

## 2.9 Transport

The site is within easy walking distance of North Sheen train station, categorised as a secondary transport node within the local plan, providing a direct service into London Waterloo and to the west.

This site benefits from a PTAL rating (public transport accessibility level) of 5 of 6, and is within 100m of North Sheen railway station.

There are various bus stops within close proximity to the site with bus routes towards Richmond Town Centre, Kingston, Twickenham, Barnes, Chiswick and Kew.



Key:

-  Site
-  Train line
-  Road
-  Railway Station
-  Bus-stop



**Introduction**

**Context**

**3.0 Design process**

**Design response**

**Landscape**

**Access**

**Appendices**

3.1 Constraints



- Key:
- Site Boundary
  - Neighbouring buildings - overlooking
  - Noise
  - Traffic
  - Site access for Network Rail
  - Conservation area
  - Train
  - Existing TFL bus depot

3.2 Opportunities

- Key:
-  Site Boundary
  -  Pedestrian access into site
  -  Opportunity for height
  -  Surrounding building storeys
  -  Sun path
  -  Opportunity for new public square
  -  Opportunity to terminate view from Manor Grove
  -  Opportunity for new tree-lined streets
  -  Opportunity to repair street edge
  -  North-south orientated blocks
  -  Opportunity to service the site from access road
  -  Opportunity for new public amenity space
  -  Opportunity to provide green edge to railway
  -  Buildings of Townscape Merit



3.3 Design principles



1 - Create new, high quality public realm.



2 - Create new active frontages and flexible retail facilities.



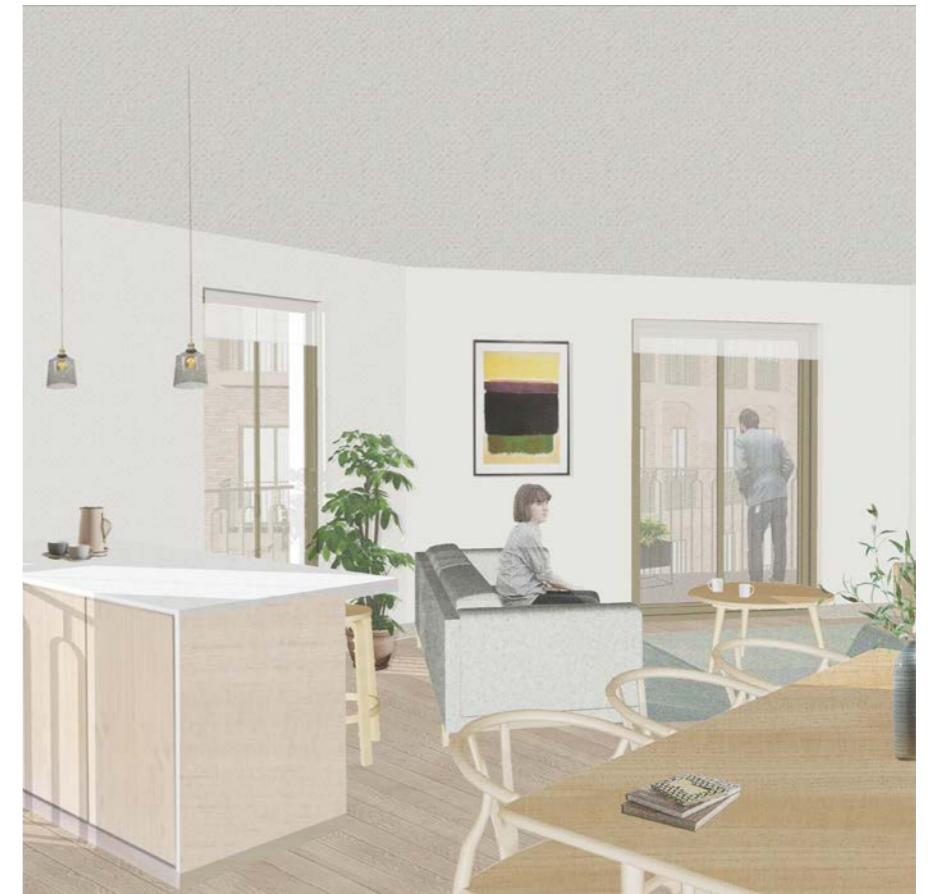
3 - Reference local architectural styles and character.



4 - Establish new street frontage on Manor Road and tree-lined street.



5 - Create new areas of soft landscaping and increase on-site biodiversity.



6 - Provide high quality new homes

3.4 Design concept

Residential blocks to be orientated north-south to maximise high quality daylight and sunlight into new apartments









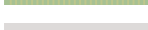


Height to be concentrated in the centre of the site

Building edge to provide termination point to new public square

Blocks connected to create shared entrances and shelter pockets of landscape

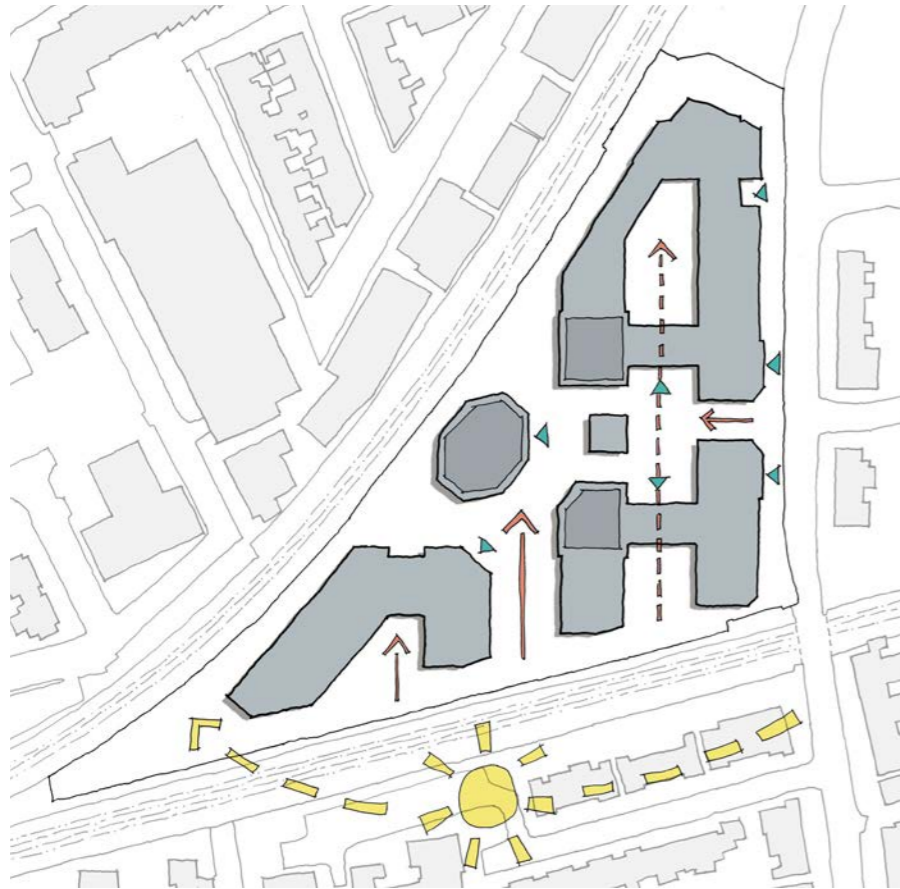
Green buffer zone along edges of railway lines

Key

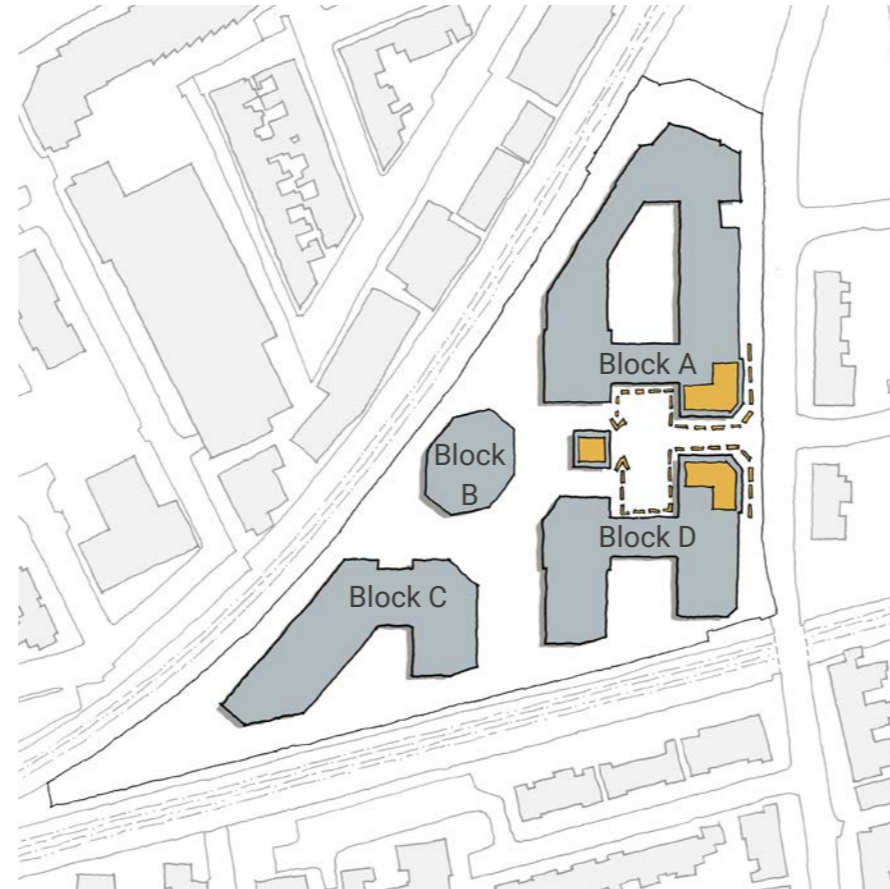
-  Permeability between squares
-  Main pedestrian access into site
-  Secondary pedestrian access into site
-  Commercial frontage
-  Offset distances
-  Limited vehicular movement
-  Re-instate street frontage along Manor Road
-  Soft landscaping
-  Service road
-  Reinstated street edge along Manor Road
-  Retain existing bus depot



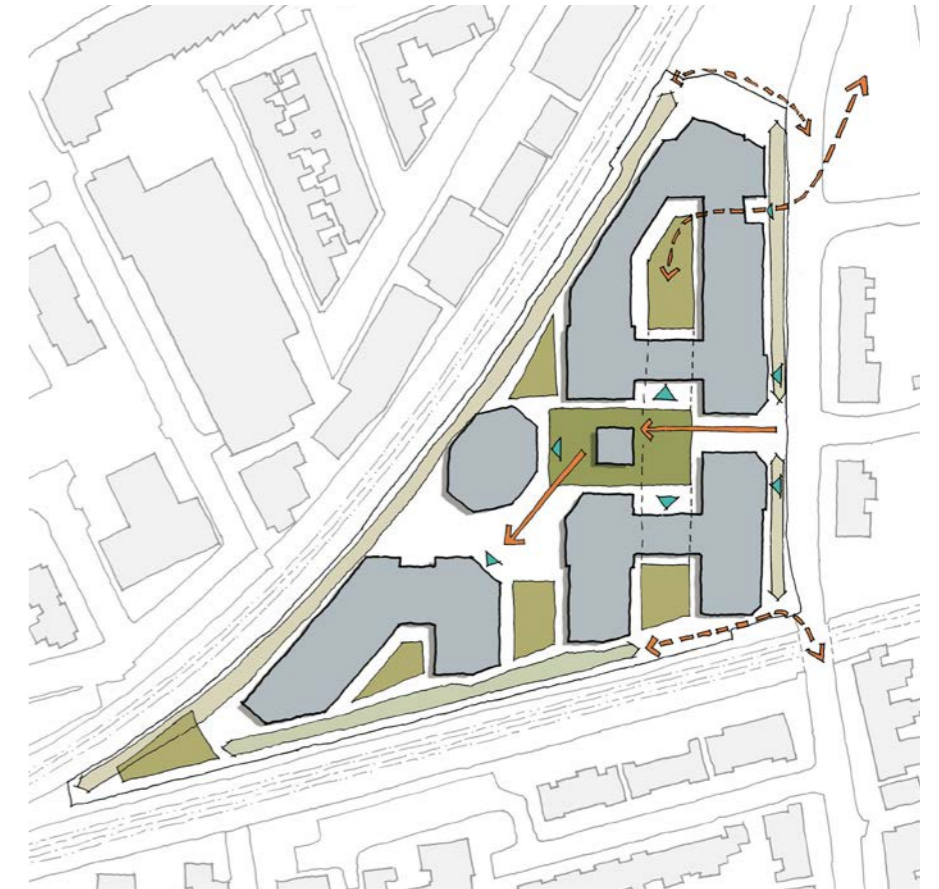
3.5 Design objectives



1. Orientate blocks north-south to maximise sunlight across new public realm.

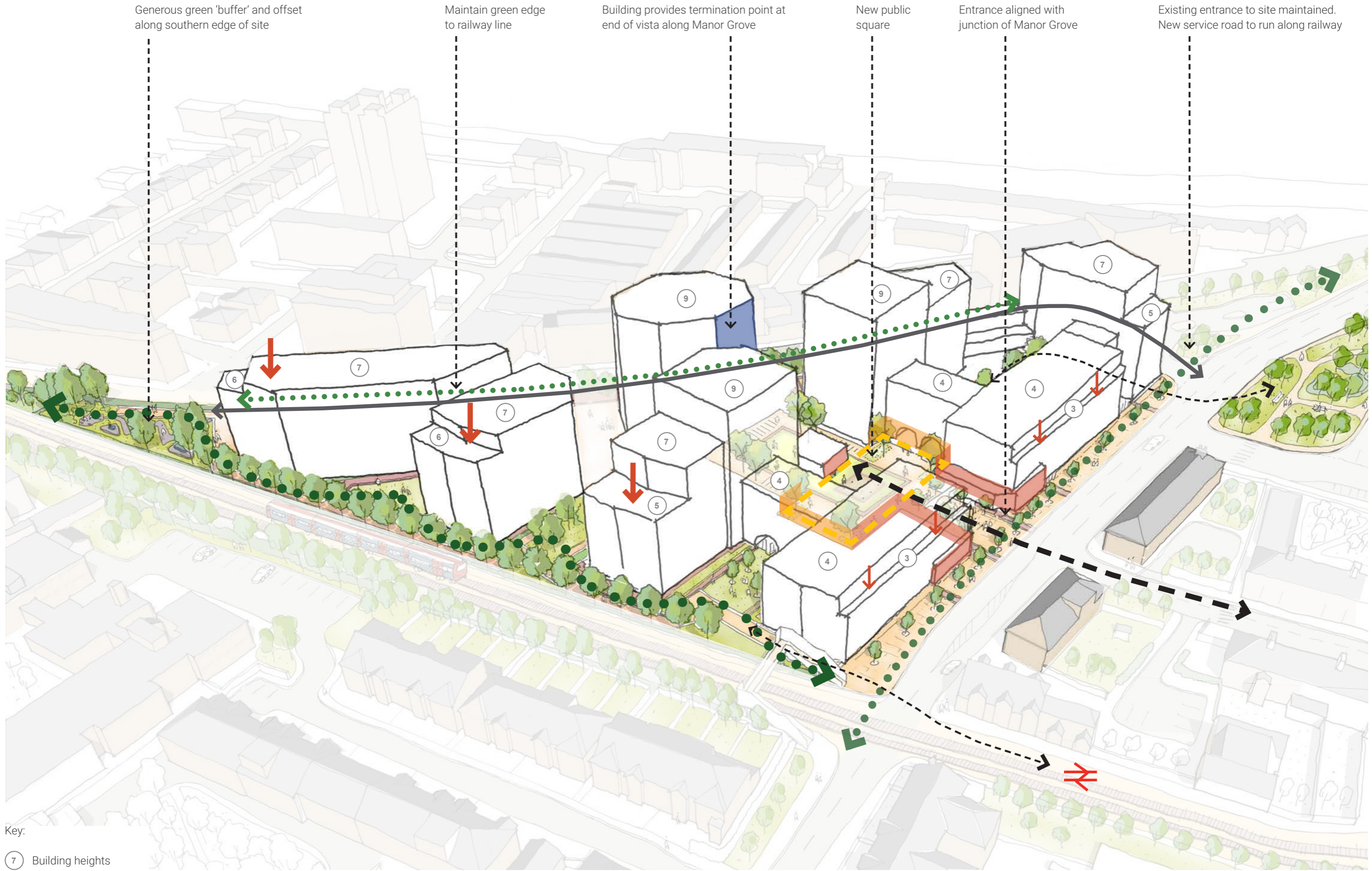


2. Align entrance to the site with Manor Grove junction. Propose new active retail uses around new public square.

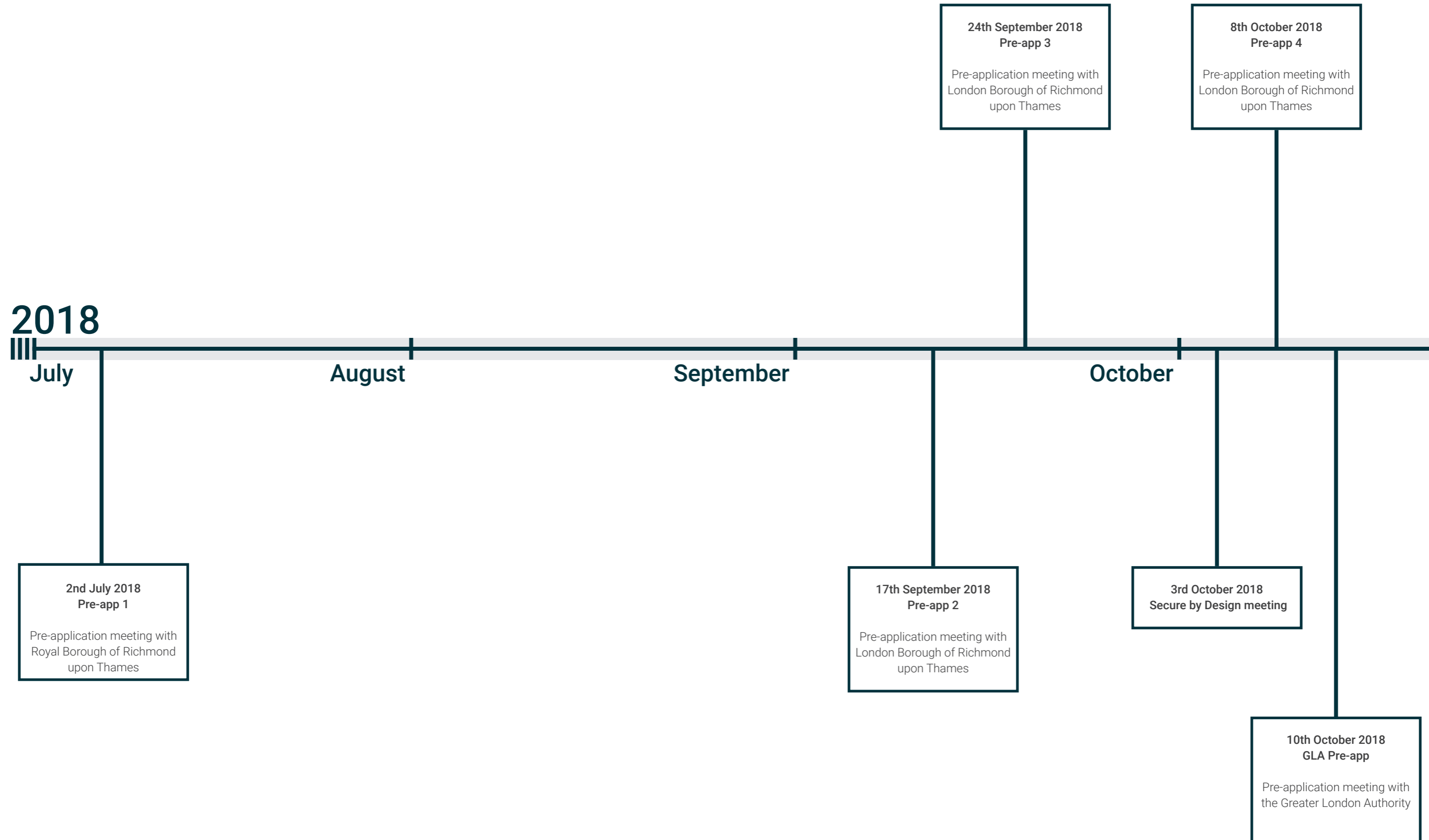


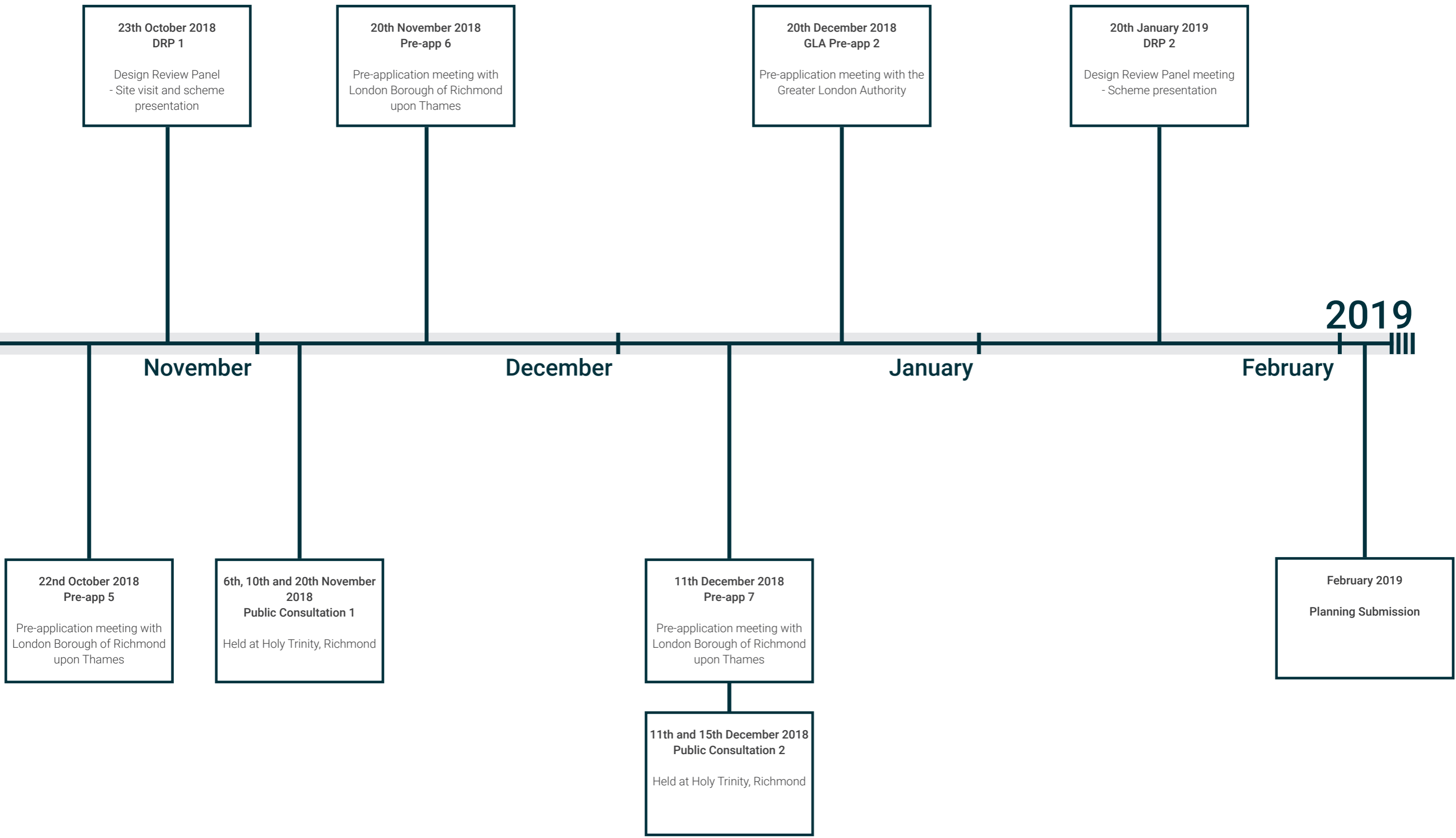
3. Create new soft landscaping and 'buffer' to railway. Increase biodiversity on site.





3.6 Design development & consultation





### 3.7 Pre-application meeting 1: 2nd July 2018

#### 3.7.1 Proposals presented at pre-application meeting 1

**364 units** (35% of C3 tenure affordable / 20% total units C2 assisted living)  
 1 beds - 145 units (40%)  
 2 beds - 167 units (46%)  
 3 beds - 52 units (14%)

**24,182 sq m (260,286 sq ft)** NIA residential accommodation

**1,492 sq m (16,060 sq ft)** NIA commercial accommodation

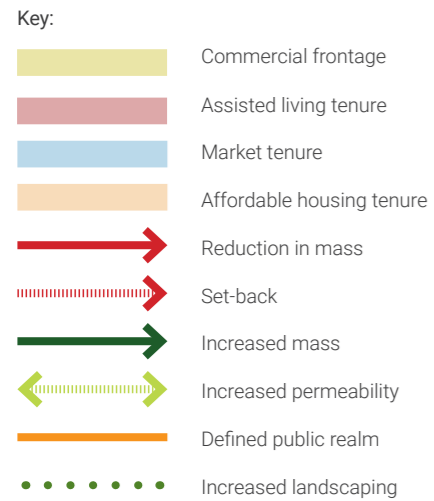
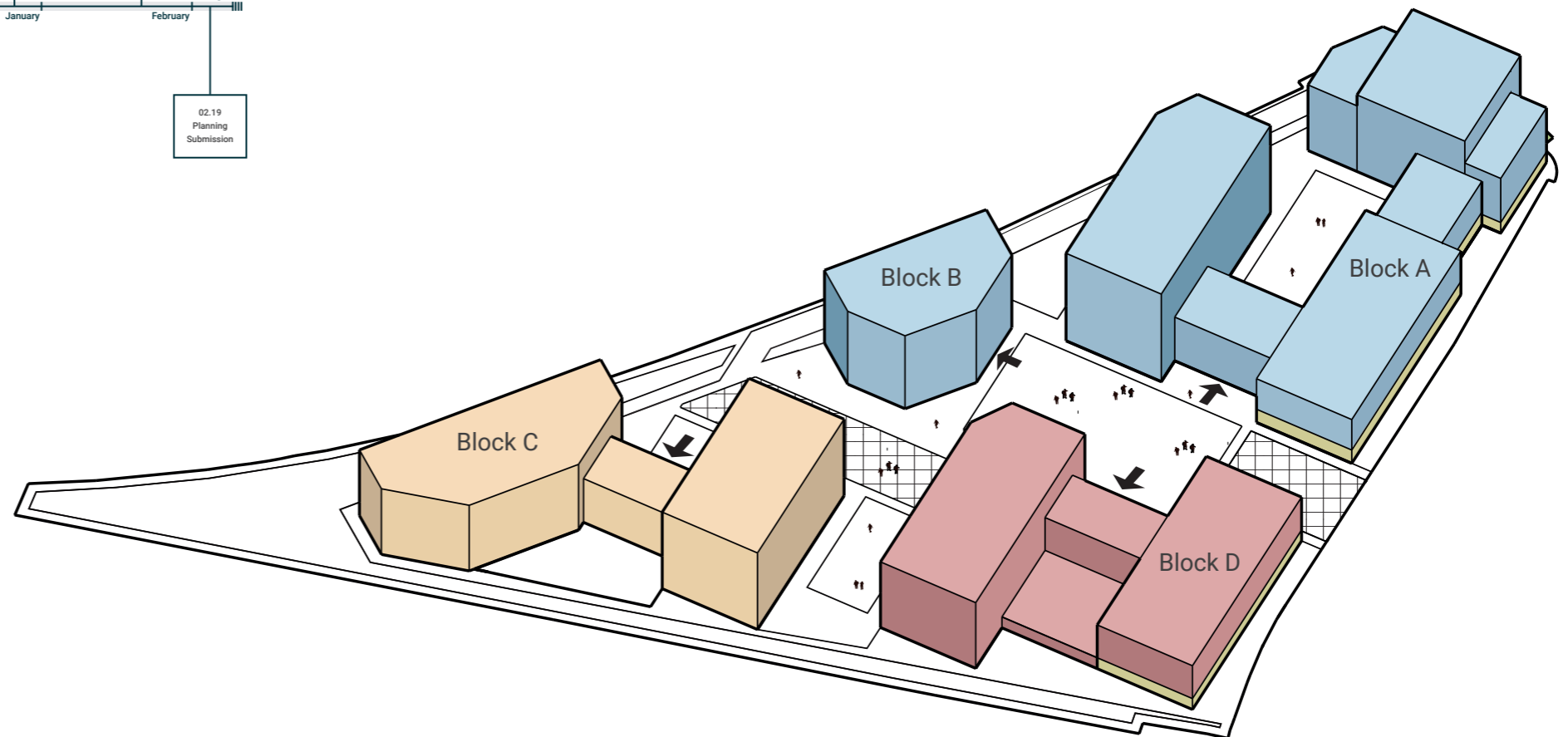
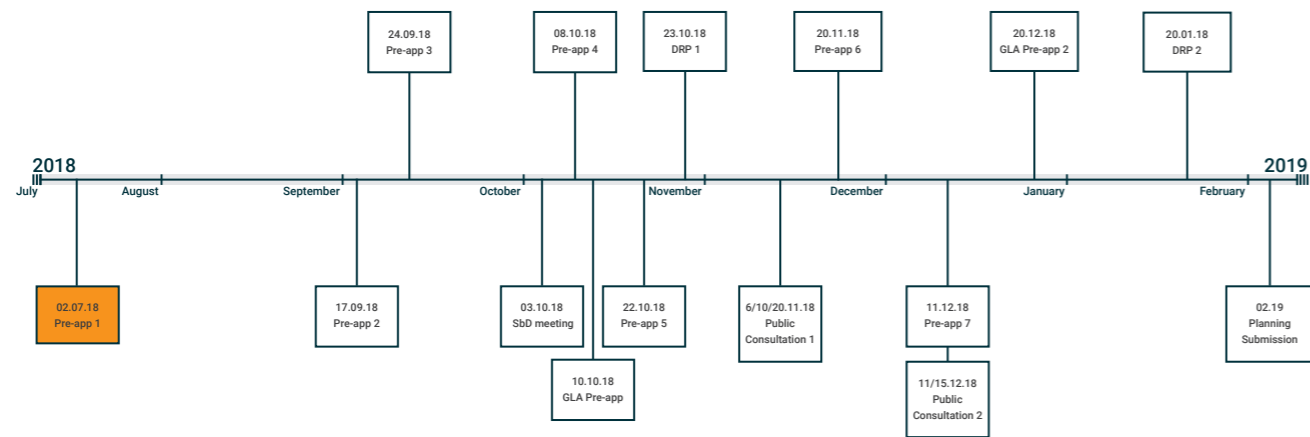
**144** parking spaces

#### 3.7.2 Comments from pre-application meeting 1

- Hard-landscape public square
- Improve frontage / accessibility to Block C
- Remove later living tenure
- Set-back massing along Manor Road to increase distance between houses on other side
- Minimise on-site parking provision - just blue badges
- Increase offset distances between buildings to 20m

#### 3.7.3 Response to pre-application meeting 1

- Public square to be primarily hard-landscaped
- Block C reconfigured to provide more frontage to public realm
- Later living tenure removed in lieu of market and affordable accommodation
- Block B reconfigured to reduce footprint and lessen impact on buildings to the west of the railway line
- Buildings along Manor Road to have 3rd floor set-back
- On-site parking reduced (10%)
- Offset distances between buildings increased to 20m



### 3.8 Pre-application meeting 2: 17th September 2018

#### 3.8.1 Proposals presented at pre-application meeting 2

**410 units** (35% affordable)  
 1 beds - 175 units (43%)  
 2 beds - 179 units (44%)  
 3 beds - 56 units (13%)

**27,375 sq m (294,662 sq ft)** NIA residential accommodation

**316.9 sq m (3,411 sq ft)** NIA commercial accommodation

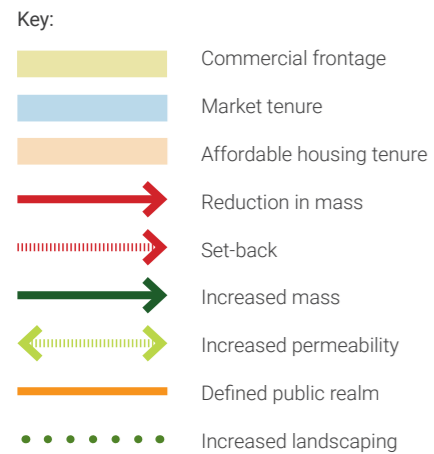
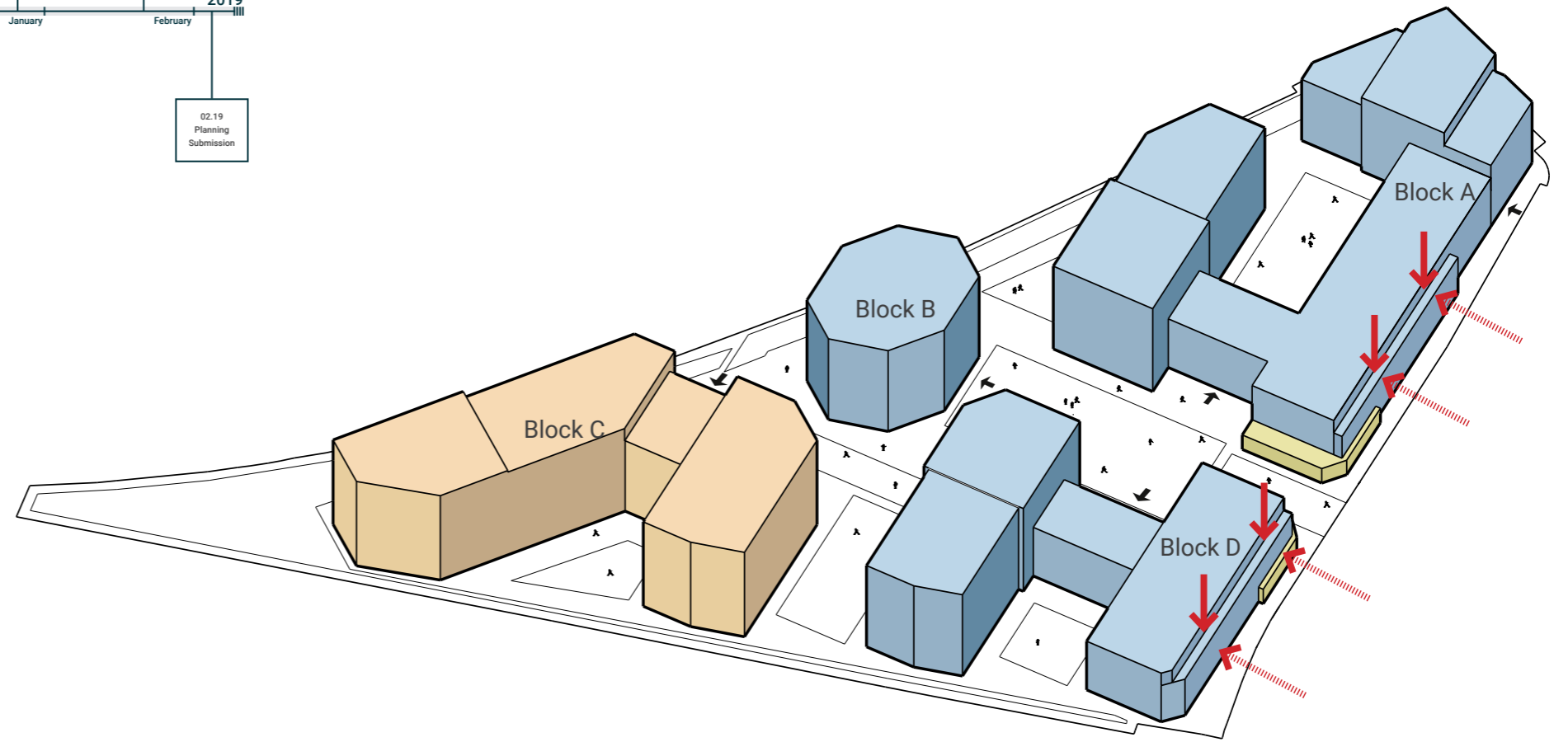
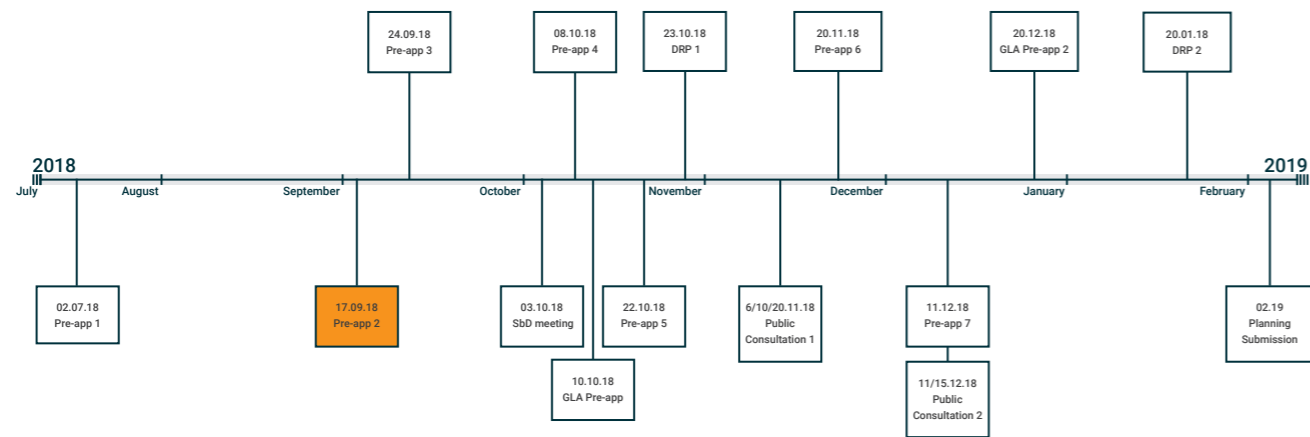
**24** parking spaces

#### 3.8.2 Comments from pre-application meeting 2

- Reduce height along southern boundary
- Concentrate height in centre / north of site
- Increase commercial floorspace at entrance on Manor Road
- Increase permeability through link blocks
- Create secondary residents' access to Manor Road
- Create more defined areas of public realm

#### 3.8.3 Response to pre-application meeting 2

- Reduced height along southern boundary
- Increased height of building to the north of the site
- Stepped out commercial floor space at entrance to site, introduced new community pavilion
- Introduced arched openings at base of link building
- Introduced new residential entrance to northern part of the site
- Enclosed residents courtyard to building A with three townhouses



### 3.9 Pre-application meetings 3&4: 24th September 2018 and 8th October

#### 3.9.1 Proposals presented at pre-application meeting 3&4

**378 units** (35% affordable)  
 1 beds - 119 units (31%)  
 2 beds - 181 units (48%)  
 3 beds - 81 units (21%)

**27,402 sq m (294,953 sq ft)** NIA residential accommodation

**522 sq m (5,619 sq ft)** NIA commercial accommodation

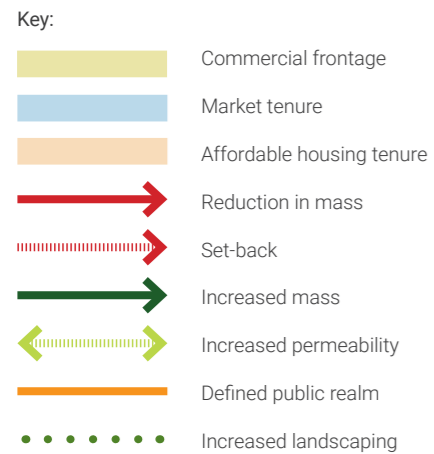
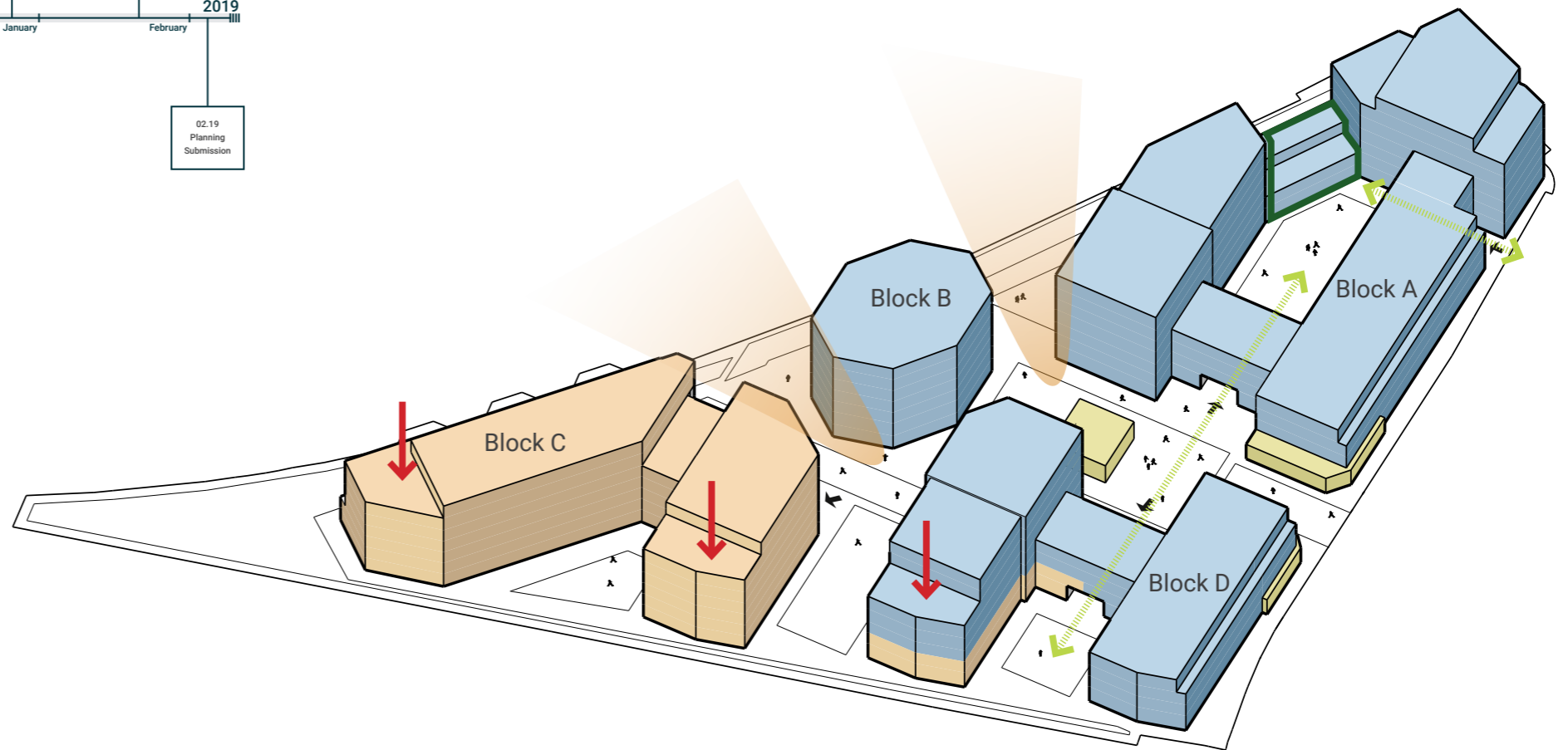
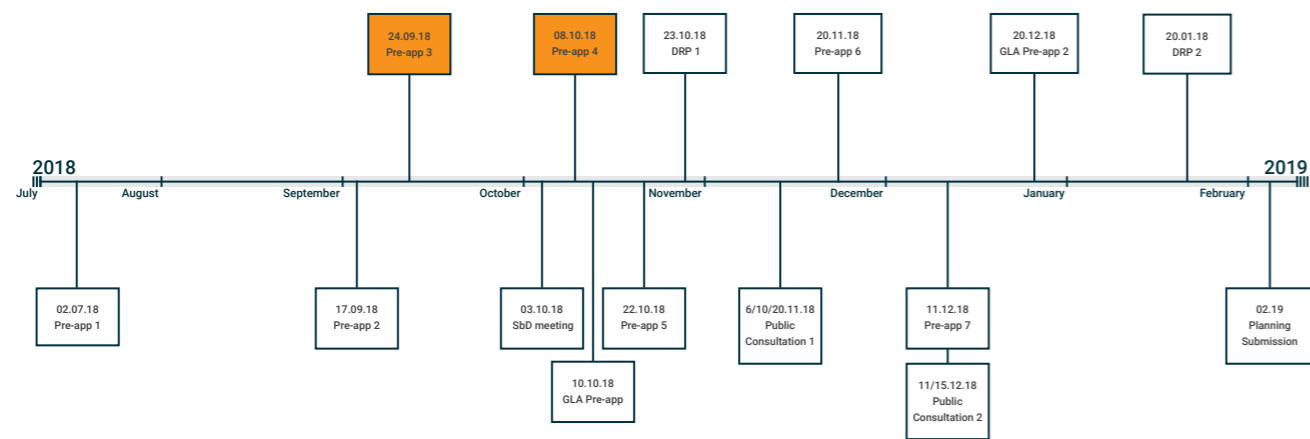
**20** parking spaces

#### 3.9.2 Comments from pre-application meetings 3 & 4

- Increase width of landscaping along southern railway edge
- Introduce new trees along Manor Road
- Reduce massing along southern boundary opposite Manor Park. Concentrate height in centre of site
- Extended set-back 4th storey along Manor Road
- Pavilion to have a community use
- Disperse cycle storage across the scheme. Include short stay spaces within landscape

#### 3.9.3 Response to pre-application meetings 3 & 4

- Increased width of soft landscaped corridor along southern boundary
- Proposed new street trees along Manor Road
- Extended set-back along Manor Road
- Proposed community use for pavilion
- Added additional bike store on ground floor of building C



### 3.10 GLA Pre-application meeting 1: 10th October 2018

#### 3.10.1 Proposals presented at GLA pre-application meeting 1

**378 units** (35% affordable)  
 1 beds - 119 units (31%)  
 2 beds - 181 units (48%)  
 3 beds - 81 units (21%)

**27,402 sq m (294,953 sq ft)** NIA residential accommodation

**522 sq m (5,619 sq ft)** NIA commercial accommodation

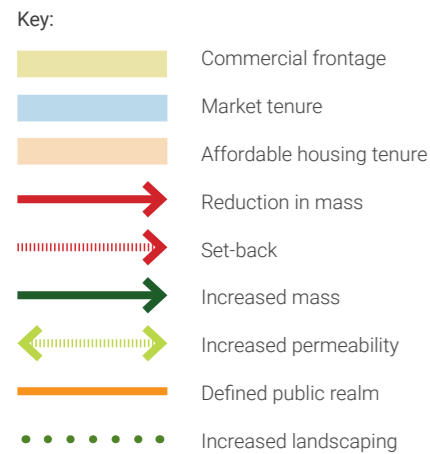
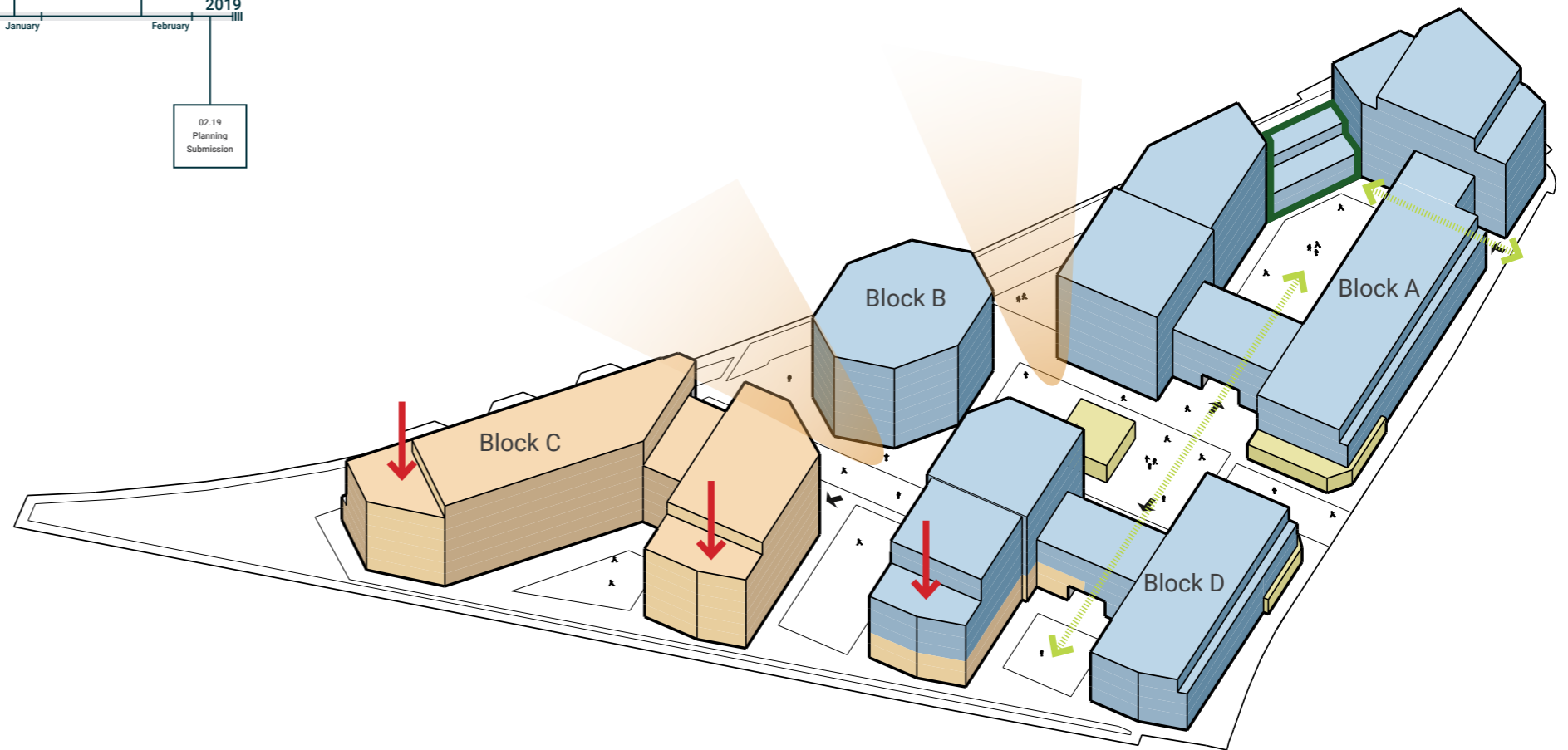
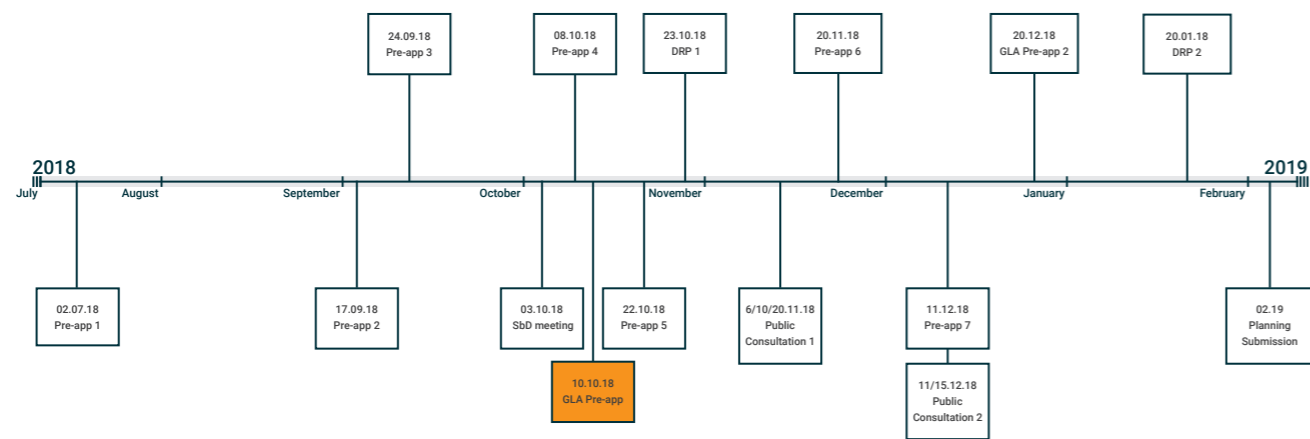
**20** parking spaces

#### 3.10.2 Comments from GLA pre-application meeting 1

- Support for proposed quantum of commercial area
- Support for 35% affordable tenure provision
- Support for proposed housing mix
- Confirm rationale behind pavilion - public square to be designed as civic space
- Landscape design in SW corner of site to be developed
- Winter gardens to be considered for units facing railways
- Create more variety in height across the site, increase density in least sensitive areas of site (centre)

#### 3.10.3 Response to GLA pre-application meeting 1

- Provided rationale for pavilion as a sub-division between new public square and residential court
- Developed landscape proposals for SW tip of site
- Introduced bay windows and winter gardens along railway facing façades
- Increased density of proposals towards the centre of the site
- Car free development supported



3.11 Pre-application meetings 5: 22nd October 2018

3.11.1 Proposals presented at pre-application meeting 5

**397 units** (35% affordable)  
 1 beds - 135 units (34%)  
 2 beds - 160 units (40%)  
 3 beds - 102 units (26%)

**28,885 sq m (310, 915 sq ft)** NIA residential accommodation

**471 sq m (5,068 sq ft)** NIA commercial accommodation

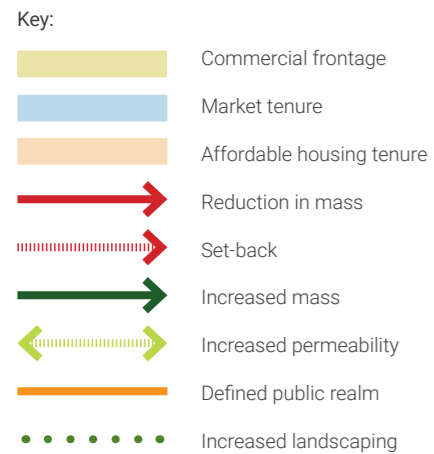
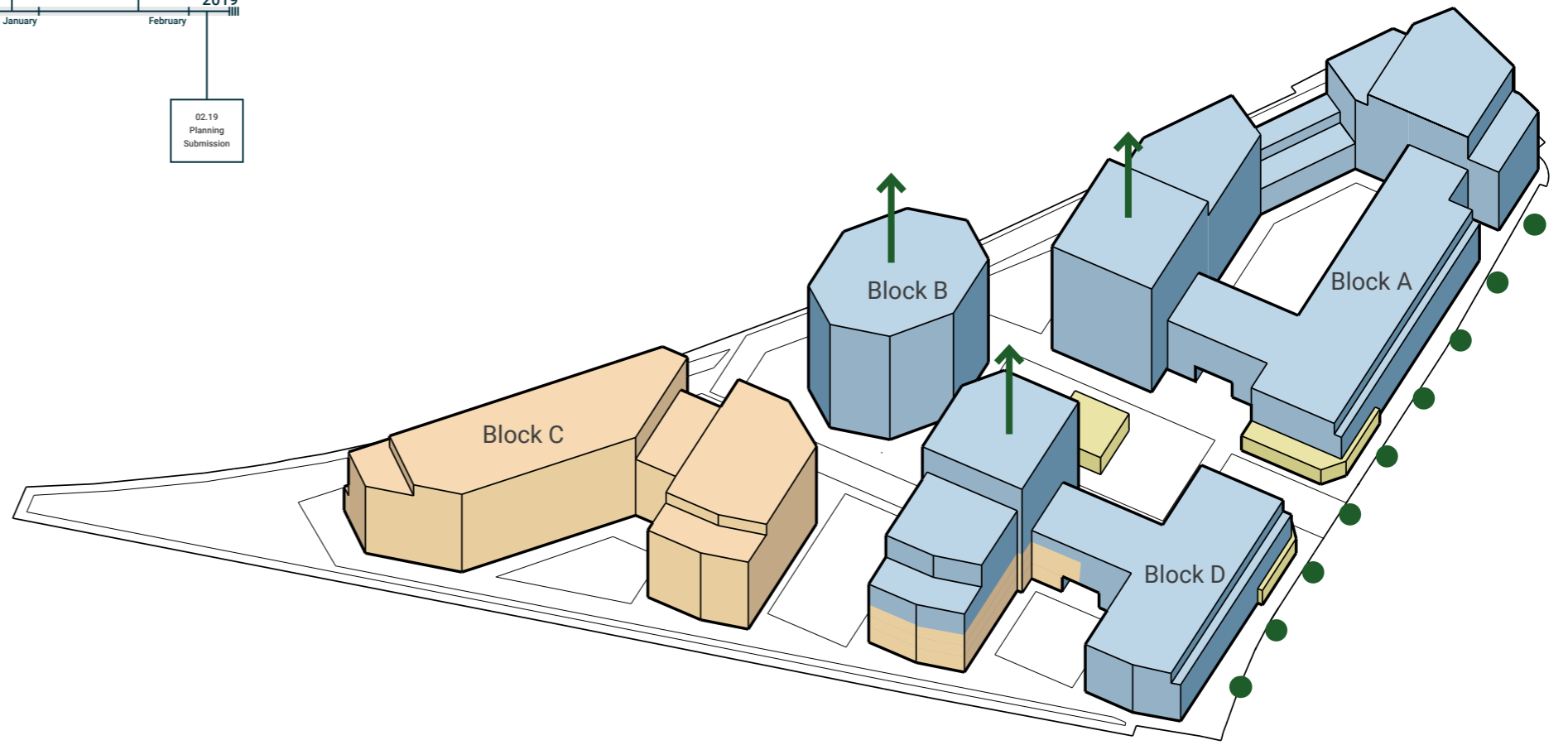
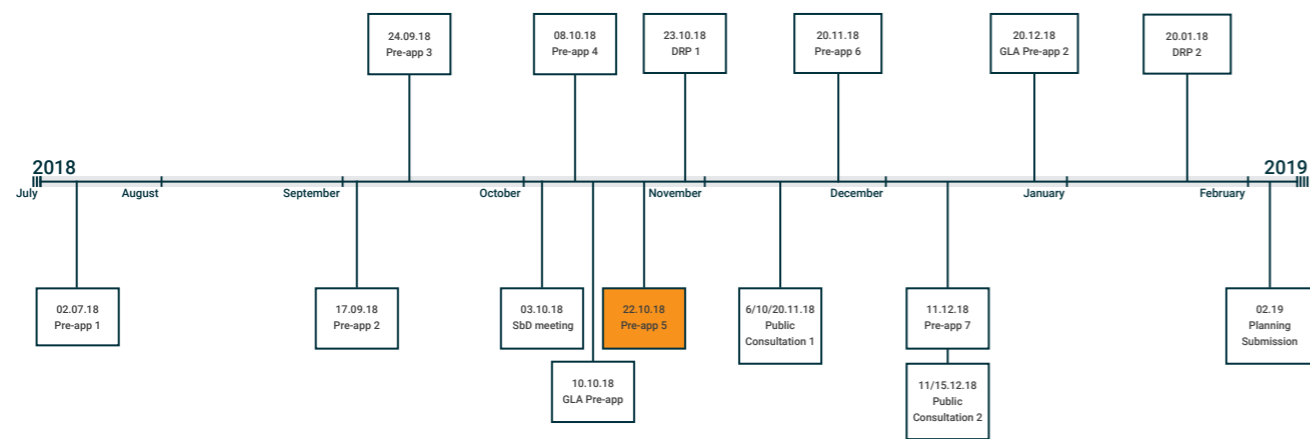
12 parking spaces

3.11.2 Comments from pre-application meeting 5

- Reduce height along southern boundary
- Concentrate height in centre / north of site
- Increase commercial floorspace at entrance on Manor Road
- Increase permeability through link buildings
- Create secondary residents' access to Manor Road
- Create more defined areas of public realm

3.11.3 Response to pre-application meeting 5

- Set-back massing along southern boundary
- Rationalised ground floor plan to increase commercial floor space offer
- Increased width of opening on ground floor of link buildings to increase N-S permeability across site
- Introduced new residents' access on Manor Road towards the north of site
- Provided further clarification on the zoning of proposed public realm





### 3.12 Design review panel 1: 23rd October 2018

#### 3.12.1 Proposals presented at DRP 1

**397 units** (35% affordable)  
 1 beds - 135 units (34%)  
 2 beds - 160 units (40%)  
 3 beds - 102 units (26%)

**28, 885 sq m (310, 915 sq ft)** NIA residential accommodation

**471 sq m (5,068 sq ft)** NIA commercial accommodation

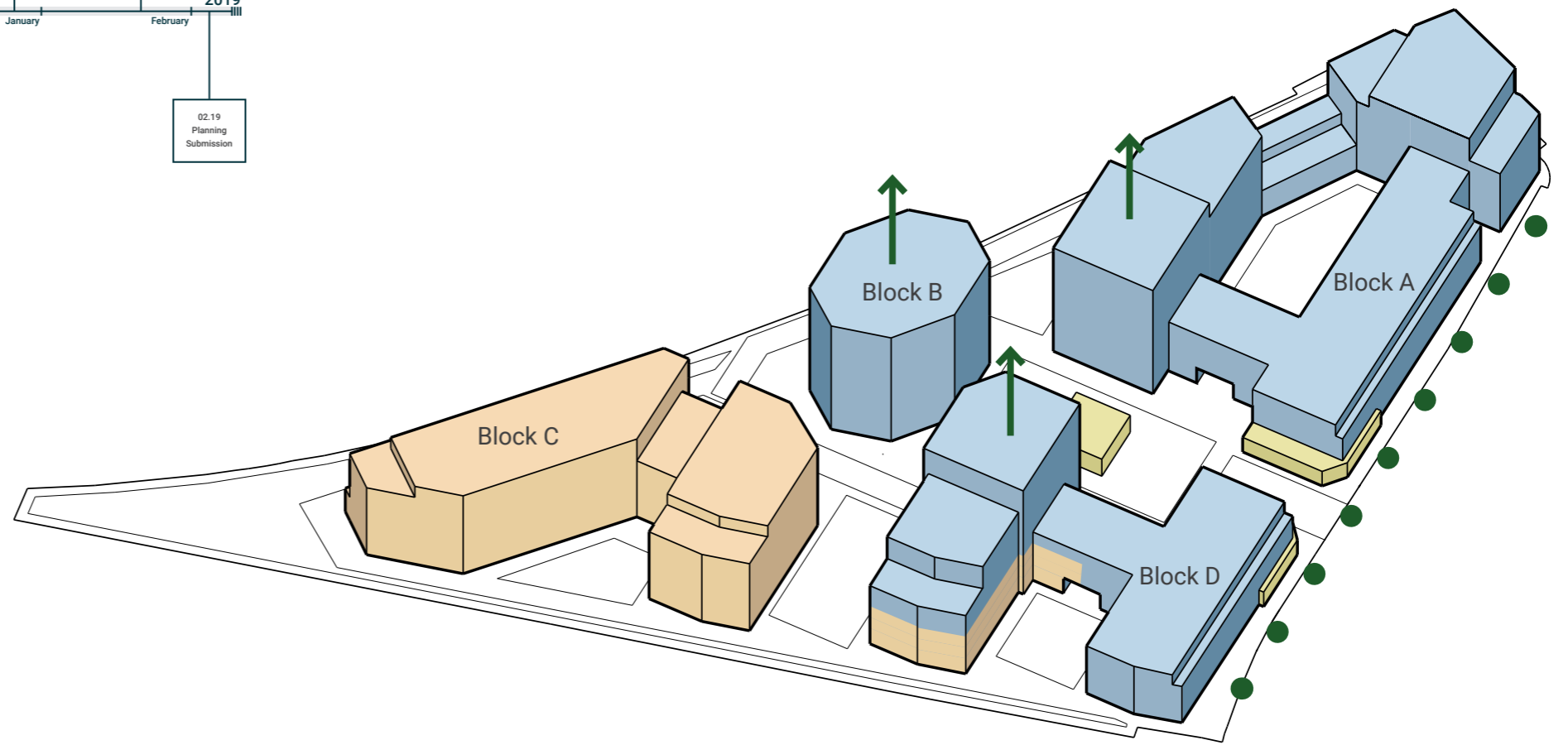
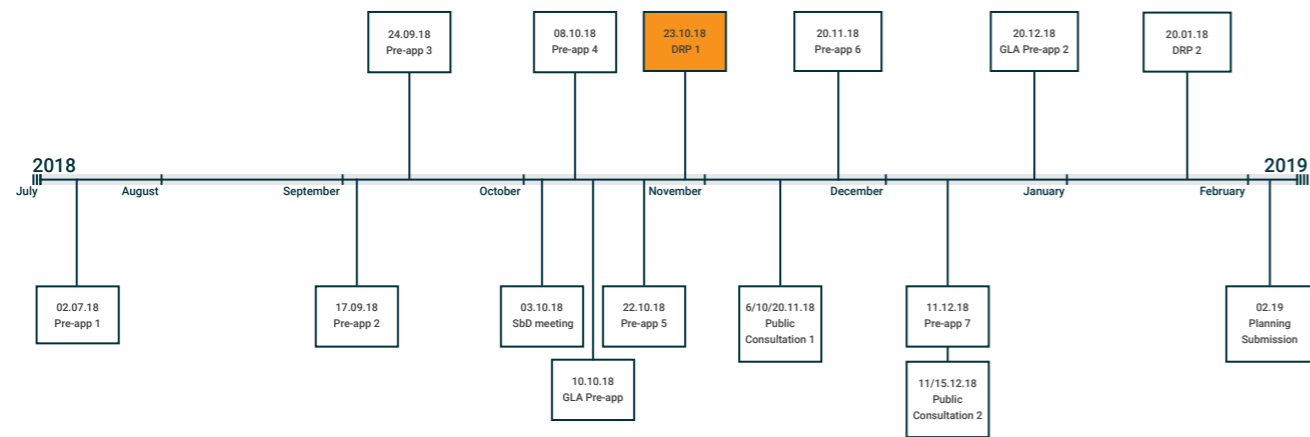
**12** parking spaces

#### 3.12.2 Comments from Design review panel 1

- Consider the rationale for the taller buildings', is there a stronger narrative?
- Support the height along Manor Road, however question the height of building B which will be visible from the conservation area
- Develop a clearer hierarchy of public and private spaces
- Confirm the use of the pavilion and how it will be serviced
- Consider the location of the affordable homes, can they be integrated within the site?
- Re-establish the key design principles

#### 3.12.3 Response to Design review panel 1

- Provided more contextual analysis and justification for height;
  - To signify new public square
  - To provide a termination point to vista along Manor Grove
  - To respond to the taller buildings on the western side of the railway boundary
- Provided further clarification on the zoning of proposed public realm
- Redistributed affordable housing - some to be located to the north of the site



- Key:
- Commercial frontage (Yellow bar)
  - Market tenure (Blue bar)
  - Affordable housing tenure (Orange bar)
  - Reduction in mass (Red arrow)
  - Set-back (Red dashed arrow)
  - Increased mass (Green arrow)
  - Increased permeability (Green dashed arrow)
  - Defined public realm (Orange line)
  - Increased landscaping (Green dots)

### 3.13 Public consultation 1

Held on: 6th November, 10th November and 20th November 2018

Approximately 200 residents attended the three sessions.

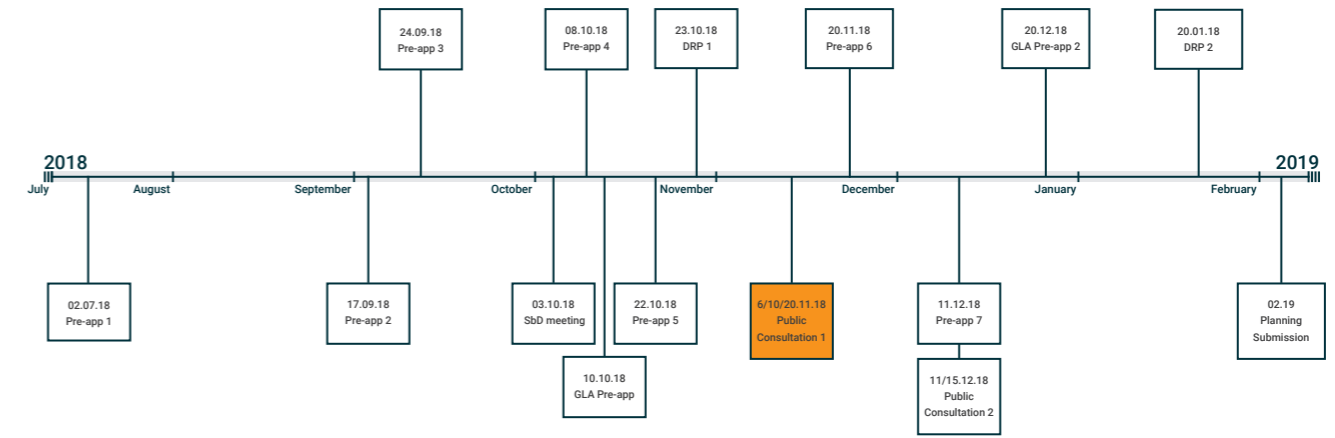
Attendees included:

- North and South Richmond Ward Councillors
- Representatives from the Richmond Society
- Representatives from the Mortlake Society
- Representatives from the East Sheen Society
- Representatives from the Sheen Society

The website and dedicated email address has received a considerable amount of feedback. We have received over 170 comment forms (both from the exhibitions and online) that we are still reviewing.

We received mixed public opinion about the redevelopment of the site in principle. Concerns were raised in relation to the lack of car parking as well as comments about height/massing. They would also like to see an improvement to the existing community infrastructure.

There is however a degree of support for the improvement of the site and provision of affordable housing.



01 Welcome

Welcome to this exhibition that sets out our emerging plans to redevelop the Homebase site on Manor Road.

Avanton, a UK based residential developer, proposes to provide a high quality residential-led development on the site. The current proposals include space for local independent retailers and the introduction of a new public square.

Together with Assael Architecture, we would like to work with residents and businesses to deliver a scheme that makes a lasting contribution to the local community.

The purpose of the exhibition is to show you our proposals and listen to your feedback as we continue to evolve the design of our scheme. We plan to hold a further public consultation event later this year to keep residents updated on our progress.

We welcome comments from you. Please do not hesitate to give us your views on our proposals or ask any questions you may have. On leaving the exhibition, we would be grateful if you could complete one of the comment forms.



Manor Road, Richmond AVANTON: Assael

02 The team

**The professional team**

<b>AVANTON:</b> Developer Avanton	<b>HOARE LEA</b> MEP Fire Engineer, Sustainability, Acoustics and Air Quality Consultant Hoare Lea
<b>Assael</b> Architect Assael Architecture	<b>sanderson</b> Transport Consultant Sanderson Associates
<b>GVA</b> Project Manager and Planning Consultant GVA Second London Wall	<b>GILLESPIES</b> Landscape Architect Gillespies
<b>FAIRHURST</b> Structural & Civil Engineer Fairhurst	<b>ARC</b> Townscape Consultants Arc

**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.

**Assael Architecture**

Assael is passionate about architecture. An award-winning practice providing planning, urban design and architectural services to clients in the UK and overseas, our team operates from modern design studios in Putney. We work in a number of sectors including hotel, leisure, office, mixed-use, residential across all tenures 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 know for our responsive and flexible approach to design, particularly in difficult or challenging circumstances. Our expertise is most often called upon to realise the full potential of complicated sites in sensitive locations. We have therefore amassed many years of experience both in the refurbishment of listed buildings and the implementation of new build developments on redundant or brownfield sites.



Manor Road, Richmond AVANTON: Assael

03 The site

**Current site**

The current Homebase sits on a 1.5 ha site shaped by the intersection of the South Western Railway line and the District line. The surrounding area is defined by the two busy thoroughfares of Upper Richmond Road and Manor Road.



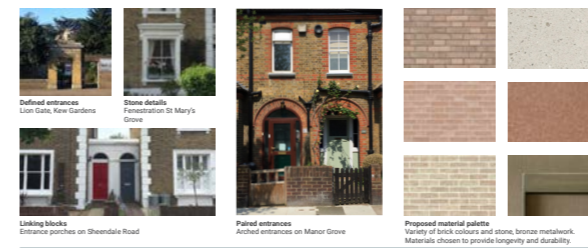
**Site history**

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.



**Local precedent's and materiality**

The basis for the proposed material palette is derived from analysing the surrounding context. Materiality and architectural details, including paired entrances, arches and detailed window surrounds, will inform developing proposals for the site.



Manor Road, Richmond AVANTON: Assael

04 Design principles and masterplan

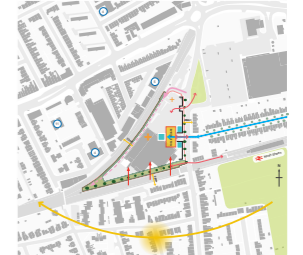
**Constraints**



**Key**

- Site Boundary
- Neighbouring buildings - overlooking
- Noise
- Traffic
- Site access for Network Rail
- Buildings of Townscape Merit
- Conservation area
- Train

**Opportunities**



**Key**

- Opportunity for new tree-lined streets
- Opportunity to repair street edge
- North-south orientated blocks
- Opportunity to service the site from access road
- Opportunity for new public amenity space
- Opportunity to provide green edge to railway

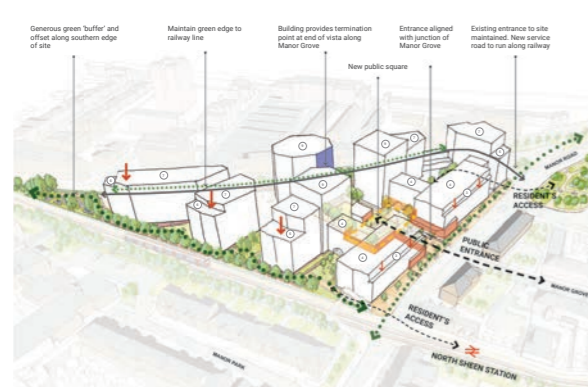
**Masterplan strategy**



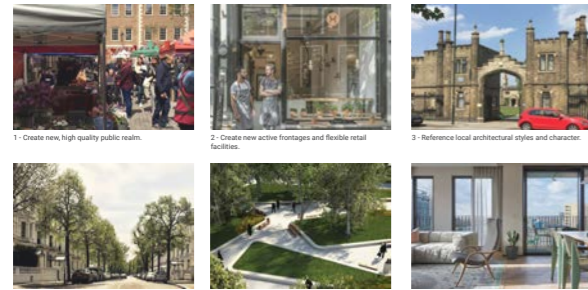
1. Orientate blocks north-south to maximise sunlight across new public realm.  
2. Align entrance to the site with Manor Grove junction. Prepare new active retail uses around new public square.  
3. Create new soft landscaping and 'buffer' to railway. Increase biodiversity on site.

Manor Road, Richmond AVANTON: Assael

05 Developing proposals

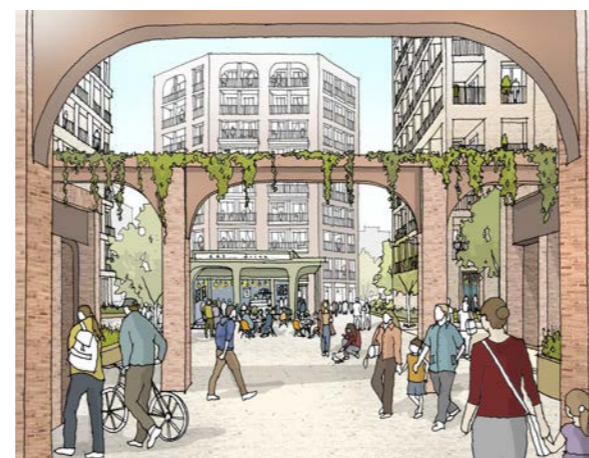


**Design principles**



Manor Road, Richmond AVANTON: Assael

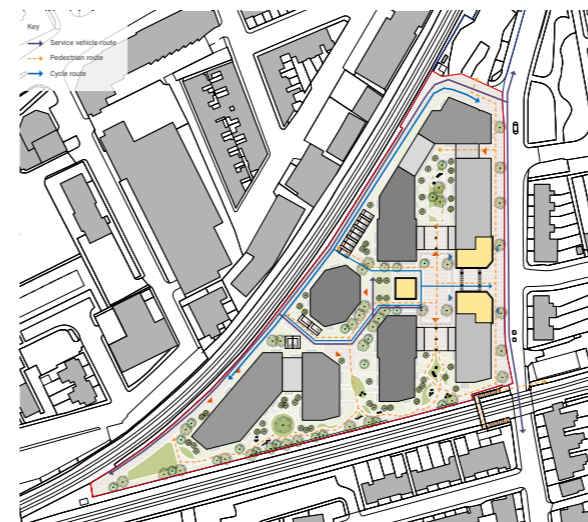
06 Benefits to local residents



- Improvement over existing tired and unattractive DIY store
- Circa. 400 homes for local people of which 130 will be affordable
- Less vehicle movements, traffic and pollution
- New public square and hub for local community
- Improved biodiversity with generous landscaping and green spaces designed to provide year-round colour and interest
- Introduction of new local retail opportunities
- Sustainable site strategy to minimise environmental impact of development:
  - Be Lean: Use less energy
  - Be Clean: Supply energy efficiently
  - Be Green: Energy to be supplied by Air Source Heat Pumps and Solar Photovoltaics

Manor Road, Richmond AVANTON: Assael

07 Transport



- Scheme to be virtually car-free, reducing traffic levels.
- Discussions with South Western Rail and TfL in relation to North Sheen station are on-going.
- All site servicing, including waste collection and site deliveries, will be done from within the boundary of the site, minimising traffic along Manor Road.
- Cycle parking is proposed in line with local standards with a secure basement area for residents and street level provision for visitors and staff/customers of the commercial units.
- A parking stress survey will be undertaken, the results of which will be analysed and we will secure any necessary restrictions and/or amendments to the current Controlled Parking Zones in the vicinity of the site.
- We are looking to include footpath upgrade and street trees to Manor Road. We are also reviewing pedestrian crossing provision on Manor Road and liaising with TfL in relation to its A316 London Road roundabout upgrade scheme.

Manor Road, Richmond AVANTON: Assael

08 Next steps



We are committed to consultation with local residents and the local community. It is important for us to understand your opinions and we appreciate you taking the time to visit this exhibition and for sharing your views on the proposed development.

To ensure that we understand the views of the local community as we continue to evolve our proposals, we would be grateful if you would take a few minutes to complete a comment form.

If you have any questions or would like to tell us about any further local issues affecting the site, please do not hesitate to contact us on [feedback@avanton.manorroad.com](mailto:feedback@avanton.manorroad.com) or you may write to us or return the comment form to:

FREEPOST RESIDENT CONSULTATION (a stamp or other wording on the envelope is not required)

We have also established the following website which will include a copy of the exhibition boards you've viewed today:

[www.avanton-manorroad.com](http://www.avanton-manorroad.com)

Manor Road, Richmond AVANTON: Assael

### 3.14 Pre-application meeting 6: 20th November 2018

#### 3.14.1 Proposals presented at pre-application meeting 6

**398 units** (35% affordable)  
 1 beds - 140 units (35%)  
 2 beds - 175 units (44%)  
 3 beds - 83 units (21%)

**28,405 sq m (305,749 sq ft)** NIA residential accommodation

**495 sq m (5,328 sq ft)** NIA commercial accommodation

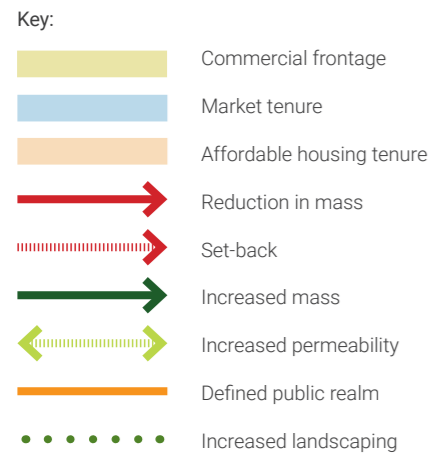
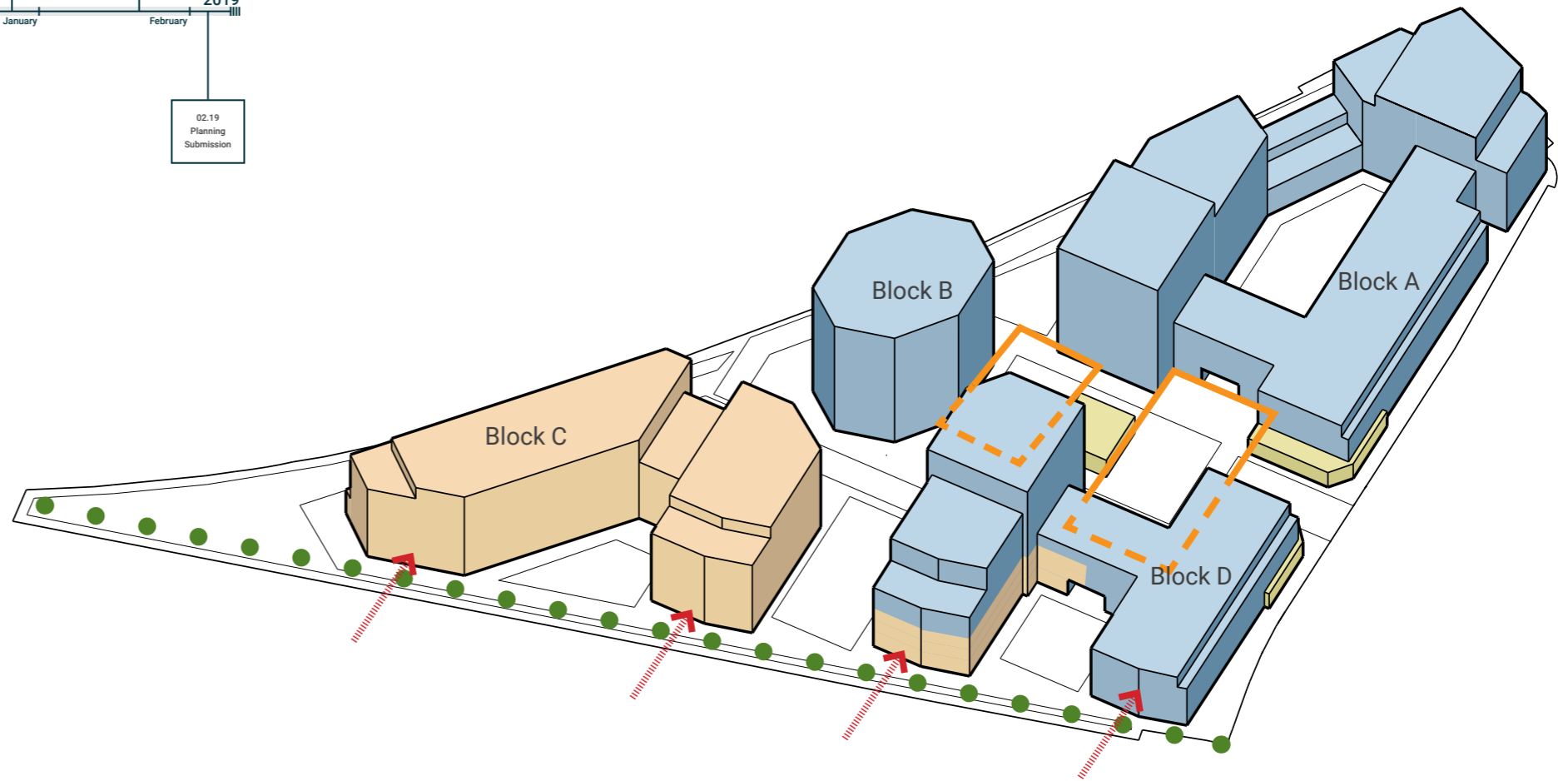
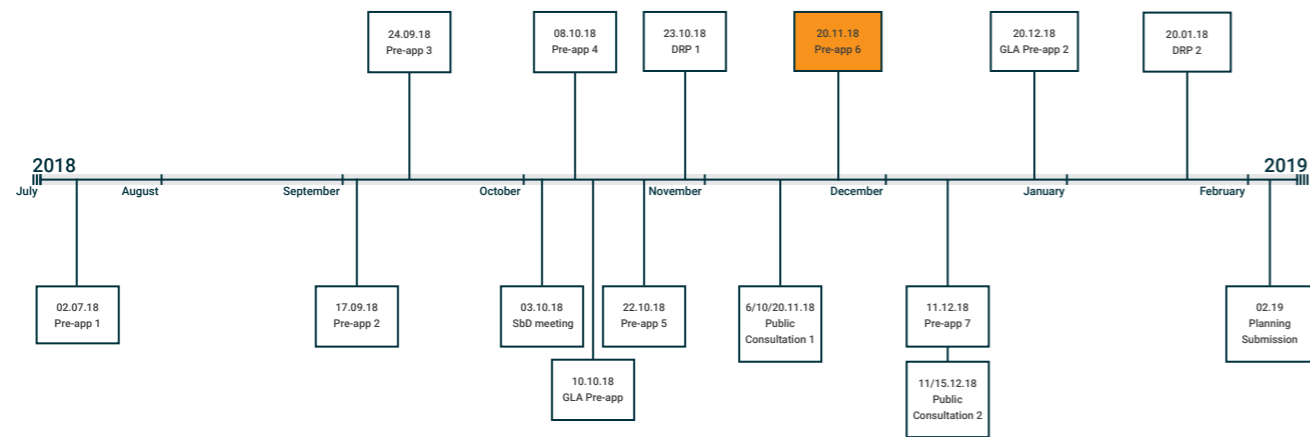
**14** parking spaces (including 2 x car-club spaces)

#### 3.14.2 Comments from pre-application meeting 6

- Queried quantum of non-residential floorspace could this be increased? Queried the pavilion
- Queried offset distances between buildings
- Single aspect units at basement level are not acceptable
- Questioned the façade treatments across scheme
- Impact of height above 4 storeys should be reduced / set-back
- Queried 'gaps' through the site
- Queried location of playspace in SW corner of site
- Questioned cycle store provision to the south of the site

#### 3.14.3 Response to pre-application meeting 6

- Provided justification for the pavilion and its role in dividing the proposed public realm into public and residential squares
- Reviewed offset distances between buildings and increased this to 20m
- Replaced lower ground accommodation units with duplex apartments
- Reviewed façade design across proposals
- Top storeys of buildings to have change of material / detail
- Landscape design to provide more information on the arrangement of new public realm
- Reviewed location of playspace across scheme. Play space to be concentrated within residential courtyards and public realm
- Provided additional cycle storage in building D (to the south of the site)



### 3.15 Pre-application meeting 7: 11th December 2018

#### 3.15.1 Proposals presented at pre-application meeting 7

**384 units** (35% affordable)  
 1 beds - 151 units (39%)  
 2 beds - 161 units (42%)  
 3 beds - 72 units (19%)

**27,944 sq m (300,792 sq ft)** NIA residential accommodation

**480 sq m (5,167 sq ft)** NIA commercial accommodation

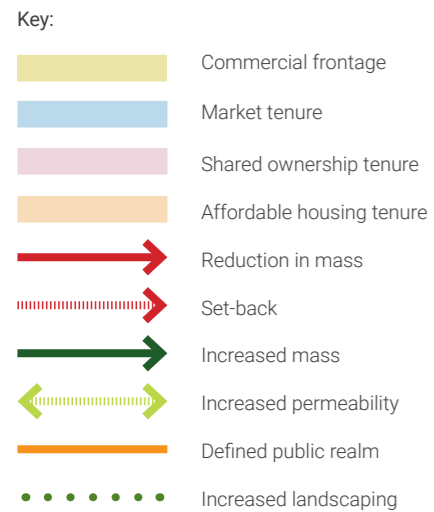
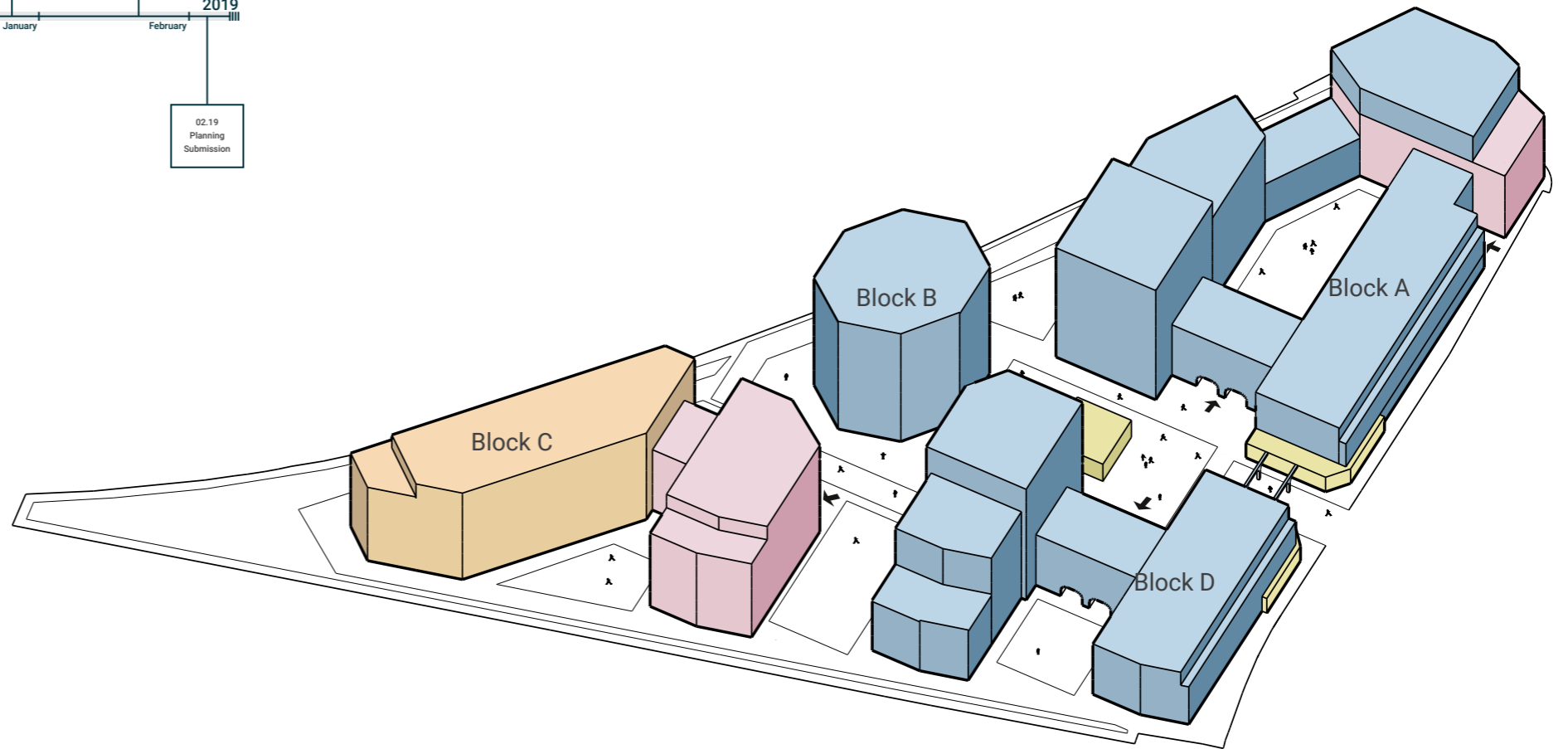
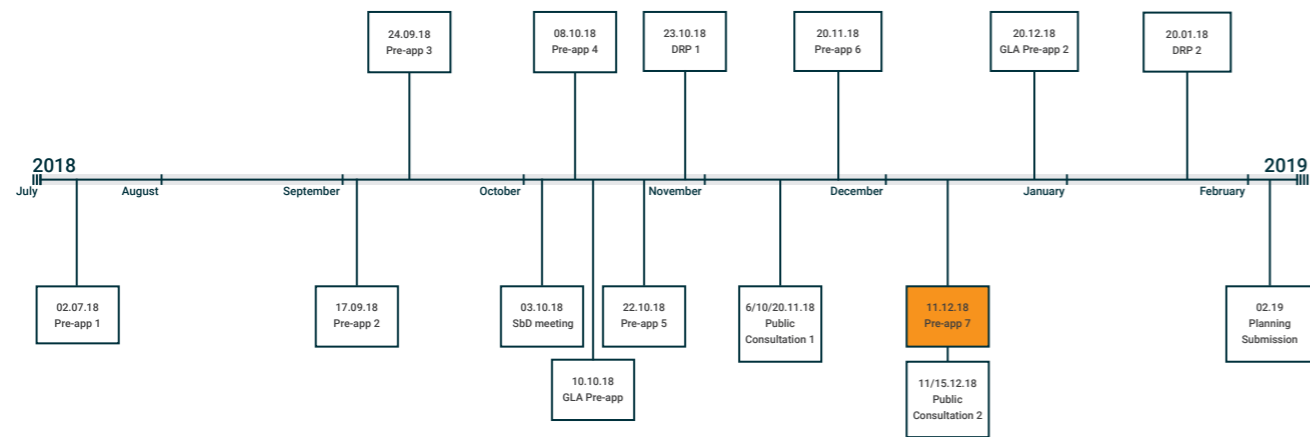
**14** parking spaces (including 2 x car-club spaces)

#### 3.15.2 Response to pre-application meeting 7

- Welcomed changes to lower ground accommodation (now duplexes)
- Queried variety in materials and questioned whether there was a possibility for greater contrast between brick and stone colours, including on bay windows
- Questioned proximity of buildings B and D
- Welcomed developing landscape proposals and questioned whether there was an opportunity for increasing planting buffer along NW railway line
- Questioned location of affordable housing

#### 3.15.3 Comments from pre-application meeting 7

- Reviewed stone colour to provide greater contrast between stone and brickwork
- Developed bay window design
- Study of facing apartments between buildings B and D
- Reviewed landscape strategy along NW boundary, increased distance between building C and railway edge
- Location of affordable homes changed to provide greater distribution across site

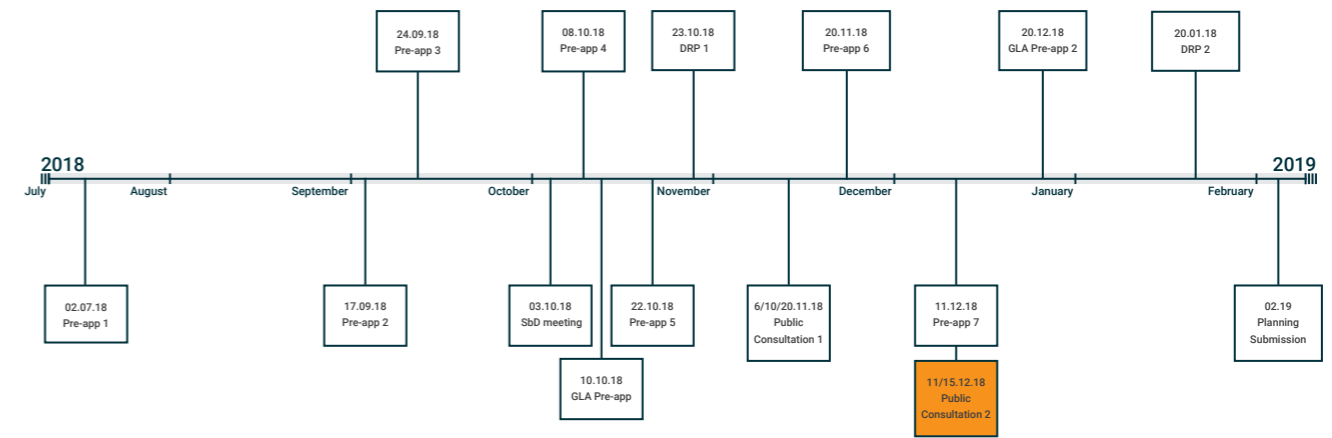


### 3.16 Public consultation 2

Held on: 11th December and 15th December 2018

The second exhibition focused on detailed proposals to be submitted for planning. The boards were supplemented by a large physical model and sample material palette.

Representatives from Avanton, Assael, GVA, Hoare Lea and Sanderson Associates attended the exhibition and were available to answer any questions from the public.



01 Welcome

Welcome to our latest public exhibition to show the final proposals prior to submission for the Homebase site on Manor Road.

The purpose of this exhibition is to display the scheme in more detail and to answer queries that have been raised throughout public consultation.

Avanton and Assael Architecture are both committed to ensuring a high quality scheme is delivered.

We continue to welcome comments from you. Please do not hesitate to give us your views on our proposals or ask any questions you may have.

On leaving the exhibition please do complete one of the comment forms. This can be completed at the exhibition, online, by email or freepost.



Manor Road, Richmond AVANTON: Assael

02 The team

**The professional team**

<b>AVANTON:</b> Developer Avanton	<b>HOARE LEA</b> MEP Fire Engineer, Sustainability, Acoustics and Air Quality Consultant Hoare Lea
<b>Assael</b> Architect Assael Architecture	<b>sanderson</b> Transport Consultant Sanderson Associates
<b>GVA</b> Project Manager and Planning Consultant GVA Second London Wall	<b>GILLESPIES</b> Landscape Architect Gillespies
<b>FAIRHURST</b> Structural & Civil Engineer Fairhurst	<b>ARC</b> Townscape Consultants Arc

**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.

**Assael Architecture**

Assael is passionate about architecture. An award-winning practice providing planning, urban design and architectural services to clients in the UK and overseas, our team operates from modern design studios in Putney. We work in a number of sectors including hotel, leisure, office, mixed-use, residential across all tenures 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're known for our responsive and flexible approach to design, particularly in difficult or challenging circumstances. Our expertise is most often called upon to realise the full potential of complicated sites in sensitive locations. We have therefore amassed many years of experience both in the refurbishment of listed buildings and the implementation of new build developments on redundant or brownfield sites.



Manor Road, Richmond AVANTON: Assael

03 Design principles



- Since our last public exhibition we have:
- Completed a parking stress survey on the surrounding streets and are in dialogue with the Council about extending the controlled parking zones in the area.
  - Engaged with car-club providers about including new car-club bays as part of the proposals.
  - Begun discussions about contributions to local infrastructure including public transport and providing Electric Vehicle Charging Points.
  - Developed our landscape strategy to include additional soft landscaping and tree planting along all edges of the site.
  - Increased the distances between our proposed residential blocks to allow for new enhanced public realm.

Manor Road, Richmond AVANTON: Assael

04 Developing proposals

**384 new homes**

151 1 bed-flats (43%)  
161 2 bed-flats (46%)  
72 3 bed-flats (21%)

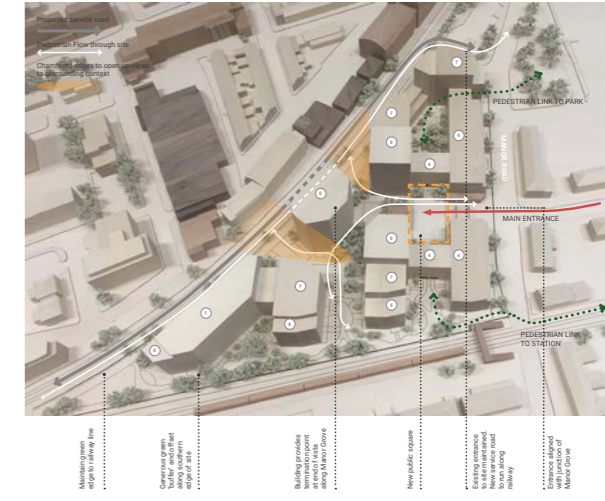
35% of new flats are 'affordable units', a term that includes rented and shared ownership homes.

**480 sqm.** of new commercial floorspace to support new independent shops and cafes.

**Energy and Sustainability**

The energy strategy is following the energy hierarchy: Be Lean - Be Clean - Be Green by taking a fabric-first approach to energy savings, supplying energy via efficient means, and implementing Air Source Heat Pumps and Solar Photovoltaics. This strategy is expected to result in significant carbon emission reductions for the scheme. This zero combustion solution is also expected to provide air quality benefits compared with more traditional gas-fired solutions.

The commercial units are targeting a rating of 'Excellent' using the Building Research Establishment's Environmental Assessment Method (BREEAM).



Manor Road, Richmond AVANTON: Assael

05 Appearance



- Reconstituted stone set-back - fenestration to align through with main body of building.
  - Reconstituted stone details to break up facade and create lintels and balconies.
  - Red brick selected to reflect buildings along Manor Road.
  - Detailed metal columns to provide support and division to balconies.
  - Bronze coloured metalwork to create handrails, railings and Juliet balconies.
  - New trees to be planted along street.
  - Timber front doors to give increased privacy to residents on the ground floor.
  - Precast concrete stairs to elevate ground floor flats and increase privacy for residents.
- Materiality and architectural details reflect local context including paired entrances and arched openings and bay windows.
- Material palette to reflect local brick tones which are predominantly red/yellow brick. Darker brickwork with lighter stone detailing reference buildings on Sheendale Road and on St. Mary's Grove.
- Key: Reconstituted stone - DECOMO  
Cayenne - acid etched reconstituted stone - DECOMO  
Brisley Old English Buff - BRISTOCK Brinley  
Side English Grey - BRISTOCK Brinley  
White Grey - acid etched reconstituted stone - DECOMO

Manor Road, Richmond AVANTON: Assael

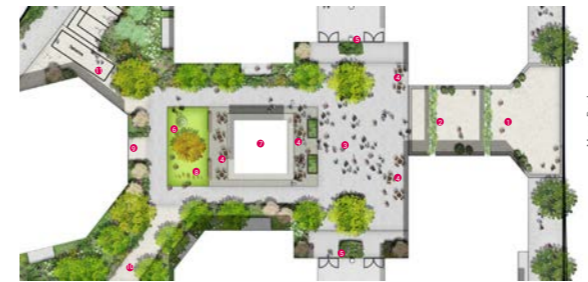
06 Transport

- The site is highly accessible (PTAL 5) therefore, in line with the Policies and aims of Richmond Council and the London Plan this is a virtually car-free development.
- Encouraging the use of local transport facilities will help alleviate the congestion Manor Road and will assist in improving air quality.
- Discussions with South Western Railway, Network Rail and TfL are on-going regarding North Sheen Station.
- Cycle parking is proposed in line with standards set out in the London Plan and is provided for both residents and visitors to the site.
- A Construction Traffic Management Plan will be agreed with the Council ahead of any works and will enforce that working hours for the construction works will be restricted to those agreed with the Council.
- Safety is our main concern. We will insist that the main contractor will provide 24-hour security and that deliveries to/from the construction site will be carefully managed.
- A parking stress survey has been undertaken and the results analysed. It is highly likely that amendments to/expansion of existing Controlled Parking Zone regulations will be required and we will work closely with the Council to secure any such amendments. This process will of course be subject to public consultation processes.
- We are looking to include a footpath upgrade and street trees to Manor Road. We are also reviewing pedestrian crossing provision on Manor Road and liaising with TfL in relation to its A316 London Road roundabout upgrade scheme.

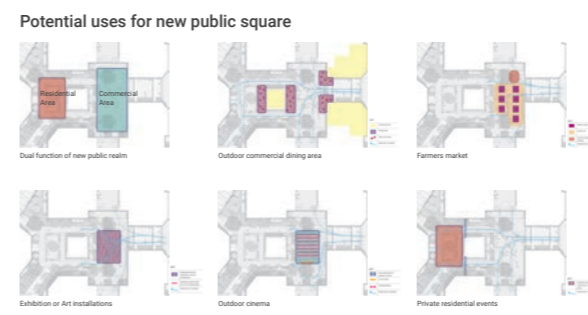


Manor Road, Richmond AVANTON: Assael

07 Public Square



- Key**
- Manor Road access pedestrian / cycle access
  - Main entrance pedestrian / cycle access
  - Public Square
  - Commercial split/dining area
  - Entrance to residential blocks
  - Residential space
  - Pavilion
  - Lawn area with play elements
  - Access to the concierge
  - Access to semi-private space
  - Access to the accessible car-park spaces



Manor Road, Richmond AVANTON: Assael

08 Next steps



We hope to submit a planning application to Richmond Council in the New Year.

We are keen that our application responds to the views of local residents and we welcome your comments. We would therefore be grateful if you could complete one of the comment forms provided. It is our intention to keep both local residents and community groups fully consulted throughout the planning process.

If you have any questions or would like to tell us about any further local issues affecting the site, please do not hesitate to contact us on [feedback@avanton-manorroad.com](mailto:feedback@avanton-manorroad.com) or you may write to us or return the comment form to:

FREEPOST RESIDENT CONSULTATION

We have also established the following website which includes a copy of all exhibition boards and a comment section: [www.avanton-manorroad.com](http://www.avanton-manorroad.com)

Manor Road, Richmond AVANTON: Assael

### 3.17 GLA pre-application meeting 2: 20th December 2018

#### 3.17.1 Proposals presented at GLA pre-application meeting 2

**385 units** (35% affordable)  
 1 beds - 152 units (40%)  
 2 beds - 178 units (46%)  
 3 beds - 55 units (14%)

**27,680 sq m (297,954 sq ft)** NIA residential accommodation

**480 sq m (5,167 sq ft)** NIA commercial accommodation

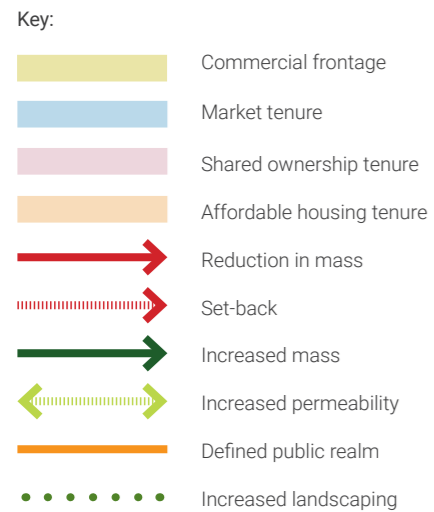
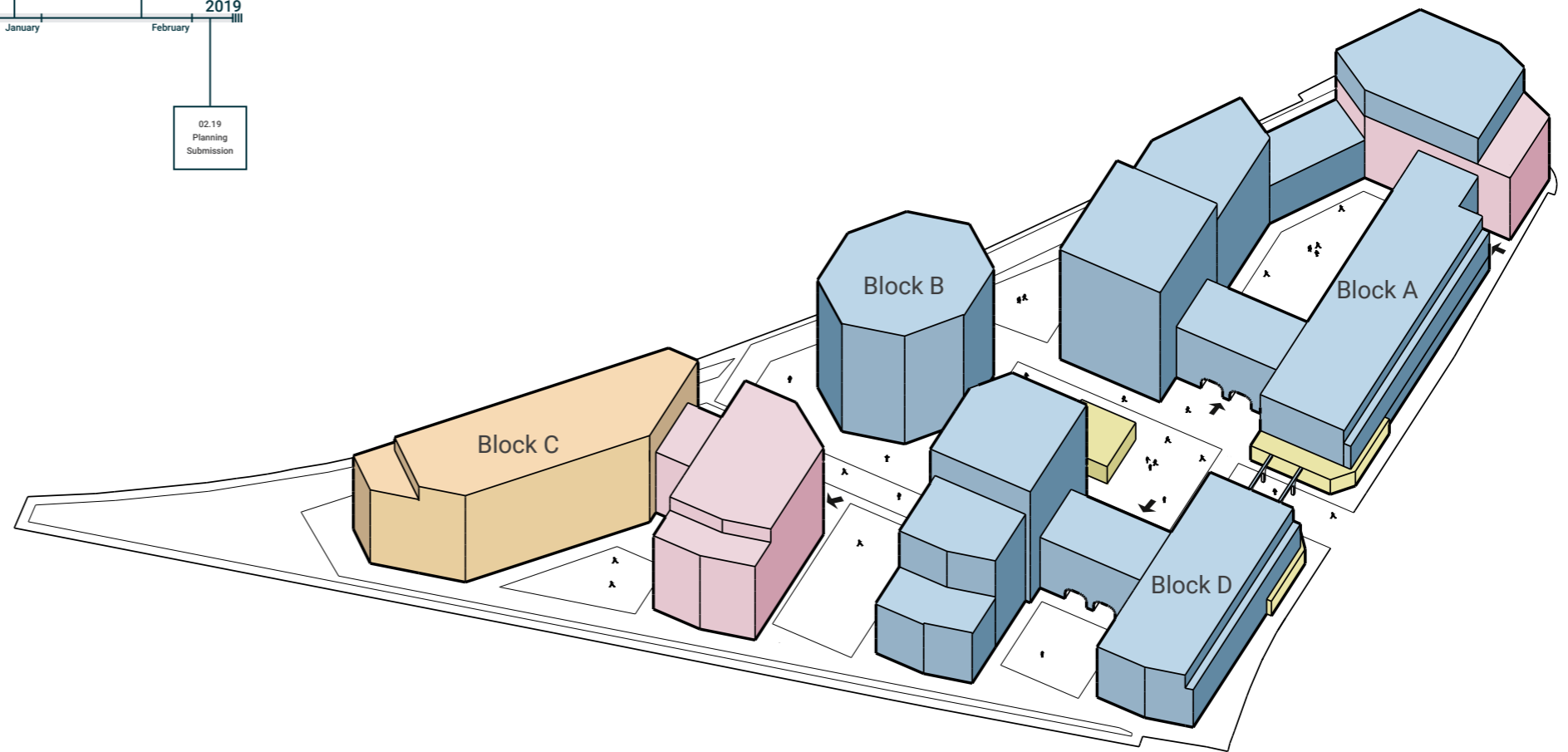
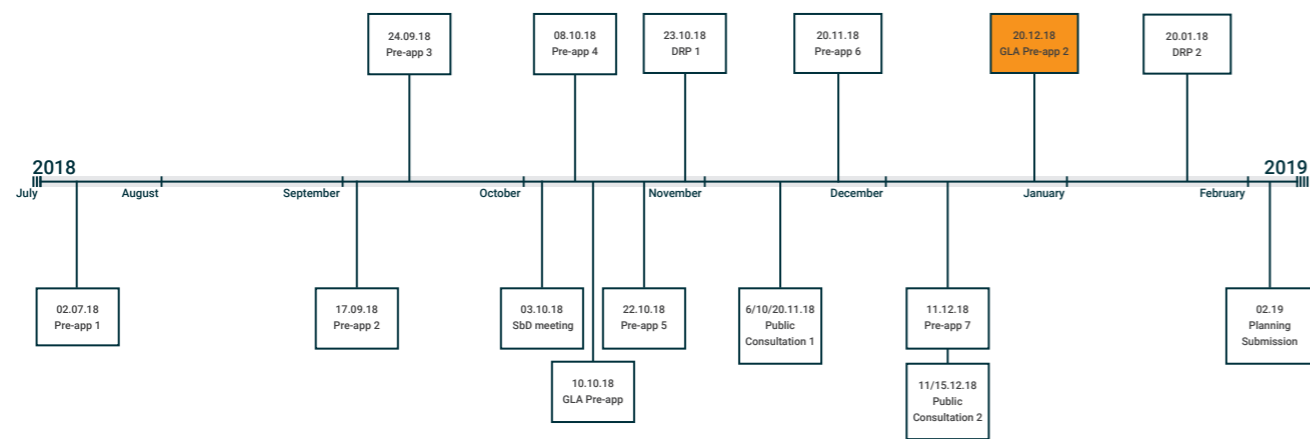
**14** parking spaces (including 2 x car-club spaces)

#### 3.17.3 Comments from GLA pre-application meeting 2

- Concern raised over 4 no. single aspect north facing units.
- Approved of duplex units along internal mews street.
- Understood the role of the pavilion within the new public realm.
- Approved of unit mix.
- Queried whether PV panels had been maximised on roofs.
- Queried whether height could be increased, specifically on the 'marker building' to create more variety in height in the centre of the scheme.

#### 3.17.2 Response to GLA pre-application meeting 2

- Single aspect north facing units removed and designed to have a bay window to provide for views other than just north. Landscaping scheme proposed on the bus depot to improve outlook for these units.
- Where appropriate and efficient PV panels to be included on south facing roof-tops.
- Maintained building heights however detailed the top two floors on the buildings either side of the public square as tops to give more presence to the marker building, block B.





### 3.18 DRP 2: 11th December 2018

#### 3.18.1 Proposals presented at Design review panel 2

**385 units** (35% affordable)  
 1 beds - 152 units (40%)  
 2 beds - 178 units (46%)  
 3 beds - 55 units (14%)

**27,680 sq m (297,954 sq ft)** NIA residential accommodation

**480 sq m (5,167 sq ft)** NIA commercial accommodation

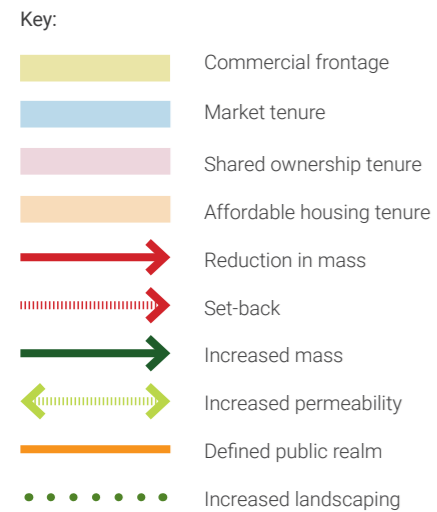
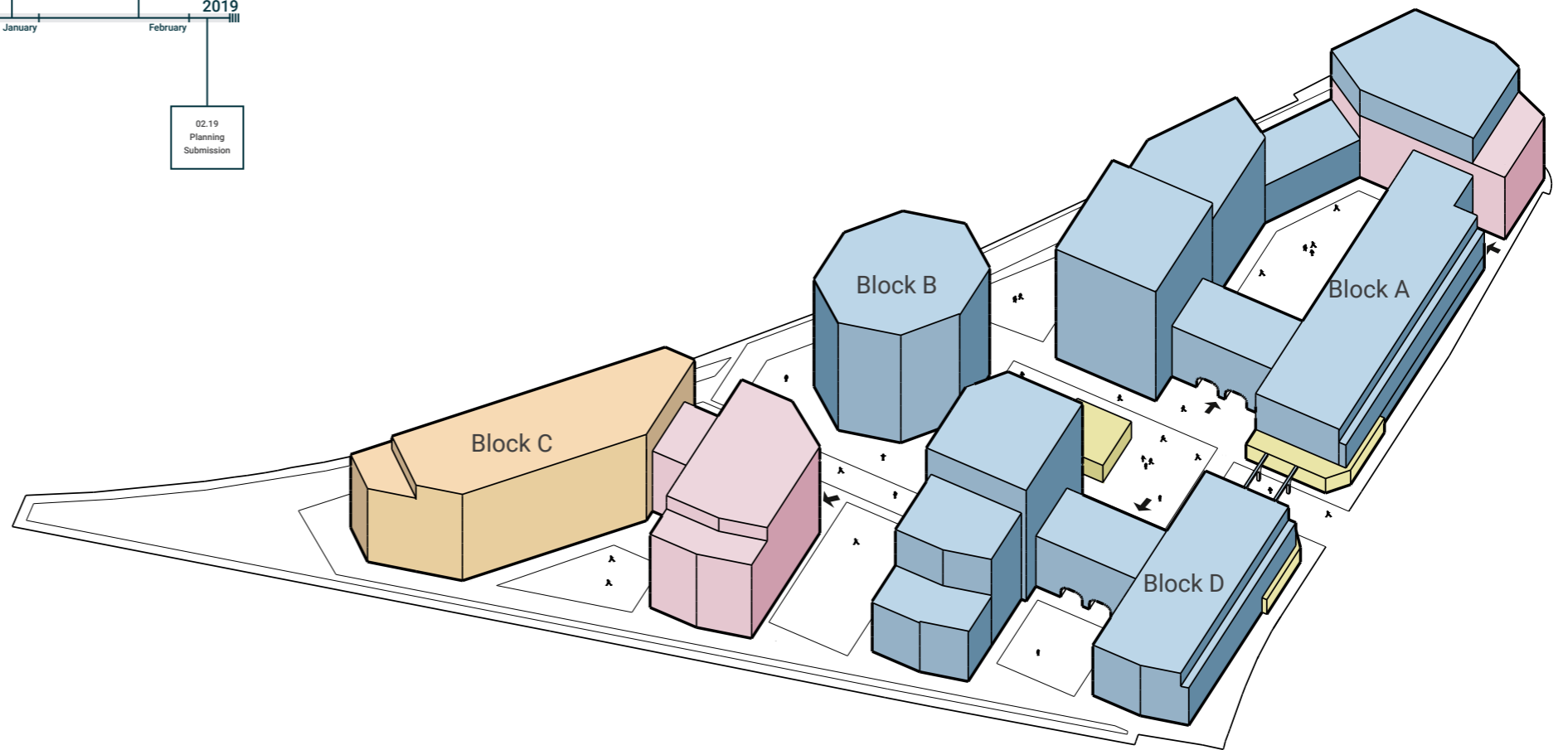
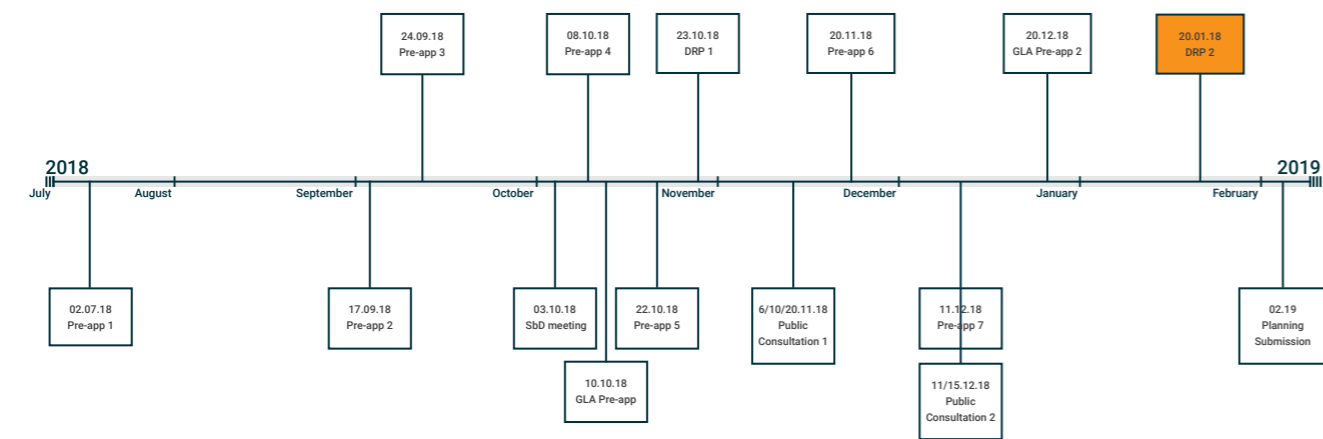
**14** parking spaces (including 2 x car-club spaces)

#### 3.18.2 Comments from Design review panel 2

- View from Manor Grove challenged, the tops of blocks A and D viewed as imposing at end of vista.
- Queried the function of the pavilion.
- Noted that the single aspect north facing units were not acceptable, as GLA.

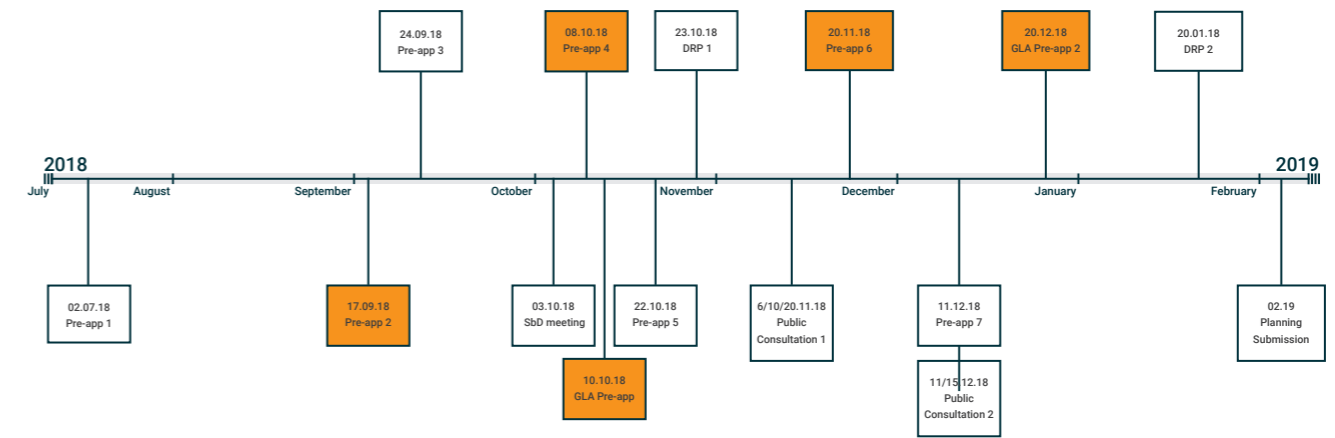
#### 3.18.3 Response to Design review panel 2

- Redesigned the 'courtyard' blocks, including tall elements of blocks A and D to present better from the vista along Manor Road.
- Ratified use of pavilion as community cafe and terrace.
- Single aspect north facing units removed and designed to have a bay window to provide for views other than just north. Landscaping scheme proposed on the bus depot to improve outlook for these units.



### 3.19 Manor Road façade development

Throughout the pre-application process, the detail of the frontage building on Manor Road has been refined, the process of which is documented below.



#### 3.19.1 Pre-application meeting 2

- Buildings designed to appear as a series of townhouses with connecting elements (inset balconies)
- Commercial frontage to stretch along the length of Manor Road
- Street trees proposed along Manor Road

#### 3.19.2 Pre-application 4 and GLA pre-application meeting 1

- Extended mansard along length of Manor Road, with the exception of two brick 'bookends' to signal the entrance to the site
- Increased top storey setback
- Commercial frontage reduced and concentrated at site entrance
- Street trees proposed along Manor Road

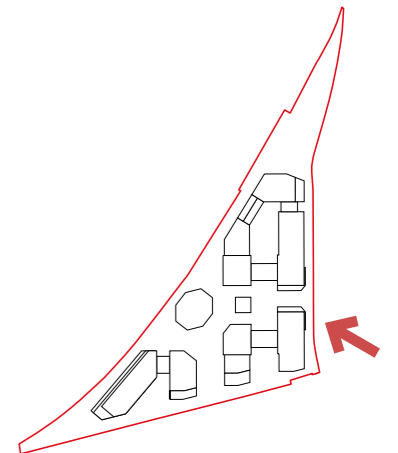
#### 3.19.3 Pre-application meeting 6

- Extended setback the full length along Manor Road
- Created greater separation between townhouse elements and in-set balconies
- Raised ground floor residential apartments above street level to increase sense of privacy
- Street trees proposed along Manor Road



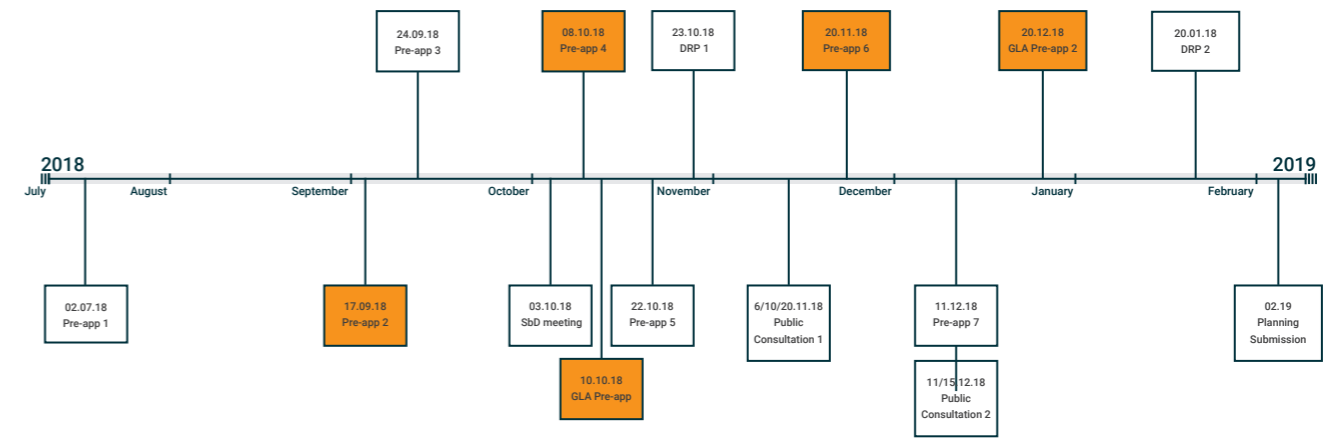
3.19.4 GLA meeting / final pre-application meeting

- Change of material on upper storey
- Changed tone of brickwork to reflect red tones on Manor Road
- Street trees proposed along Manor Road



### 3.20 Development of the marker building form

Throughout the pre-application process, the design of the 'marker' building has been refined, the process of which is documented below.



#### 3.20.1 Pre-application meeting 2

- Form of 'marker' building to provide 'full-stop' at the end of the vista along Manor Grove and across public square
- Chamfered edge to open up views and access to the SW corner of the site

#### 3.20.2 Pre-application 4 and GLA pre-application meeting 1

- Reduced the length of the western elevation along railway to reduce impact of proposals on buildings opposite and to aid better access into the site from the service road

#### 3.20.3 Pre-application meeting 6

- Rationalised form of plan to create a more regular arrangement in response to local building studies of the First Church of Christ Scientist, Sheen Road, Richmond
- Compact plan results in a well proportioned, slender, building form

