townscape and between proposed buildings;
- (d) height;
- (e) form;
- (g) building materials and colour;
- (h) detailing;
- (i) compliance with ecological design principles."

The amplifications that follow place emphasis on new buildings being in harmony with their surroundings in terms of scale, relationship to townscape, height, form and building materials. The policy also states that "In other cases the Council will encourage distinctive and original designs".

Policy CP7 7.B states "All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:

- (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
- (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials, natural surveillance and orientation, and sustainable construction."

and goes on to say in 8.2.1.3 "The Council will support new development, including extensions and refurbishment, that has evolved from an understanding of the site, the impact on its surroundings, and its role within the wider neighbourhood; and that is based on high quality sustainable design which results in improvements to the area in which it takes place. Considering more than the buildings themselves the design of the spaces between, both private and public, are key to the quality of the environment as a whole and the experience of those who use them."

It deals with higher density developments and states in 8.2.1.6 "Higher densities will have to be compatible with local character and townscape,...."

Paragraph 8.2.1.7 makes reference to "The Council's Design Quality Supplementary Planning Document encourages developers to take account of the 12 distinct character areas within the Borough and provides initial guidance on local distinctiveness.

Policy HSG11 is concerned with residential density and mix and states "In considering the appropriate density and mix of dwelling sizes for any development the Council will take into account the need to use land as intensively as is compatible with the protection of the quality, character and amenity of the area, and the contribution to meeting housing need for all sections of the community."

Policy DM DC1 Design Quality states "New development must be of a high architectural and urban design quality based on sustainable design principles. Development must be inclusive, respect local character including the nature of a particular road and connect with and contribute positively to its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to the following:

- compatibility with local character including relationship to existing townscape and frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials"

Policy HSG5 is concerned with "Residential in Areas of Mixed Use". 8.28(c) states "new residential development will be encouraged where it is compatible with the policies for other land uses, the need to preserve open space and with the maintenance of the quality of the physical environment."

Policy CP14 Housing at paragraph 14.D states "The density of residential proposals should take into account the need to achieve the maximum intensity of use compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies."

Paragraph 8.3.2.15 states "Housing should be designed to a high standard, respecting the characteristics of the surrounding area."

Supplementary Planning Document: Design Quality contains a section on assessing the character and context of a site that covers broadly the same areas as CABE. It identifies four main urban design issues; activity, linkages, townscape and landscape. It discusses responding to local character and identifies three contexts. The application site falls under "Creative Context" described as "In some areas there may be little cohesive character or perhaps an undesirable one. Such locations will prompt the opportunity for the most creative responses which seek to create a new sense of character from the enduring characteristics of the site, for example topography or natural features."

The theme running through all these policies is that development must be the result of a careful analysis of the site and its surroundings and that it should be in harmony with its context. Policy recognises that, in some areas, it is important to create new local distinctiveness. This area is being transformed with the recently approved schemes which will significantly enhance this part of Richmond.

SPD: Design Quality identifies 12 distinct character areas. The site is within "Mortlake and East Sheen". This area is described as "Mortlake has a dense built up character composed of regular patterns of terraced Victorian streets with some set back but little planting. A similar character prevails in parts of East Sheen, becoming more suburban towards East Sheen Common. Near the common are some of the lowest density homes in the Borough, set back from the street within extensive and mature grounds enclosed by gated high boundaries." The character of the area to the north, east and west of the site bears no resemblance to this description.

INVOLVEMENT

A planning pre-application was submitted in March 2011. *Please see Appendix E: Pre-application Drawings.* This scheme established the development form based on the analysis of the context. It consisted of ground commercial space with two blocks of residential accommodation above. The blocks ran north-south and formed a common amenity space between them on the first floor. The underground car park was accessed from the car park on the approved Garden Road scheme. The scheme consisted of:

- Approx. 1,966m² commercial space
- 48 residential units
- Buildings of 1-5 storeys

Details of the pre-application are set out in the Planning Statement.

The scheme was developed further following the pre-application advice and the detailed input from the consultant team. The consultant team is as follows:

- Planning Statement, prepared by Indigo Planning
- Transport Statement, prepared by TTP Consulting
- Contaminated Land Study, prepared by Land Science
- Sustainability and Energy Statement, prepared by SRE
- Viability Appraisal, prepared by Savills
- Tree Survey, prepared by Broad Oak Tree Consultants

A public consultation was held on site on 5 August 2011. *Please see Appendix F: Public Consultation Drawings.*

The public consultation scheme employed the same principles as the pre-application scheme. However, the scheme had been reduced from 48 units to 44. The reduction in units and massing was on the southern end of the scheme with the aim of reducing the visual impact of the scheme when viewed from the gardens of the Manor Grove houses. Two of the residents of Manor Grove who looked at this relationship closely at the public consultation event both commented that, as the units were not aspected toward their gardens and as the buildings step down to their boundary, they thought that the relationship was acceptable. The public consultation scheme had a more developed landscape scheme which included both trees and green wall type creeper system on the southern stepped flank walls.

A detailed report of the public consultation is contained within the Planning Statement. The public consultation scheme consisted of:

- Approx. 1,966m² of commercial space
- 44 units

The scheme was developed further following the public consultation. The key changes between the public consultation scheme and the full planning application are as follows:

- The majority of the public amenity space has been dropped down onto the ground floor
- The commercial space is now more visible and more easily divisible
- The residential mix has been amended. The proposal is now for 31 one bed; 9 two bed and 5 three bed units (45 units in total).

Please see Appendix G: Current Planning Application Drawings

EVALUATION

Following an assessment of the site and surrounding area, the following opportunities and constraints were identified:

- The existing commercial space is not suitable for the identified need in this part of the borough of Richmond; the opportunity is to provide flexible commercial space more suitable for this location.
- The mixed use development on the adjacent site provides good quality flexible commercial space and also includes much needed residential accommodation.
- Providing residential accommodation ensures day/night use of the site and results in a safer and better quality urban environment.
- This site is located within an area of coarser urban grain, however it is bound by the rear gardens of residential properties to the south with a finer urban grain. The proposed development must sit comfortably with the properties to the south.
- The trees located in the adjacent gardens at the south eastern corner of the site need to be respected.
- There is an opportunity to enhance the streetscape at the end of Orchard Road through the design of the hard and soft landscaping.
- The urban gap created at the end of block D on the adjacent development should be reinforced by this scheme.
- There is an opportunity to link the two developments to create greater permeability to these sites.

- The vehicular access to the basement car park could be provided through the adjacent scheme off Market Road.
- In conclusion, the opportunity exists to design a complementary scheme to complete the development along the east of Orchard Road and thereby enhance the quality of this area of the borough.

DESIGN

The proposed development is described below under the headings set out in 'BY DESIGN':

The proposed development is for approx. 1,966m² commercial space (replacing the quantity of existing commercial space), 45 residential units, associated amenity space, 28 car parking spaces and secure cycle spaces for 68 bicycles.

Amount:

All the proposed residential units meet the following standards:

- Lifetime Homes Design Criteria
- London Borough of Richmond upon Thames: SPD Residential Development Standards
- Secured by Design
- Mayor of London: London Housing Guide
- Housing Co-operation: Housing Quality Indicators
- Where applicable: the Wheelchair Housing Design Guide – second edition

Layout Urban Structure

As can be seen from the analysis of the area, the site sits within an area which is undergoing a change from low quality, low density commercial space into a mixed use area with residential accommodation and appropriate commercial space.

The scheme links into and complements the approved Garden Road scheme. The proposed accommodation can be accessed from either Orchard Road or through the shared access which links to the courtyard of the approved Garden Road scheme.

Please see Diagram 1: Existing Urban Structure and Diagram 2: Proposed Urban Structure.

ACCOMMODATION SCHEDULE

Site Area	0.295Ha	Private Amenity Space	473m ²
Existing Commercial GIA	1966m ²	Communal Amenity Space	375m ²
Proposed Commercial GIA	1966m ²		
Proposed Residential	45 Units (31 x 1 Bed; 9 x 2 Bed; 5 x 3 Bed Units)	Total Amenity Space	848m ²
Residential Parking Spaces	28 Spaces (Including 5 for Disabled Access)	Children Play Area	190m ²
Residential Cycle Spaces	50 Spaces	(Included in Communal Amenity & Total Amenity Space figures)	
Commercial Cycle Spaces	18 Spaces		

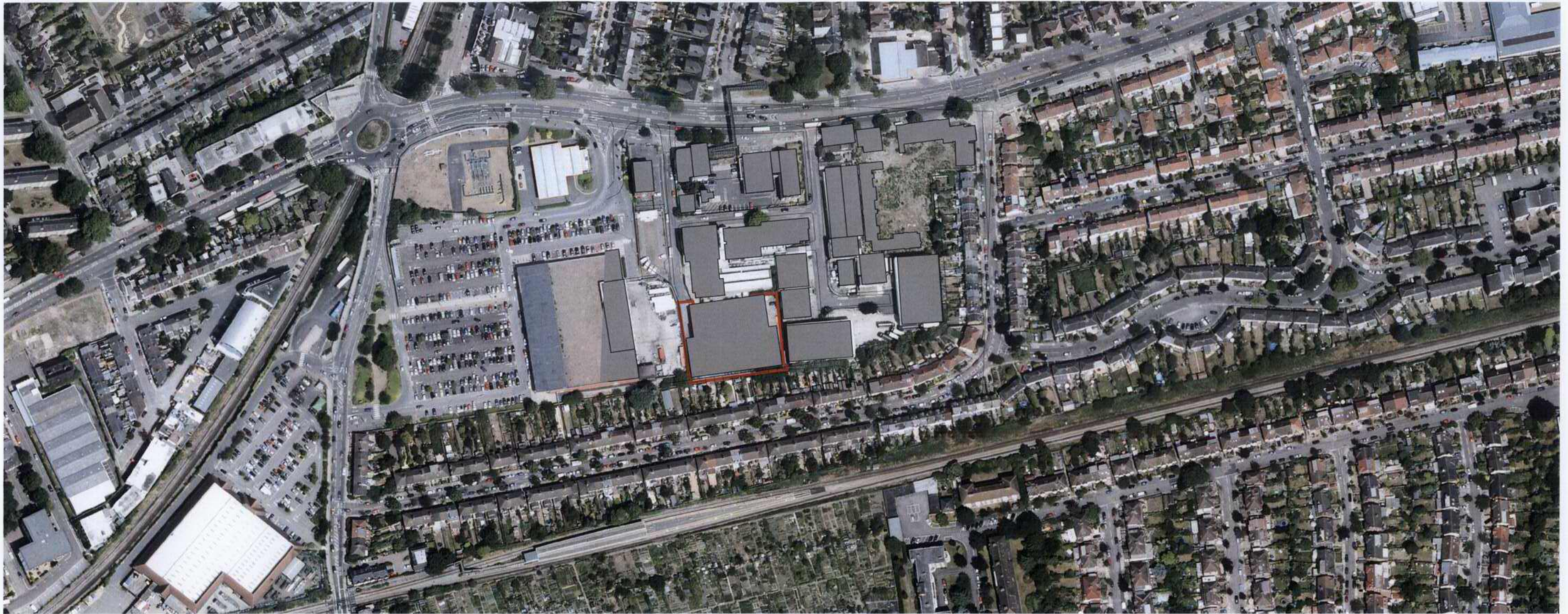
RESIDENTIAL ACCOMMODATION

Ground Floor	GIA (m ²)	No. Beds	No. Persons	Tenure	ROOM AREAS			
					Living	Bedroom (Double)	Bedroom (Single)	Storage
(Wheelchair) B1	110	3	5	Affordable	34.2	15.3 & 14.5	9.1	3.2
(Wheelchair) B2	107	3	5	Affordable	35	14.4 & 13.8	9.5	3
(Wheelchair) B3	117	3	5	Affordable	42.7	15.1 & 15.0	9.4	3.5
First Floor								
A1	53	1	2	Private	25.3	13.9	-	1.8
A2	50	1	2	Private	23.3	13.1	-	1.6
A3	50	1	2	Private	23.3	13.1	-	1.6
A4	51	1	2	Private	23.4	13.1	-	1.6
(Wheelchair) A5	67	1	2	Private	27.9	17.9	-	1.9
(Wheelchair) A6	67	1	2	Private	27.9	17.9	-	1.9
A7	51	1	2	Private	23.4	13.1	-	1.6
A8	50	1	2	Private	23.3	13.1	-	1.6
A9	50	1	2	Private	23.7	13.1	-	1.6
A10	52	1	2	Private	23.4	13.1	-	1.6
(Wheelchair) B4	70	1	2	Intermediate	29.6	14.7	-	2
B5	70	2	4	Intermediate	27.3	12.4 & 12.4	-	2.8
B6	70	2	4	Intermediate	27.3	12.4 & 12.4	-	2.8
B7	70	2	4	Affordable	27.3	12.4 & 12.4	-	2.8
Second Floor								
A11	53	1	2	Private	25.3	13.9	-	1.8
A12	50	1	2	Private	23.3	13.1	-	1.6
A13	50	1	2	Private	23.3	13.1	-	1.6
A14	51	1	2	Private	23.4	13.1	-	1.6
A15	68	1	2	Private	29.8	17.4	-	2.4
A16	51	1	2	Private	23.4	13.1	-	1.6
A17	50	1	2	Private	23.3	13.1	-	1.6
A18	50	1	2	Private	23.7	13.1	-	1.6
A19	52	1	2	Private	23.4	13.1	-	1.6
A20	54	1	2	Private	25.3	13.1	-	1.5
B8	75	2	4	Affordable	27.5	14.5 & 12.8	-	4.4
B9	75	2	4	Affordable	27.5	14.5 & 12.8	-	4.4
B10	92	3	5	Affordable	29.3	13.7 & 12.4	10.4	3.4
Third Floor								
A21	53	1	2	Private	25.3	13.9	-	1.8
A22	50	1	2	Private	23.3	13.1	-	1.6
A23	50	1	2	Private	23.3	13.1	-	1.6
A24	57	1	2	Private	26.1	13.5	-	2.7
A25	50	1	2	Private	23.3	13.1	-	1.6
A26	50	1	2	Private	23.7	13.1	-	1.6
A27	52	1	2	Private	23.4	13.1	-	1.6
A28	54	1	2	Private	25.3	13.1	-	1.5
B11	75	2	4	Affordable	27.5	14.5 & 12.8	-	4.4
B12	75	2	4	Affordable	27.5	14.5 & 12.8	-	4.4
B13	92	3	5	Affordable	29.3	13.7 & 12.4	10.4	3.4
Fourth Floor								
A29	53	1	2	Private	25.3	13.9	-	1.8
A30	54	1	2	Private	24.2	13.8	-	2.2
A31	82	2	4	Private	31.2	13.9 & 13.5	-	3
A32	80	2	4	Private	33.2	15.2 & 13.5	-	2.5

All areas are approximate and shown in square metres

Residential units have been designed in accordance with the following standards:

London Housing Design Guide & Local Authority Residential Space Standards
Homes and Communities Agency Housing Quality Indicators
Lifetime Homes Requirements
Wheelchair Housing Design Guide 2nd Edition (for all wheelchair accessible units)



Existing Urban Structure

Diagram 1



Proposed Urban Structure

Diagram 2

The proposed scheme reinforces the urban structure created by the approved schemes currently under construction. It resolves the end of Orchard Road and deals with the transition between this area and the residential area to the south.

Layout: Urban Grain

The site sits within an area of large urban grain. The proposed scheme has a large urban grain appropriate for its context. The scheme is more articulated than the existing building and will result in a high quality public realm and a successful mixed use scheme.

The urban objective was to integrate the new proposal into the development on Orchard Road while creating the transition to the residential area to the south which has a finer urban grain. The residential area to the south is in a separate and distinct area which cannot be accessed from the end of Orchard Road. The existing building on this site runs close to and parallel with the southern boundary, whereas the proposed building does not run continuously along this boundary thereby breaking up the urban footprint. This reduced footprint, together with the stepped massing of the proposed scheme, successfully meets this urban objective.

Please see Diagram 3: Plan indicating distances between proposed and existing buildings.

Landscape

The existing area has little in the way of soft landscaping. The streetscape on Market Road, Garden Road and Orchard Road will be significantly enhanced by the proposed street trees and soft landscaping as part of the approved Garden Road development. This scheme seeks to continue the line of trees along the western boundary. This will soften the Orchard Road elevation.

The southern boundary has also been carefully considered. There is a proposed line of trees which will provide a soft landscape edge. The flank elevations of the proposed building are being covered by a creeper system which will soften the view of the development when viewed from the houses to the south.

In conclusion, the landscaping proposal along the southern boundary will ensure a successful separation between the development and the Manor Grove housing. As the site is located due north of these gardens, it will not overshadow the neighbouring gardens.

AMENITY SPACE AND PLAY AREA CALCULATION

PLAY AREA

CHILD YIELD

Private / Intermediate	Number of Units	Child Yield (London Housing Design Guide)	Number of Children
1 Bedroom	31	0.11	3.41
2 Bedroom	4	0.11	0.44
3 Bedroom	0	0.48	0
Social Rented			
1 Bedroom	0	0.2	0
2 Bedroom	5	1	5
3 Bedroom	5	2	10

Total Child Yield = 19 Children

Total area of play required is equal to the total number of children x 10m²

TOTAL PLAY AREA REQUIRED = 190m²

TOTAL PLAY AREA PROVIDED = 190m²

AMENITY SPACE

Total communal amenity space: (including children's play area of 190m ²)	375m ²
Communal amenity space minus children's play area	185m ²
45 residential units of which 17 have private amenity space totalling	473m ² (all above Local Authority Amenity Space Standards)
Therefore 28 units require use of the communal amenity space	
Total communal amenity space required	158m ²
Total communal amenity space provided	185m ²

All areas are approximate and shown in square metres

Amenity spaces and children's play area have been designed in accordance with the following standards:

London Housing Design Guide
Local Authority Amenity Space Standards

The hard and soft landscaping scheme within the site has been designed to articulate residential private amenity space and create communal amenity and children's play space. The communal amenity spaces are given natural surveillance from the residential and commercial units which surround them.

Please see Diagram 4: Ground floor plan showing amenity areas and Diagram 5: First floor plan showing amenity areas.

Scale: Height

The urban objective is to relate the proposed building to the different urban edges. The proposal needs to resolve the scale difference between the larger grain buildings to the north, west and east and the lower and smaller residential proposal to the south.

Please see Diagram 6: Context section from Lower Richmond Road to Manor Grove.

The proposed building on the west of the site continues the building line established by the adjacent scheme. The scale at the northern boundary is set at five storeys which is comfortable at this point on the site and would relate well to the end of block D on the adjacent site. The scale then steps down along the length of the site where it ends at two storeys. The stepped building successfully reduces the scale and ensures that the visual impact of the proposed buildings is minimised. Please refer to Diagrams 5, 6 and 7 where the differences in view line have been highlighted when viewing the proposed scheme from the rear gardens of the Manor Grove properties compared with that of the existing warehouses. It should be noted that the proposed building is broken into two blocks and sits further back from the boundary by approx. 2m to 4.3m compared with the existing warehouse building.

Please see Diagram 7: Section through block A, Diagram 8: Section through courtyard and Diagram 9: Section through block B.

On the east block, the scale steps down from four storeys to the north down to two storeys to the south. This block also relates comfortably to the commercial buildings to the east.

Scale: massing

As previously discussed, the massing has been articulated in direct response to the site and its context. The stepped form and block articulation relate well to the neighbouring properties. The stepped form on the south of the blocks is also beneficial in terms of daylight/sunlight, ensuring maximum sunlight into the amenity space. The stepped form also provides visual interest to the scheme.

The proposed link building on the northern side of the scheme is only one storey high and is in part visually permeable. This will result in the linking of the amenity space on the Garden Road scheme with that of this scheme; these spaces will work together.

The ground storey is articulated from the upper storeys and will be finished differently, resulting in a more legible scheme.

Appearance: Details and Materials

As described above, the proposed scheme has been articulated to relate sensitively to its context. The stepped form gives an opportunity to articulate the building with the use of materials. The proposed palette of materials is render and timber cladding. The same palette of materials has been used on the adjacent scheme and this development will complement it.

The timber cladding is used in both vertical and horizontal boarding to emphasise different elements of the design. The main entrance to the scheme from the bottom of Orchard Road is finished in vertical timber. This element of building has a curved corner which lends itself to this form of cladding.

The ground floor will be rendered and this could be finished in a different colour to the upper floors.

Balcony, glazing and metalwork will provide finer detail which will add to the quality of this development.

The proportion of the wall elements created by the building's articulation and the materials used has been carefully considered. These panels are punctured by well proportioned windows and doors and result in a good quality building which is well articulated and interesting.

The proposal utilises extensive areas of planting. These include 'green' roofs which are very good in terms of water attenuation and biodiversity. There are also extensive areas of planting on the roof terraces which will add to the overall feel of the scheme. 'Green' wall creeper systems have been used on the southern façade; these use a stainless steel cable framework with brackets. These are well made and give a level of fine detail even when the creeper is not fully established.

Other issues:

Window to window distances

The courtyard is formed by the two parallel blocks. These are set 22.7m apart providing ample separation between adjacent properties. On the ground floor, there are residential units which have an aspect onto the courtyard space. These have slightly closer distances to the units opposite on the upper floors. These window to window distances are still generous at approx. 18m and, together with the opportunities for landscape screening within their amenity spaces, have an entirely acceptable relationship to the units opposite.

Trees

There are two large trees at the south eastern corner of the site (an Ash and a Sycamore). These have been carefully considered in the development of this scheme. The proposed building sits approx. 4m further away from the trees than the existing building.

Sustainability

The proposed development will achieve Code for Sustainable Homes Level 3, the commercial space will achieve BREEAM 'Excellent'.

Overall, the development will aim to achieve 25% improvement in the dwelling emission rate over a Building Regulations 2010 compliant design.

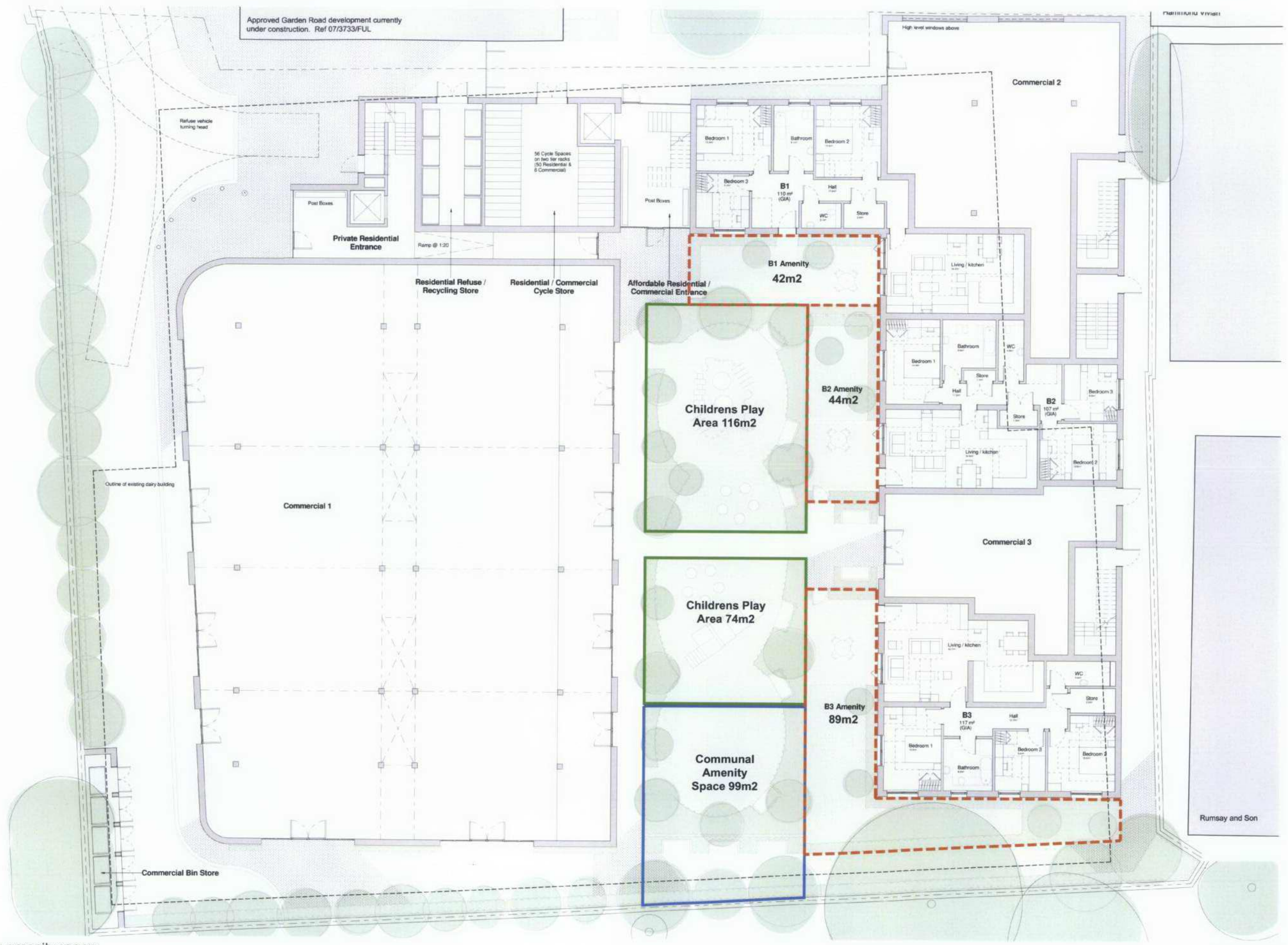
By the inclusion of a photovoltaic array and air source heat pumps, these will offset 20.8% of the predicted CO2 omission of this development based on the predicted energy baseline.

Please see Appendix H: Proposed Perspective View, Appendix I: Approved Garden Road Drawings and Appendix J: Approved Shakespeare Terrace Drawings.



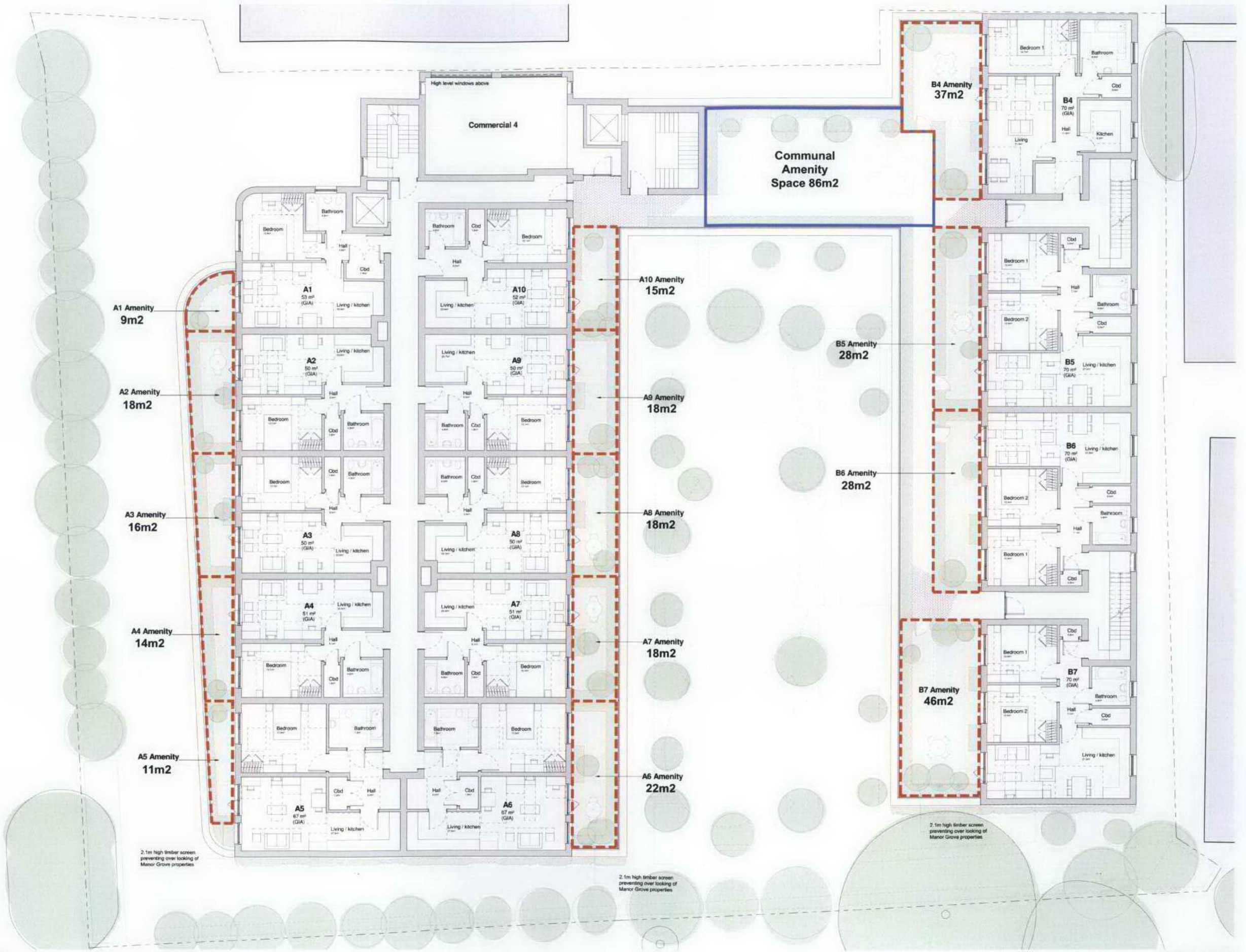
Plan indicating distances between proposed and existing buildings 1:500

Diagram 3



Ground floor plan showing amenity space

Diagram 4



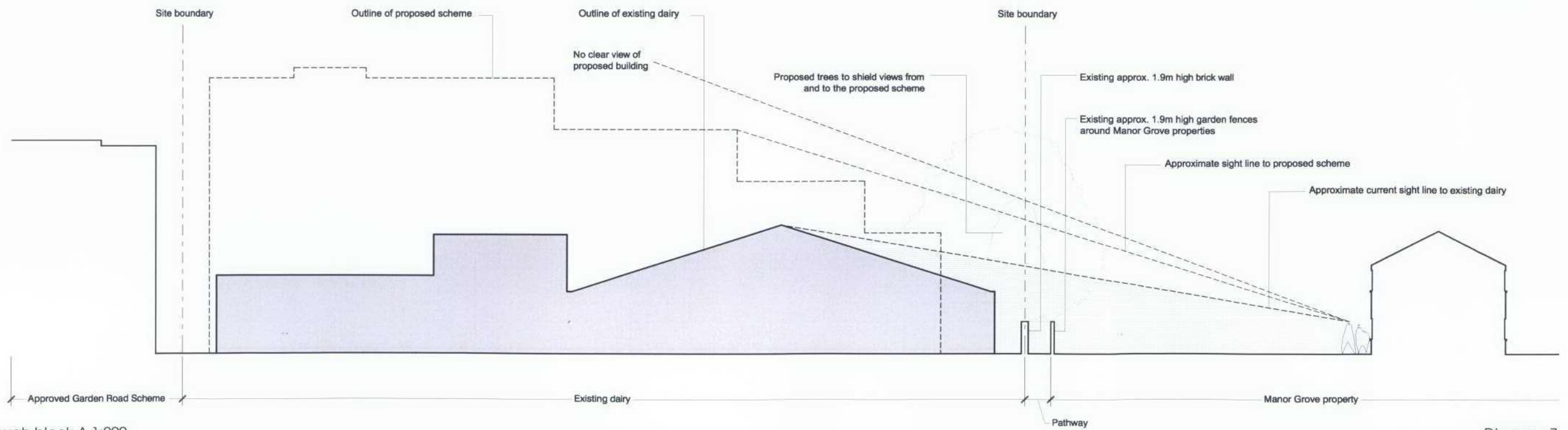
First floor plan showing amenity space

Diagram 5



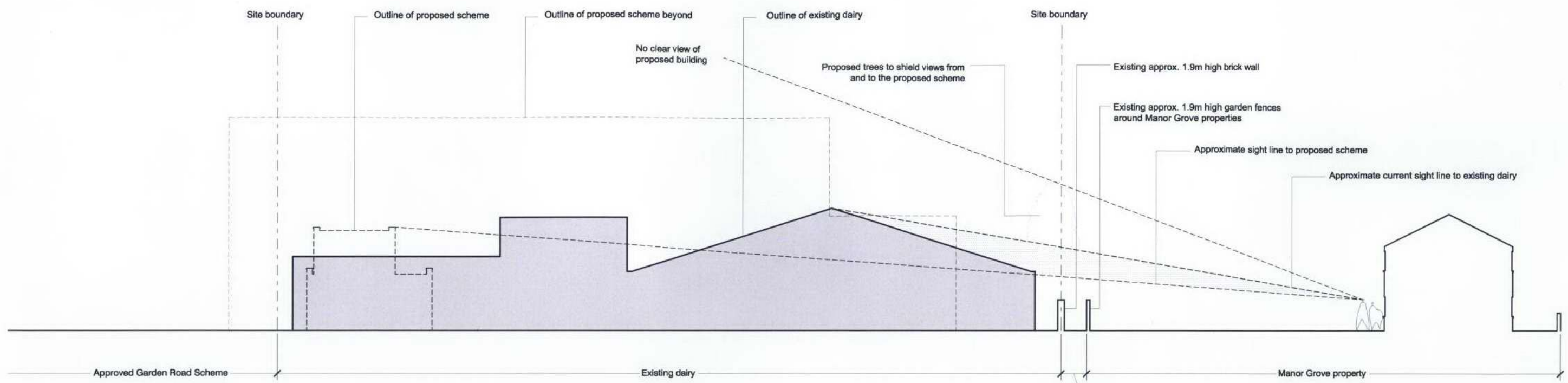
Context section from Lower Richmond Road to Manor Grove 1:500

Diagram 6



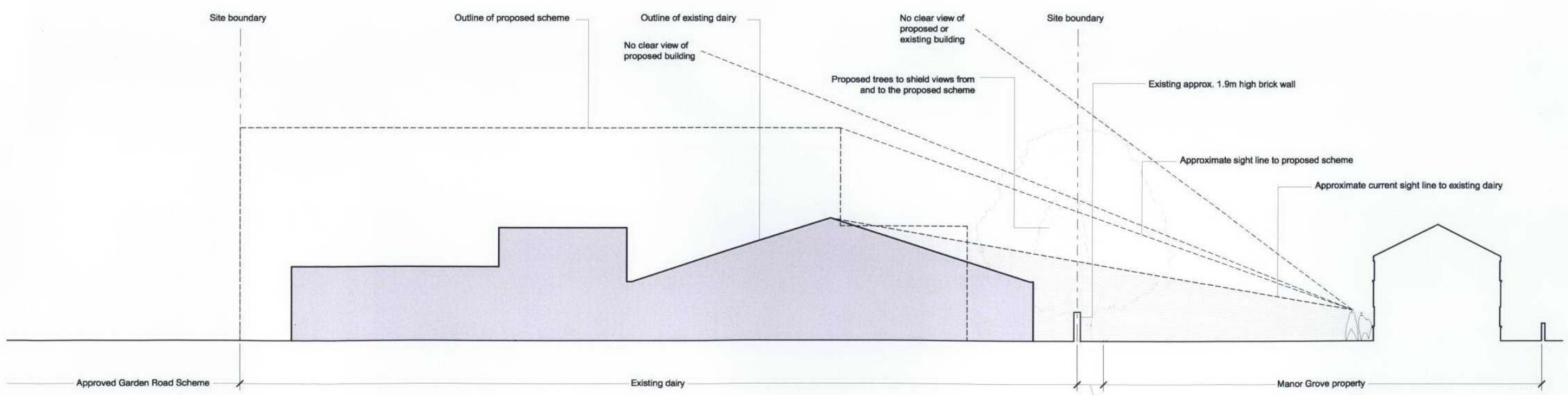
Section through block A 1:200

Diagram 7



Section through courtyard 1:200

Diagram 8



Section through block b 1:200

Diagram 9

ACCESS

Philosophy and Approach

The applicant is committed to a policy of equality, inclusion and accessibility in the delivery of services to those who live and visit the units.

Access Statement: Equality of Opportunity

The applicant is also committed to the promotion and development of equal opportunity in all aspects of the proposal.

The objective is to ensure that everyone, regardless of age, disability, ethnic origin or gender, is treated equally.

Definition of Disability

The Disability Discrimination Act 1995 (DDA) describes a disabled person as someone who has a physical or mental impairment which has an effect on their ability to carry out normal day-to-day activities. That effect must be:

- Substantial
- Adverse
- Long term (that is, it has lasted or is likely to last for at least a year or for the rest of the life of the person affected)

Physical or mental impairment includes sensory impairments. Hidden impairments are also covered (e.g. mental illness or mental health problems, learning disabilities and conditions such as diabetes or epilepsy). People who have had a disability, within the terms of the Act, in the past are protected from discrimination even if they no longer have a disability at the current time.

The applicant acknowledges that the proposed development presents issues relating to accessibility that need to be addressed.

Physical Access

The applicant recognises that, where development work is planned, every opportunity should be taken to facilitate access.

The latest legislation and good practice guidance on accessibility will be observed during the design and construction stages. These will include the Building Regulations Part B (Fire Safety), Part M (Access To and Use of Buildings), Part K (Protection from Falling, Collision and Impact) and BS 5588 – part 8 (Fire Precautions in the Design, Construction and Use of Buildings).

Key Access Issues of the Design

The applicant recognises that the way buildings are designed has a particular impact on disabled people, elderly people and parents with children. By addressing the access needs of these groups, we will all benefit from a more easily accessible built environment, as accessible design is invariably good design for all.

Access has been carefully considered when designing this scheme; pedestrian access will be primarily from the end of Orchard Road. There are two access points at the north western corner of the site:

1. One is via a gate into the courtyard space on the Garden Road scheme. This leads to an entrance into the development courtyard as well as the front door of commercial unit 2.
2. The second is into the residential entrance core.

The pedestrian circulation space will be hard surfaced to clearly demarcate it. Level or ramped access is provided to all the proposed accommodation.

The commercial unit(s) in the western block can be accessed from a shared surface leading into the site from Orchard Road.

Two lifts are provided within the development. This will ensure that, in the event that a lift is not working, the wheelchair residents on the first floor will be able to access/egress from their units.

Full lift access is provided from the basement to all floors in the western block. In the eastern block, lift access is provided to the first floor; the staircases are designed to meet ambulant disabled standards for access to these units.

There are six wheelchair units in this development. These have all been designed to meet the standards set out in the Wheelchair Housing Design Guide – second edition.

All the commercial units are fully accessible in line with the required standards under DDA legislation. The commercial space is currently shown as flexible and will be fitted out to suit future tenants.

All entrances throughout the development will have level thresholds and access widths will comply with the relevant standards.

Vehicular access to the parking basement will be via the adjacent scheme. The access point will be off Market Road. Five wheelchair user parking spaces have been provided in the parking basement. Full lift access is provided into the development from the parking basement.

It can be seen that the development has been carefully considered in terms of access to ensure that it meets all the required standards for future residents and users.

CONCLUSION

The Design and Access Statement describes the process of design for this proposed development. It clearly describes this location as one which is changing into a much more vibrant and sustainable, mixed use area where residential and commercial space sit comfortably side by side. The proposed development is linked to and complements the Garden Road development currently under construction. The proposed scheme has been carefully designed to make the transition from this mixed use area to the smaller grained residential area to the south. The proposed building is well proportioned and detailed, meeting all required policy, and will significantly enhance this part of the Borough.