4. DESIGN DEVELOPMENT

4.7 PRE-APPLICATION FEEDBACK – MARCH 2020

The development team met with Richmond Council on two occasions in 2017 and in May 2020 to discuss the proposed scheme design as part of pre-application consultation. In response to the 2020 submission the case officer, Wendy Wong Chang provided written advice as summarized below (please also refer to Appendix 1 for review of this document) :

Land Use
The Council is in general supportive of the principle of proposed developments to provide 'affordable' retirement apartments by a Registered Provider. The scheme is now for 30 units (27x 1bed and 3x 2bed) to be offered to people of retirement age (over 55 years), although the specific tenure mix is yet to be agreed. The council's nominations agreement with Housing 21 enables the applicant to allocate 25% of their available properties to tenants of their own choosing, with the Council having the right to nominate the remaining 75%.

Design and Impact on heritage assets
Whilst there is no objections to the more organic design approach presented under this submission, which is considered an improvement to earlier schemes, concerns remain in relation to the overall heights, scale and massing. Overall, the design and siting of the proposed building can not be undertaken in isolation without fully understanding the constraints of the site and adjoining sites.

Housing Mix and Standards
Justification of the final tenure mix/ unit type will be required.
Based on Policy LP35 90% of new housing will need to be M4(2) 'accessible and adaptable' dwellings and 10% M4(3) 'wheelchair user dwellings'.

Transport implications - Vehicular Parking
Based on the PTAL score of 1b*, the local plan states that the maximum standard of off-street parking that would need to be provided at this site would be 1 space per dwelling. Based on the Census in this area, households living in flats tend to have use of 0.66 vehicles per dwelling equalling 20 spaces. (it should be noted we do not agree with the PTAL rating quoted above)

Therefore the current provision of 11 spaces denotes a car parking shortfall. The submission of technical information which justifies the level of off-street parking proposed and may include car ownership information from similar sites that the applicant is already managing, is encouraged. Policy compliant provision should be made for blue badge parking and electric vehicles, currently 20% active and 20% passive provision.

Servicing and Refuse Collection
Proposed is a refuse and recycling storage area located on the western side of the proposed car park. A tracking exercise will be required or relocating the refuse store within 15m of the highway boundary.

Cycle Parking
The applicant will need to provide secure, sheltered, cycle parking for the new dwellings – 1space per 1-bed and 2spaces per 2+ bed units.
Given the nature of occupants, there may be scope for a lower cycle parking provision subject to appropriate justification.

Trees and woodland
Landscape design must form an integral part of any proposal and needs to be considered in relation to the development, as a whole, at the start of a project. Landscape design and where appropriate tree planting as well as other green infrastructure elements such as green roofs and green walls, will also need to contribute to and complement the existing character of an area.
We would require a "Hard and Soft Landscaping Plan" to be submitted in accordance with the requirements of the local plan.

4. DESIGN DEVELOPMENT

4.7 PRE-APPLICATION FEEDBACK – MARCH 2020

Ecology / biodiversity

The Council's ecologist has no in principle objections, but has reiterated that it is essential the amount of green landscaping and as many of the existing trees remain so there is no disturbance to the buffer between Terrace Gardens and the urban setting river side of the river.

In addition, the proposal should be accompanied by landscaping plans, specifications and maintenance and a lighting plan, including a lux contour plan and specifications. There should be no portable light sources for external seating/garden areas.
dwellings'.

Summary

Given the existing use and sensitivity surrounding this site and the requirement to provide some enabling development, a careful balance is required in assessing the impact, particularly around the design and massing of the scheme.

Whilst the more organic design approach is considered an improvement from earlier scheme, Officers remain concerned that the overall bulk, height and scale would not be appropriate in this setting and such harm may not necessarily be outweighed by securing the long term future of the existing housing.

Overall, a careful balance is going to have to be made between finding an appropriate layout and density for the site, the relationship and separation between neighbouring buildings, the provision of sufficient landscaping, planting and residential amenity space and parking and servicing of the site in order to accord with the Council's development plan.

4. DESIGN DEVELOPMENT

4.8 RESPONSE TO FEEDBACK – MARCH 2020

01 - Roof terraces

Where the building set back we had indicated roof terraces but these were deemed to be inappropriate to the area and potentially intrusive to neighbouring residents. These were omitted and replaced with green roofs as part of the overall SuDS strategy

02 - Balconies at the south end of the site

Too close to existing buildings, these were omitted as these end units already have amenity space in the form of the external walkway at the rear

03 - Massing reduced

Further units were omitted from the scheme to further reduce the massing

5. DEVELOPED DESIGN

5. DESIGN DEVELOPMENT

5.1 SITE PLAN

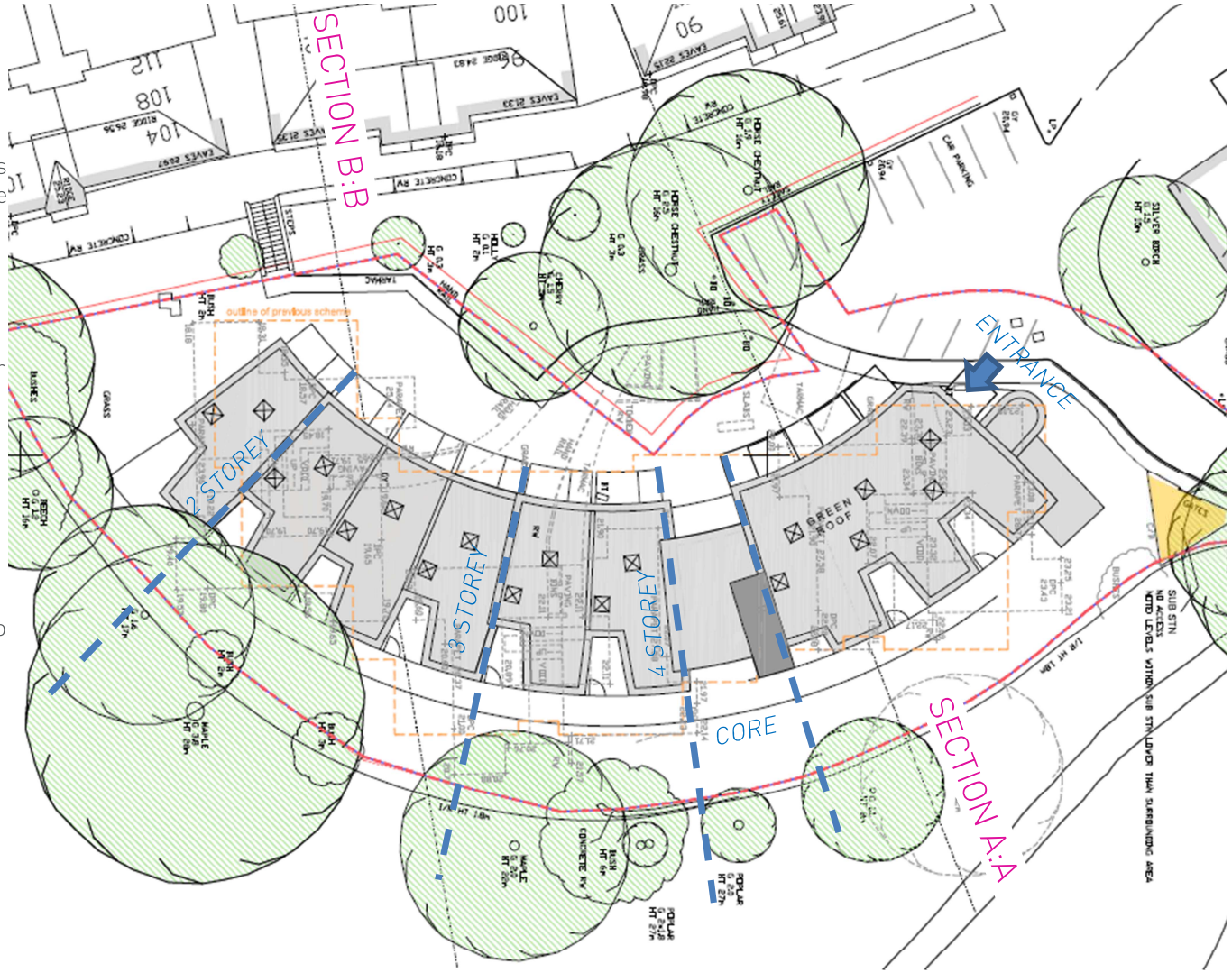
The site plan is essentially a logical response to the constraints placed upon the design by its key features:

The proposals also take account of existing routes and pathways across the site as well as key infrastructure such as the electricity sub-station within the site boundary (hatched orange)

On plan the building divides into four blocks ranging from two to four storeys in height with the accommodation to the left of the core set into a lower ground storey to account for the gradient of the site. This is perhaps clearest when seen on elevation in later sections

It should be noted that where the proposals are in closest proximity to the surrounding buildings they are further inset from the boundary edge than the existing Howson Terrace blocks (shown dashed in grey).

The previous scheme tabled at pre-application stage is shown dashed in orange demonstrating how the site response has been amended to comments by the planner



5. DESIGN DEVELOPMENT

5.2 GENERAL ARRANGEMENT PLANS

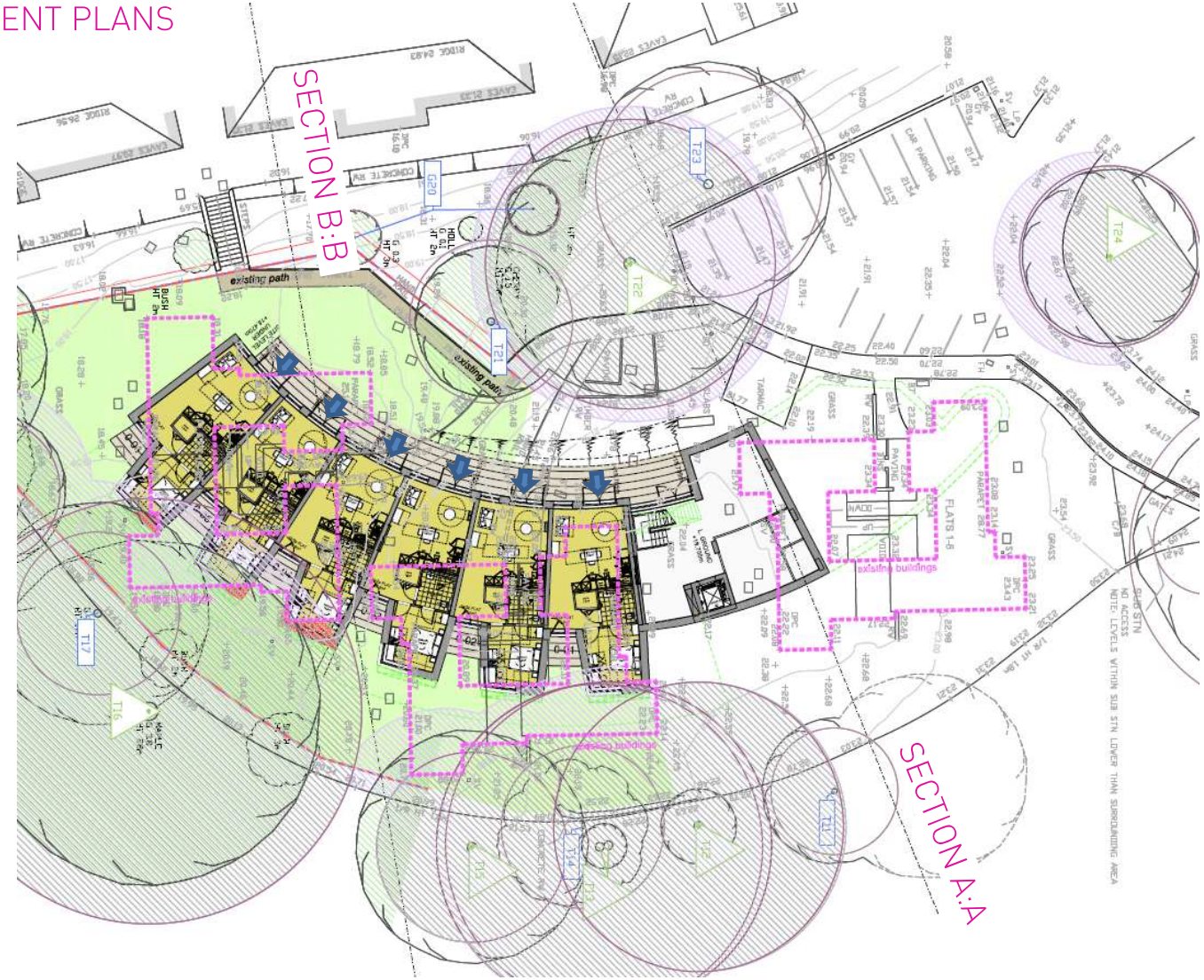
LOWER GROUND FLOOR

As described under the site response the central core divides the building both vertically and horizontally

It provides the opportunity to break the building at its lowest level and follow the gradient of the site in turn reducing the overall massing

The accommodation on lower ground floor differs from the upper levels in terms of circulation which is moved to the front of the units (indicated by blue arrows). This is to avoid having to locate a walkways at the site edge and the excavations / regrading in the Root Protection Areas (RPAs) that this would require

This also ensures that the building frontage will be a lively and well-used route as well as a social space



5. DESIGN DEVELOPMENT

5.2 GENERAL ARRANGEMENT PLANS

GROUND FLOOR

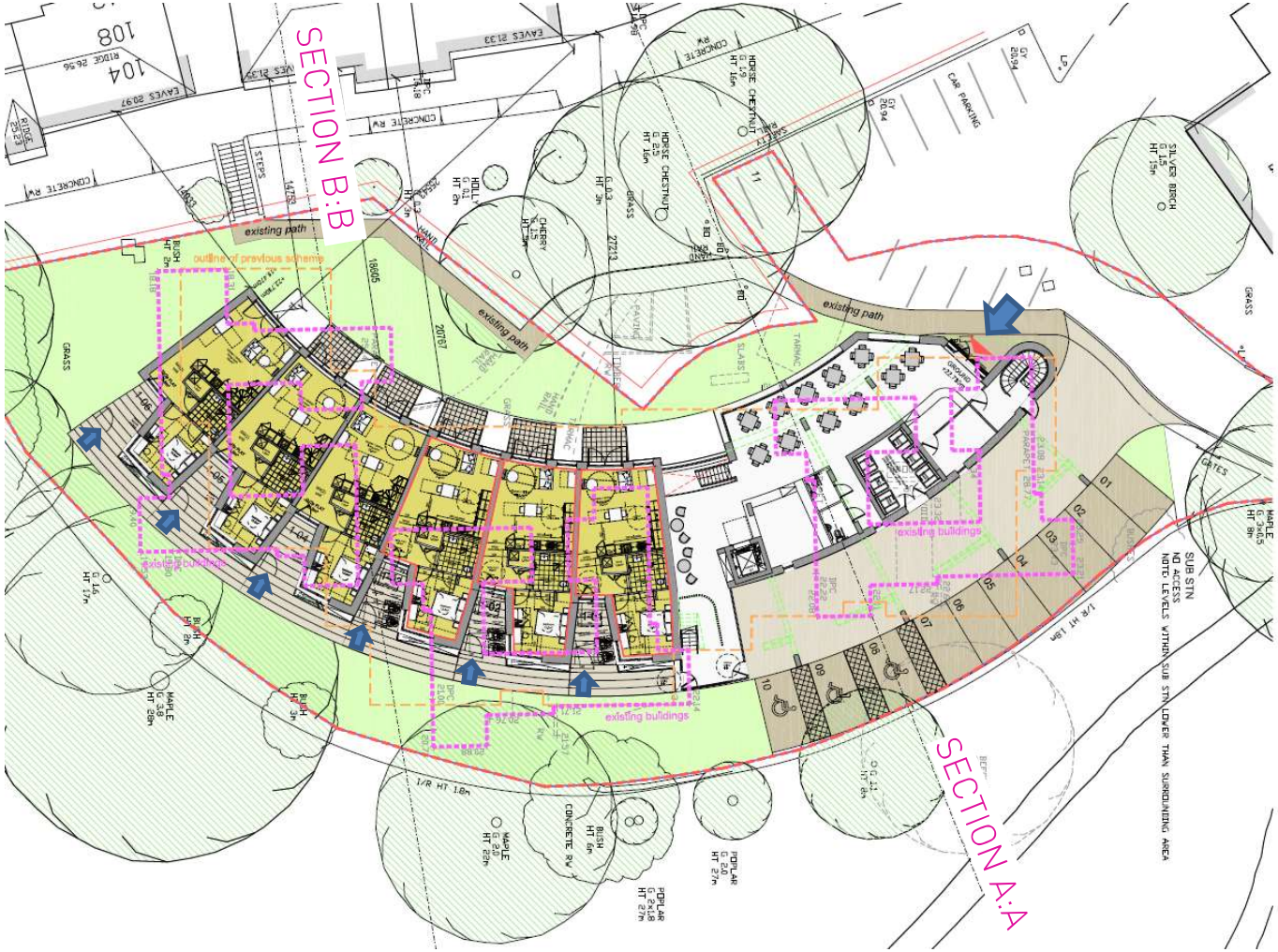
The ground floor contains the majority of communal facilities for use by the residents, staff areas, car parking and storage for refuse

These facilities are all located in close proximity to the main building entrance which is itself situated in a prominent position on pedestrian and vehicle routes into the site.

On entering the building you are greeted by the reception and staff office with lounge, WCs, café / bar area and central core arranged in a logical and legible progression

From the central core all units are accessed via an external walkway each with their own semi-private buffer space between the circulation and flat entrance. This buffer provides refuse storage and a space for electric buggy charging

Units at this level will potentially be considered for fit out as M4(3) category as discussed with the LB Richmond Occupational Therapist



5. DESIGN DEVELOPMENT

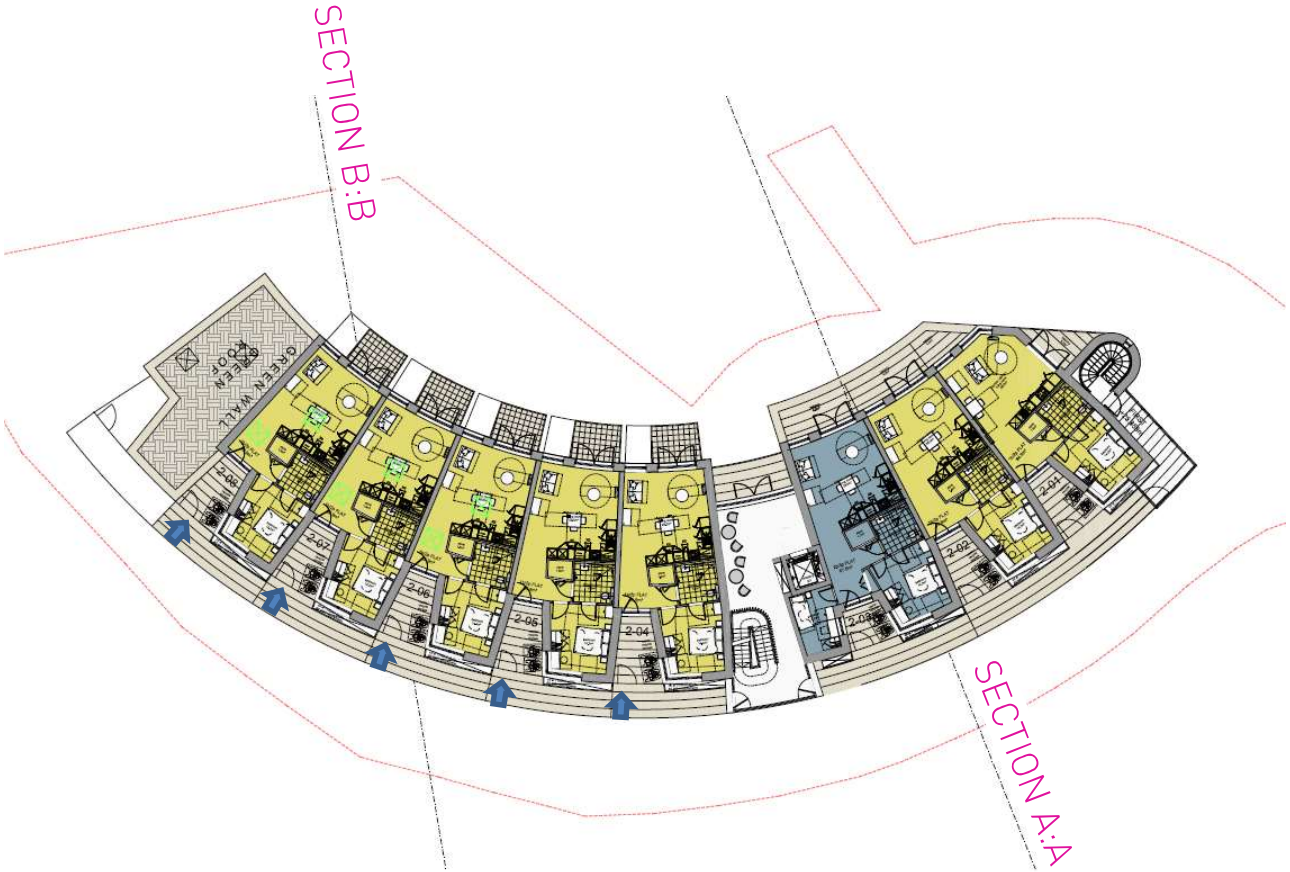
5.2 GENERAL ARRANGEMENT PLANS

FIRST FLOOR

The first floor steps in at the southern end reducing the massing and accommodating a green roof and green wall

Not only does this promote biodiversity across the site it also helps the scheme blend into its surroundings and lessen the impact on visual amenity from neighbouring buildings.

At each of the upper levels there is a small communal lounge in the central core area. At first floor this opens on to a small inset terrace

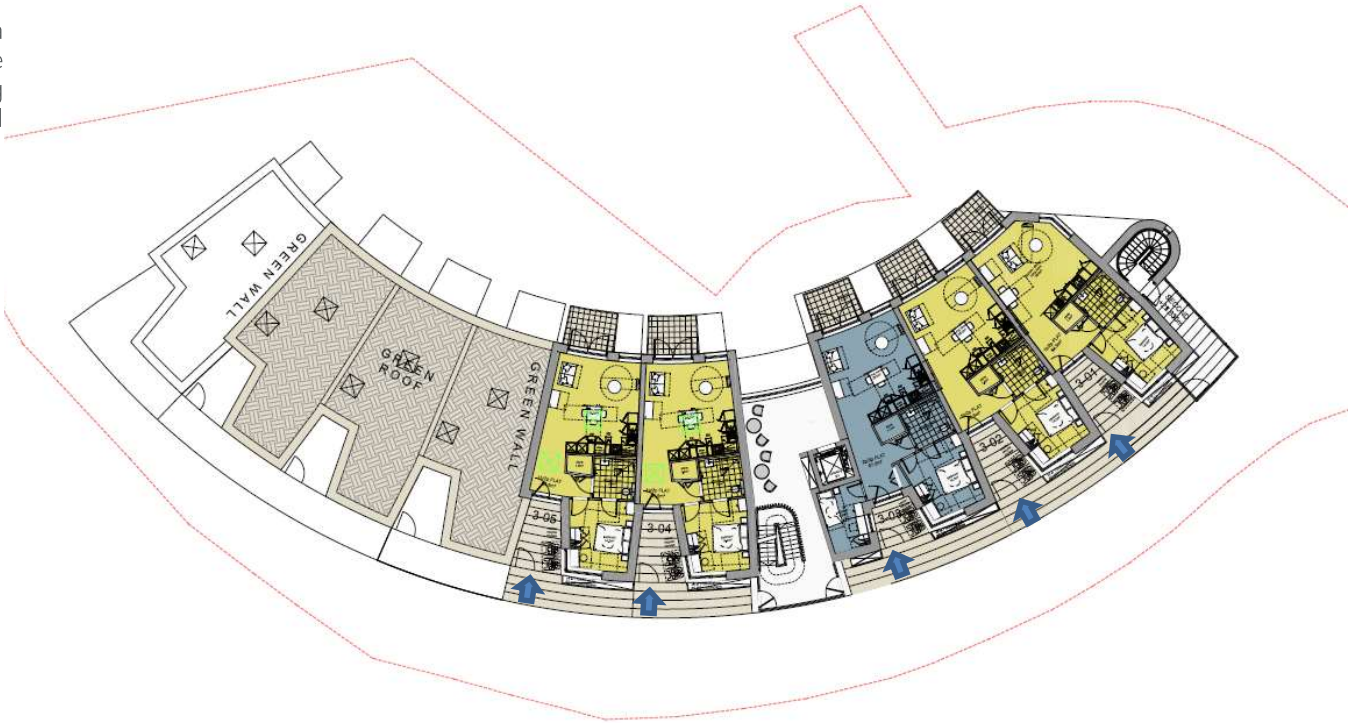


5. DESIGN DEVELOPMENT

5.2 GENERAL ARRANGEMENT PLANS

SECOND FLOOR

The second floor cuts back again at its southern to provide another green roof and green wall area other wise the layout is virtually the same as the floor below allowing efficient stacking of structure and services



5. DESIGN DEVELOPMENT

5.2 GENERAL ARRANGEMENT PLANS

THIRD FLOOR

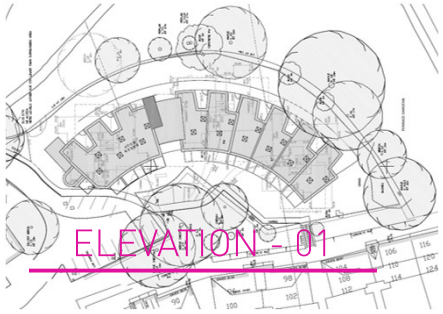
The third floor cuts back again at its southern to provide another green roof and green wall area

Where the floors cut back roof lights are inserted into the uppermost units to provide additional daylighting

5. DESIGN DEVELOPMENT

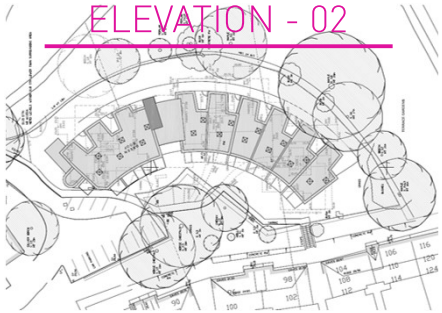
5.3 ELEVATIONS - 01

The gentle curve of the west elevation and the handing of windows and balconies at every level provides variety and interest across a façade composed of largely repeated elements. Darker engineering brick indicates common or circulation areas as does the larger format glazing to the entrance and lounge area. Green walls where the building steps provide visual amenity to the surrounding buildings. The living accommodation of the flats is located on this elevation affording them with the best outlook
NB some trees have been stripped out of this view for clarity



5. DESIGN DEVELOPMENT

5.3 ELEVATIONS - 02



The east elevation by contrast is designed in such a way as to break down the mass of the building through a series of projections and insets which define semi-private external spaces for the units off of the main circulation deck. Sleeping accommodation for all the flats is located along this elevation. Car parking is located in the undercroft area which also serves to provide refuse storage which can be accessed from the existing road arrangement

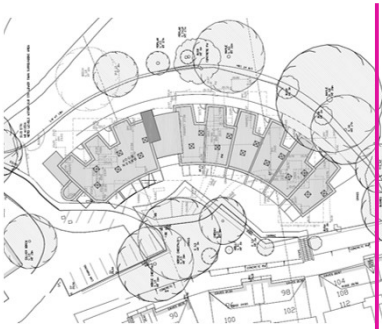
In some ways this elevation echoes the conservation area description:
The townscape is unified by the general use of face brickwork in a limited palette of colours. The repetition of similar architectural features, fenestration and materials, and their scale and proportions

NB some trees have been stripped out of this view for clarity

5. DESIGN DEVELOPMENT

5.3 ELEVATIONS - 03

The south elevation demonstrates the stepping, curving nature of the proposals relative to the existing buildings and trees. The softening of the building provided by the green walls is clearest in this view



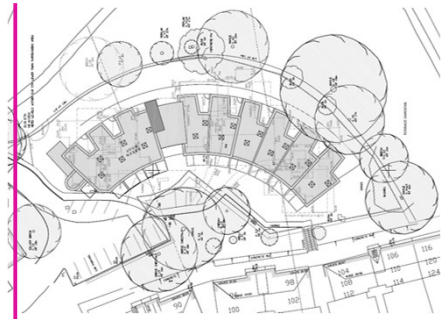
ELEVATION - 03

5. DESIGN DEVELOPMENT

5.3 ELEVATIONS - 04

The north elevation is the point of entry to the building for pedestrians and vehicles, in order to make this as legible as possible we have sought to distinguish this area from the rest of the building by breaking with the patterns and repeating elements found elsewhere. The trees to the central green area have been shown in this image

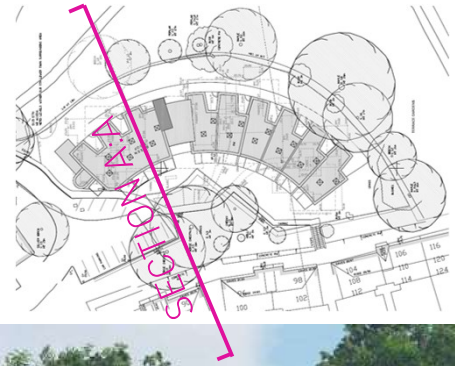
ELEVATION - 04



5. DESIGN DEVELOPMENT

5.4 SECTION – A:A

This section demonstrates the current massing of the proposals relative to the previous design (shown dashed orange) and the existing buildings (shown dashed white)

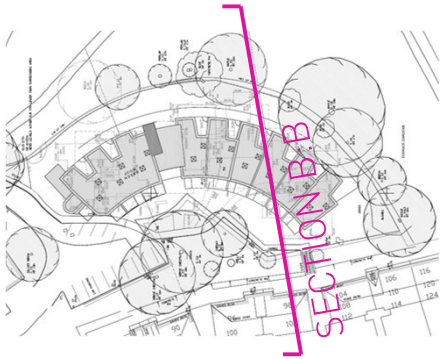


This section demonstrates the BRE 25° rule of thumb for daylighting. For detailed analysis please refer to the Hydrock daylight / sunlight report which accompanies this application

5. DESIGN DEVELOPMENT

5.4 SECTION – B:B

This section demonstrates the current massing of the proposals relative to the previous design (shown dashed orange) and the existing buildings (shown dashed white)



This section demonstrates the BRE 25° rule of thumb for daylighting. For detailed analysis please refer to the Hydrock daylight / sunlight report which accompanies this application

5. DESIGN DEVELOPMENT

5.5 3D IMAGES

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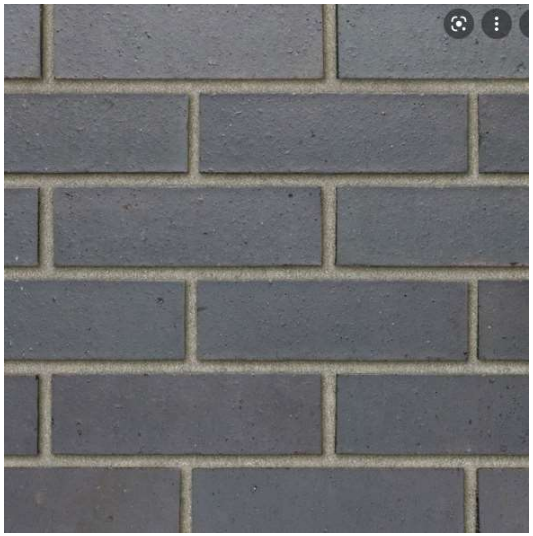
5.5 3D IMAGES

5. DESIGN DEVELOPMENT

5.6 MATERIALS AND ELEMENTS

The palette of materials is deliberately minimal with the emphasis on form and geometry to provide visual interest and variety

- Blue engineering brick is proposed for circulation and communal areas
- Yellow multi-stock brickwork is proposed is proposed for all residential areas
- Copings, balustrades and any areas of cladding will be finished in RAL 7016 – anthracite grey
- Aluminium / timber composite windows are proposed throughout



5. DESIGN DEVELOPMENT

5.7 KEY DETAILS

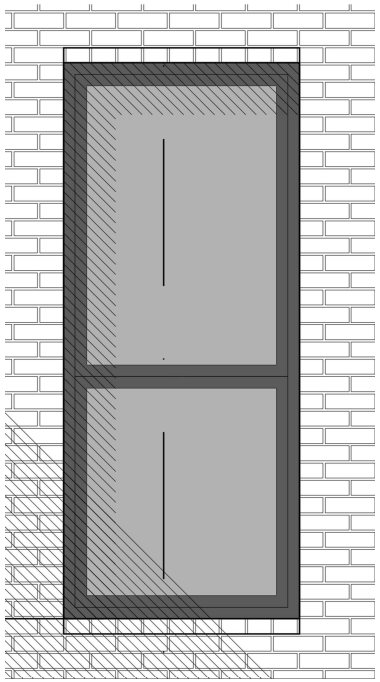
The detailed section and elevation are set out to brick dimensions to ensure the proposals accurately represent the scheme which will eventually be delivered

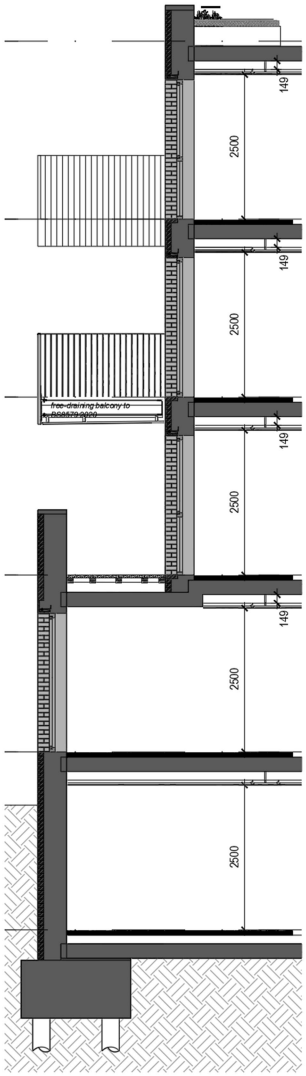
Simple modern brick detailing will be proposed throughout with generous reveals to the windows set at a full brick in depth

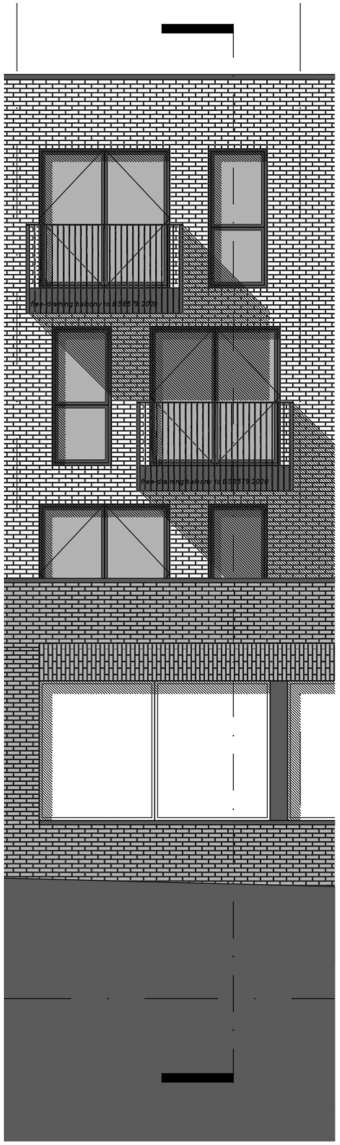
Window heads and cills are detailed as a header course

Balcony balustrades are formed from steel flats and are free-draining to BS8579:2020 requirements to avoid unsightly rainwater pipes on elevation

Ceiling heights of 2.5m are achieved throughout in accordance with current Housing SPG and London Plan requirements







6. ACCESSIBILITY

6. ACCESSIBILITY

6.1 APPLICATION OF REGULATIONS

The provisions of Section 2A of Approved Document Part M volume 1 apply. These cover external and internal areas and elements that form part of the approach route to the individual dwelling within the curtilage of the building containing the dwelling.

Under Standard 11 of the current Housing SPG 90 per cent of new build homes in London should meet M4(2) with the remaining 10 percent meeting M4(3). We have liaised extensively with the LB Richmond Occupational Therapist to ensure the proposals reflect their needs.

6.2 APPROACH ROUTES

While there is little that can be done to eliminate the steep gradients across the site which necessarily tie-in with surrounding levels we have worked to ensure that approach routes within the areas that can be addressed under the scope of our works

As per M4(3) requirements approach routes comply with the following:

- Approach route is level or gently sloping
- Communal parts of the approach route have a minimum clear width of 1200mm and greater in many instances
- All external parts of the route have a suitable ground surface (refer to landscape architect's proposals for details)

NB there are no newly proposed external steps or gateways

6.3 CAR PARKING & DROP-OFF

Communal parking for flats is provided as close to the entrance as possible. All parking spaces are sized the standard parking space set out in Part M of 2.4 x 4.8m. Additional transfer zones are shown to the designated M4(3) spaces.

A secondary entrance / exit to the core has been provided to assist the users of the M4(3) spaces

6. ACCESSIBILITY

6.4 COMMUNAL ENTRANCES

The principal communal entrance shall comply with all of the following:

1. Level landing minimum 1500x1500mm directly outside the entrance clear of the door swing
2. Landing is covered in excess of the required width of 1200mm and depth of 900mm (extent of building above dashed green)
3. Entrance door has a minimum clear opening of 850mm with 300mm nib to the leading edge
4. Accessible threshold to entrance (total height of not more than 15mm)
5. The ground surface / entrance flooring does not impeded wheelchair movement
6. Door entry controls mounted 900-1000mm above finished ground level and at least 300mm away from any projecting corner

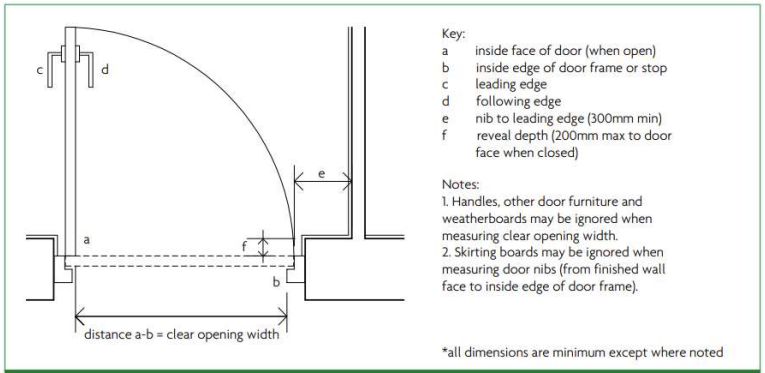


Diagram 2.2 Measurement of clear opening width and other features of external and internal doors