

Assael



**D&A**

**Manor Road / Richmond**  
Design and Access Statement Addendum

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## **1.0 Introduction**

**Design process**

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**Access**

Introduction



Kew Gardens

Royal Mid-Surrey  
Golf Club

North Sheen  
Recreational  
Ground

A316 - Lower Richmond Rd

South Western Railway Line

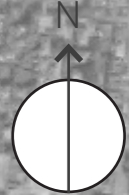
A316 - Lower Mortlake Rd

North Sheen Station

Richmond Station

Richmond Green

Richmond Park



## 1.1 The purpose of this document

This Design and Access Statement Addendum has been prepared by Assael Architecture on behalf of Avanton Richmond Development Ltd ('the Applicant') following further amendments to the proposed scheme for the redevelopment of the Homebase store at 84 Manor Road, North Sheen ('the Site').

A planning application for the redevelopment of the Site was submitted to the London Borough of Richmond Upon Thames (LBRuT) in February 2019 (ref. 19/0510/FUL) (the 'Original Proposed Development'), and was considered at LBRuT Planning Committee on 3 July 2019. The Planning Committee resolved that they were minded to refuse the Application, however on 29 July 2019 it was confirmed that the Mayor of London would act as the local planning authority for the purposes of determining the application.

### Proposed amendments

Following review of LBRuT's reasons for refusal and discussions with Officers at the Greater London Authority (GLA) and Transport for London (TfL), the Applicant sought 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. Initial scheme amendments were submitted in November 2019 ('the November 2019 Amendments') and increased the overall number of homes by 48, primarily through the introduction of a new residential building known as Building E. Following further discussions with the GLA and TfL, it was subsequently agreed that further revisions should be explored in order to deliver an improved scheme, without the need for this additional building.

The proposed changes are described in detail in the accompanying Design and Access Statement Addendum, however, of particular note is the increase in residential homes from 385 within the Original Proposed Development to 453 within the Amended Proposed Development. This increases the total number of affordable homes by 39 to a total of 173 (40% by habitable room, taking account of grant funding, increased from 35% as originally submitted). This increase in homes and the higher affordable housing provision has been achieved principally through amendments to the height and internal layout in appropriate locations across the Site.


The proposed changes necessitate an amendment to the Application's description of development. The revised description of development (hereafter referred to as the 'Amended Proposed Development') is as follows:

*Demolition of existing buildings and structures and comprehensive phased residential-led redevelopment to provide 453 residential units (of which 173 units will be affordable), flexible retail, community and office uses, provision of car and cycle parking, landscaping, public and private open spaces and all other necessary enabling works.*








## 1.2 Summary of changes

As a result of the proposed changes, this Design and Access Statement Addendum has been prepared in order to assess the Amended Proposed Development. By way of summary, the Amended Proposed Development includes the following changes:




### Urban design

-  The commercial frontage along Manor Road has been extended towards North Sheen station
-  Offset distances between buildings have been reviewed to allow for 18m offsets between buildings and an improved design for Building C
-  The ground floor of Building B has been reshaped to provide a more defined edge to the public square
-  The pavilion has been removed from the public square
-  The massing of the development has been redistributed to enable more variety in building heights across the site





### Residential quality

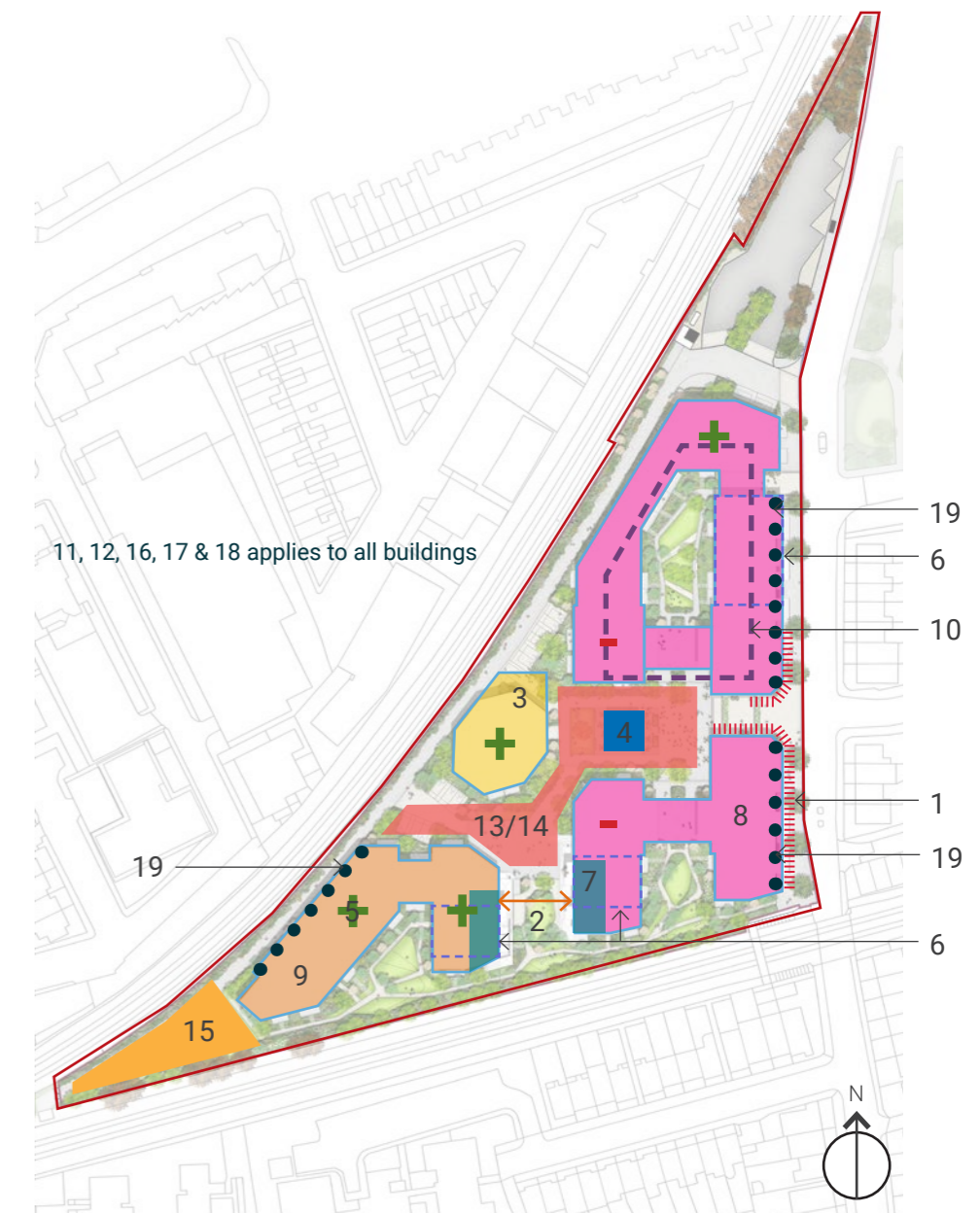
-  Ground floor dwellings in Buildings A, C and D redesigned as dual-aspect
-  Lower ground and ground floor duplexes in Buildings C and D removed
-  Floorplates across Buildings A and D have been optimised to improve efficiency and minimise north-facing apartments
-  Building C has been redesigned to provide greater overlooking distances in the internal courtyard and to improve residential amenity
-  Basement size has been reduced and bins/bikes relocated to ground floor
-  Housing tenure mix has changed to provide 40% affordable homes by habitable room
-  Affordable tenures to be split 52/48 between affordable rent and intermediate tenures respectively

### Landscape (covered within the landscape addendum)

-  Character of the public square reviewed
-  Accessible parking spaces increased and redistributed across the site
-  On-site play space provision updated, including a ball court in the SW corner

### Architecture

-  Material palette reviewed to provide greater definition to details and to reflect the context
-  Established an elevation hierarchy with emphasis placed on the elevations along Manor Road, fronting the neighbourhood square and facing the Sheendale Road Conservation Area
-  In response to the MDA panel, all elevations have been checked for consistency and 'calmness'
-  Top floor set-back' on Buildings A, C and D reviewed to appear less dominant and 'lighter'



Plan of original proposed development highlighting areas of change made to the scheme through the November 2019 Amendments and the Amended Proposed Development.

1.3 Summary of proposals

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

Original proposed development	November 2019 amendments	Amended proposed development
1 bed: <b>153</b> (40%)	Studio: <b>10</b> (2%)	Studio: <b>30</b> (6.6%)
2 bed: <b>177</b> (46%)	1 bed: <b>138</b> (32%)	1 bed: <b>143</b> (31.6%)
3 bed: <b>55</b> (14%)	2 bed: <b>224</b> (52%)	2 bed: <b>246</b> (54.3%)
	3 bed: <b>61</b> (14%)	3 bed: <b>34</b> (7.5%)
<b>Total: 385</b> 134 homes Affordable percentage: 35%	<b>Total: 433</b> 171 homes Affordable percentage: 40%	<b>Total: 453</b> 173 homes Affordable percentage: 40%
<b>Residential areas:</b> GIA: <b>35,114 sq m</b> (377,974 sq ft)	<b>Residential areas:</b> GIA: <b>36,926 sq m</b> (397,483 sq ft)	<b>Residential areas:</b> GIA: <b>37,249 sq m</b> (400,955 sq ft)
<b>Commercial areas:</b> GIA: 480 sq m (5,167 sq ft)	<b>Commercial areas:</b> GIA: 480 sq m (5,171 sq ft)	<b>Commercial areas:</b> GIA: 495 sq m (5,324 sq ft)
<b>Ancillary areas:</b> GIA: 1,923 sq m (20,696 sq ft)	<b>Ancillary areas:</b> GIA: 1, 536 sq m (16,529 sq ft)	<b>Ancillary areas:</b> GIA: 1, 631 sq m (17,557 sq ft)
<b>Density:</b> 588 hab rooms per hectare 214 dwellings per hectare	<b>Density:</b> 668 hab rooms per hectare 241 dwellings per hectare	<b>Density:</b> 661 hab rooms per hectare 252 dwellings per hectare
<b>Parking spaces:</b> 12 residential spaces 2 car-club spaces	<b>Parking spaces:</b> 12 residential spaces 2 car-club spaces	<b>Parking spaces:</b> 12 residential spaces 2 car-club spaces
<b>Cycle spaces:</b> 904 residential spaces 24 commercial spaces 928 total	<b>Cycle spaces:</b> 798 residential spaces 32 car-club spaces 830 total	<b>Cycle spaces:</b> 800 residential spaces 36 short stay spaces 6 commercial spaces 842 total
	<b>Additional areas:</b> (Police and TFL facilities): GIA: 40 sq m (433 sq ft)	



**Introduction**

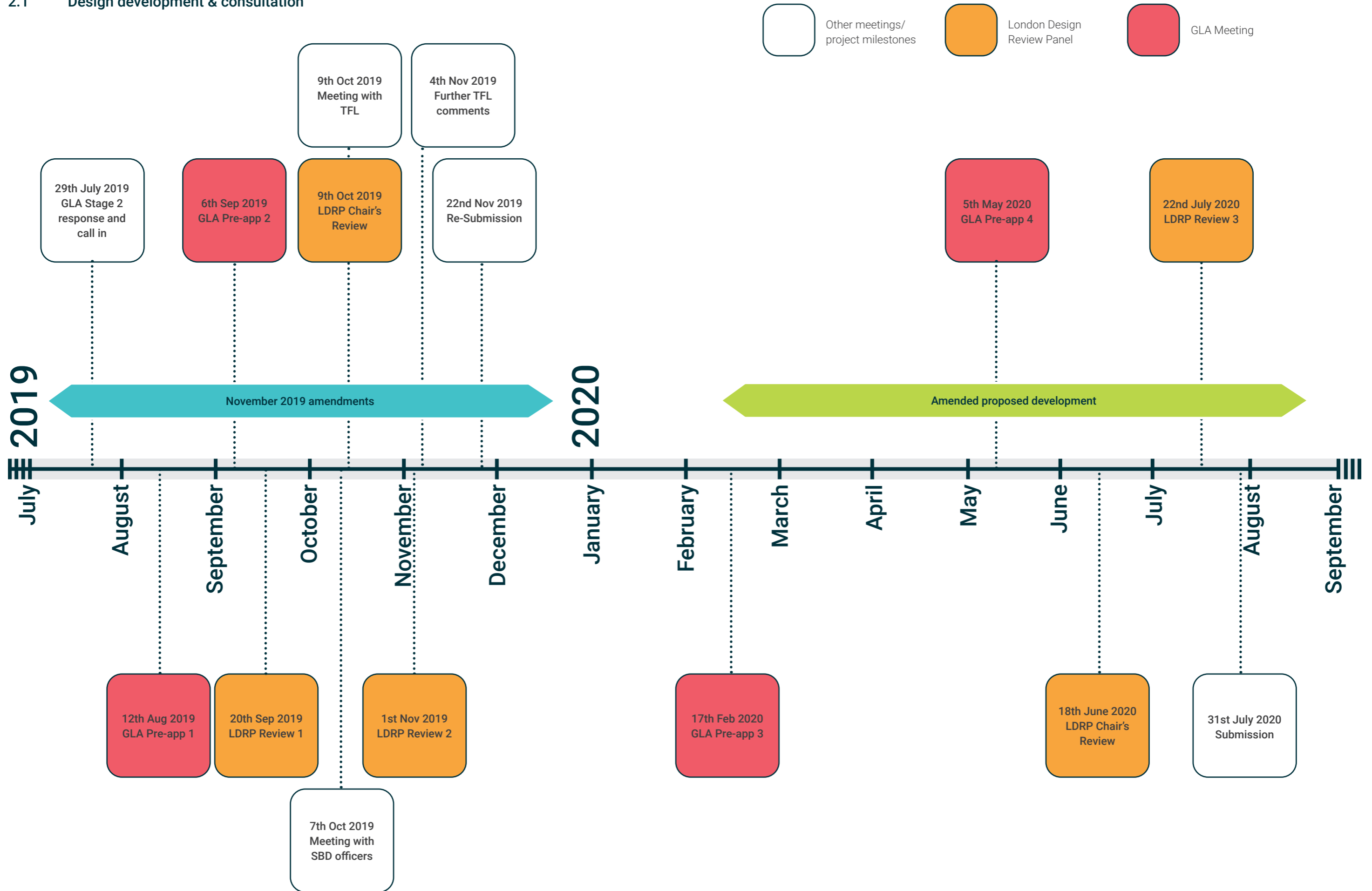
**2.0 Design process**

**Final design response**

**Access**

# Design process

## 2.1 Design development & consultation





2.2 Original proposed development: 19/0510/FUL

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.

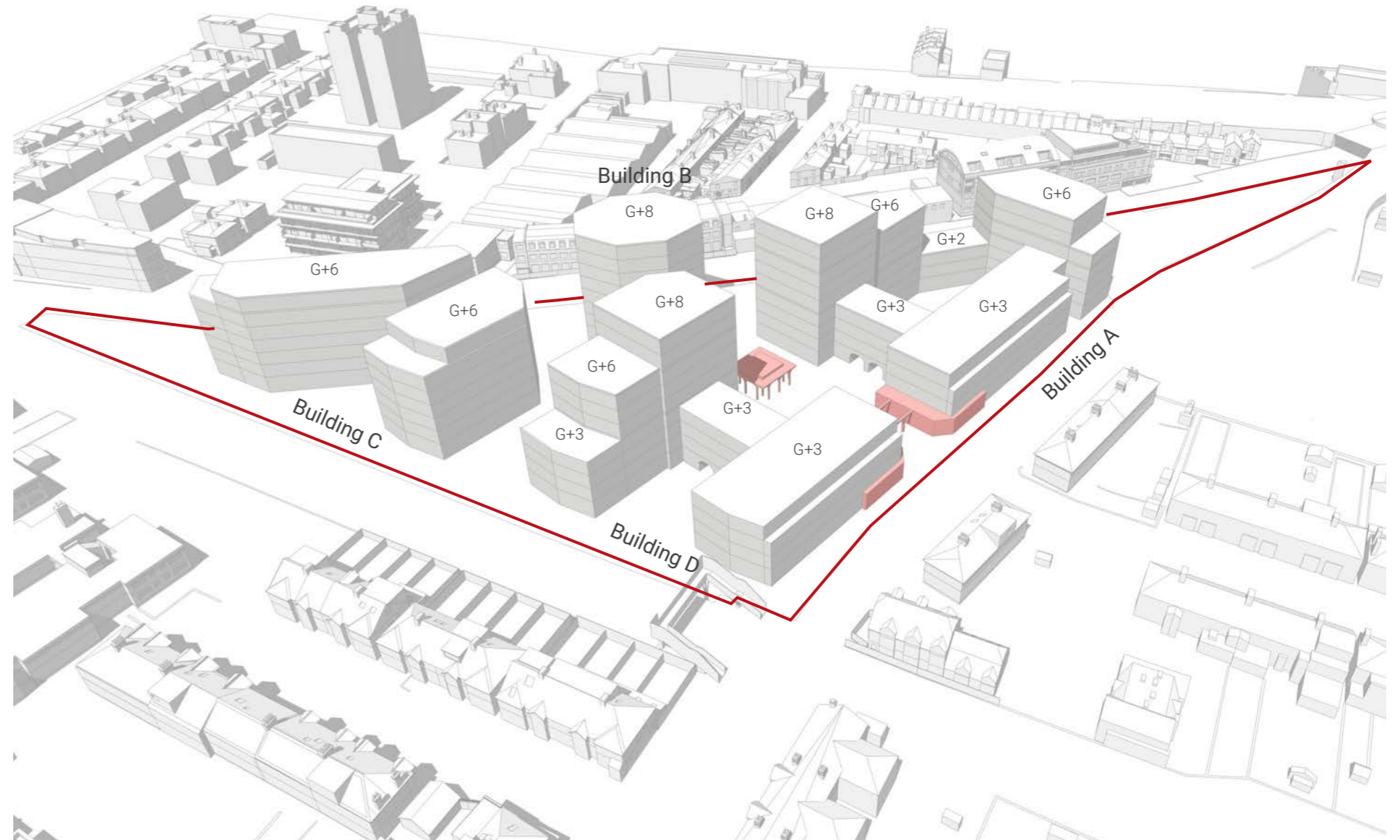
Internal layouts should be provided to ensure that all dwellings will provide liveable environments with good access to natural daylight. The application is supported by an assessment which confirms that 93% of the rooms tested will either meet or exceed the recommended ADF targets. The application states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



**Total: 385 new homes**  
 35% Affordable homes by hab room = 134 homes  
 Intermediate tenure = 94 (236 habitable rooms)  
 London Affordable Rent = 40 (279 habitable rooms)

**Key:**

- Originally proposed residential accommodation
- Originally proposed commercial accommodation

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

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

- Optimised Buildings A and C, to maximise dwellings per core and minimise number of 'oversized' apartments
- Proposed 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
- Anticipated + 10-15 homes within optimised buildings
- Anticipated + 30-40 homes within Building E

Total: 435-425 new homes

#### Comments from post-call in meeting

- Progress scheme options to demonstrate affordable totals of 35% and 40%
- Incorporate police facility into scheme (20 sq m minimum area)
- Continue to review optimisation of floorplates 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 floorplates in Buildings A and D
- Redesign Building C to provide greater efficiency in this building, improve offset distances between apartments and increase residential amenity
- Maintain building heights. Building E to be G+4 storeys

### 2.4 GLA Meeting 2: 6th September 2019

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

- Optimised Buildings A, C and D, to maximise dwellings per core and minimise number of 'oversized' dwellings (by 74% across affordable buildings)
- Proposed 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
- Anticipated + 25 dwellings within optimised buildings
- Anticipated + 29 dwellings within Building E

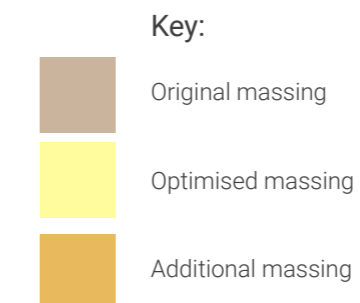
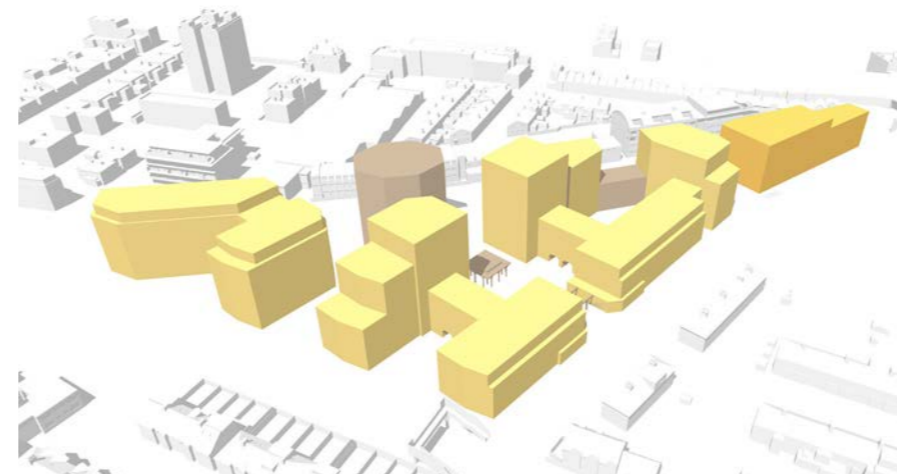
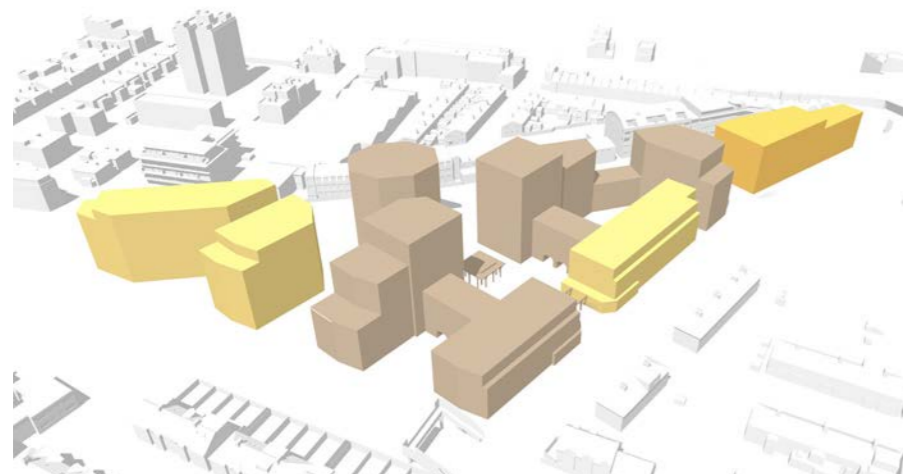
Total: 439 new homes

#### 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 the site. Redesign Building E to provide generous courtyard / play and increase distance between apartments
- Revise entrance to Building E and 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



### 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):

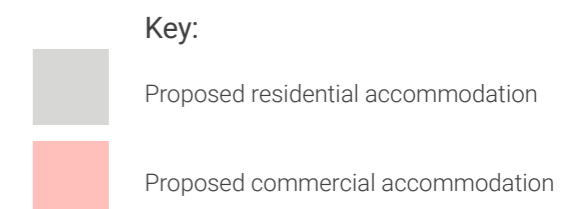
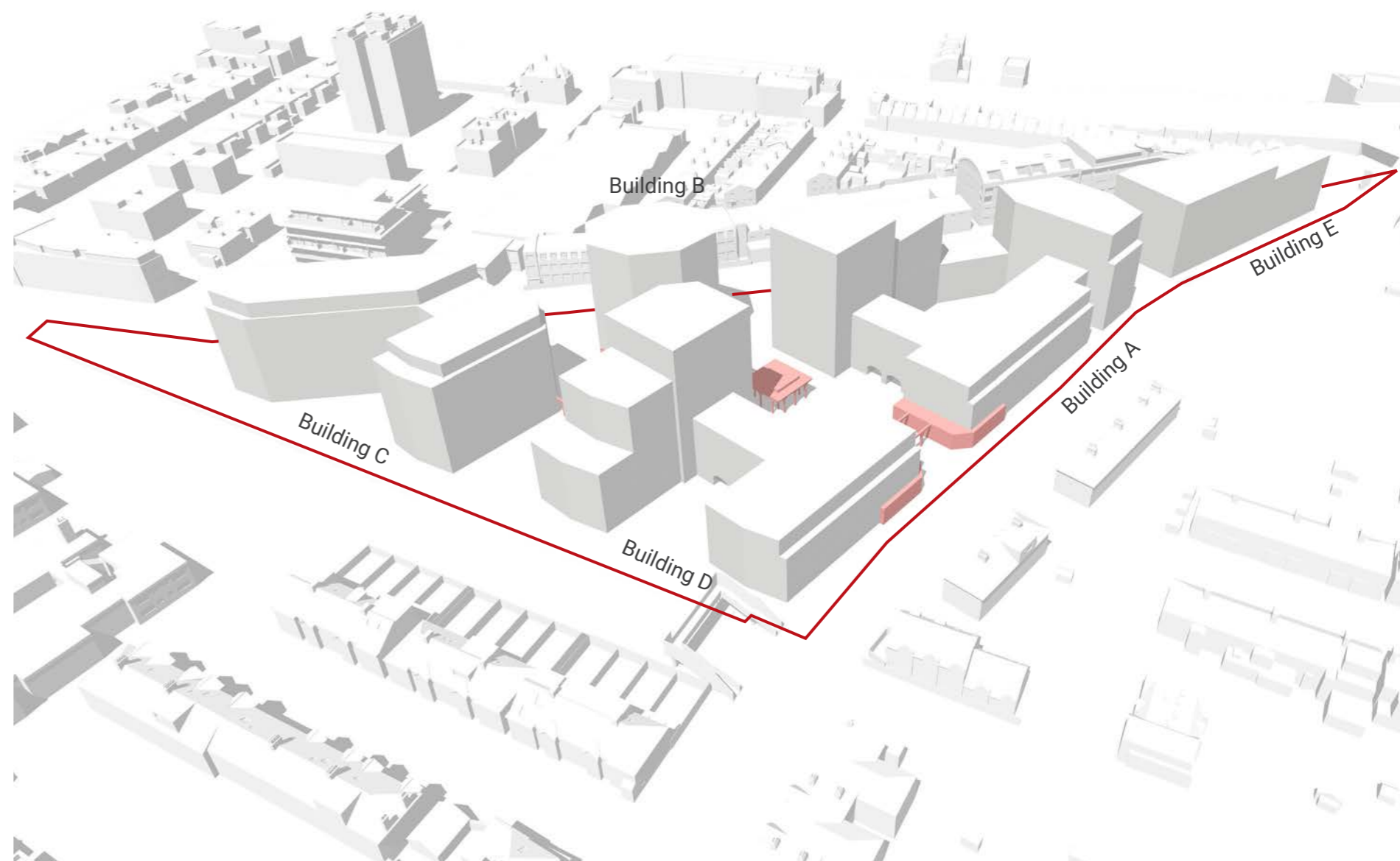
1 bed:	167 (38%)
2 bed:	206 (47%)
3 bed:	66 (15%)

**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%

#### General 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.
- Building E was deemed to potentially give rise to noise and air quality issues.
- 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.



MDA Meeting 1: Specific comments to address

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.



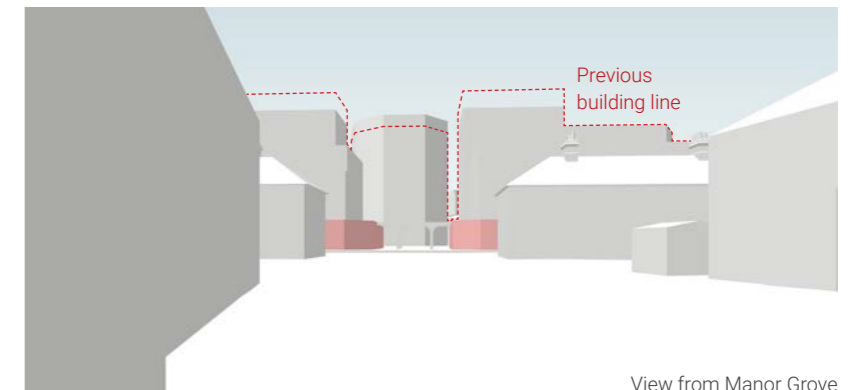
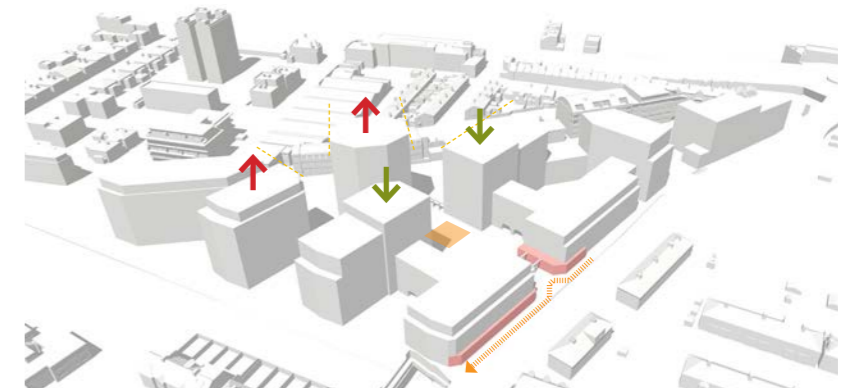
MDA Meeting 1: Our response

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 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.

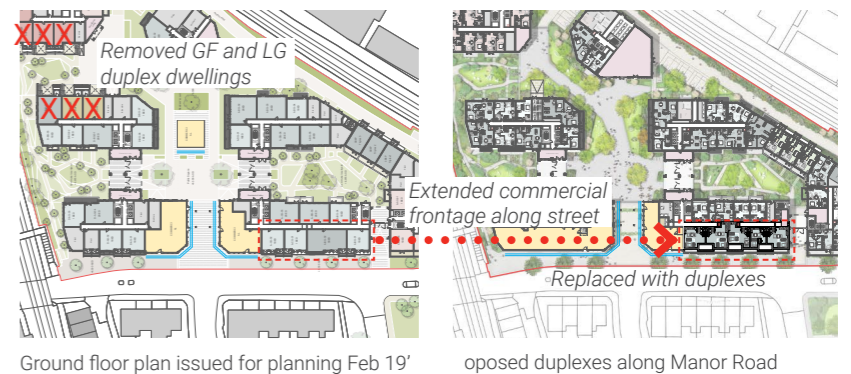
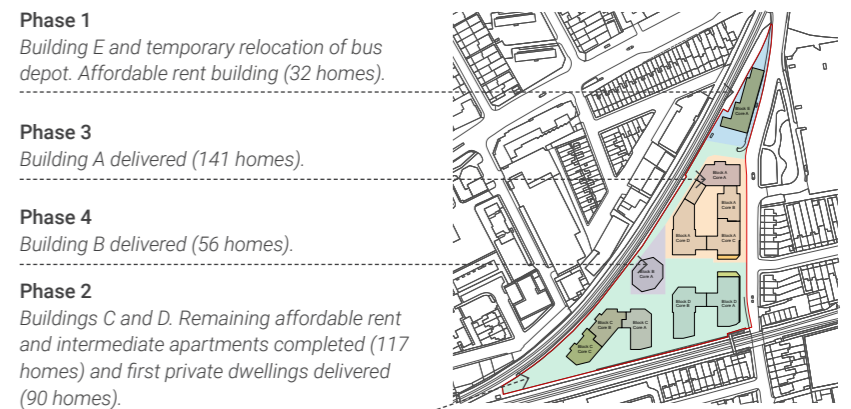
Affordable locations determined by the phasing strategy, with affordable buildings being delivered first.

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

- Removed duplex homes 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



MDA Meeting 1: Specific comments to address

**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.



MDA Meeting 1: Our response

**Architecture**  
 Façade hierarchy to be established across elevations.

- Type A: Internal courtyard façade
- 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 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 redesigned 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 re-assigned 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):

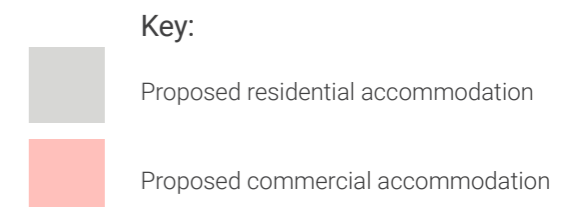
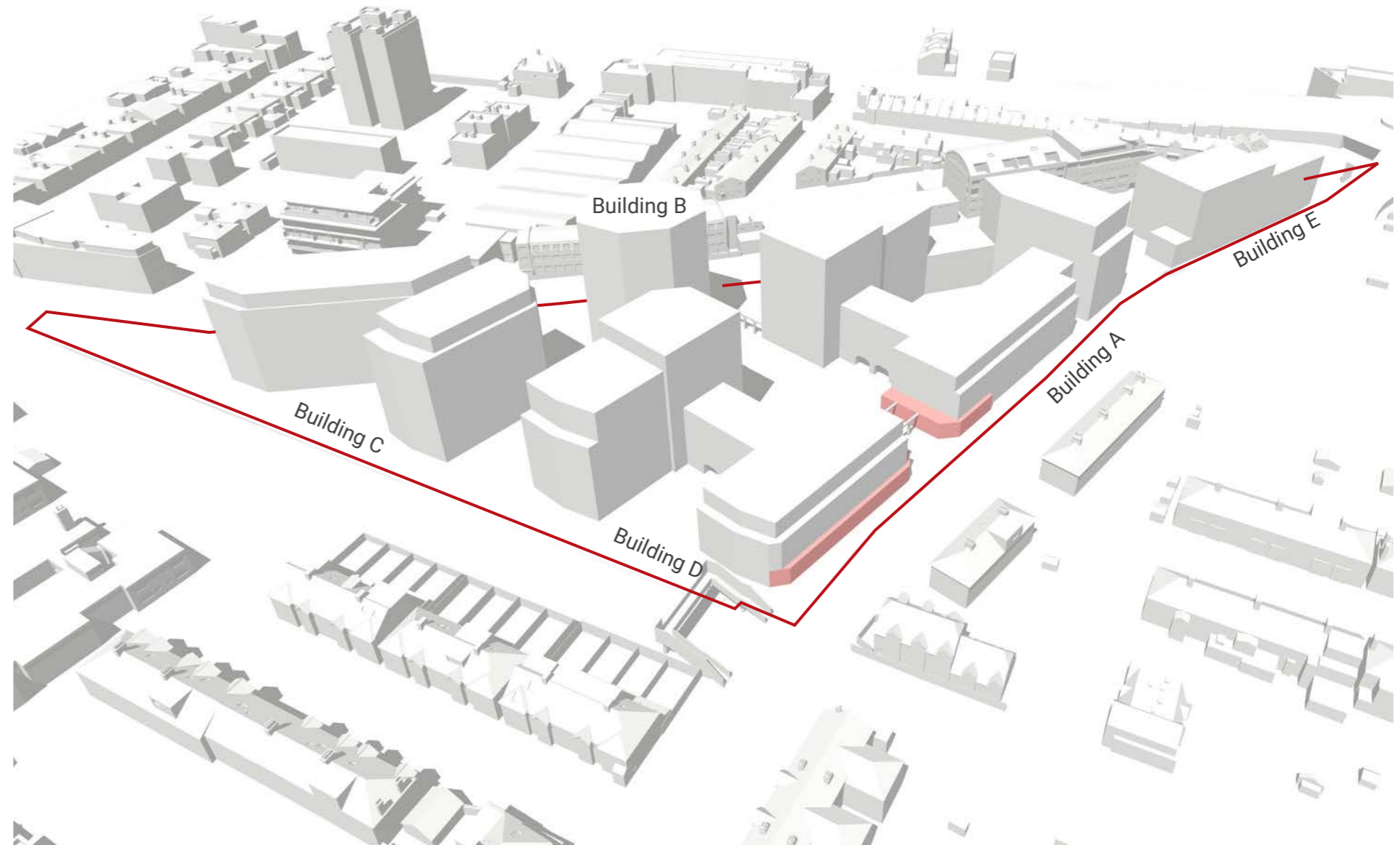
Studio	6	(1%)
1 bed:	139	(32%)
2 bed:	220	(51%)
3 bed:	69	(16%)

**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%

#### General 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.



Chair's Review: Specific comments to address

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 masterplan.

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.

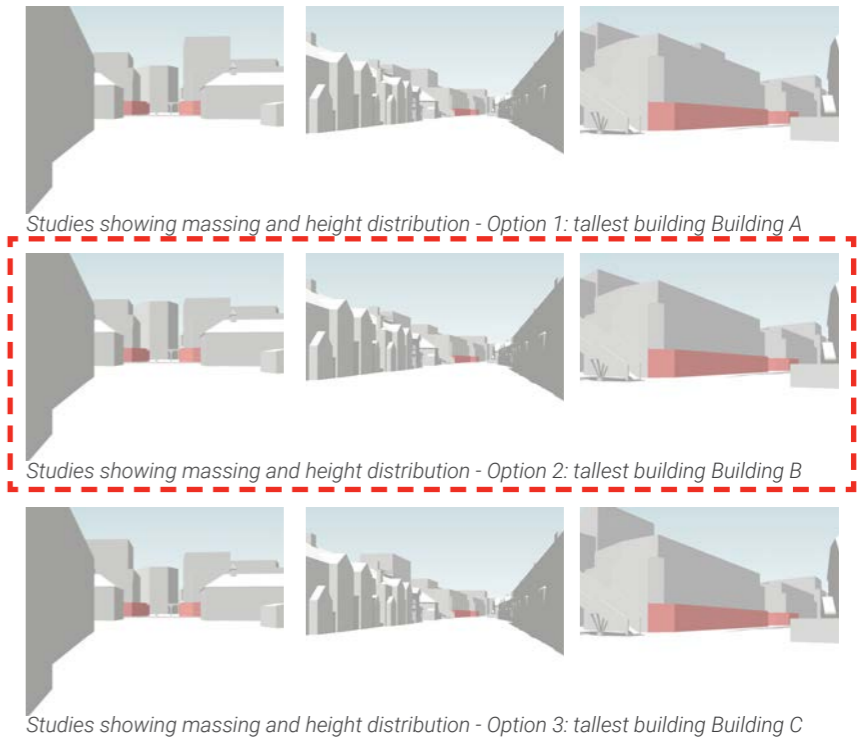


Chair's Review: Our response

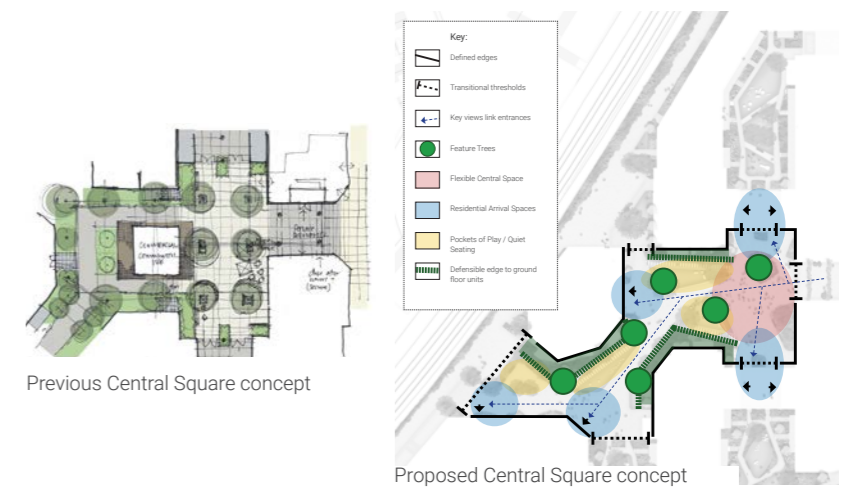
Urban design / Layout

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

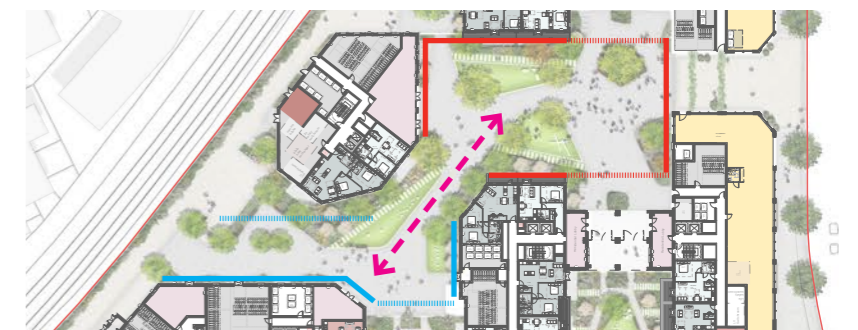
- Option A has significant impact on the view from Manor Grove
- Option B has less impact on Manor Grove and Manor Road, with massing located centrally on site
- Option C has significant impact on views along Manor Road



- Reviewed landscape design to ensure all residential entrances are adjacent to the 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 the site near the station (linked communal gardens)
- Re-planned home zone in south west corner to include a ball court

