

Assael



D&A

Manor Road / Richmond
Design and Access Statement

1.0 Introduction

- 1.1 The purpose of this document
- 1.2 The opportunity
- 1.3 The professional team
- 1.4 Avanton
- 1.5 Assael Architecture
- 1.6 Assael experience

2.0 Context

- 2.1 London Borough of Richmond upon Thames
- 2.2 The Site
- 2.3 Existing site photography
- 2.4 Developments of retail parks
- 2.5 Existing & emerging context
- 2.6 Historic context
- 2.7 Existing and proposed urban grain
- 2.8 Adjoining buildings
- 2.9 Transport

3.0 Design process

- 3.1 Constraints
- 3.2 Opportunities
- 3.3 Design principles
- 3.4 Design concept
- 3.5 Design objectives
- 3.6 Design development & consultation
- 3.7 Pre-application meeting 1: 2nd July 2018
- 3.8 Pre-application meeting 2: 17th September 2018
- 3.9 Pre-application meetings 3&4: 24th September 2018 and 8th October
- 3.10 GLA Pre-application meeting 1: 10th October 2018
- 3.11 Pre-application meetings 5: 22nd October 2018
- 3.12 Design review panel 1: 23rd October 2018
- 3.13 Public consultation 1
- 3.14 Pre-application meeting 6: 20th November 2018
- 3.15 Pre-application meeting 7: 11th December 2018
- 3.16 Public consultation 2
- 3.17 GLA pre-application meeting 2: 20th December 2018
- 3.18 DRP 2: 11th December 2018
- 3.19 Manor Road façade development
- 3.20 Development of the marker building form
- 3.21 Marker building and entrance development

4.0 Design response

- 4.1 Scheme proposals
- 4.2 Use and amount
- 4.3 Layout
- 4.4 Scale
- 4.5 Form
- 4.6 Amenity
- 4.7 Appearance and materials
- 4.8 Material response
- 4.9 Contextual material palette
- 4.10 Pavilion
- 4.11 Commercial Frontages
- 4.12 Arched entrances
- 4.13 Paired entrance porches
- 4.14 Bay windows
- 4.15 Marker building
- 4.16 Affordable mix
- 4.17 High quality residential apartments

5.0 Landscape

- 5.1 Introduction
- 5.2 Brief and objectives
- 5.3 Design constraints
- 5.4 Design opportunities
- 5.5 Concept
- 5.6 Character areas
- 5.7 Character area 1 - public open space
- 5.8 Public open space - design development
- 5.9 Public open space - scale comparisons
- 5.10 Public open space - design
- 5.11 Public open space - programme of uses
- 5.12 Public open space - visuals
- 5.13 Character area 2 - residential amenity courtyards
- 5.14 Residential amenity courtyards - Block A design
- 5.15 Residential amenity courtyards - Block C design
- 5.16 Residential amenity courtyards - Block D design
- 5.17 Character area 3 - homezones/shared space
- 5.18 Homezones/shared space - carpark 1 design
- 5.19 Homezones/shared space - carpark 2 design
- 5.20 Character area 4 - private gardens / terraces
- 5.21 Private streetfront terraces
- 5.22 Character area 5 - northern bus layby
- 5.23 Northern bus layby - proposed infill to existing fence

- 5.24 Functional areas strategy
- 5.25 Access strategy
- 5.26 Vehicle and service access strategy
- 5.27 Carparking strategy - 3% provision
- 5.28 Carparking strategy - 10% provision
- 5.29 Cycle Strategy
- 5.30 Hardscape strategy
- 5.31 Hardscape strategy - materials palette
- 5.32 Planting strategy
- 5.33 Tree planting strategy
- 5.34 Living roof strategy
- 5.35 Communal roof terraces
- 5.36 Rain water attenuation
- 5.37 Existing local play provision
- 5.38 Play strategy
- 5.39 Play strategy - required areas
- 5.40 Play strategy - reference images

6.0 Access

- 6.1 Access principles
- 6.2 Legislation, standards and guidance
- 6.3 Masterplan access principles
- 6.4 Access philosophy
- 6.5 Building environment
- 6.6 Building and structures
- 6.7 Means of escape
- 6.8 Signs and way finding
- 6.9 Secure by Design
- 6.10 Accessible & adaptable dwellings
- 6.11 Accessible and Adaptable Dwellings- Part M4(2) compliance
- 6.12 Typical M4(2) flat layouts
- 6.13 Part M4 (3) 'Wheelchair user dwellings'
- 6.14 Multi-level units

7.0 Appendices

- 7.1 Phasing
- 7.2 Sustainability
- 7.3 Sustainability checkpoint assessment
- 7.4 London Mayor's Housing SPG compliance matrix

1.0 Introduction

Context

Design process

Design response

Landscape

Access

Appendices

Introduction

1.1 The purpose of this document

This Design and Access Statement has been prepared by Assael Architecture on behalf of the Avanton (the 'Applicant') in order to describe the design for the proposed development of their property on the western side of Manor Road (the 'Site') in the London Borough of Richmond upon Thames. This document assesses the development proposal for the Site in respect to design and access.

1.2 The opportunity

This project provides an exciting opportunity for a new residential quarter within the Borough and seeks to obtain detailed planning permission for a mixed-use development comprising retail and residential units with associated landscaping, parking and public realm improvements.

This document illustrates how the design has been developed leading up to the planning application and describes the design rationale behind the submitted scheme.

1.3 The professional team

Developer

Avanton

Developer

ICG Longbow

Architect

Assael Architecture

Planning Consultant and Project Manager

GVA / Second London Wall

Structural & Civil Engineer

Fairhurst

MEP, Fire Engineer, Sustainability, Acoustics and Air Quality Consultant

Hoare Lea

Transport Consultant

Sanderson Associates

Landscape Architect

Gillespies

Townscape Consultants

Arc

AVANTON:



1.4 Avanton

Avanton is a new, dynamic and progressive London property development company. We collaborate with the finest architects, landscapers, designers and contractors, to create places where people love to live, work and enjoy. We develop places that are innovative and inspiring, appreciated both for their design and for their quality.

Current projects include a landmark residential scheme in Wandsworth which incorporates the headquarters for the Royal Academy of Dance and the creation of a new enclave of contemporary townhouses and apartments, in the heart of Battersea Village.

1.5 Assael Architecture

Assael Architecture is an award-winning practice providing urban design, architectural, landscape design and interior design services to a range of developers, investors, institutions and local authorities in the UK and overseas. Based in design studios in London, we work across a variety of sectors including residential, hotel, leisure, mixed-use and masterplanning.

Our approach brings together innovation and creative design, informed by research, thorough site analysis and years of experience. We're committed to providing a high quality professional service that suits our clients' individual requirements and project timescales.

We are well respected for our responsive and flexible approach to design particularly in difficult or challenging circumstances, and our expertise is most often called upon to realise the full potential and value of complicated sites, often in sensitive locations. We have therefore amassed many years of experience in the design and implementation of successful new-build mixed-use developments on tight urban brownfield sites, often involving the refurbishment of listed or historic buildings.

We regularly win awards for our projects, treatment of staff and business success. We were named Architect of the Year at The Sunday Times British Homes Awards in 2016 and 2014, and our work in Build to Rent has recently been rewarded; we won the Housing Project Award at the 2015 British Homes Awards and a Housing Design Award in 2016, both for Creekside Wharf, plus another Housing Design Award for 19-27 Young Street in 2014. We've also won the AJ100 Employer of the Year in 2017, Building Magazine's Good Employer Guide for two years in a row, the AJ's Business Pioneer of the Year in 2014 and have consistently been on The Sunday Times Best Small 100 Companies to Work For list. This recognition by our peers is important to us, and drives our continual improvement.



1.6 Assael experience

Assael has a wealth of experience within the residential sector and have previously worked with Avanton on various schemes including Battersea Square in the London Borough of Wandsworth and Queens Wharf in the London Borough of Hammersmith and Fulham.

1.6.1 Battersea Square

This scheme comprises 34 apartments and 5 new townhouses within a reconfigured, extended and refurbished granary building which previously housed the 1970s dance studios for the Royal Academy of Dance. The contemporary architectural style is influenced by the local industrial character.

Location: London Borough of Wandsworth

Client: Avanton

Scope of works: RIBA Stage 0-3

Site area: 0.24 ha

No. of homes: 39

Gross internal area: 4, 280 sq m.

Construction value: £25m

Awards: The Sunday Times British Homes Awards - Winner of Housing Project, 2016



Battersea Square, London Borough of Wandsworth

1.6.2 Queens Wharf and Riverside Studios

This project unites two disparate sites along the Thames to create a new waterfront destination in the setting of the Grade II listed Hammersmith Bridge.

Location: London Borough of Hammersmith and Fulham

Client: Mount Anvil and A2Dominion

Scope of works: RIBA Stage 0-4

Site area: 1.01 ha

No. of homes: 165

Gross internal area: 11, 000 sq m.

Construction value: £20m

Awards:

- Brick Awards - Finalist for Large Housing Development, 2018
- The Hammersmith Society Environment Award - Winner, 2018
- RESI Awards – Finalist for Development of the Year, 2018
- Evening Standard Awards – Highly Commended for Best Apartment, 2018
- Evening Standard Awards – Finalist for Outstanding Architectural Merit, 2018



Queens Wharf, London Borough of Hammersmith and Fulham

Introduction

2.0 Context

Design process

Design response

Landscape

Access

Appendices

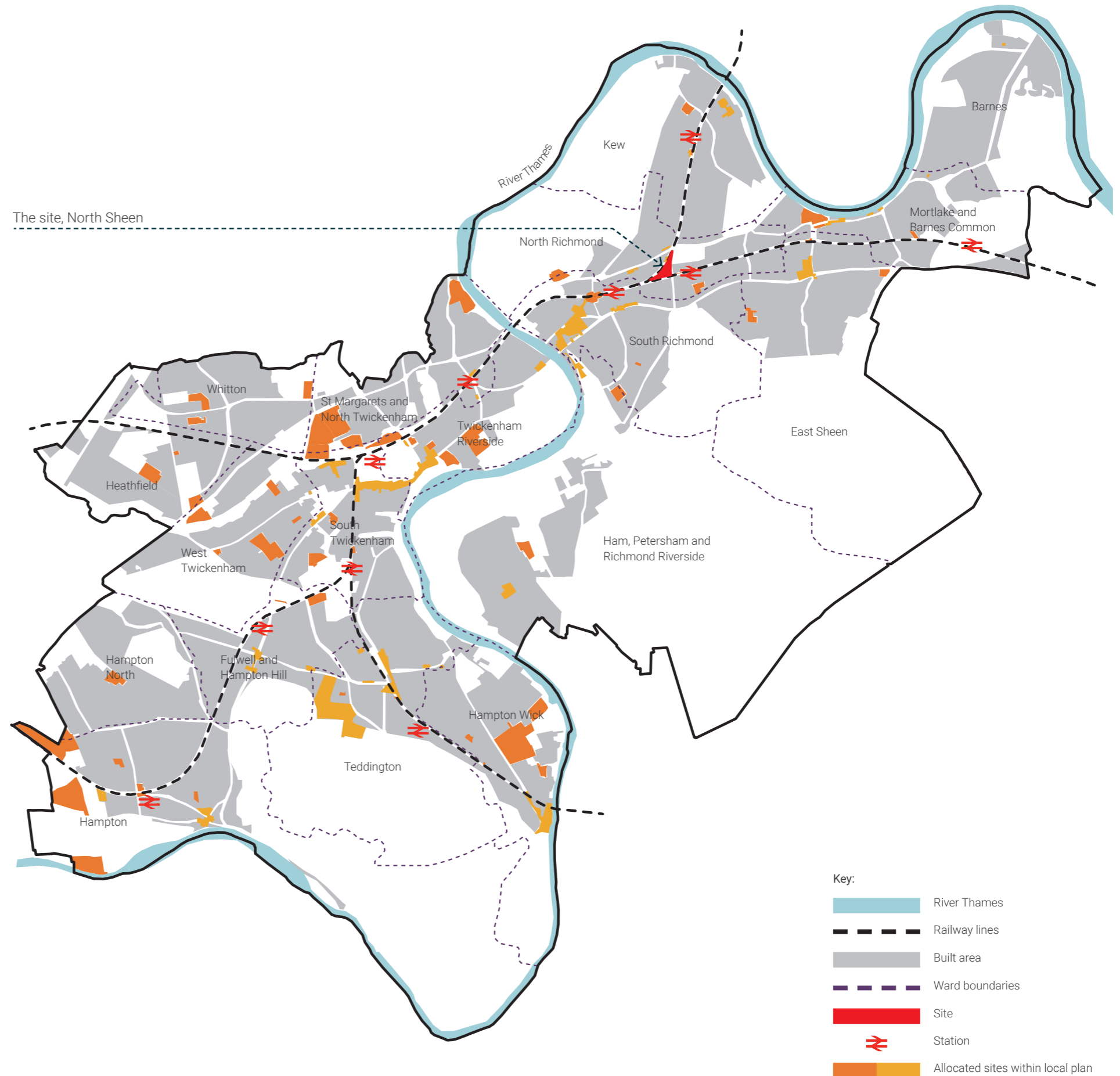
2.1 London Borough of Richmond upon Thames

2.1.1 Position within the Borough

The site is located within the London Borough of Richmond (North Richmond ward) at the confluence of two railway lines to the south of the arterial Lower Mortlake Road.

The site is not allocated within the local plan and is well served by public transport, including North Sheen station which is located within approximately 100m from the site. North Sheen station is classified as a secondary transport node within the Richmond and Richmond Hill Village Plan.

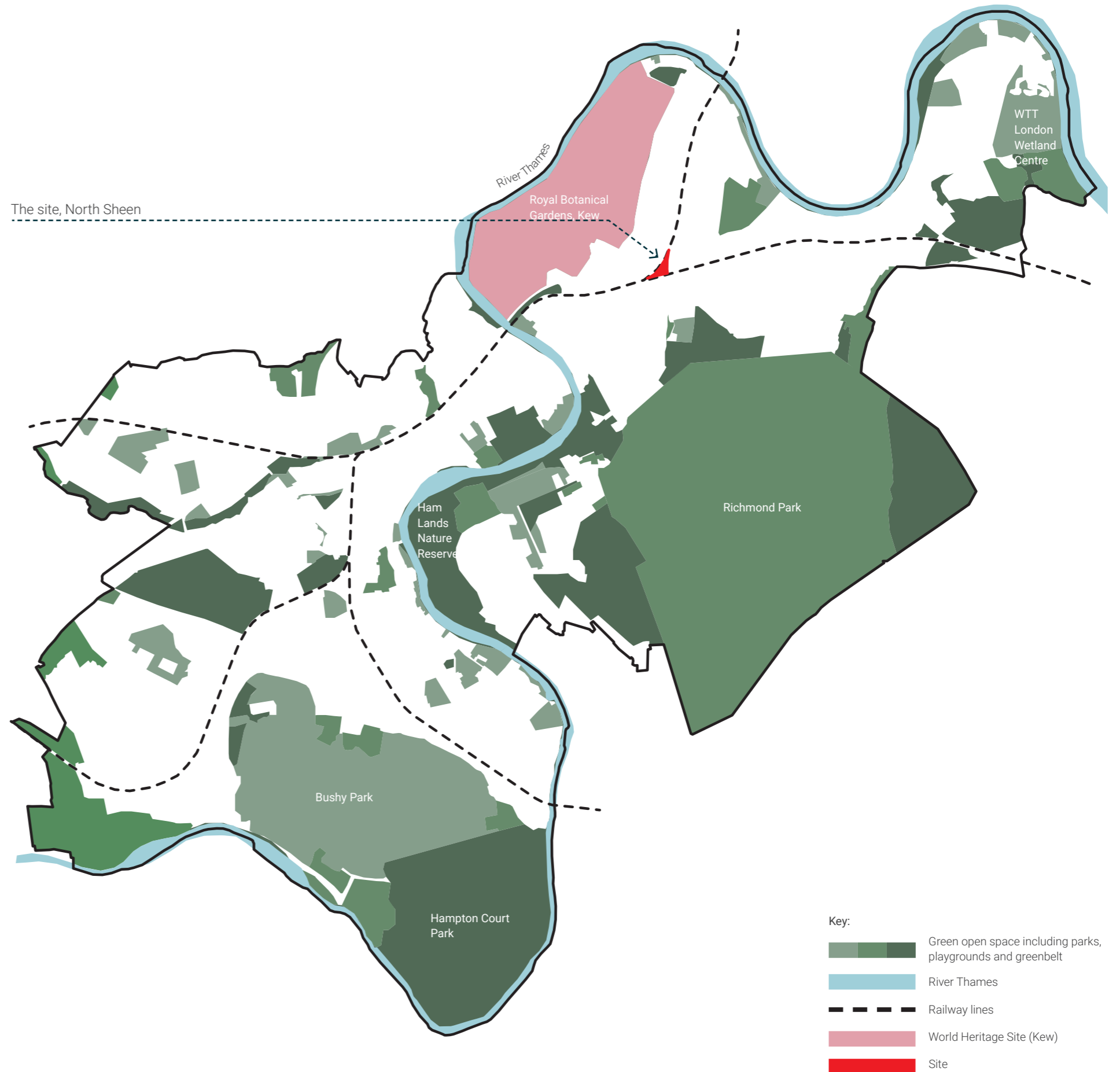
The site provides an excellent opportunity for a new residential development to aid Richmond in achieving their target of 8110 new homes by 2029.



2.1.2 Proximity to open space

Richmond, sometimes referred to as 'The Garden of London', is famous for its greenery and boasts over 500 ha of formal parks, sports grounds, playgrounds and nature conservation sites.

The site is located within a 10-15 minute walk to both Kew Gardens and Richmond Park, however there are no areas of protected open land in the immediate vicinity of the site.



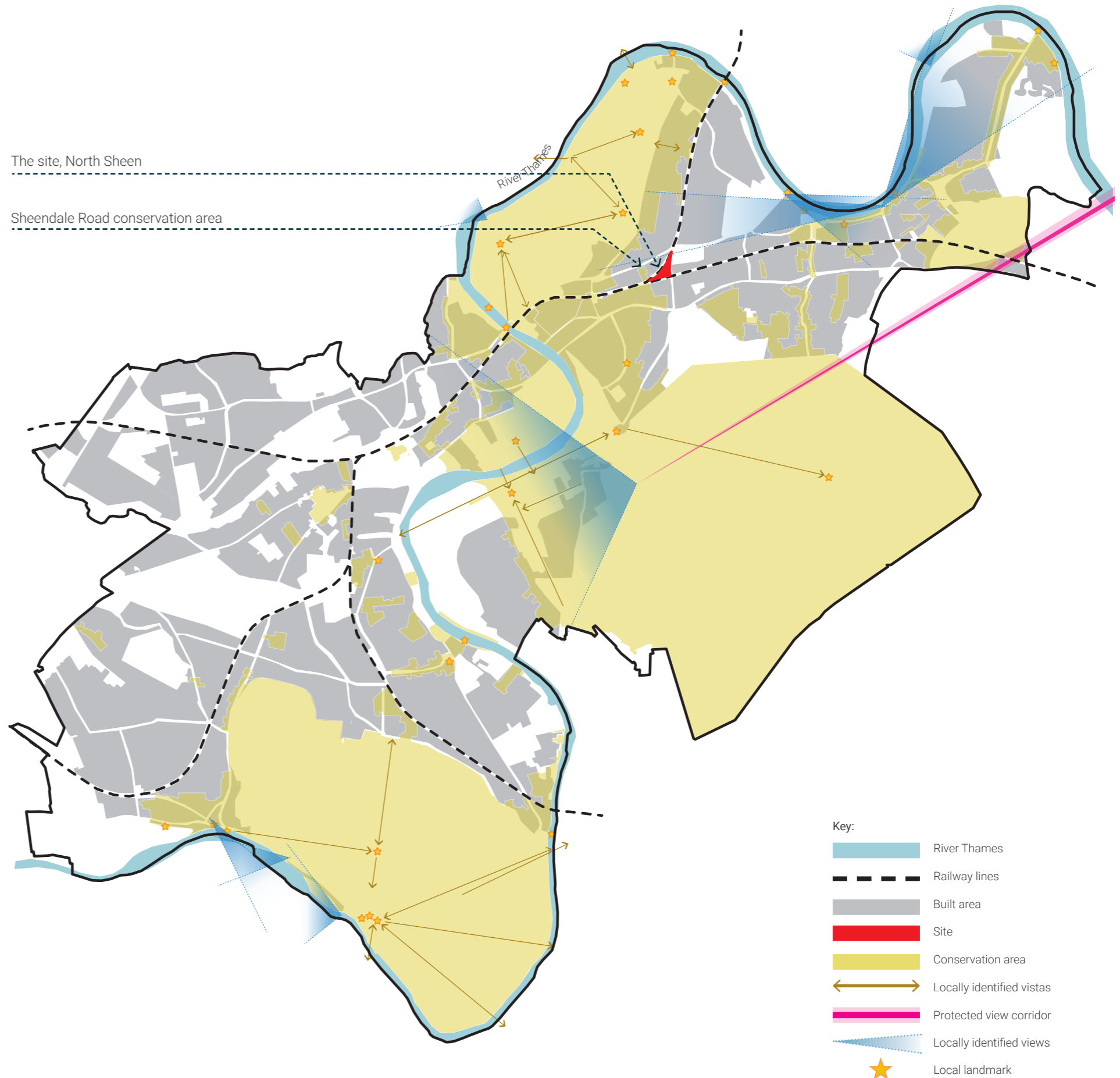
2.1.3 Heritage context

Much of the Borough of Richmond upon Thames is covered by conservation areas (76 individual conservation areas in total).

However, the site is not located within a conservation area. The nearest one is the Sheendale Road conservation area, across the road from the site boundary.

Sheendale Road is given this status due to the consistency of the villas themselves and due to the clear, enclosed vista they create along Sheendale Road.

The character and materiality of the *'small and distinctive development of attractive and largely unspoilt semi-detached miniature villas'* have informed proposals on the site.



1 http://www.richmond.gov.uk/media/13298/conarea50_a3_rgb.pdf



Villas along Sheendale Road

2.2 The Site



Kew Gardens

Royal Mid-Surrey
Golf Club

North Sheen
Recreational
Ground

A316 - Lower Richmond Rd

A316 - Lower Mortlake Rd

South Western Railway Line

North Sheen Station

Richmond Station

Richmond Park

River Thames



2.2.1 Site location

The site is located to the south of the A316 arterial Lower Mortlake Road and is shaped by the railway lines and by Manor Road on each of its three sides. Only one side of the site has street frontage, along Manor Road.

The closest buildings to the site are the 11 houses along Manor Road, approximately 15m away from the site boundary and along the railway to the west.

The site's surroundings are dominated by large amounts of surface level car-parking that service the Sainsbury's store to the east of the site and the site itself. There is a small pocket park adjacent to the Sainsbury's car park and some allotments to the south of the railway.

There are various bus stops along Manor Road and Lower Mortlake Road, and North Sheen station is just 100m away. The site benefits from a PTAL rating of 5.











2.2.2 Existing site description

The site is currently occupied by a Homebase retail unit and supplementary surface level parking. It has a singular point for vehicular access from Manor Road and an easement along the railway line to the west for Network Rail to access a gate at the south-western tip of the site. There is an existing bus depot occupying the northern section of the site.

The site is 1.8 ha in area (including the area occupied by bus depot).



Map showing site location

- Key:
-  Planning application boundary
 -  Railway lines
 -  Roads and car-parks
 -  Buildings
 -  Gardens
 -  Green open space
 -  Level crossing
 -  Vehicular access into site
 -  Network Rail gate and access
 -  Bus depot

Sainsbury's car-park

Cottages along Manor Road

North Sheen station

Richmond Park

St. Matthias Church

District line and London Overground

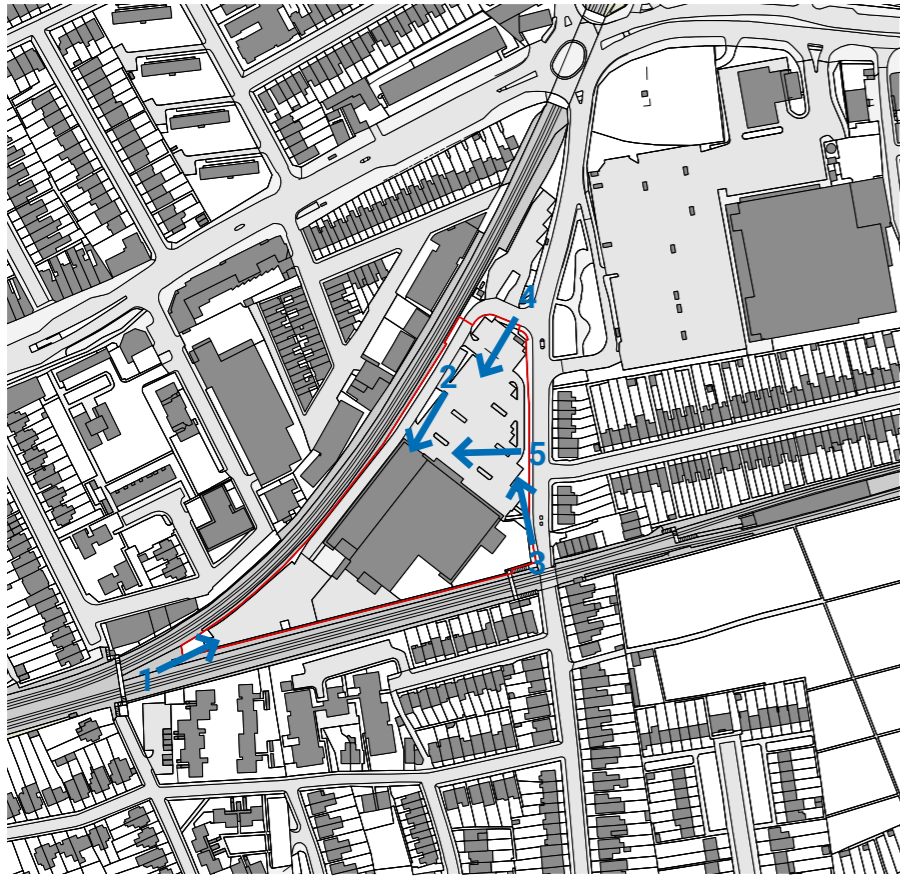
The Towers

Existing access road



Aerial photo of the site

2.3 Existing site photography



1. View looking east towards the site



2. View looking south west towards the site



3. View looking north along Manor Road towards the site



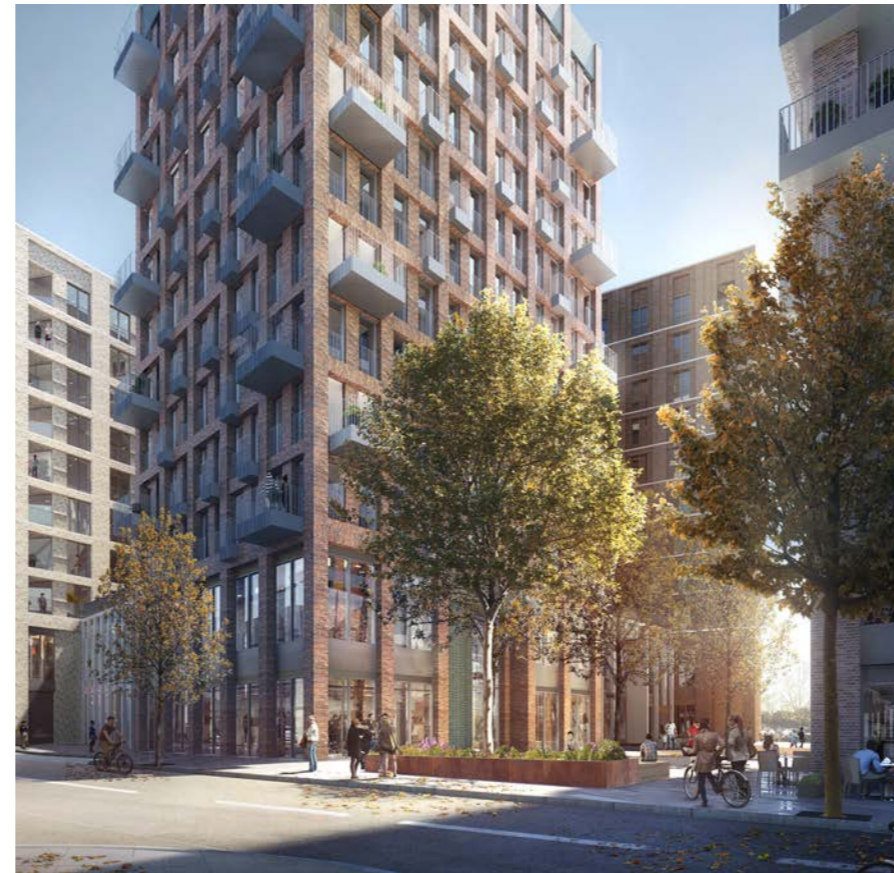
4. View looking south along Manor Road towards the site



4. View looking west towards the site from Manor Road

2.4 Developments of retail parks

- Retail warehouse parks represent low density out of centre developments supported by expansive car parking.
- Sites have no protected land use. Since the site is an out of centre retail development, the LPA confirmed in their written pre-app advice that there is no specific policy which would protect the retail floorspace and no objections are raised to its loss.
- The Mayor of London has identified “car parks and low-density retail parks” as one of six strategic sources of housing delivery within his principal housing policy (“H1”) within his Draft New London Plan (2017).
- Policy SD7 Town Centre network contains a similar policy objective to “realise the full potential of existing out of centre retail and leisure parks to deliver housing intensification through redevelopment”.



1 - Former B&Q site, Swandon Way, Wandsworth. London Square and Hawkins/Brown



2 - Former Homebase site, Swandon Way, Wandsworth. DTZi and Allies and Morrison



3 - Former Homebase site, York Way, Wandsworth. Avanton and Patel Taylor



4 - Former Homebase site, Acton, Hammersmith and Fulham. Barratt London and TP Bennett

2.5 Existing & emerging context

The surrounding context comprises a mix of uses including Victorian terraced houses, post-war blocks, industrial buildings and out of town shopping retail parks.

Much of the recent development is centred along the western side of the railway and towards Lower Mortlake Road. This has been predominantly residential led development and conversions of existing industrial buildings. These developments have been taller than the surrounding Victorian terraced houses and have contributed a varied palette of architectural styles and materials.



A - Orchard Rd



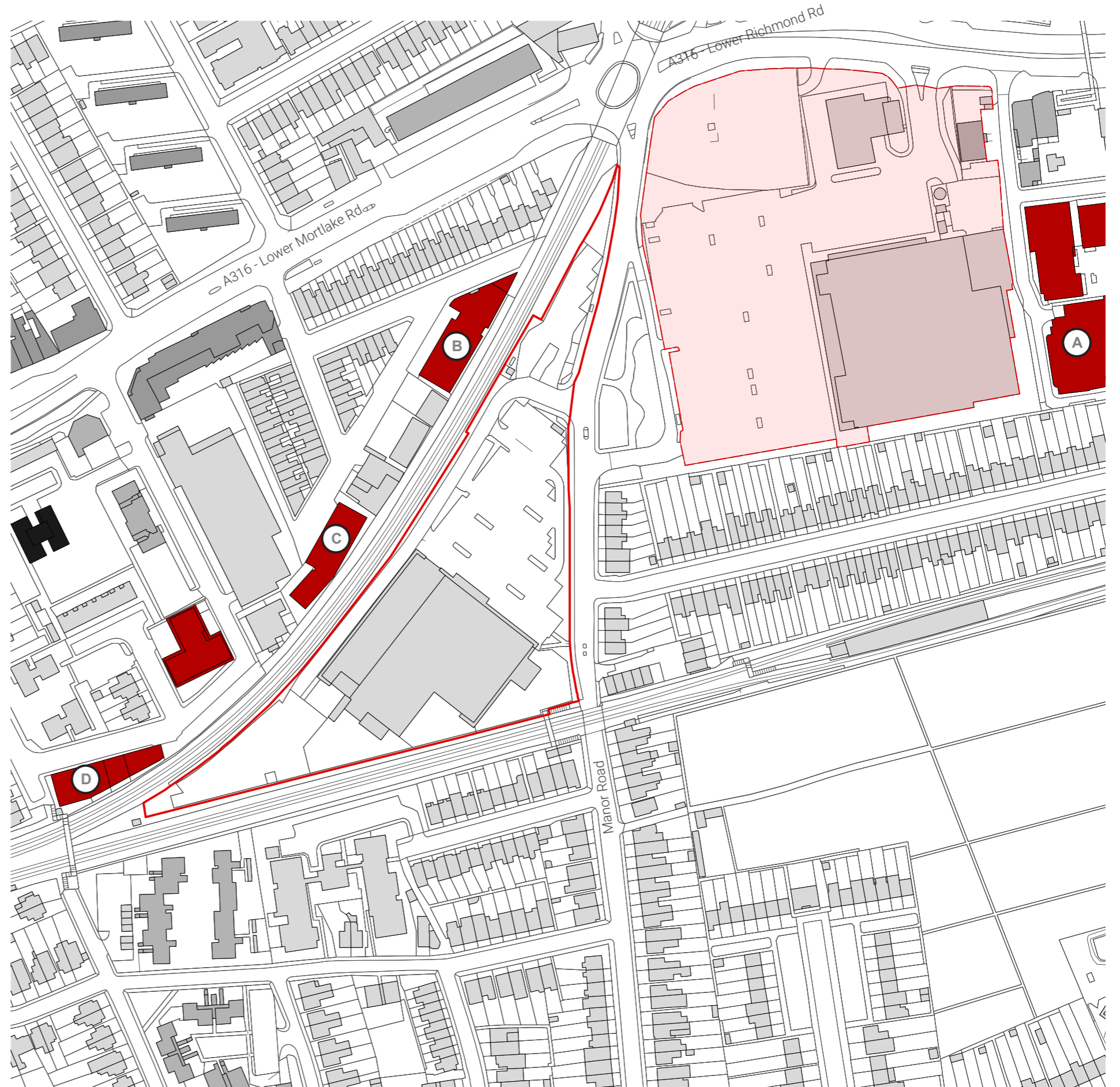
B - Falstaff House



C - Manor House, Bardolph Road



D - Clarence Court, Dee Road



2.6 Historic context

The sites shape comes from the intersection of the South Western Railway line and the District line along with Manor Road to the east.

In the 1800s the site was farmland. During the 20th Century, as the surrounding area developed the site was occupied by buildings for industrial uses. The current Sainsbury's site, to the east of Manor Road, was a former Gas Works.

In 1892 William Thompson gained planning permission for a series of council houses, the first in London, known as the 'Richmond Experiment'. 62 dwellings were built on six acres of land adjacent to the London and South West Railway and close to the gasworks.

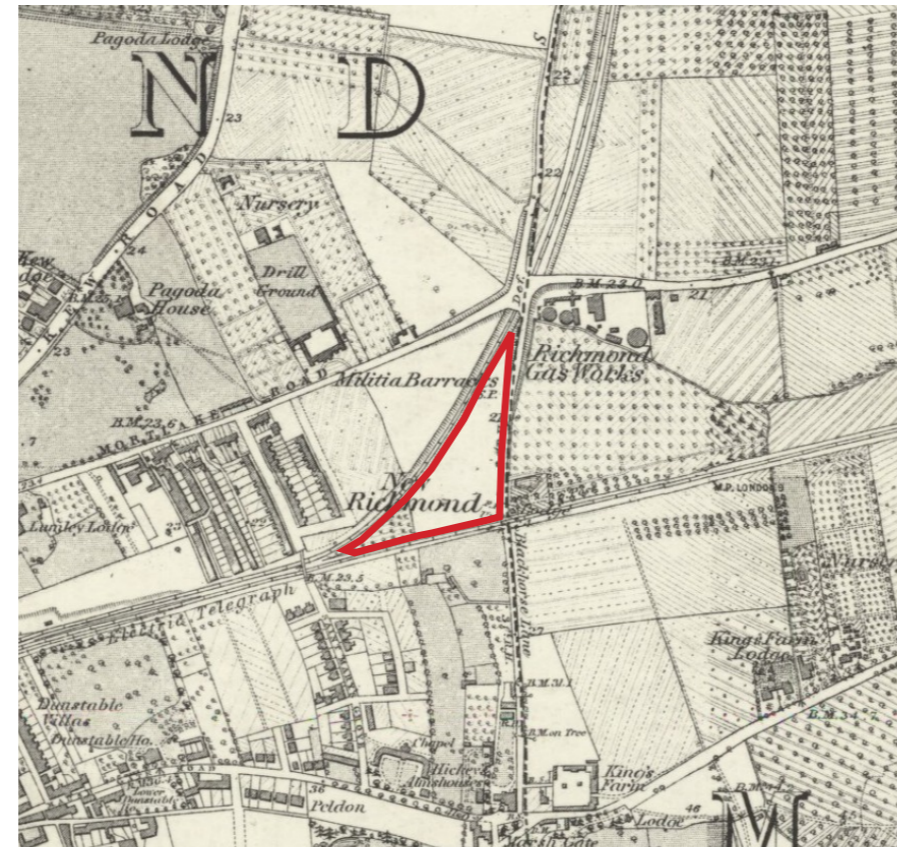
Based on the success of the first houses a further 70 were built, completed by 1900.



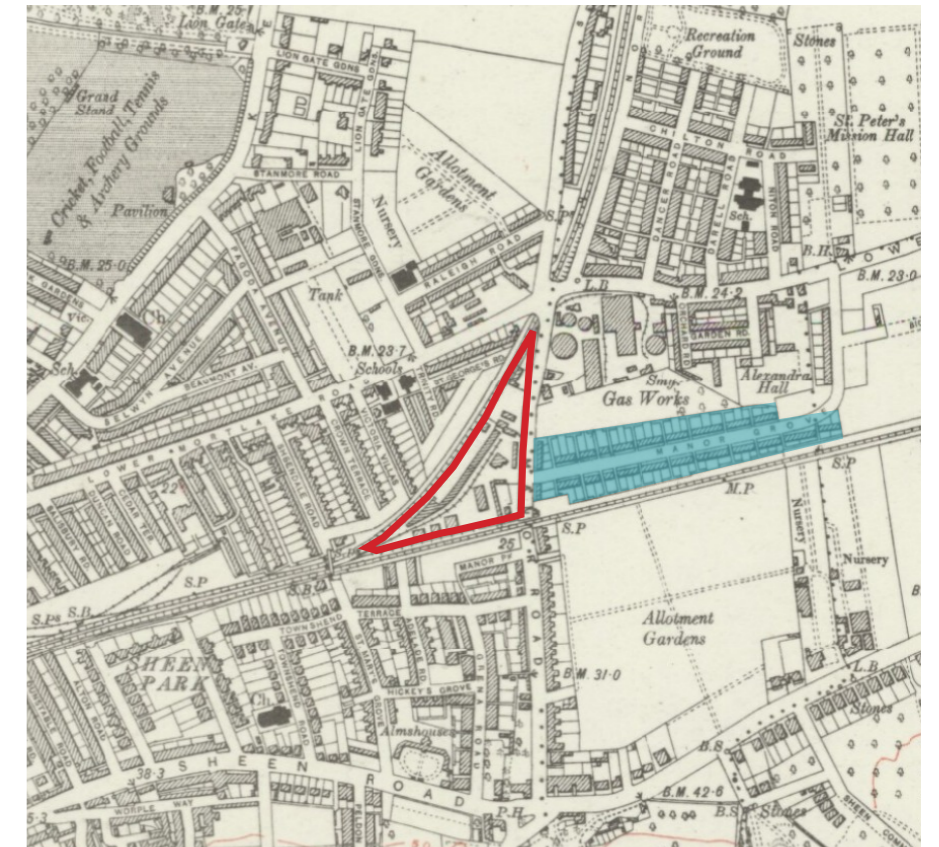
First council houses - Municipal cottages, Manor Grove

Key:

The 'Richmond experiment'



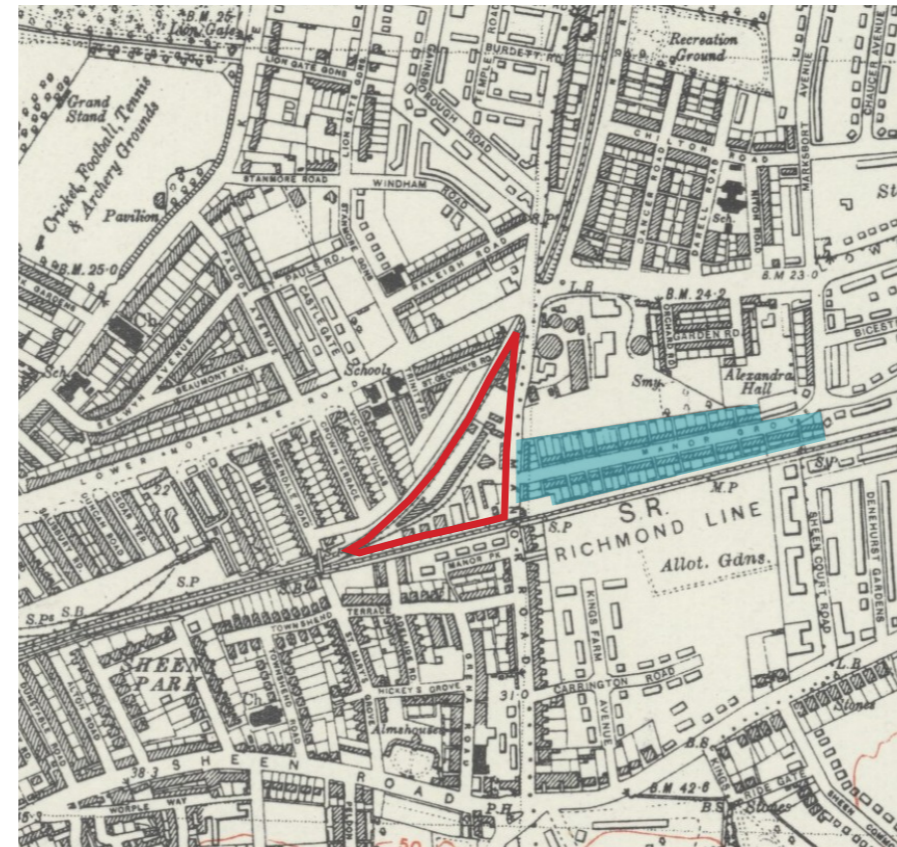
1873



1920



North Sheen station 1974



1946








1957

2.7 Existing and proposed urban grain

The site sits within character area 6, as defined in the Richmond and Richmond Hill Village Planning Guidance SPD, 2016.

The Character Area is defined by the two busy thoroughfares of Lower Mortlake Road and Manor Road. The SPD acknowledges that 'there is no coherent frontage to either road and the whole area has an irregular, adhoc character due to its industrial past.'

Key:

-  Large areas of hard landscaping and car park create gaps in urban grain
-  Railway intersection bisects local area and makes it difficult to establish predictable street grid
-  Post war housing disrupts existing terrace grain
-  Light industrial uses interrupt Victorian residential grain
-  Green space



Character Area 6 Boundary
Richmond and Richmond Hill Village Planning Guidance.

1 Richmond and Richmond Hill Village Planning Guidance (2016) pg. 26

2.8 Adjoining buildings

2.8.1 Existing building uses

The surrounding area is largely residential with some industrial and commercial uses concentrated around the railway lines and along Manor Road.

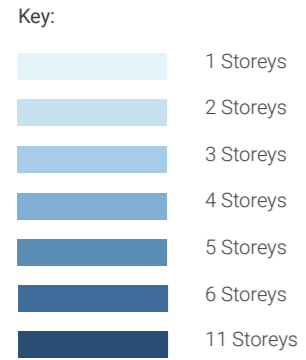
- Key:
- Industrial/commercial/retail
 - Residential
 - Mixed - Ground floor retail with residential above
 - Garage/shed
 - Train station



Sainsbury's and petrol station

2.8.2 Existing building heights

The surrounding area has a mix of building heights, ranging from the 2 storey pitched cottages along Manor Grove and Manor Road to the 11 storey 'Towers'. Much of the height is concentrated along the railway edge with the exception of the new development on Orchard Road which is 6 storeys.



Orchard Road, 6 storeys



The Towers, 12 storeys

