



Assael

**D&A**

**Manor Road / Richmond**  
Design Statement - Planning Addendum



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## **1.0 Introduction**

**Design process**

**Final design response**



Kew Gardens

Royal Mid-Surrey  
Golf Club

North Sheen  
Recreational  
Ground

A316 - Lower Richmond Rd

A316 - Lower Mortlake Rd

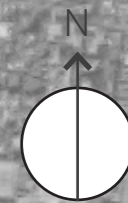
South Western Railway Line

North Sheen Station

Richmond Station

Richmond Green

Richmond Park



## 1.1 The purpose of this document

This Design and Statement Planning Addendum has been prepared to identify and explain the design changes to the planning application ref: 19/0510/FUL & GLA ref 4795.

On behalf of Avanton Richmond Development Ltd, a detailed planning application (ref. 19/0510/FUL) was submitted to the London Borough of Richmond Upon Thames (LBRuT) in February 2019 for the redevelopment of the Homebase store at 84 Manor Road, North Sheen.

The application was considered at LBRuT Planning Committee on 3 July 2019 and was recommended for refusal by LBRuT officers. The Planning Committee resolved that they were minded to refuse the Application in line with the officer's recommendation for six reasons relating to affordable housing; design; residential amenity; living standards; energy; and absence of a legal agreement.

On 29 July 2019 the Mayor issued a Direction pursuant to Article 7 of the Town and Country Planning (Mayor of London) Order 2008 and powers conferred by Section 2A of the Town and Country Planning Act (1990) that he would act as the LPA for the purposes of determining the Application.

Further to the Mayor's direction to take over the Planning Application for his determination, the Applicant, in consultation with the GLA and TfL, has taken the opportunity to review the scheme with the principle aim of increasing the delivery of affordable housing through additional density and addressing other issues raised in the Mayor's Stage 2 Report.

The Amended scheme now proposes a residential-led redevelopment of five buildings of between three and ten storeys. The development will provide 433 residential units (Class C3), flexible retail / community / office uses (Classes A1, A2, A3, D2, B1), a police facility (Use Class B1), a bus layover with driver facilities (Sui Generis Use), car and cycle parking, landscaping, public and private open spaces and other necessary enabling works.

The proposed changes necessitate an amendment to the Applications description of development. The revised description of development is as follows:






Demolition of existing buildings and structures and comprehensive phased residential-led redevelopment to provide residential units (Class C3), flexible retail / community / office uses (Classes A1, A2, A3, D2, B1), a police facility (Use Class B1), a bus layover with driver facilities (Sui Generis Use), provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works.

The amended scheme is referred as the 'Amended Proposed Development' and its previous iteration that was considered at LBRuT Planning Committee in 3 July 2019, is referred to as the 'Original Proposed Development'.








## 1.2 Summary of changes

The key design changes to the previously submitted proposals are listed below:

### Urban design

-  • Commercial frontage extended along Manor Road, towards station.
-  • A reduction to the offset distance between buildings D and C to allow for a change in the design of Building C. (20m to 18m).
-  • Ground floor of Building B reshaped to provide a more defined edge to the public square.
-  • Pavilion removed from the public square.
-  • Redistribution of the massing to create more variety in building heights across site.

### Residential quality

-  • Ground floor dwellings along Manor Road redesigned as dual aspect.
-  • Lower ground and ground floor duplex homes in Buildings C and D removed.
-  • Changes to floor plates across buildings A and D to optimise efficiency and minimise north facing buildings.
-  • Building C redesigned to provide greater overlooking distances in the internal courtyard and improve residential amenity.
-  • Basement size reduced and bins/bikes relocated to ground floor.
-  • Housing tenure mix changed to provide 40% affordable homes by habitable room
-  • Affordable tenures to be split 50/50 between affordable rent and intermediate tenures


### Landscape (covered in greater detail in landscape addendum)

-  • A review of the character of the public square.
-  • An update of on-site play-space provision.
-  • An increase in accessible parking spaces and redistribution across site.
-  • Re-planned home zone in south west corner to include a ball court

### Architecture

-  • Reviewed elevations to increase consistency in detail across the scheme.

### Building E

-  • A new residential building designed on the footprint of the bus layout at the north of the site.



Landscape plan of submitted scheme highlighting changes

## 1.3 Summary of proposals

A summary of the key figures and how they have changed are as follows:

### Original proposed development

1 bed: **153** (40%)  
 2 bed: **177** (46%)  
 3 bed: **55** (14%)

**Total: 385**  
 Affordable percentage: 35%

### Residential areas:

GIA: **35,114 sq m** (377,974 sq ft)

### Commercial areas:

GIA: 480 sq m (5,167 sq ft)

### Ancillary areas:

GIA: 1, 923 sq m (20, 696 sq ft)

### Density:

588 hab rooms per hectare  
 214 dwellings per hectare

### Parking spaces:

12 residential spaces  
 2 car-club spaces

### Cycle spaces:

904 residential spaces  
 24 commercial spaces  
 928 total

### Amended proposed development

Studio: **10** (2%)  
 1 bed: **138** (32%)  
 2 bed: **224** (52%)  
 3 bed: **61** (14%)

**Total: 433**  
 Affordable percentage: 40%

### Residential areas:

GIA: **36,926 sq m** (397,483 sq ft)

### Commercial areas:

GIA: 480 sq m (5,171 sq ft)

### Ancillary areas:

GIA: 1, 536 sq m (16, 529 sq ft)

### Additional areas (police and TFL facilities):

GIA: 40 sq m (433 sq ft)

### Density:

668 hab rooms per hectare  
 241 dwellings per hectare

### Parking spaces:

14 residential spaces  
 2 car-club spaces

### Cycle spaces:

798 residential spaces  
 32 car-club spaces  
 830 total



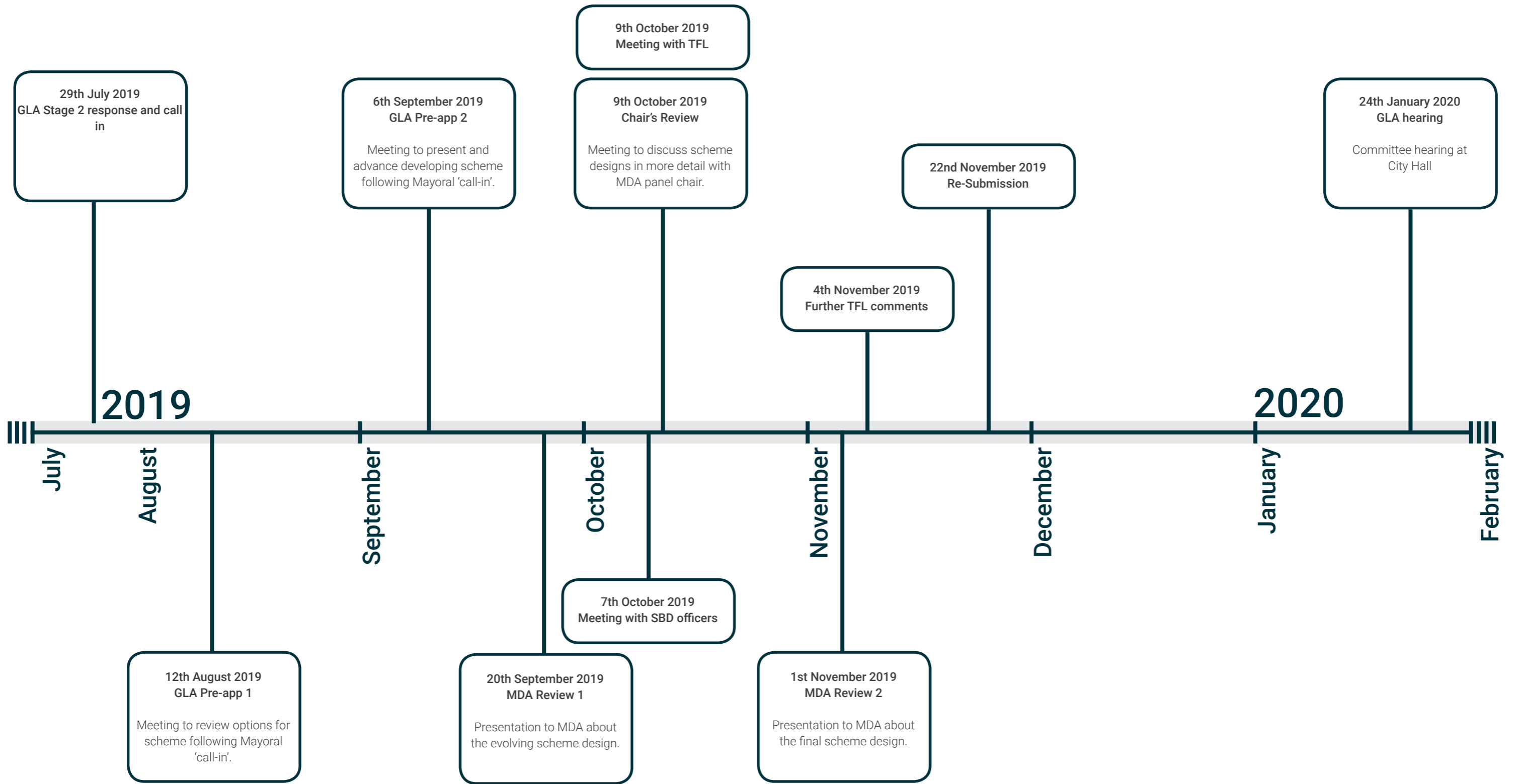


**Introduction**

**2.0 Design process**

**Final design response**

2.1 Design development & consultation



2.2 Original scheme application: 19/0510/FUL

35% affordable tenure by habitable room

Total: 385 new homes

Reasons for refusal LBRuT and GLA Stage 2 Report response

1. Affordable Housing is below the 50% target

Scheme to deliver 35% affordable housing in line with GLA 'fast-track' requirements. Quantum of affordable housing to increase to 40% with grant funding.

2. Design and layout of proposed scheme is deemed too large and visually intrusive and detrimental to the surrounding context.

The broad layout principles of repairing the street frontage along Manor Road, with perimeter buildings being oriented north-south around a central public square is supported. The heights and massing strategy responds positively to the existing low-rise context, with the scale dropping down to respect neighbouring properties along the south and eastern edges. Given the context and the sensitive design approach taken by the applicant, the heights and massing is considered to be acceptable.

3. Impact of surrounding properties in terms of residential amenity considered to be harmful. Not enough information provided to suggest otherwise.

4. Living standards, including offset distances, internal daylight levels and overheating within flats considered inadequate.

**There are single aspect dwellings that should be designed out of the scheme, as they present a concern in terms of outlook and overall residential quality.**

Internal layouts should be provided to ensure that all dwellings will provide liveable environments with good access to natural daylight. The application is supported by an assessment which confirms that 93% of the rooms tested will either meet or exceed the recommended ADF targets. The application states that the floor to ceiling heights are all 2.65 metres high. This is welcomed.

5. Energy strategy, further information required on PV provision and Heat Pumps to satisfy 35% reduction in emissions in line with policy targets.

The Energy Hierarchy has been followed; the proposed strategy is generally supported; however, the applicant should submit additional information to ensure compliance with the London Plan policies.

6. Legal agreements to be clarified.

A contribution of £420,000 towards pedestrian and cycle works to Manor Circus must be secured, along with potential mitigation for bus services. Other mitigation required through s106 obligations and conditions.



**Key:**

- Original massing
- Optimised massing
- Additional massing

### 2.3 GLA Meeting 1: 12th August 2019

#### Proposals presented at post-call in meetings

- Optimise buildings A and C, maximising dwellings per core and minimising number of 'oversized' apartment.
- Propose new building (E) on the footprint of the bus depot.
- 40% affordable tenure (by hab. room) with grant funding - LAR.
- 50/50 affordable rent / shared ownership tenures.
- Anticipate + 10-15 homes within optimised buildings
- Anticipate + 30-40 homes within Building E

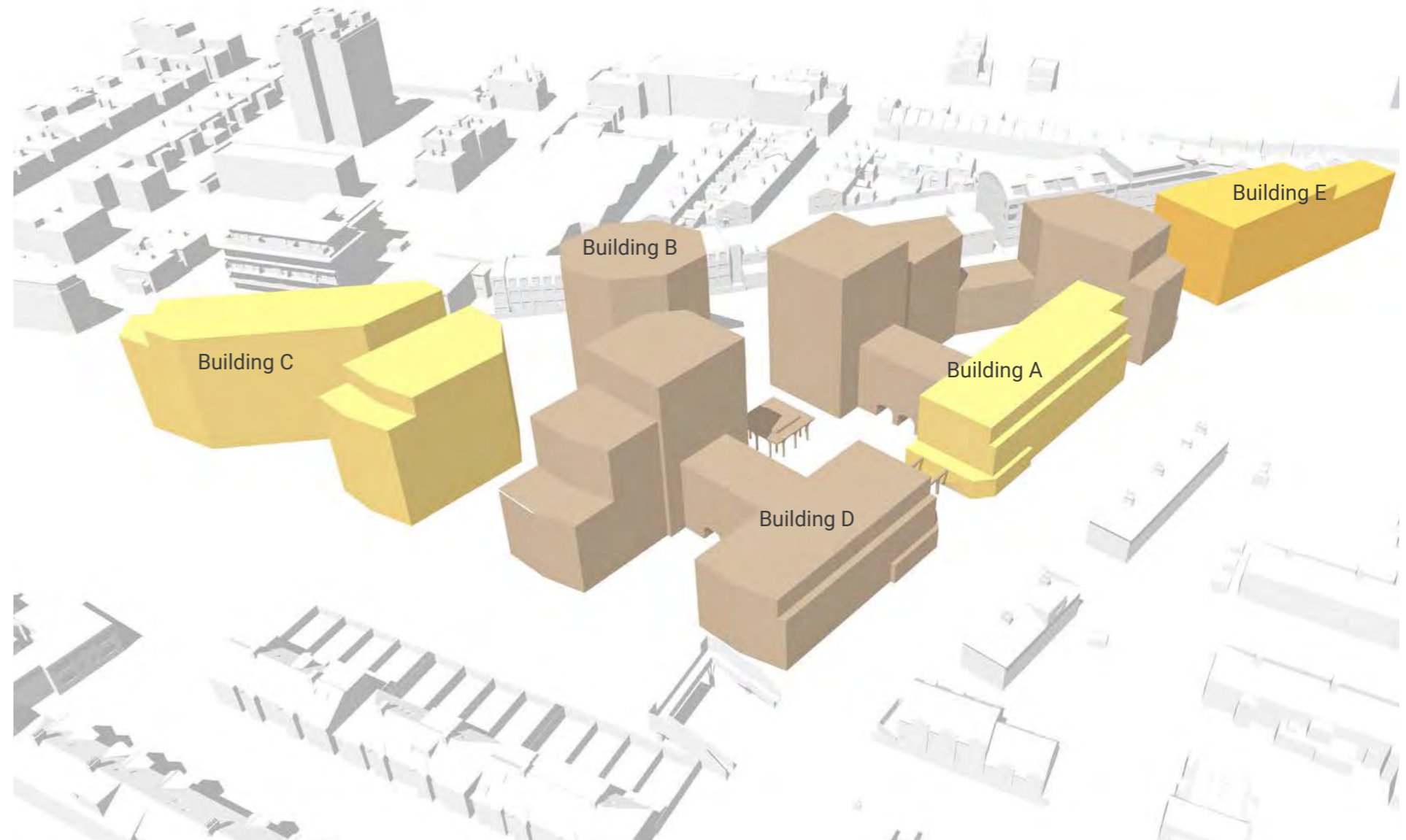
Total: 435-425 new homes

#### Comments from post-call in meeting




- Progress scheme options with and without grant funding to demonstrate affordable totals of 35% and 40% (inclusive of grant).
- Incorporate police facility (20sqm. minimum area) into scheme
- Continue to review optimisation of floor plates to maximise efficiency of existing buildings on site.
- Building heights to remain consistent with planning application.

#### Response to post-call in meeting

- Allocate affordable tenures across scheme to include Building E and provide up to 40% affordable homes by habitable room.
- Include police facility in the base of building E.
- Review floor plates in buildings A and D.
- Redesign building C to provide greater efficiency in this building, improve offset distances between flats and increase residential amenity.
- Maintain building heights. Building E to be G+4 storeys.



#### Key:

-  Original massing
-  Optimised massing
-  Additional massing

## 2.4 GLA Meeting 2: 6th September 2019

### Proposals presented at post-call in meetings

- Optimise buildings A, C and D, maximising dwellings per core and minimising number of 'oversized' dwellings (by 74% across affordable buildings).
- Propose new building (E) on the footprint of the bus depot.
- 40% affordable tenure (by hab. room) with grant funding - LAR.
- 50/50 affordable rent / shared ownership tenures.
- Anticipate + 25 dwellings within optimised buildings
- Anticipate + 29 dwellings within Building E

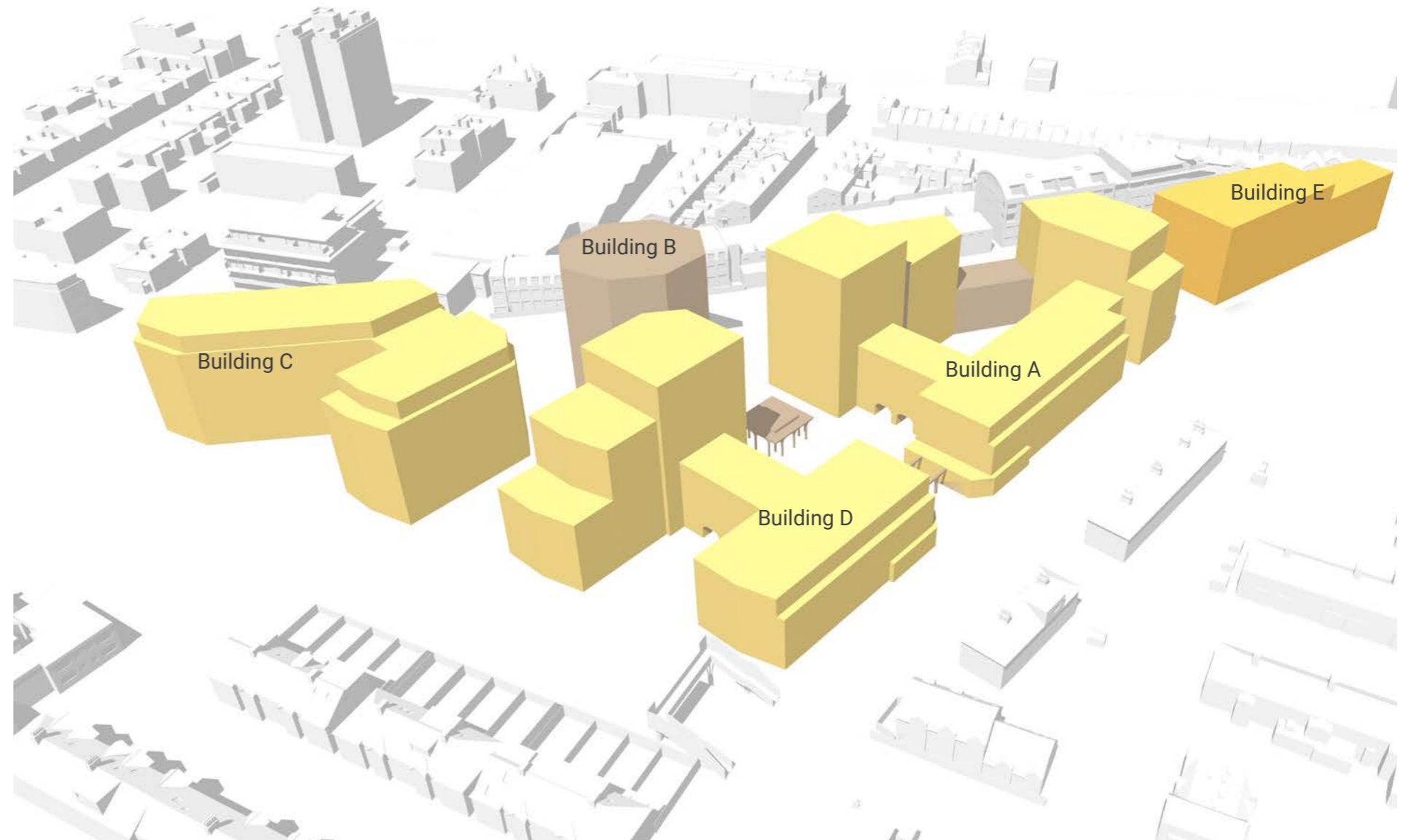
Total: 439 new homes.

### Comments from post-call in meetings

- Review overlooking distances across scheme.
- Review location and size of residential entrances, particularly on Building E.
- Review the quality of the apartments in Building E in relation to air quality/noise and vibration from buses below.
- Create more active frontage along manor Road in Building E.

### Response to post-call in meetings

- Ensure overlooking distances of 18m are achieved in most instances across site. Re-design building E to provide generous courtyard splay and increase distance between apartments.
- Revise entrance to Building E, increase size of residential lobbies.
- Propose 400mm thick slab above bus depot to provide mitigation from vibration of buses below.
- Review various ground floor arrangements for the buses to reduce number of apartments above buses and create more active frontage along Manor Road.



### Key:

- Original massing
- Optimised massing
- Additional massing

### 2.5 MDA Meeting 1: 20th September 2019

#### Proposals presented at MDA presentation 1

- Optimised existing massing including significant adjustments to building C
- Propose new building (E) on the footprint of the bus depot.
- 40% affordable tenure (by hab. room) with grant funding - LAR.
- 50/50 affordable rent / shared ownership tenures.

#### Residential totals (combined):

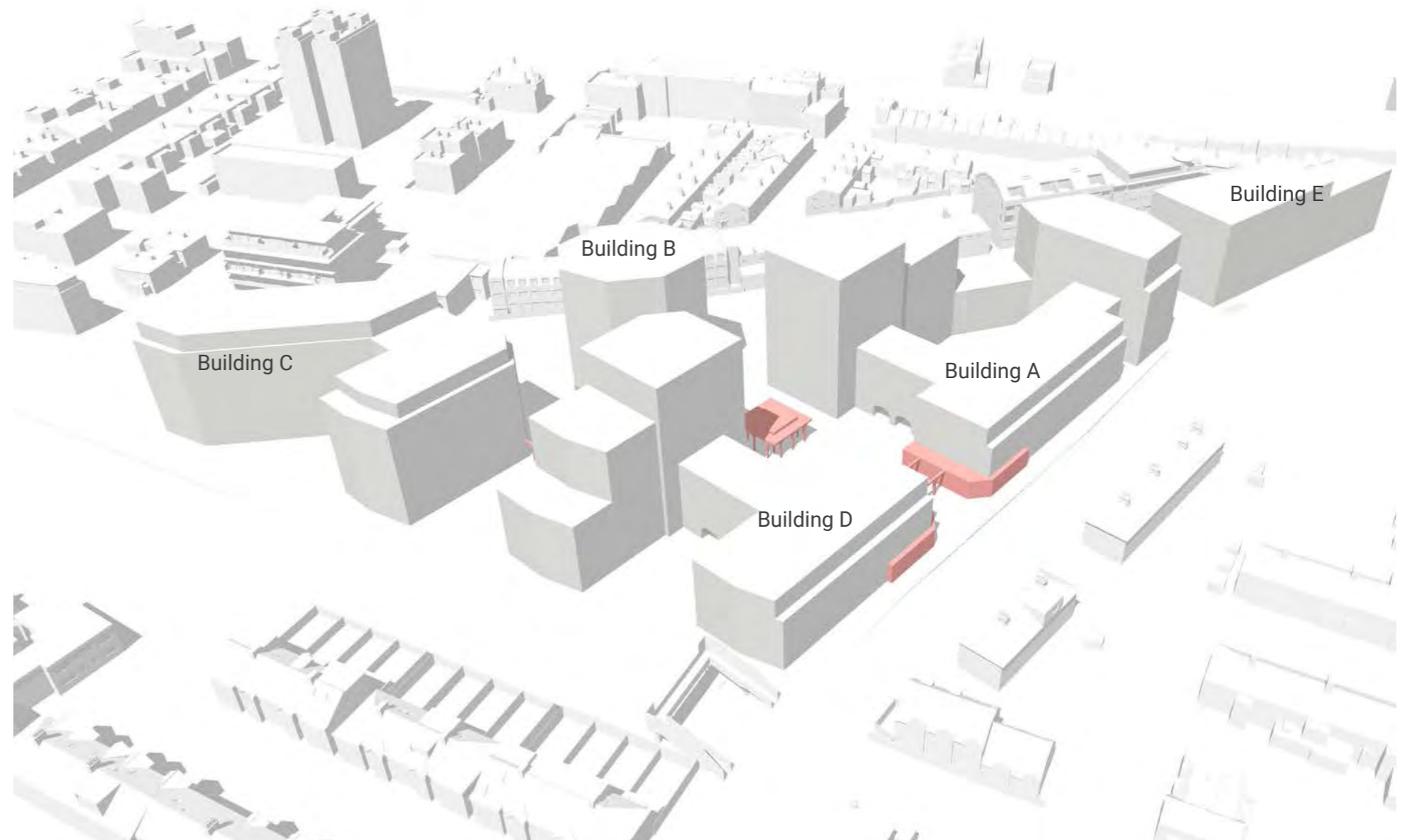
1 bed:	167 (38%)
2 bed:	206 (47%)
3 bed:	66 (15%)

#### Total: 439 dwellings

Residential areas:	GIA: 37, 516 sq m (399, 193 sq ft)
Commercial areas:	GIA: 557 sq m (5,996 sq ft)
Percentage of dual aspect dwellings:	58%

#### Comments from MDA Review 1

- The panel felt in general, the height of development could be acceptable in relationship to the wider context, but that the quality of residential accommodation and amenity spaces can be improved.
- Panel noted that having a clear approach to the hierarchy of the buildings and their relationship to the public spaces could create a more coherent urban design.
- The panel would encourage the design team to reconsider the visual dominance of the scheme in views from Manor Grove.
- A clear vision for the public and communal space, and quality of life for residents, will be essential as the basis for a successful scheme.
- The panel noted that the distribution of residential tenures across the site does not seem acceptable.
- Every effort should be made to create dual aspect homes along Manor Road.
- In general, the panel would encourage further work to minimise the number of single aspect residential dwellings across the scheme.
- The panel felt that simplifying the architectural expression would benefit the scheme, as well as making it more resilient to the construction process, to ensure it can be built well.
- At a detailed level, the panel would like to understand the rationale for placement of balconies –and the way they relate to spaces within the masterplan.
- The panel's view is that bus parking would create less negative impacts if distributed on streets in and around the site – whilst the scheme could still provide the necessary driver facilities.
- It would also be helpful to consider how the bus depot could be converted for alternative uses, if it becomes obsolete in the long term.



#### Key:

<span style="display: inline-block; width: 15px; height: 15px; background-color: #cccccc; border: 1px solid #000;"></span>	Proposed residential accommodation
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MDA Comments

Our response

**Urban design / Layout**

The MDA panel requested more clarity on the hierarchy of the proposed buildings.

The panel suggested the axial view along Manor Grove could be overbearing and the scale of the three central buildings should be reviewed.

The panel requested further rationale on the form of Building B.



**Urban design / Layout**

Massing changed to minimise dominance of the central three buildings flanking the central square.

Changes include;

- Increasing Buildings B and C (core A) by 1 storey
- Decreasing Buildings A (core D) and D (core B) by 1 storey
- Removing the pavilion from central square
- Re-planning public square as a softer and more private amenity space for residents.
- Extend commercial frontage along Manor Road to address station better.
- Changing the form of the base of Building B to create a more defined edge to the central square.

Building B to be chamfered to minimise impact on neighbouring properties and direct pedestrian movement towards the south west corner of the site.

View from Manor Grove

**Residential accommodation**

The MDAs questioned whether the affordable tenures could be distributed better across site.

The panel questioned whether more dwellings could become dual aspect.

The panel questioned the quality of the new residential homes and requested further information on their layouts.

The panel questioned the homes along Manor Road, whether these could become dual aspect or duplexes.



**Residential accommodation**

Affordable homes contained within specific buildings, which is the preference of the RP housing association.

Affordable locations determined by the phasing strategy, with affordable buildings being delivered first.

Flat layouts to be designed and tested to ensure high quality accommodation.

- Removed duplex dwellings in Buildings C and D (Lower ground floor)

Homes along Manor Road addressed by;

- Ground floor dwellings on Manor Road in building D replaced by commercial area.
- Ground floor dwellings on manor Road in building A replaced by duplex dwellings.

**Phase 1**  
Building E and temporary relocation of bus depot. Affordable rent building (32 homes).

**Phase 3**  
Building A delivered (141 homes).

**Phase 4**  
Building B delivered (56 homes).

**Phase 2**  
Buildings C and D. Remaining affordable rent and intermediate flats completed (117 homes) and first private dwellings delivered (90 homes).

Ground floor plan issued for planning Feb 19'      Proposed duplexes along Manor Road





**Architecture**

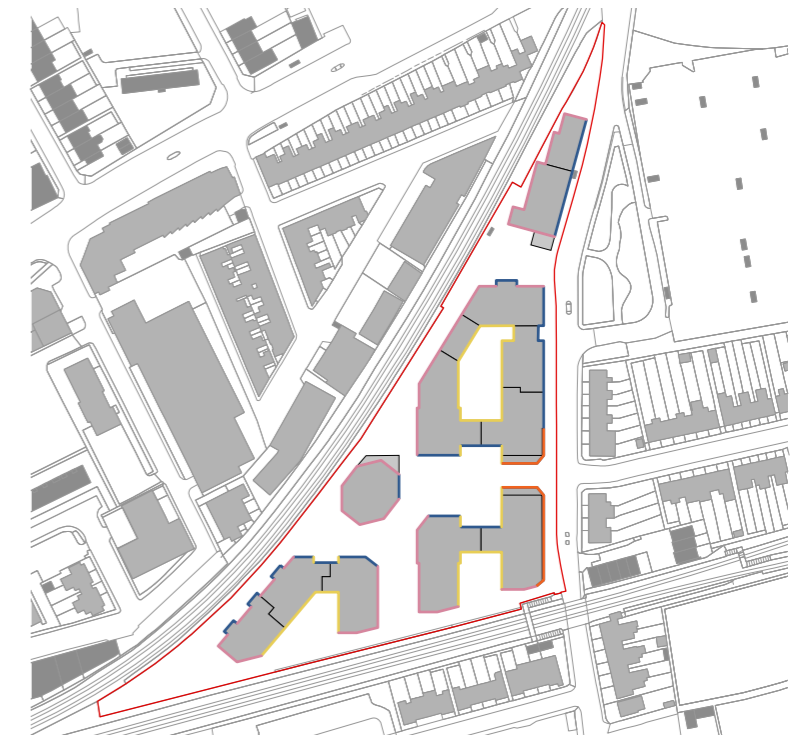
The panel made a comment that the architecture could be calmer. Façade hierarchies to be established. Placement of balconies / windows to respond to apartment layouts.



**Architecture**

Façade hierarchy to be established across elevations.

-  Type A: Internal courtyard facade
-  Type B: Context facing façade
-  Type C: Manor Road and Public realm / Bay windows and winter-gardens
-  Commercial frontage



**Building E**

The panel challenged whether the buses could be re-located off-site

The panel noted that the building E would require a significant redesign if the buses are to remain on site.

The panel suggested that alternative uses for the bus layover should be explored in the event of the buses no longer having requirement to park on site.



**Building E**

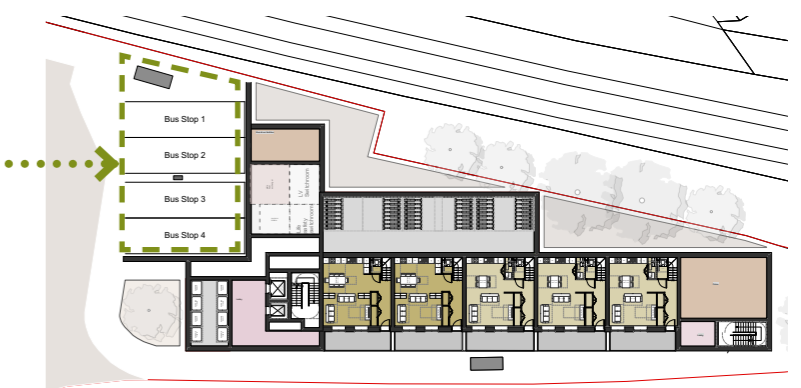
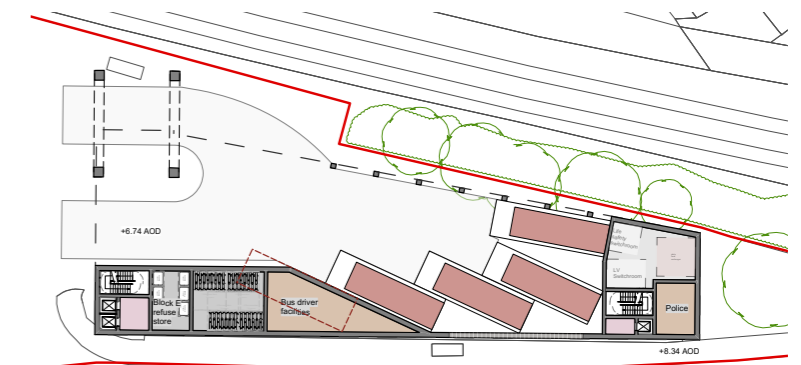
In response to consultation with TfL Building E is to progress based on a design accommodating;

- Minimum 4 x bus parking spaces
- Bus driver facilities
- New police facility

Building E re-designed to remove buses from undercroft

New residential frontage proposed along Manor Road to create active frontage along street.

In the event of the buses being relocated in future, their parking bays can be easily reassigned to landscape.





## 2.6 Chair's Review: 9th October 2019

### Proposals presented at Chair Review

- Revised proposal for building (E) on the footprint of the bus depot.
- 40% affordable tenure (by hab. room) with grant funding - LAR.
- 50/50 affordable rent / intermediate tenures. (intermediate tenure to be split between London living rent and shared ownership).
- Extended commercial frontage along Manor Road
- Adjusted storey heights to create more variety in the massing

Residential totals (combined):

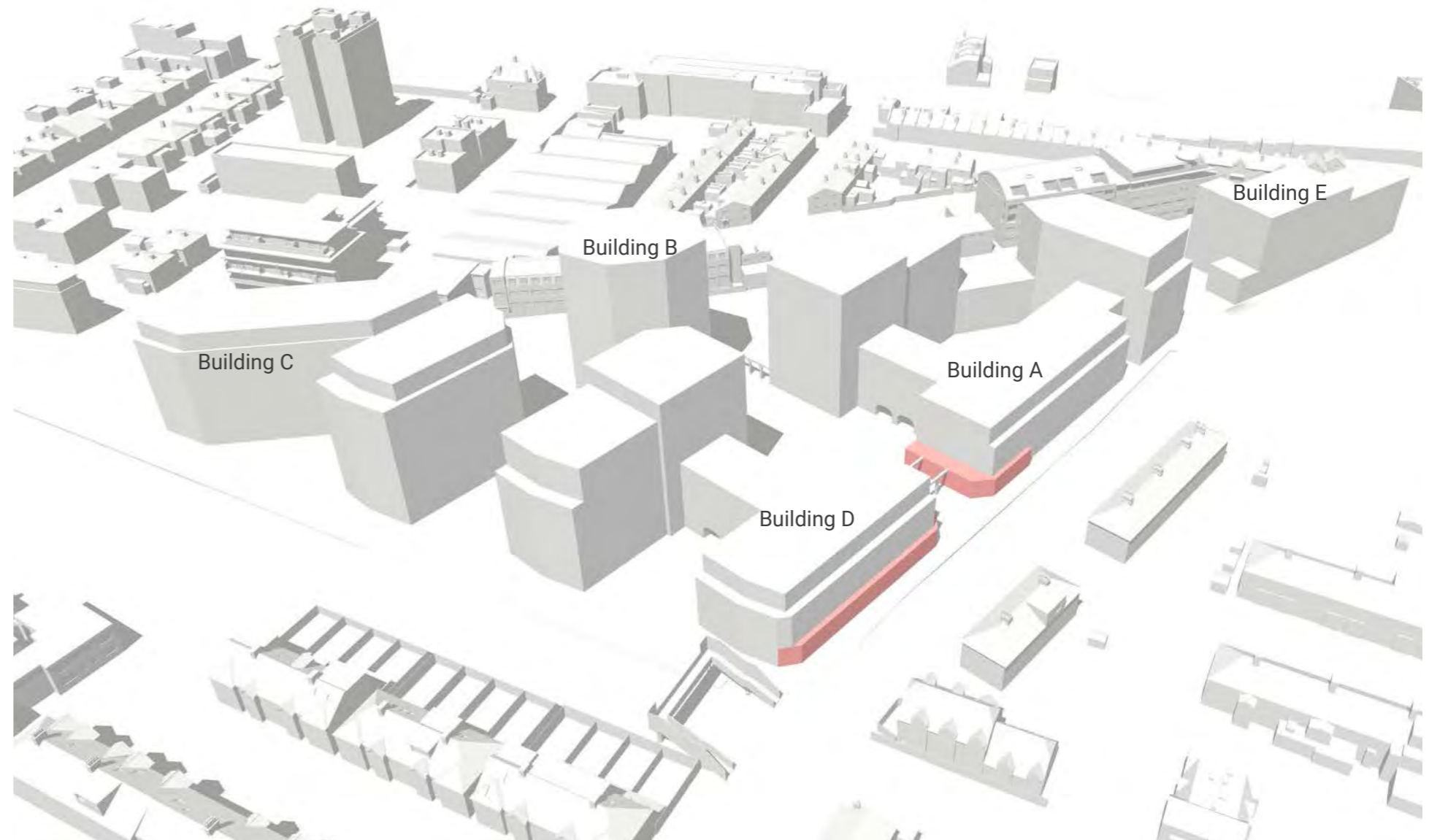
Studio	6	(1%)
1 bed:	139	(32%)
2 bed:	220	(51%)
3 bed:	69	(16%)

**Total: 434 dwellings**

Residential areas:	GIA: 37, 532 sq m (399, 364 sq ft)
Commercial areas:	GIA: 557 sq m (5,996 sq ft)
Percentage of dual aspect dwellings:	58%

### 2.6.1 Comments from the Chair's Review

- The Chair felt that some progress had been made in adjusting the massing of the scheme, particularly where the two buildings framing the main space at the heart of the development have reduced in height.
- Consider whether it is appropriate to place the tallest building, Building B, in alignment with Manor Grove. This creates the impression of a 'grand axis', exaggerating the scale of the development, whereas an informal character could be preferable.
- The Chair supports the location of the site entrance, and the arrangement of commercial uses fronting Manor Road between it and the station.
- Omission of the pavilion previously shown in the main space is also a positive move. A clearer vision for the character and function of this main space is needed.
- The Chair would encourage a more landscape-led approach to the masterplan, with careful thought about how buildings frame spaces.
- It is essential that the scheme is perceived to be equitable between tenures.
- The Chair encouraged the design team to explore the potential for two interlinked landscaped spaces with different characters: the main space at the entrance to the site; and a more intimate, but equally high quality space, adjacent to Building C.
- Every effort should be made to minimise single aspect homes.
- Technical assessments will be needed to determine how the design should mitigate impacts from the railways.
- As work continues to refine the residential layouts, windows should be positioned where they are workable for the dwelling layouts, especially if they are full height.
- The Chair noted that the quality of the accommodation in Building E will have some positive characteristics, but it would be more acceptable if allocated for private sale or private rent.



Key:

- Proposed residential accommodation
- Proposed commercial accommodation

Comments

Urban design / Layout

Consider whether it is appropriate to place the tallest building, Building B, in alignment with Manor Grove.

The Chair encourages a more landscape-led approach to the master plan.

All residential entrances should be equitable and accessed from the public realm.

The chair encouraged the design team to explore the potential for two interlinked landscaped spaces with different characters: the main space at the entrance to the site; and a more intimate, but equally high quality space, adjacent to Building C.



Our response

Urban design / Layout

Studies undertaken to assess the impact of the massing in sensitive views along Manor Road and from Manor Grove.

- Option A has significant impact on the view from Manor Grove
- Option B has less impact on Manor Grove and Manor Road, with massing located centrally on site
- Option C has significant impact on views along Manor Road.



Studies showing massing and height distribution - Option 1: tallest building Building A

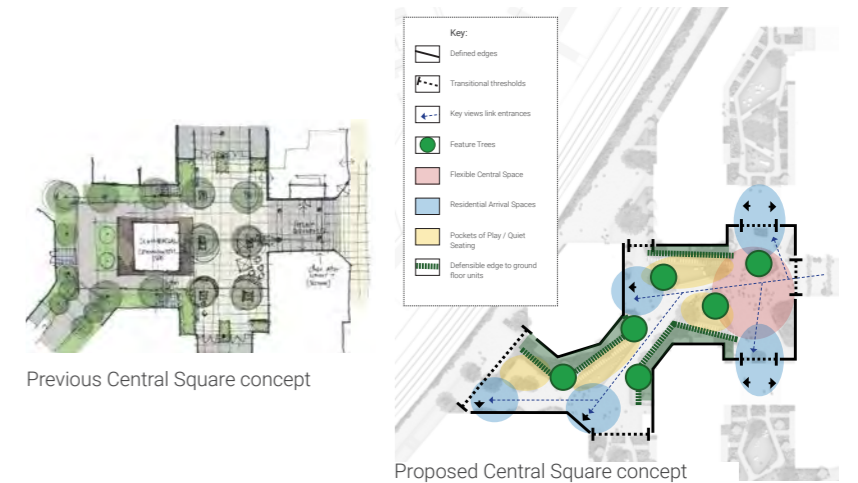


Studies showing massing and height distribution - Option 2: tallest building Building B

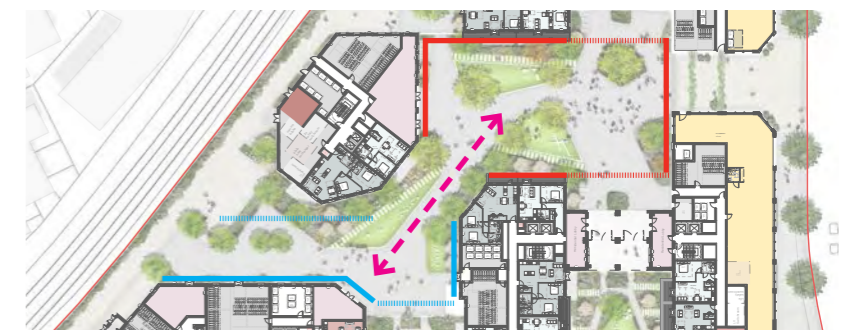


Studies showing massing and height distribution - Option 3: tallest building Building C

- Reviewed landscape design to ensure all residential entrances are adjacent to public realm
- Reviewed character of the public square / in response to removal of pavilion



- Re-shaped the ground floor of Building B to create a more defined edge to the public square
- Created two pockets of high quality public realm to link the south west corner into the main central square
- Reviewed location of parking spaces (14 in total plus 2 car club spaces).



- Improved connection from south west corner to entrance to site near the station (linked communal gardens)
- Re-planned home zone in south west corner to include a ball court



**Residential accommodation**

Every effort should be made to minimise single-aspect dwellings.

As the elevation design progresses windows should be positioned where they are workable for the dwelling layouts, especially if they are full height.

Chair considers the single aspect, north facing dwelling in Building A to not be adequately resolved; quality of this space needs to be explored.

Technical assessments to be undertaken on ground floor apartments to ensure they perform well in terms of daylight and overheating.



**Residential accommodation**

Reviewed Building A layout to minimise north facing dwellings (created large bay window in remaining single aspect)

- Internal view of single-aspect north-facing unit explored to demonstrate internal day lighting levels.

Reduced size of basement (which now only accommodates the cold-water tanks)

Reviewed ground floor layout to accommodate bin and bike stores at ground floor level.

Bins and bike stores located in unsuitable residential positions.



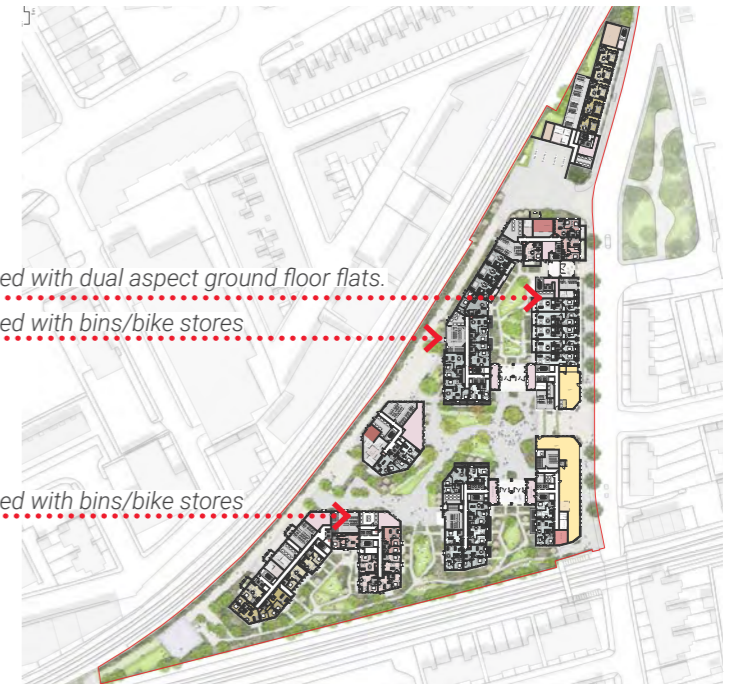
Reduction in single aspect north facing units to maximise dual aspect units. Remaining units to have projecting living/dining rooms to benefit from triple aspect views.



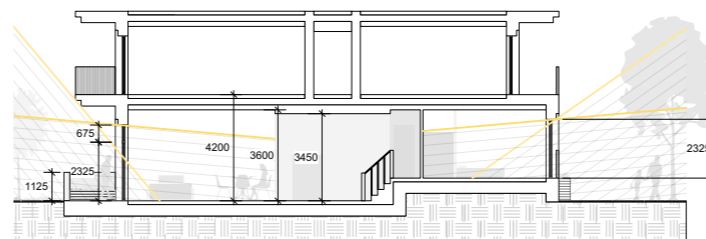
Replaced with dual aspect ground floor flats.

Replaced with bins/bike stores

Replaced with bins/bike stores



Ground floor apartments on Manor Road (in Buildings A and E) redesigned to be dual aspect. In Building A these apartments are accessed via the courtyard.



Revised section through ground floor apartment on Manor Road



Previous proposal

Revised proposal