

1-9 Sandycombe Road

Design and Access Statement

P03

NOVEMBER 2016



SANDYCOMBE ROAD

Richmond

GOLDCREST
architects

Contents

Section

- 1 Introduction and Proposals Summary
- 2 Site Location
- 3 Urban Context and Character
- 4 Site Context Analysis
- 5 Consultation and Pre- Application Summary
- 6 Design Evolution
- 7 Proposed Design
- 8 Context, Scale and Streetscape
- 9 Indicative Appearance and Materials
- 10 Landscape, Ecology and Sustainability
- 11 Access and Transport
- 12 Project Team and Technical Studies
- 13 Summary

Introduction and Objectives

This Design and Access Statement supports a Planning application at 1-9 Sandycombe Road, TW9 2EP

The proposal for the site, also known as the 'Sandycombe Centre', is to regenerate and improve the context of an existing under-used and unattractive 1980s commercial building

Existing commercial use will be replaced by much-needed high quality flexible and modern new commercial space

Twenty new homes in a good mix of unit sizes will be provided on the upper floors of a well considered and sensitively designed new building

The immediate and wider context will be enhanced and improved through extensive new landscaping and sustainability measures

The new building form, appearance and operation will be a positive addition to the site, all designed to sit comfortably in the streetscape and have no adverse impact on outlook or amenity of the surrounding properties. The above is reinforced by the conclusions of the many specialist consultant reports, surveys and studies, which have all been undertaken by experts in their field, using the specific methodologies and criteria required by LB Richmond

LB Richmond Planning officers made similar conclusions on a previous similar application (ref 15/5376/FUL, having differences in facade design and materials only). That application was recommended for approval.

Consultation and Proposals

The submitted drawings, reports and specialist consultant studies have been produced following the reversal of the officers recommendation for approval and consequentially refusal at committee of the previous application (ref 15/5376/FUL). That application had been formed as a result of a detailed consultation period with local stakeholders. This included two pre-application consultations with LB Richmond Planning department and a public exhibition and provision of information via leaflets and a dedicated community engagement team

The proposed development retains all the positive aspects of the previous proposals, whilst responding to issues raised at committee in relation to facade design and appearance

Residential use will work very well with the local area, being well served by public transport links, small and large retail sites
Good levels of residential and commercial parking, together with dedicated secure cycle storage and well managed servicing strategy minimise any adverse impact on the local networks

The process has resulted in a new building of attractive, very high quality design, and appearance with strong attention to architectural detail and materials specification

The new commercial space will provide a net increase in potential employees whilst offering an improved street-facing aspect

The building form and massing have been reviewed and remodelled through the consultation process, with scale, height, footprint and position on the site optimised

This report describes the site location, background and above design issues in further detail and demonstrates how the proposals will make a positive regeneration of this currently under-used and unattractive site

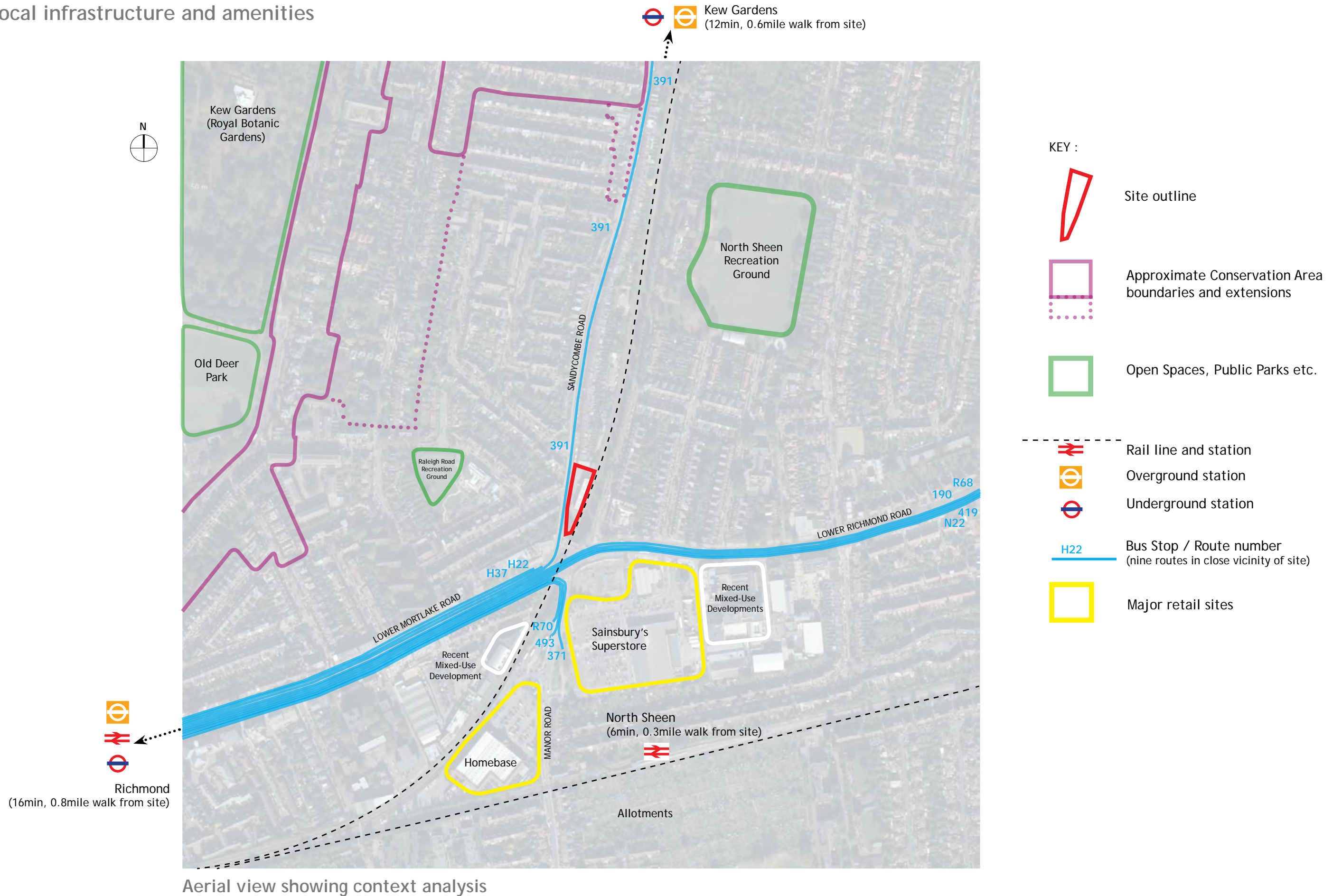
Site Location

Site location in wider context



Urban Context and Character

Key local infrastructure and amenities



Aerial view showing context analysis

Urban Context and Character

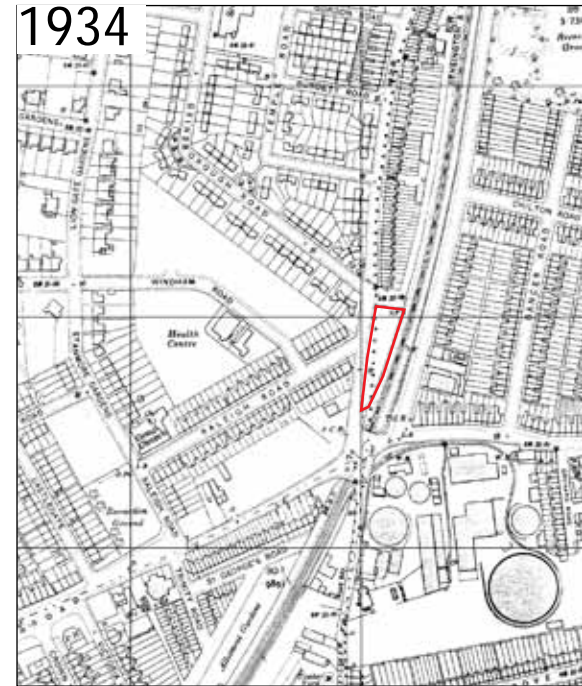
Historical townscape development



1896
Railway line and gas works compound to southeast are present. Previously open land north of site sees terraces built to one side of road. The site contains a terrace of residential sized buildings with some smaller out buildings to the northern end of the site.



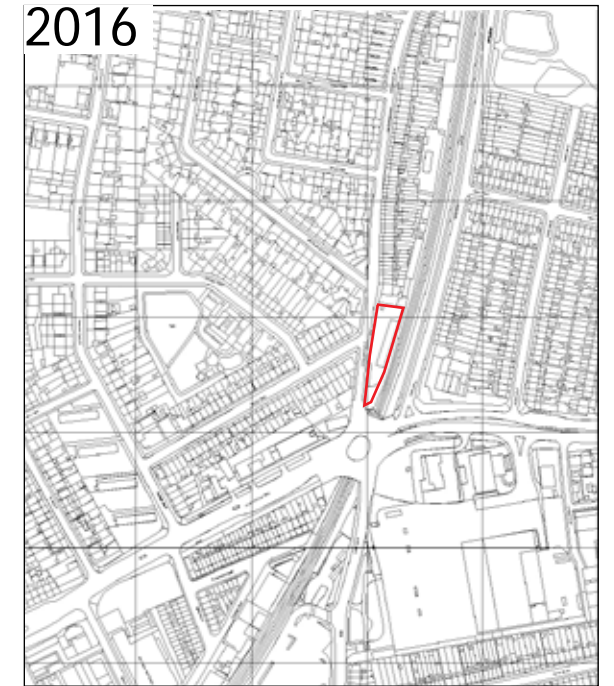
1913
Residential street patterns formed east of site and south of gas works. Application site cleared of buildings. The site of the North Sheen recreation ground is established.



1934
Residential streets further developed to west of site, including Gainsborough Road.



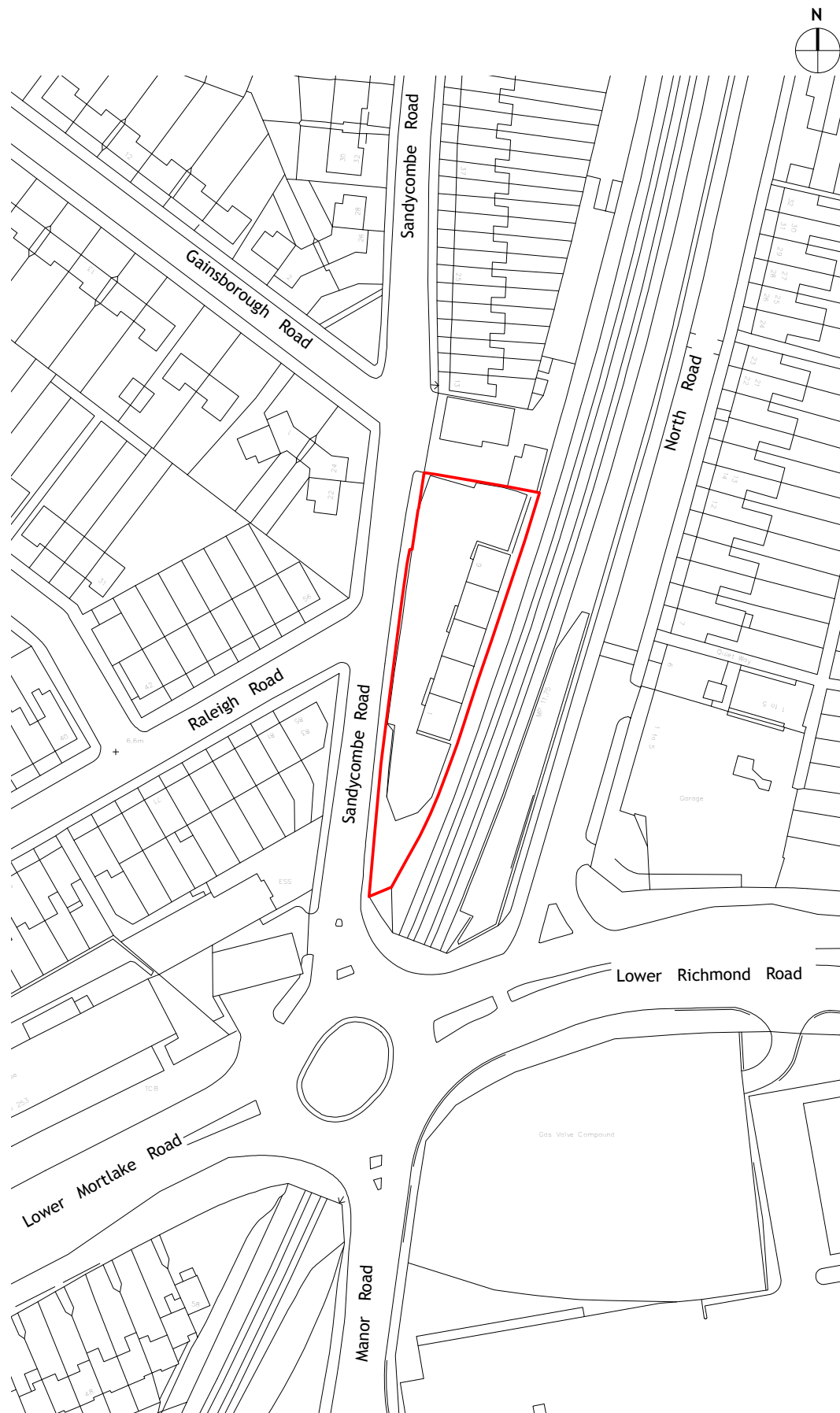
1960
Remaining open spaces largely infilled with more residential properties, including some taller modern blocks



2016
Present day site with existing commercial building. Majority of gas works site infrastructure removed for redevelopment. New major retail and mixed use sites developed.

Urban Context and Character

Urban setting and relationship to wider townscape



Application Site Red Line



Clear visual and physical separation to closest Conservation Areas

Urban Context and Character

Character of wider context



1 Falstaff House from Manor Road - recent mixed use development



2 Falstaff House from Bardolph Road



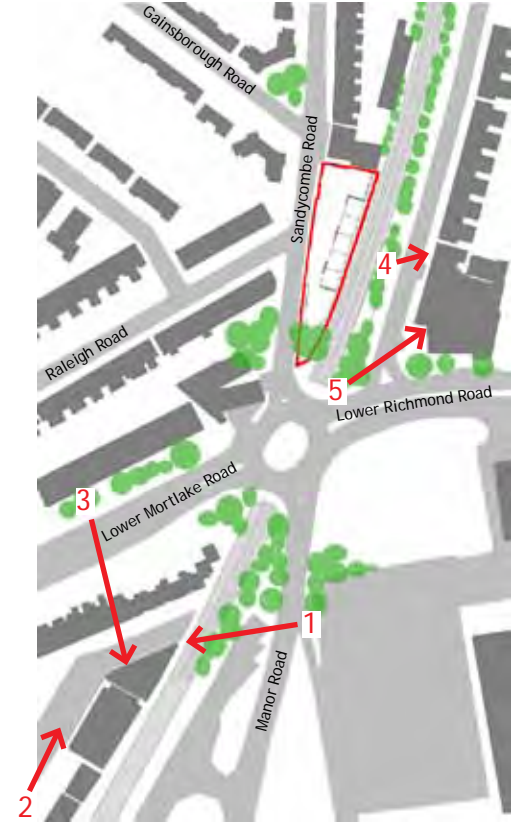
3 Falstaff House from Lower Mortlake Road



4 North Road four-storey abuts residential terraces



5 North Road corner: car dealer with three / four storey elements



Urban Context and Character

Site photos sheet 1



1 Site panorama looking west from North Road over rail tracks



2 View of site looking south from Gainsborough Road junction showing Car Club space in right foreground



Urban Context and Character

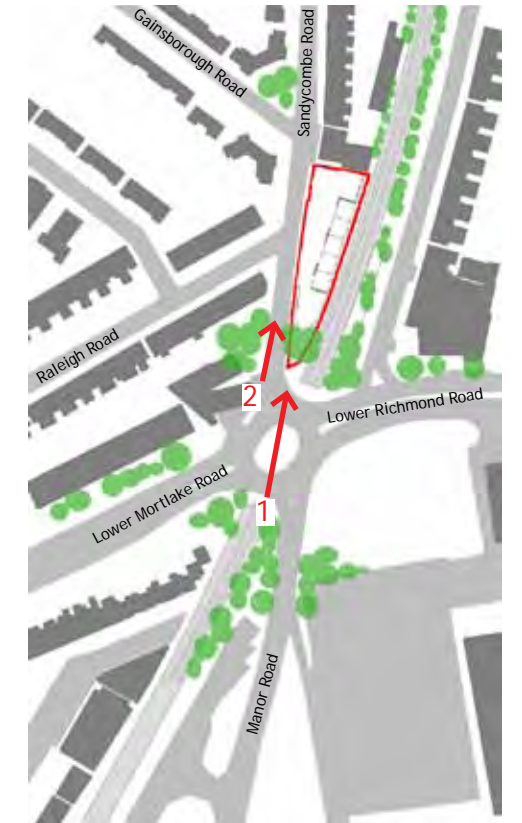
Site photos sheet 2



1 Panorama looking north towards site from roundabout



2 View from roundabout looking north up Sandycombe Road



Urban Context and Character

Site photos sheet 3



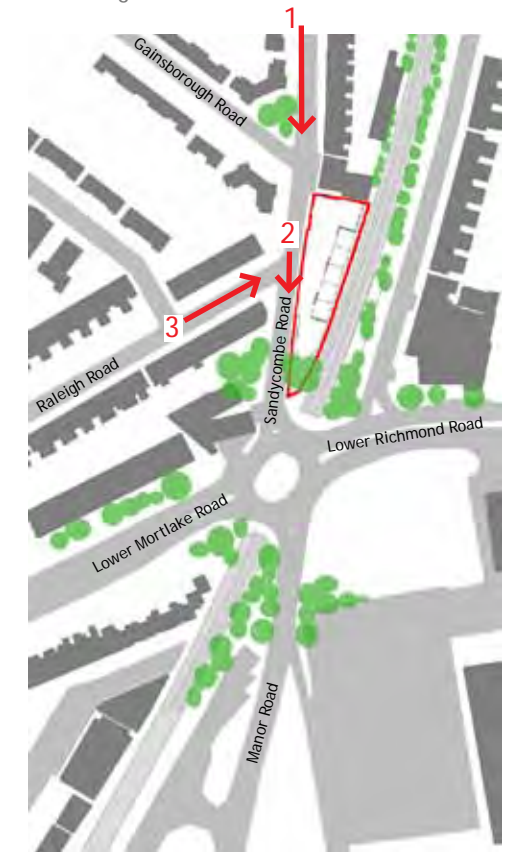
1 Looking south towards site from junction with Temple Road



2 Gable at junction of Sandycombe Road and Raleigh Road

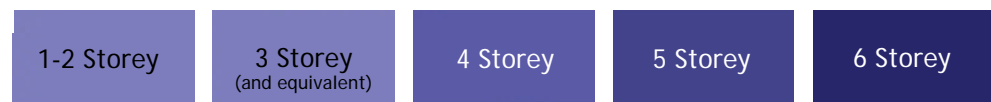


3 Looking east towards site from Raleigh Road



Site Context Analysis

Height, Use, Movement



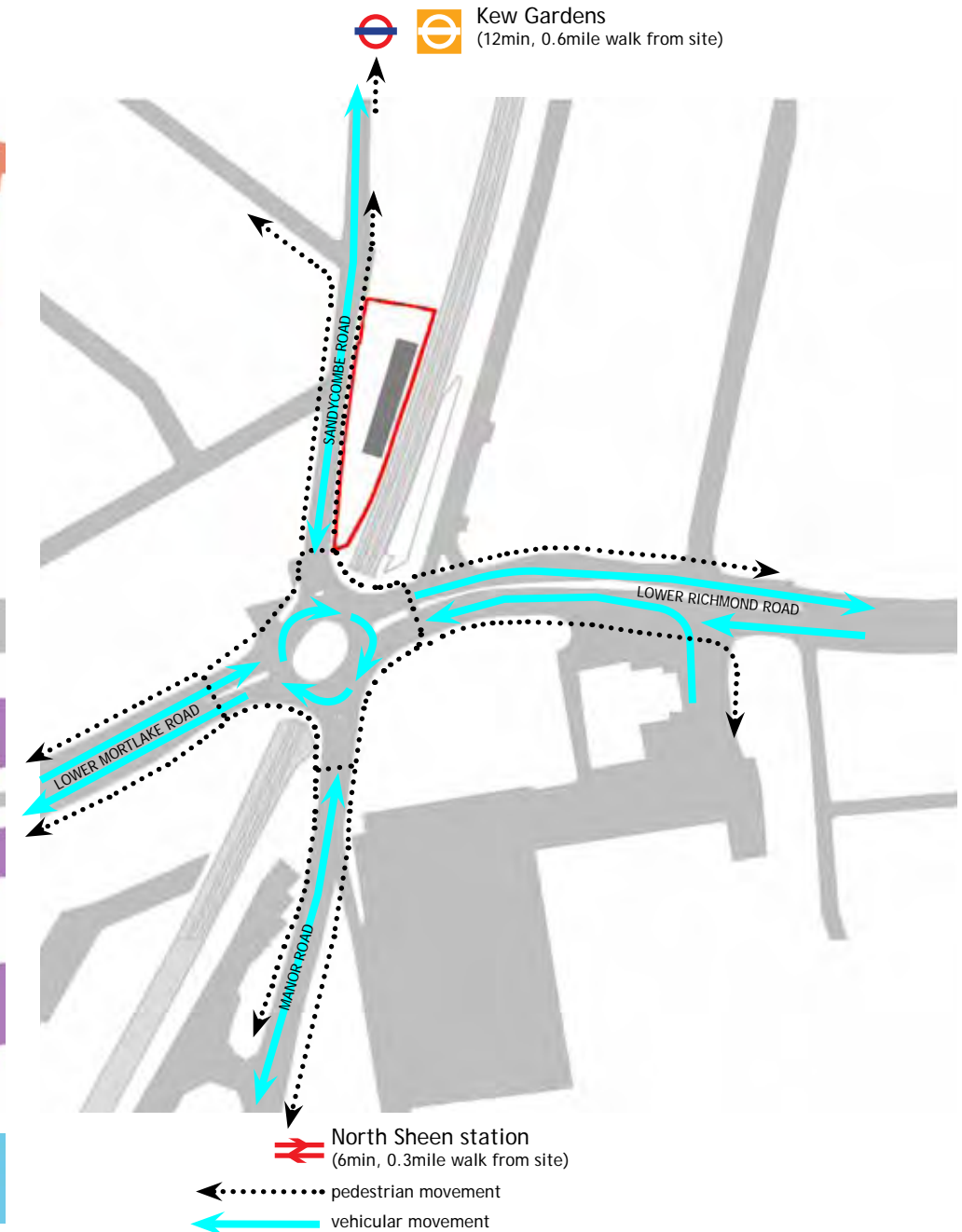
Heights and Massing

A number of recently built or extant planning permissions in the local context for residential-led mixed use developments rise significantly above the typical roof lines of the two-storey-plus- pitched roof residential streets



Existing Uses

The site is located in an area with a mix of uses with commercial generally fronting Lower Mortlake Road and Lower Richmond Road. Sandycombe road and other subsidiary roads are very much residential in character.

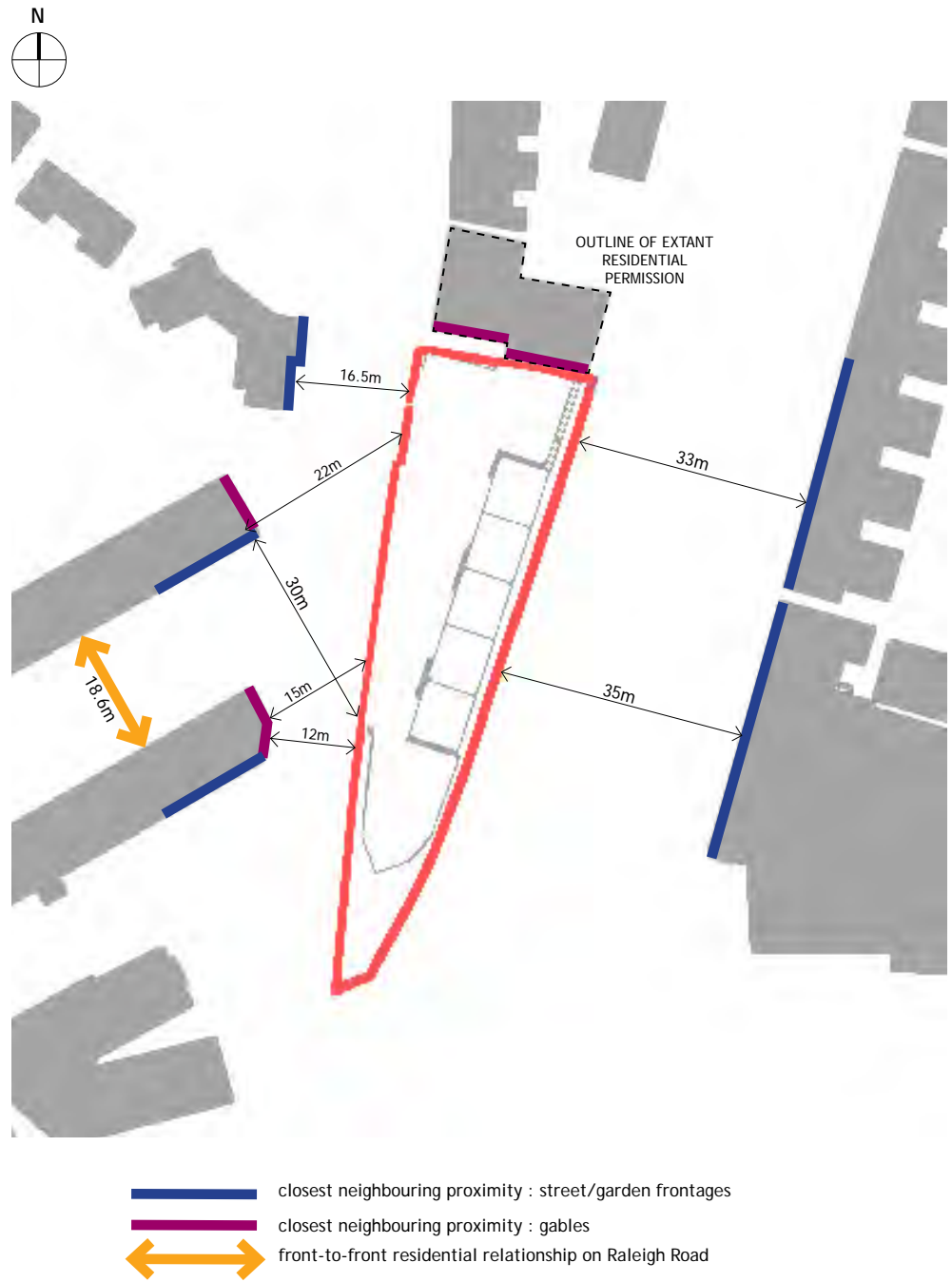


Road and Pedestrian movement patterns

Main pedestrian and vehicular movement patterns are shown. Major and local retail as well as recreational amenity and transport nodes are within easy walking distance

Site Context Analysis

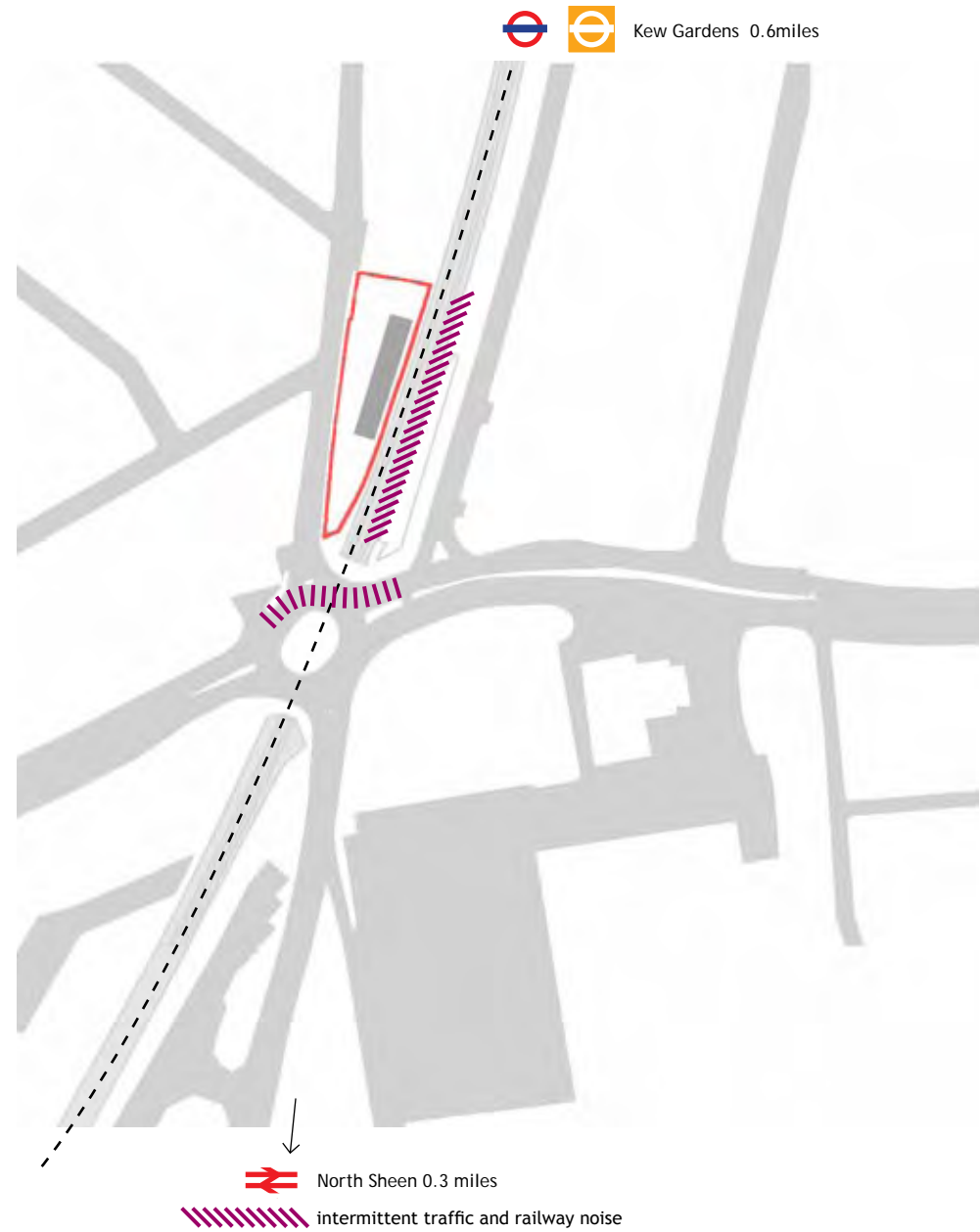
Constraints and Opportunities



Built Form and Proximity

The surrounding streets generally consist of linear terraces of residential character, with larger individual buildings, typically of retail and commercial uses.

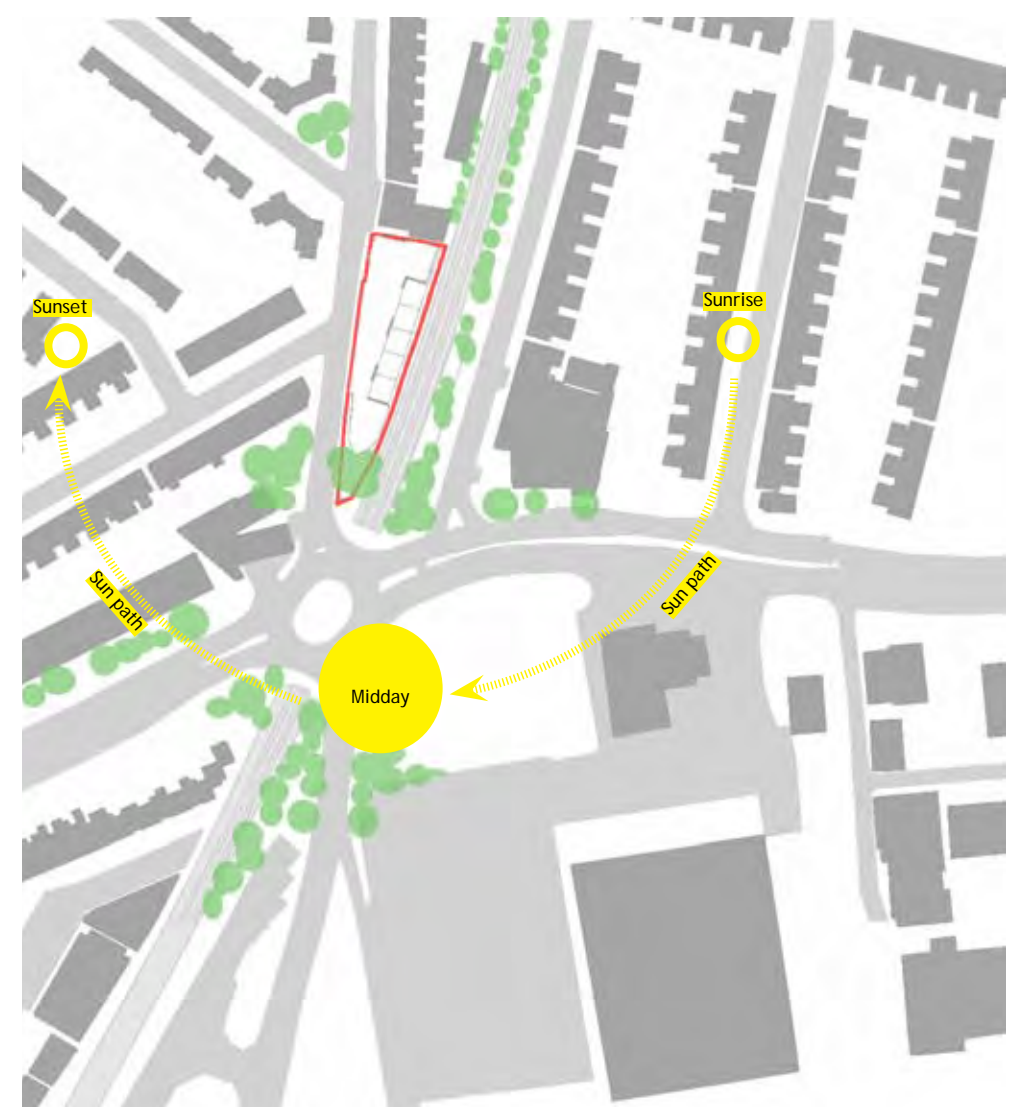
Of what would be considered the more developable part of the site to the north where the site widens, the site boundary is within 30 metres of a directly facing residential neighbour, at a distance to the boundary of approximately 16.5m.



Road, Transport, Infrastructure and Noise

The site is bounded by Sandycombe Road to the west and the District and Overground rail lines to the east. 'Manor Circus' is the roundabout at the junction of the 4 roads, and a total of nine different bus routes stop within the very close vicinity the site. The closest rail station is North Sheen, an easy walk of 0.3 miles to the south.

The site's eastern boundary abuts the rail line which adds restriction to potential building zones, requiring a minimum of 2m separation



Main Trees and planting surrounding site and Sun path

Approximate positions of the main mature trees close to the site are shown. Larger trees around the Manor Circus roundabout provide substantial screening to the application site, which is set down at the railway cutting level, falling away from the roundabout.

The north-south orientation of the site gives good opportunities to provide accommodation with multiple-aspect outlook and to avoid unwanted solar gain

Summary of Consultation with Richmond Planning Department

Pre- Application Submissions

Pre- Application 1: 4th August 2015

- Meeting at LBRuT offices with senior Planning and Policy representatives

Proposal for 21 Flats, replacement B1 space and 10no parking spaces

Key design issues and comments raised

- Change of use from light industrial and associated loss should be justified but B1 Office use is in demand, since a significant proportion of office floorspace has been lost in the borough
- Any proposals for new B1 space should demonstrate flexibility of occupation
- Maximum possible parking provision encouraged, subject to on street parking surveys and justification. Excellent public transport facilities recognised
- Concerns over proposed raised element to north and potential 'undercroft' effect that is not part of the character of the area
- The diagrams provided demonstrate the proposed massing and distribution of height overall would not adversely affect neighbouring properties or their outlook, and would fit in with wider context
- Site proposals at 11 Sandycombe Road should be taken into account : potential to re-address and expand envelope facing north boundary

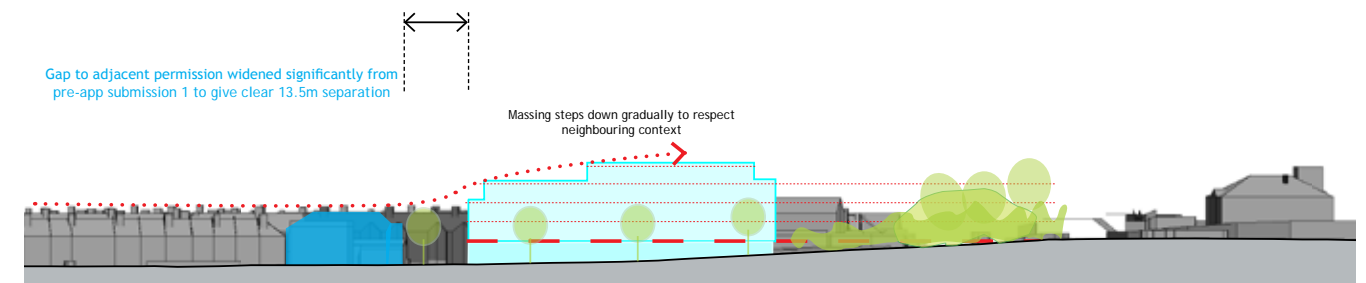
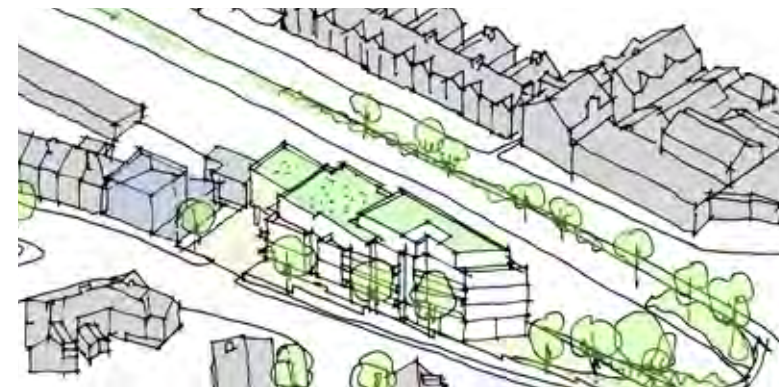
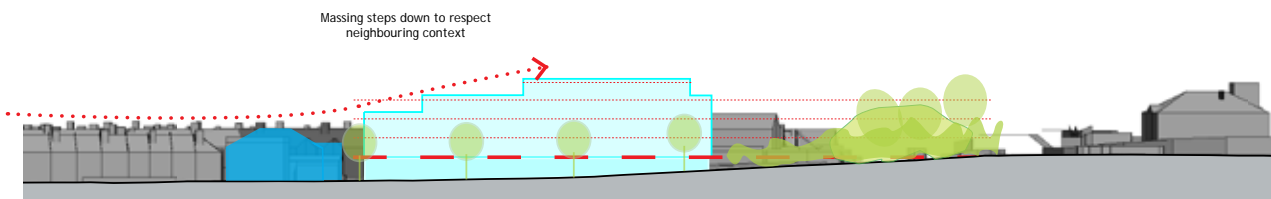
Pre- Application 2: 20th October 2015

- Meeting at LBRuT offices with senior Planning representatives

Proposal for 21 Flats, replacement B1 space and 8no parking spaces

Key design issues and comments raised

- To receive feedback on revised and re-submitted proposals document, to confirm design amendments address key issues appropriately
- Increased parking provision on site and service vehicle strategy including van parking bay required
- Diagrams describing distribution of B1 use show good proposals for high quality, flexible space
- Revised massing and loss of 'undercroft' at north is a positive amendment, taking into account site proposals at 11 Sandycombe Road
- The use of local traditional materials such as brick in a high quality design encouraged
- Green / Biodiverse roofs and enhanced planting at the southern portion of the site will enhance and add to ecology



Summary of Consultation with wider local Community and Stakeholders

Public Exhibition and community Feedback

An exhibition of the proposals was held on 3rd December 2015 at The Pavilion Cafe & Clubhouse, North Sheen Recreation Ground, a publicly accessible venue within half a mile of the site (less than 10 minutes walk)

Local Residents, Councillors and other Community Stakeholders were invited to visit the exhibition and discuss the proposals with members of the project team

Invitations were hand delivered to around 800 local addresses and Councillors were contacted by the dedicated community engagement team.

The leaflets invited interested parties to visit the exhibition, raise any queries or concerns and to provide feedback

The opportunity to provide comments was offered a choice of methods including feedback cards, a Freepost address, a dedicated email and Freephone telephone numbers



Feedback and Comments on the proposals were carefully reviewed prior to finalising the plans for the application submitted in December 2015 (recommended for approval then refused at committee). Key issues raised and the responses include:

Parking (eight spaces were designed at the time of consultation)-

Plans were revised to incorporate 15 car spaces plus a dedicated van bay, effectively doubling the number of vehicles able to park on site. The specialist Transport Assessment should also be read in conjunction with this report, as it reviews all matters holistically

Height (a part-3, part 4, part 5 storey design was shown at the time of consultation)

Plans were carefully worked up in detail, factoring in Richmond's pre-application advice to ensure height is distributed across the optimum parts of the site and the streetscape is addressed appropriately through the stepping form

Appearance (the replacement of the existing building was seen by many as a positive)

Materials and details were chosen to reflect the predominantly traditional brick domestic terraces of the surrounding area. The chosen light-coloured stock bricks have slight variations in colour, giving a feeling of classic quality



Summary of previous application

The previous application (ref 15/5376/FUL) was for

“Redevelopment of site to provide for a mixed use development of 535m2 of commercial space (B1(a) offices, B1(b) research and development, B1(c) light industrial and B8 storage Use Class) and 20 residential units, together with car parking and landscaping”, and was arrived at through the extensive consultation and pre-application process as described on the previous pages

LB Richmond Planning officers took an active role in that process and, following detailed review of the drawings, reports and specialist consultant studies, recommended Planning approval

The application was subsequently refused by the Planning Committee

The proposals now submitted represent a revision to the refused facade designs, materials, elevational treatment and details of the fenestration



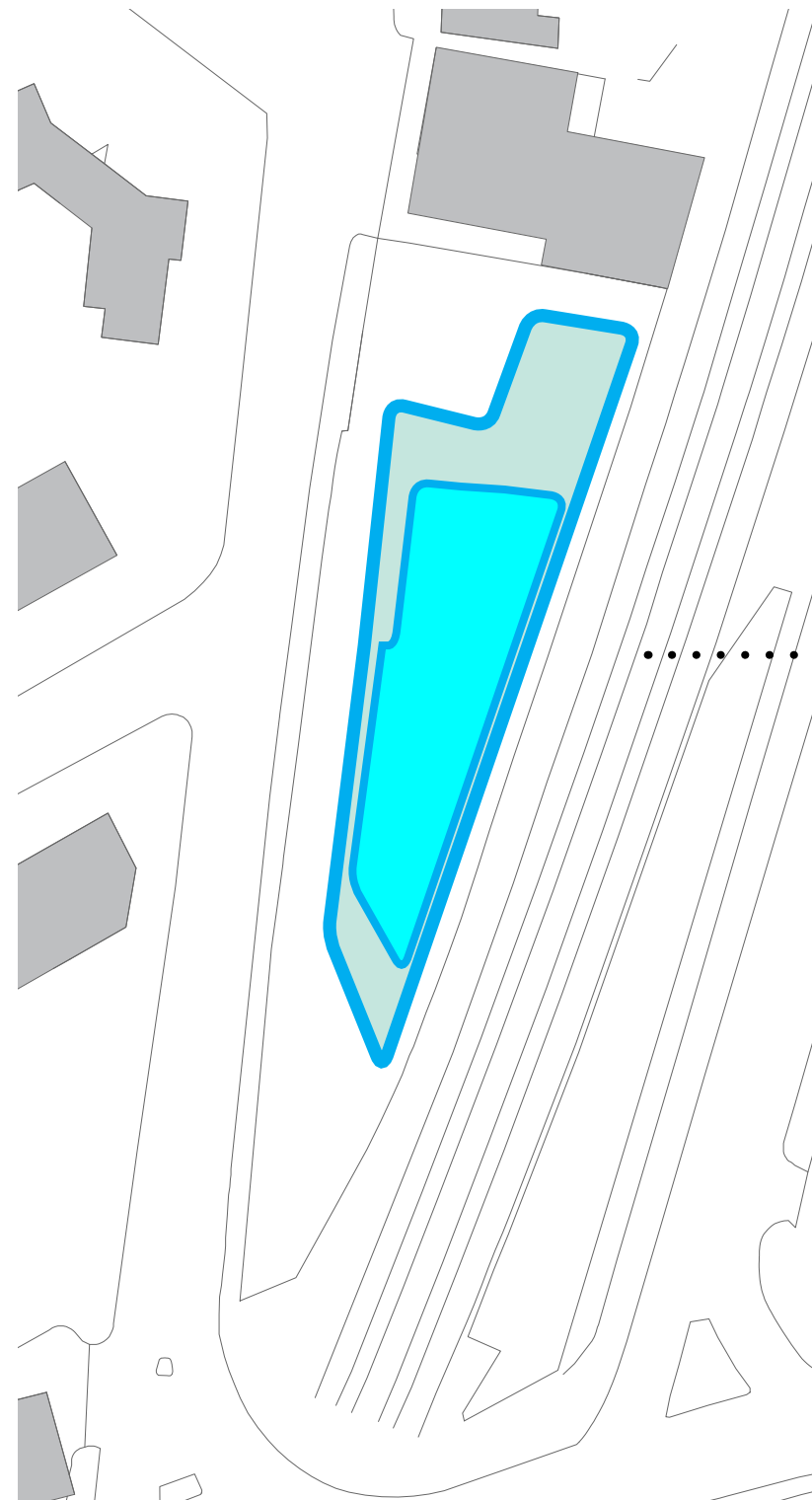
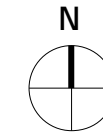
A Photomontage looking south towards site from Sandycombe Road: Previous proposal (volume of permission at 11 Sandycombe Road indicated in grey)



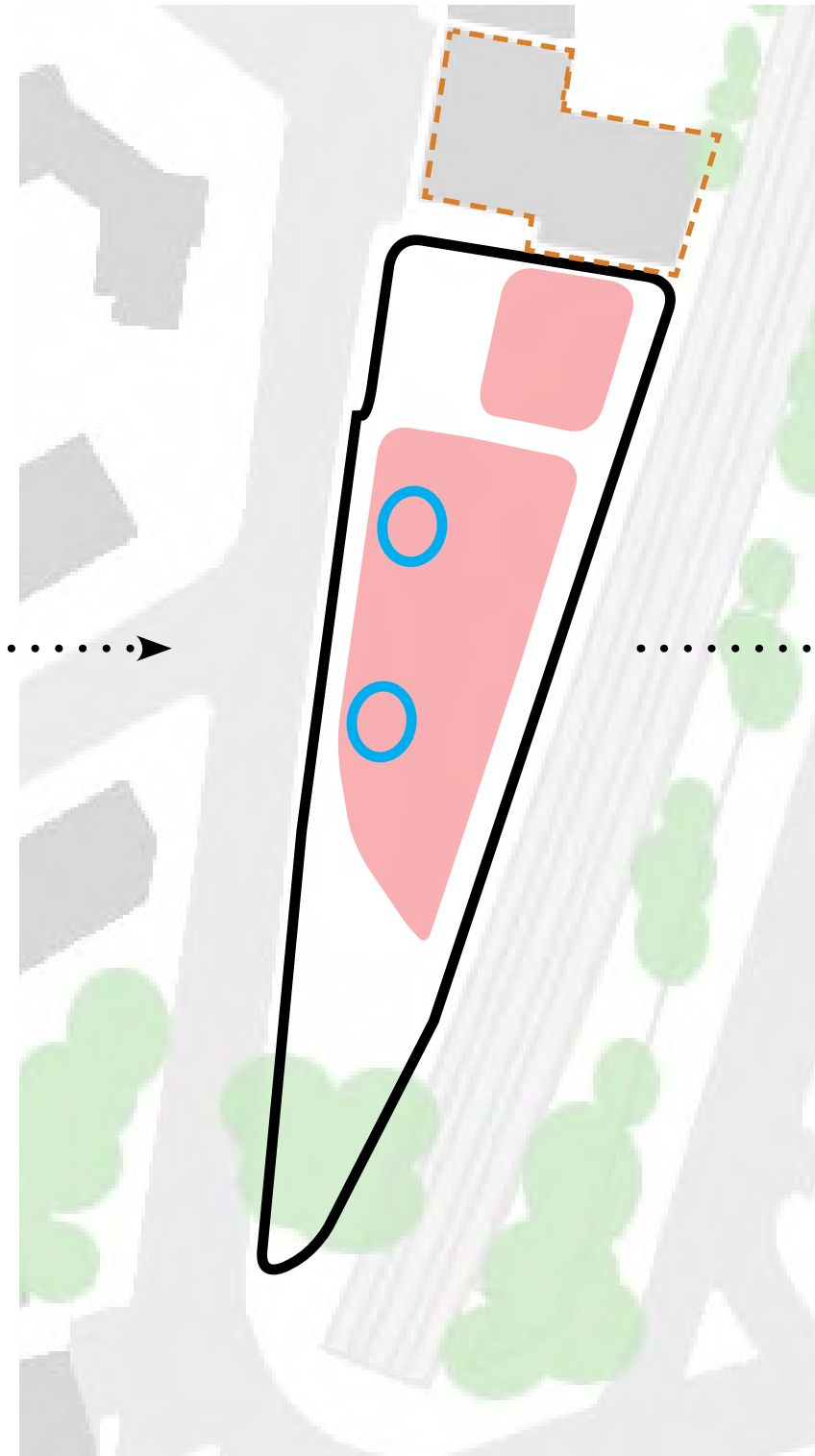
B Photomontage towards site looking down Raleigh Road: Previous proposal

Plan Form - early studies

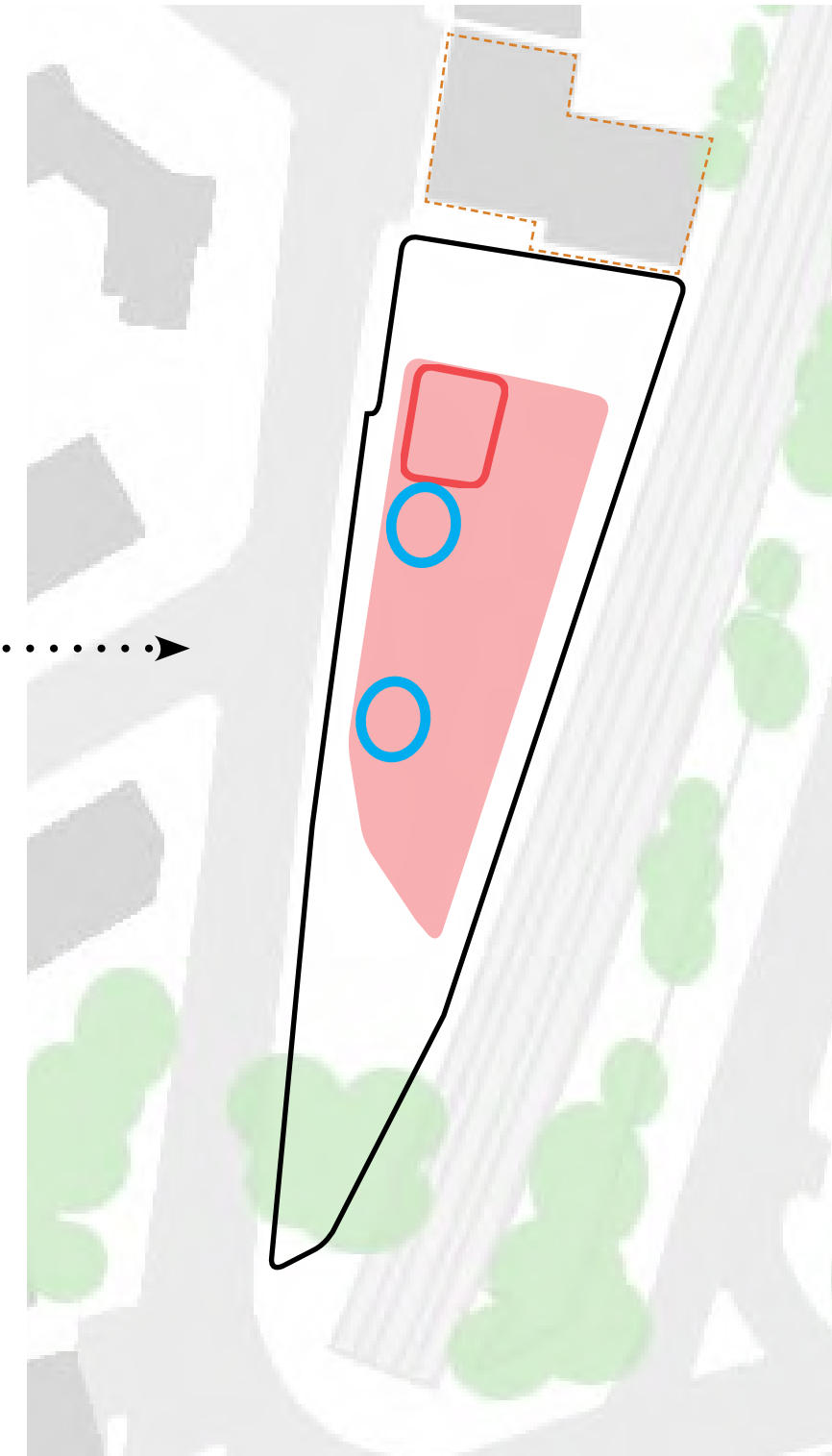
Plan form development from initial designs and through pre-app consultation



Early working concept plan
Main part of site developed
Slight set back to top floor



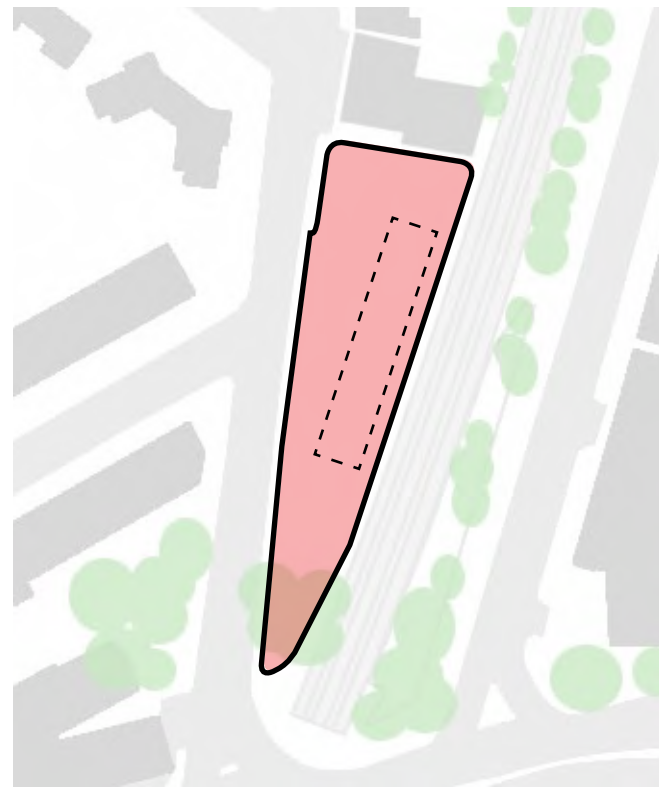
Pre-application submission 1 diagram:
Projecting element at north of site raised
over parking area, set close to extant
permission on adjacent site



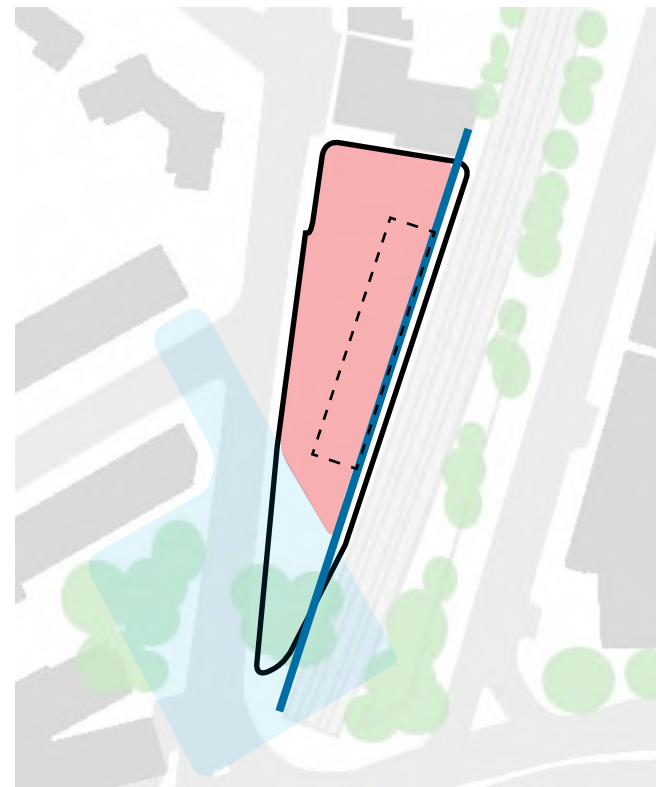
Pre-application submission 2 diagram:
Raised element at north omitted.
Accommodation reconfigured into simpler built form.
Plan further developed to allow for reconfigured
commercial space and increased parking

Design Evolution

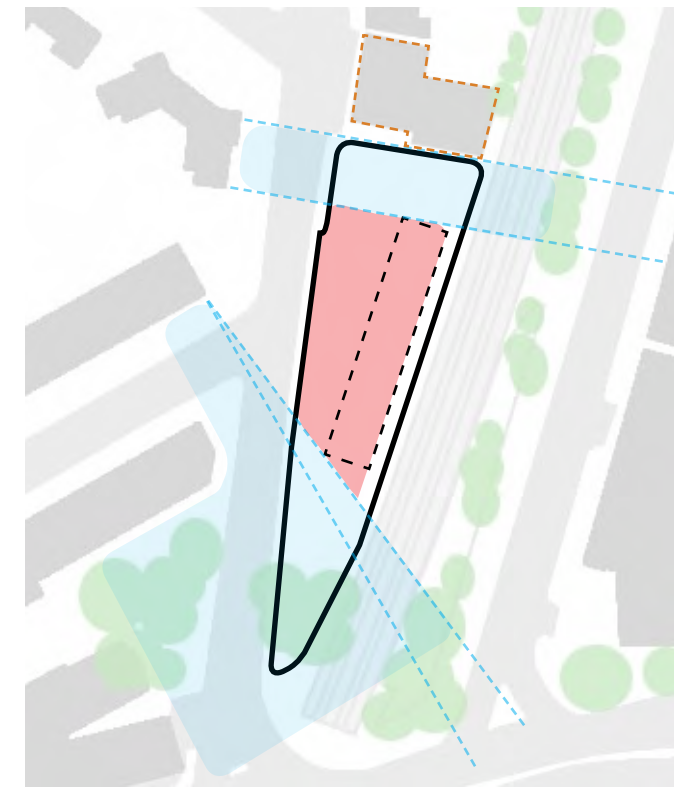
Plan form evolution - incorporating advice given at pre-app meetings and comments made on refused proposals



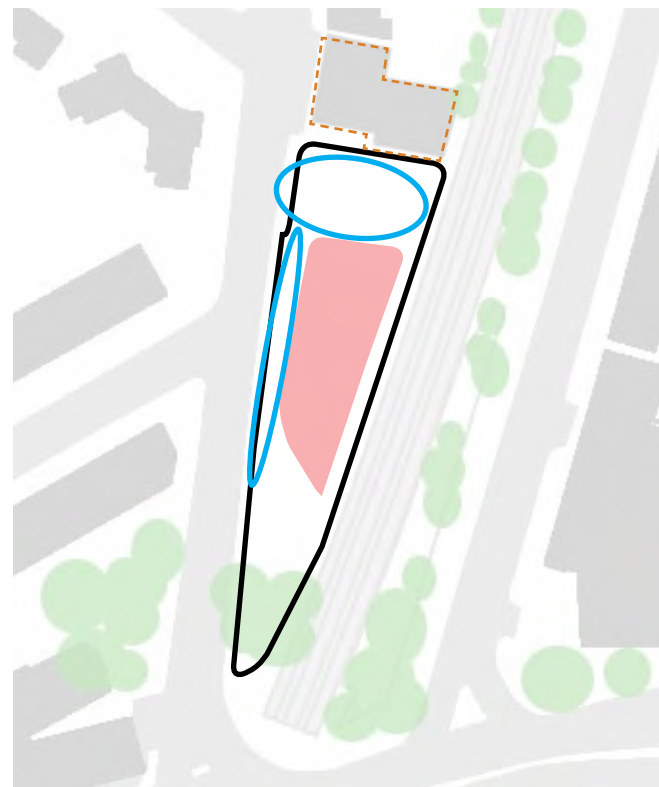
Site perimeter constraints



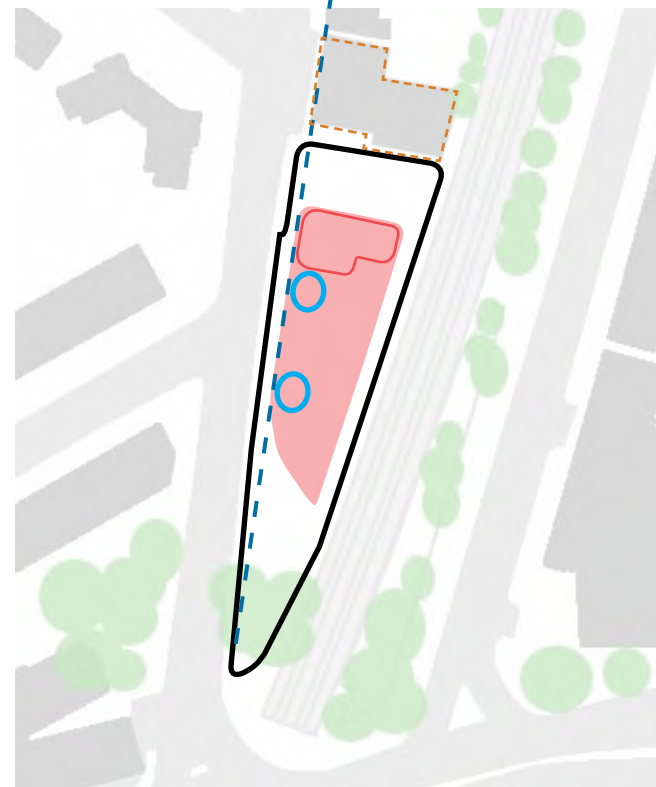
Railway legal separation and proximity of direct outlook from neighbouring frontages



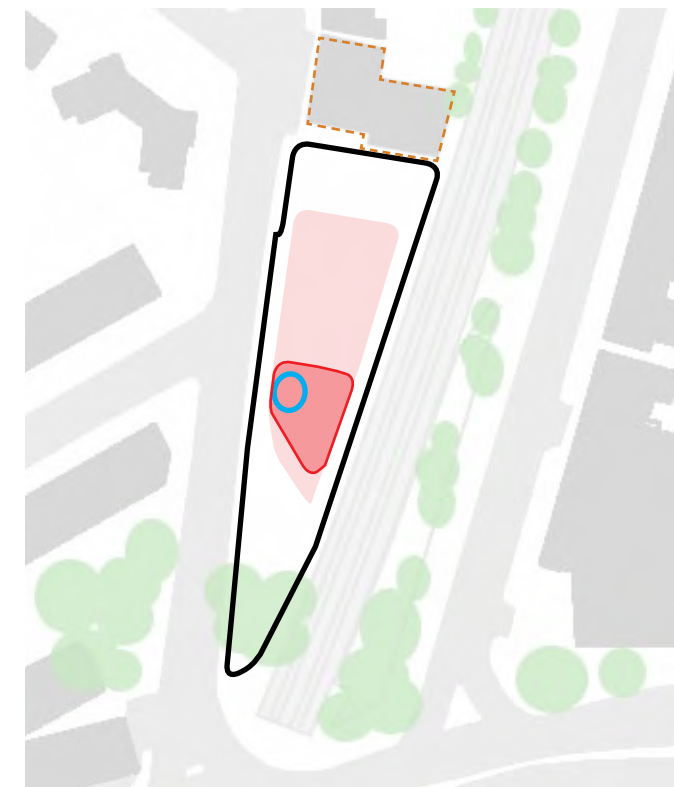
Clear separation to consented scheme to the north also provides unobstructed outlook from other neighbours, matching boundary distance to corner of existing building. Footprint further reduced to respect sight line to corner of existing building at south.



Ground floor set further back for increased parking zone, vehicle and pedestrian access optimised to work with service vehicles



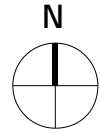
Upper floors set back from street edge to respect building line of properties further up Sandycombe Road. Residential / commercial space uses split and vertical circulation cores added. Commercial space at 1st floor reconfigured



Potential for additional storeys where adjacent land rises up at southern end of site and distances to neighbouring windows and gardens increase: a principle deemed acceptable to Planning officers (subsequently refused at committee)

Design Evolution



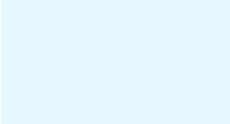




Relationship to immediate neighbours

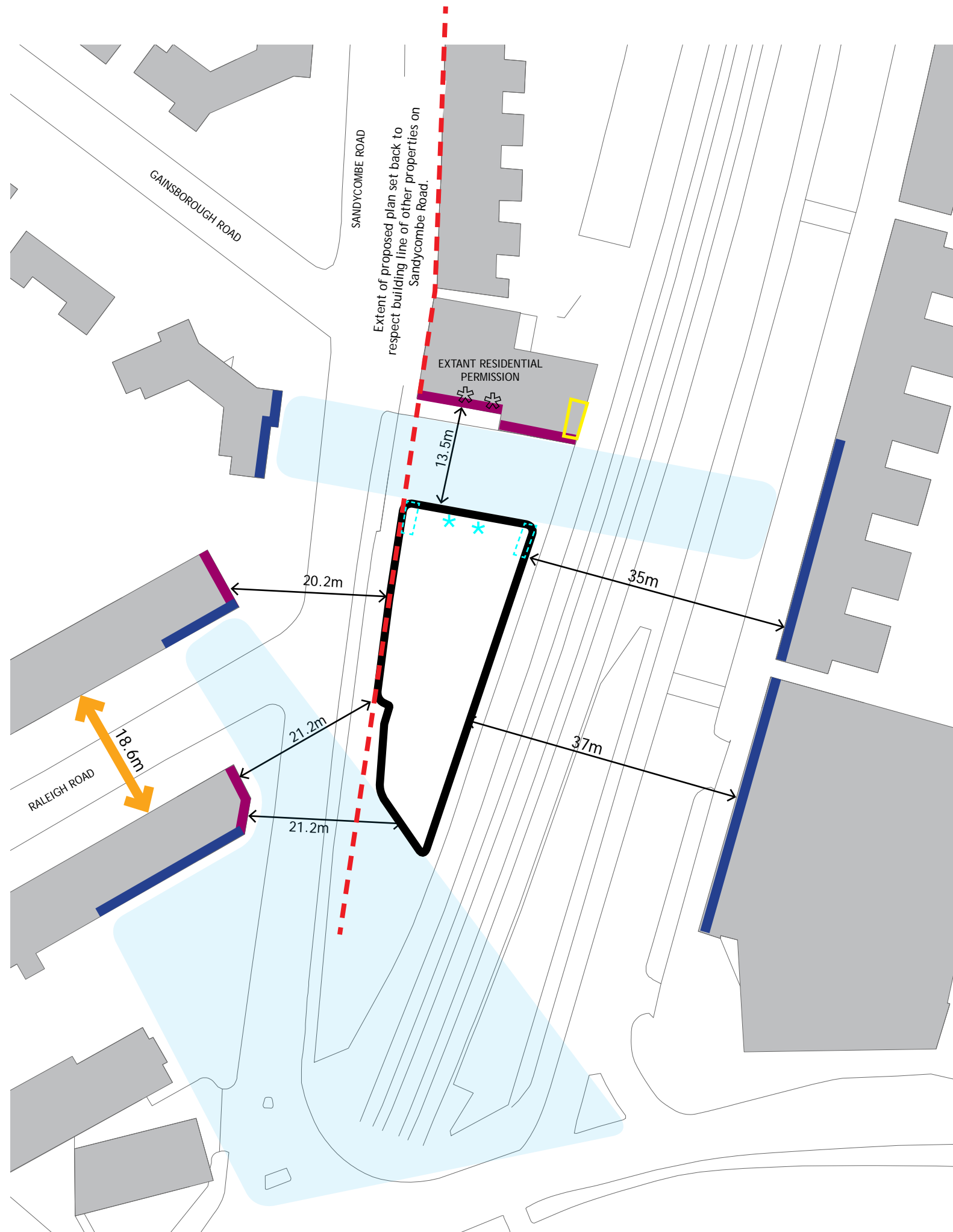


Potential built form was further remodelled to respond to Richmond Planning's responses to pre-app meetings 1 and 2.

Projecting raised element of accommodation at north end of site at 1st and 2nd floor was fully omitted from massing

Through consideration of window and balcony positions, no adverse impact is experienced by extant permission at 11 Sandycombe Road.

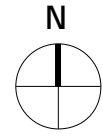
-  closest neighbouring proximity : street/garden frontages
-  closest neighbouring proximity : gables
-  unobstructed outlook from neighbouring properties' frontages facing towards the site
-  front-to-front residential relationship on Raleigh Road
-  bathroom / secondary windows on ground and 1st floor gable of permitted proposal at 11 Sandycombe Road
-  first floor balcony of permitted proposal at 11 Sandycombe Road
-  locations of windows and balconies on upper floors of proposal avoid direct face-to-face relationship with adjacent site. Note that upper floor levels will not line through with those at 11 Sandycombe Road: commercial space at ground floor will offset floor levels by approx 1.2m



Design Evolution

Typical Upper floor

Plan form design principles: how the design evolved



Building massing pulled back from site to north in response to advice given on pre-app submission 1

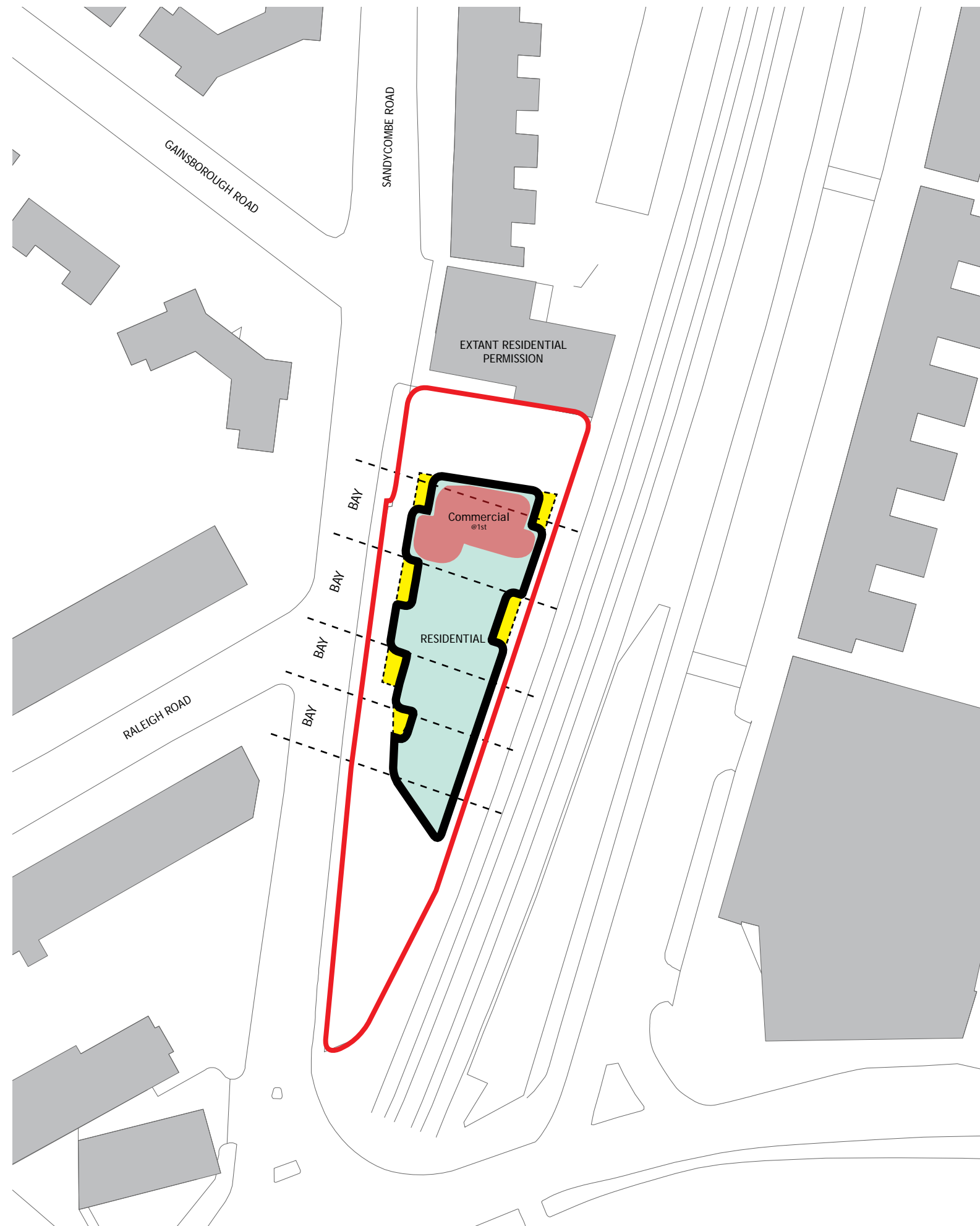
Result is outlook of neighbours opened and projecting 'undercroft' eliminated, with commercial use at ground and 1st floor only.

Overall built footprint amounts to only 44% of site area

Volume further reduced through inset balconies

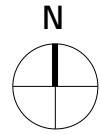
Plan form and orientation allows majority of apartments to be dual aspect, all having excellent levels of outlook and daylighting

Plan outline broken into stepping 'bays', to model form into proportions reflecting character of typical residential plot widths in local context



Design Evolution

Ground floor -
Plan form organisation



High quality hard landscaped surfaces provide private courtyards for parking and south-facing terrace

Hard landscaped walkway provides quality aspect to fully glazed commercial facade and buffer to street

New trees planted along road frontage improve street scene

Early 3d Massing Studies



1 Looking north towards site across Manor Circus roundabout



2 Looking north towards site from Sandycombe Road junction with Manor Circus roundabout



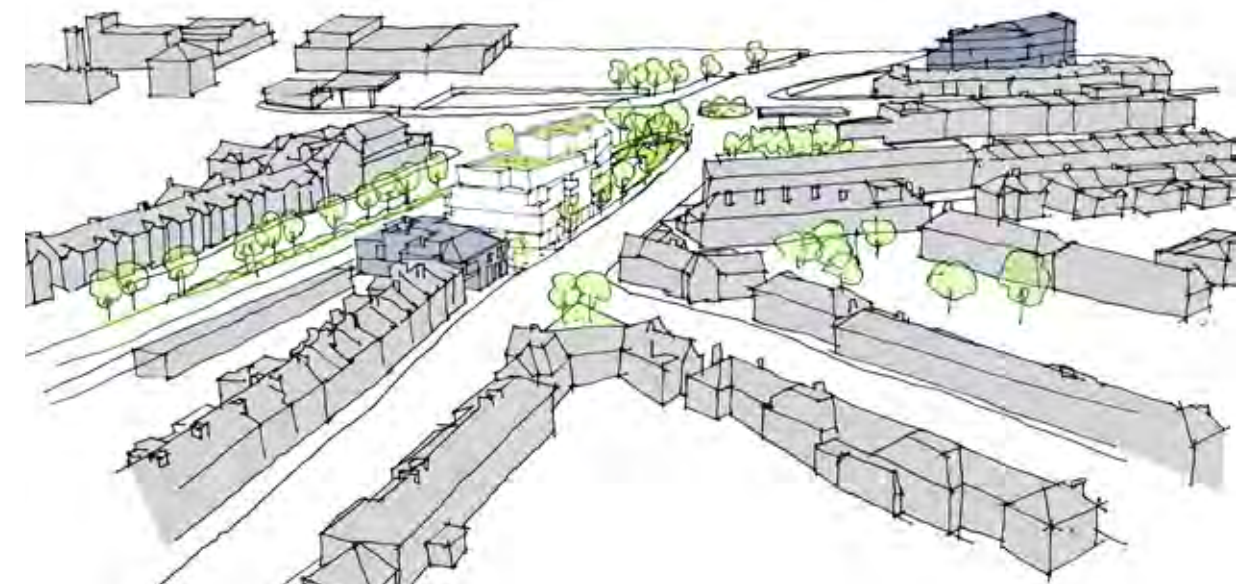
3 View of site looking north across rail tracks:



Aerial view from southeast at pre- application 1 stage

Overhanging element at north of site seen as 'added-on'
Proximity to adjacent neighbour to north could result in negative impact

Design re-worked for pre-application 2 as view below



Aerial view from north at pre- application 2 stage

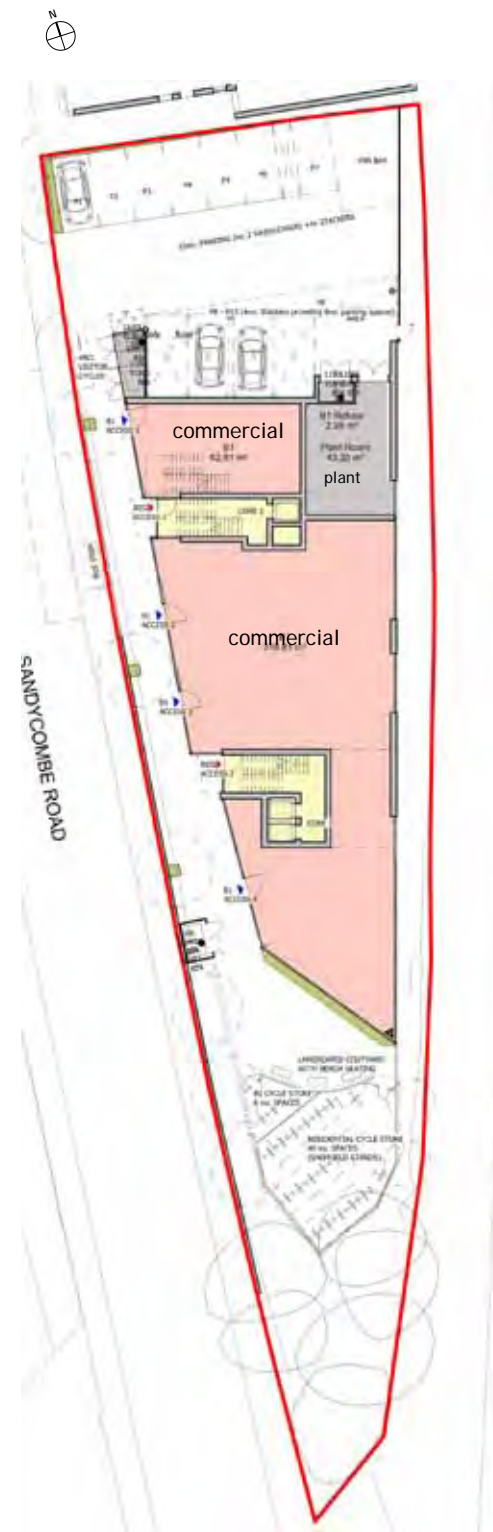
Clear separation to extant permission on site to north now shown
Overhanging element omitted means building reads as more coherent 'whole'
Overall maximum height unchanged
Massing towards south unchanged
Massing picks up successfully on building line of properties on Gainsborough Rd

Proposed Site and Floor Plans

(not to scale)



Site Plan



Ground Floor



1st Floor



2nd Floor



3rd Floor



4th Floor

Residential Accommodation	2	Studio
	7	1 Bed
	7	2 Bed
	4	3 Bed
Building Total	20	Units

Commercial space
534.8 sqm

Proposed Elevations

The proposals now submitted represent a revision to the refused facade designs, materials, elevational treatment and details of the fenestration:

Traditional coloured red brick to the middle storeys: to compliment neighbouring character

Feature surrounds to paired windows in recon stone add detail to the fenestration, taking a cue from traditional window surrounds on residential neighbours
 Metal panel cladding to the top storey and set back 3rd floor elements helps to further break down the massing visually
 Railings replace brick upstands of certain balconies to give a lighter touch to the building



West Elevation (to Sandycombe Road)



South Elevation



East Elevation (to railway)



North Elevation



A Photomontage looking south towards site from Sandycombe Road

(volume of permission at 11 Sandycombe Road indicated in grey)

