



Assael

D&A

## Manor Road / Richmond

Design Statement - Planning Addendum



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## **1.0 Introduction**

**Design process**

**Final design response**



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

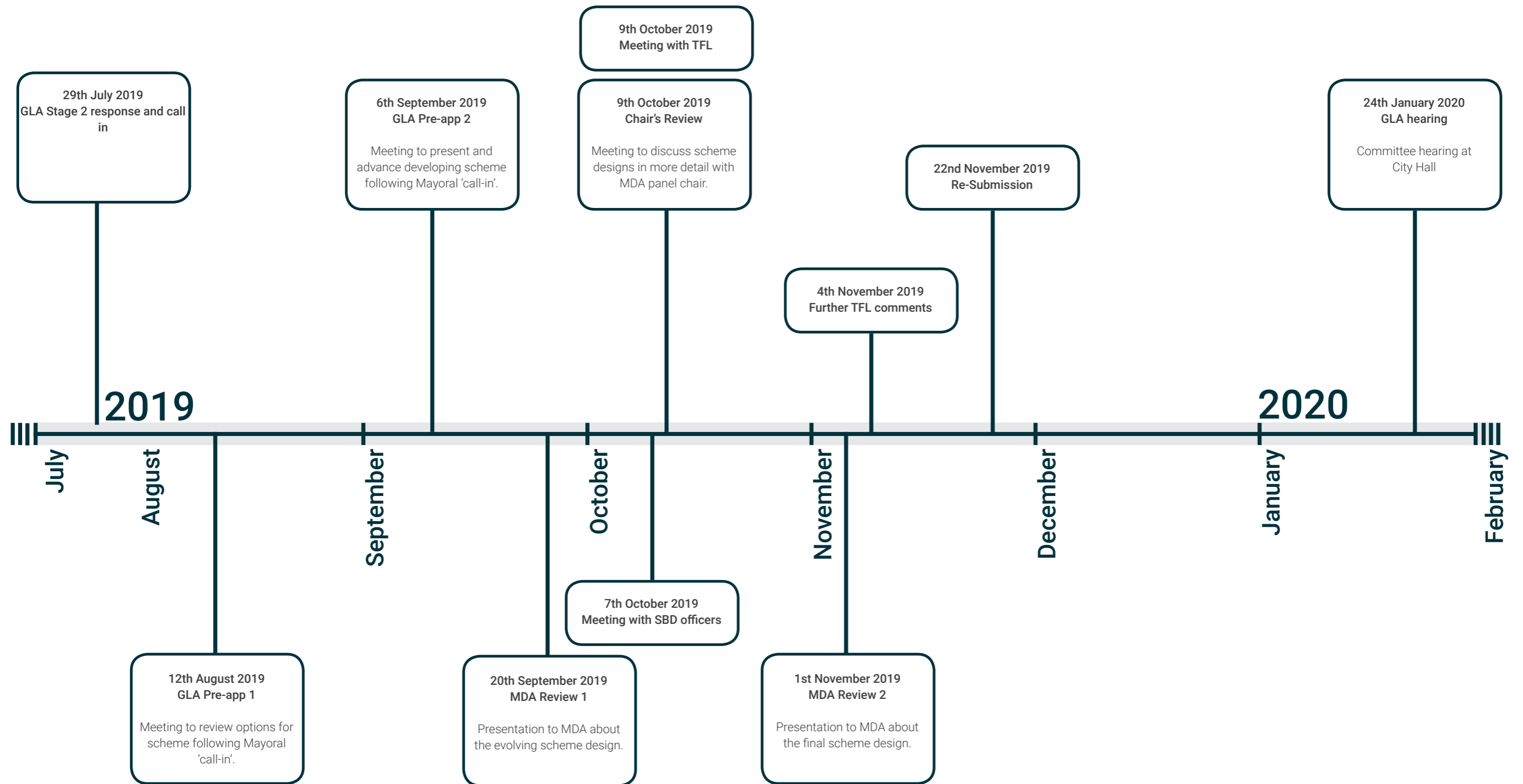


**Introduction**

**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.**

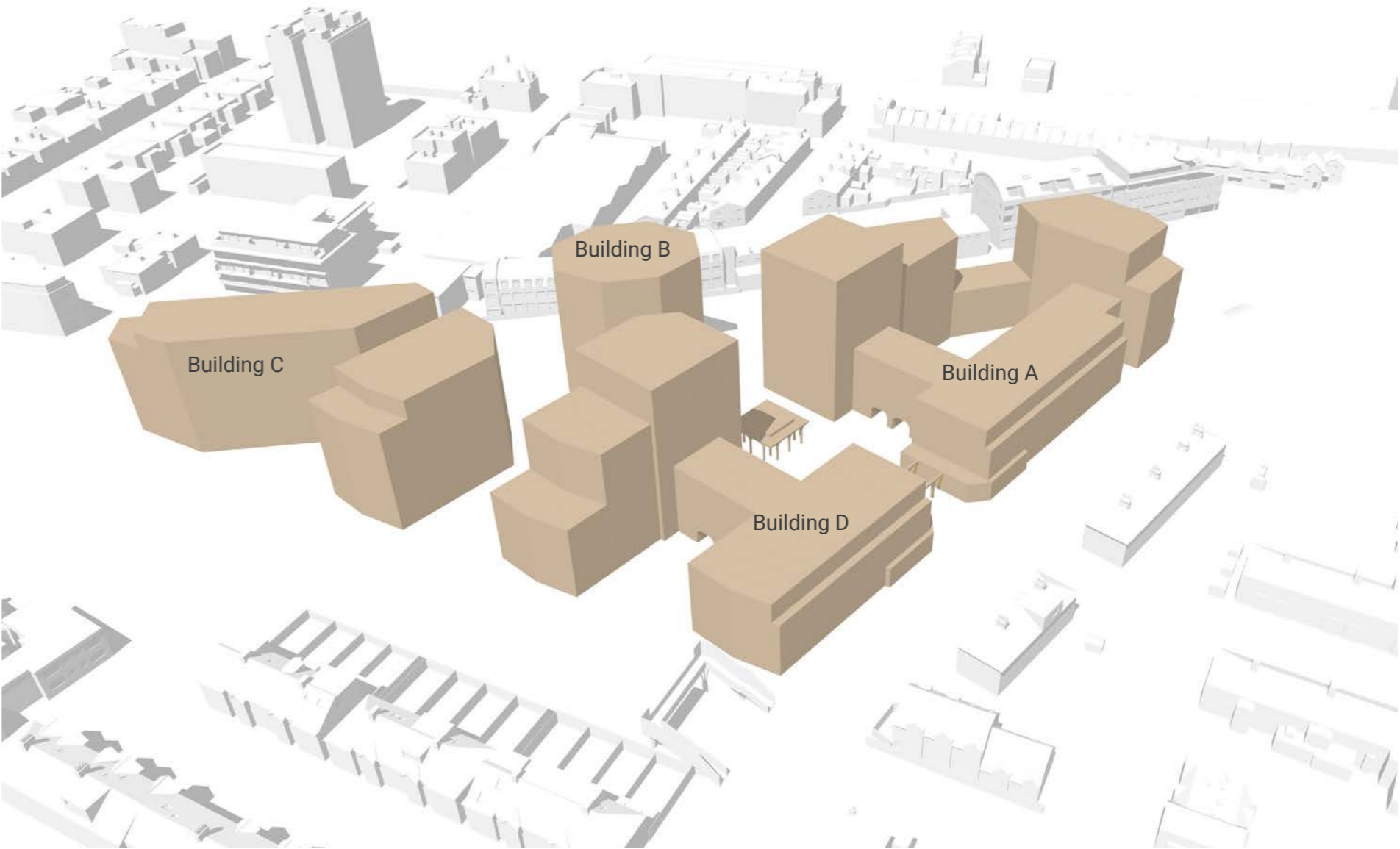
Internal layouts should be provided to ensure that all dwellings will provide liveable environments with good access to natural daylight. The application is supported by an assessment which confirms that 93% of the rooms tested will either meet or exceed the recommended ADF targets. The application states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

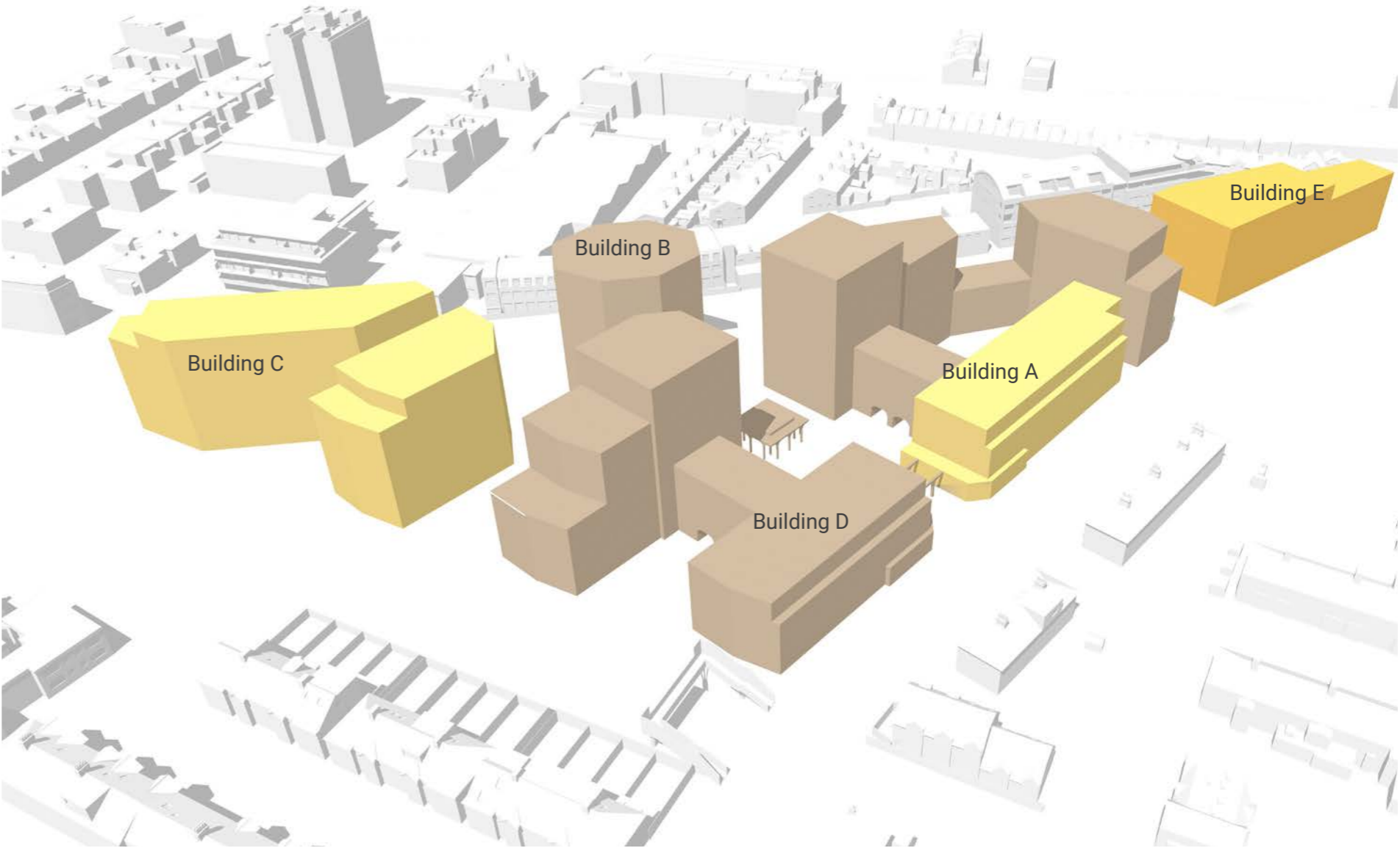
Total: 435-425 new homes

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

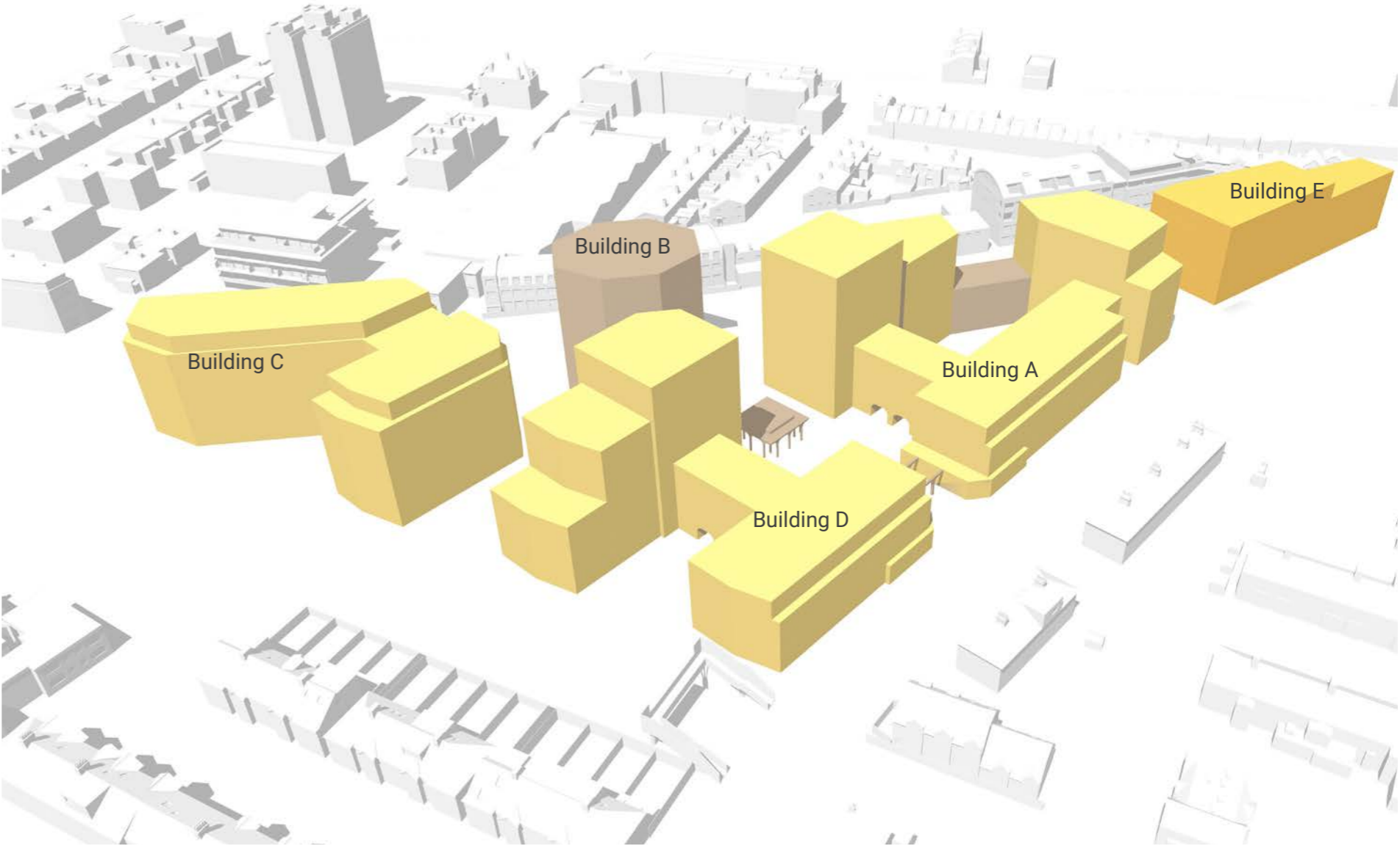
Total: 439 new homes.

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 rational 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:

|             |                                    |
|-------------|------------------------------------|
| <div></div> | Proposed residential accommodation |
| <div></div> | Proposed commercial accommodation  |

MDA Comments

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.



Our response

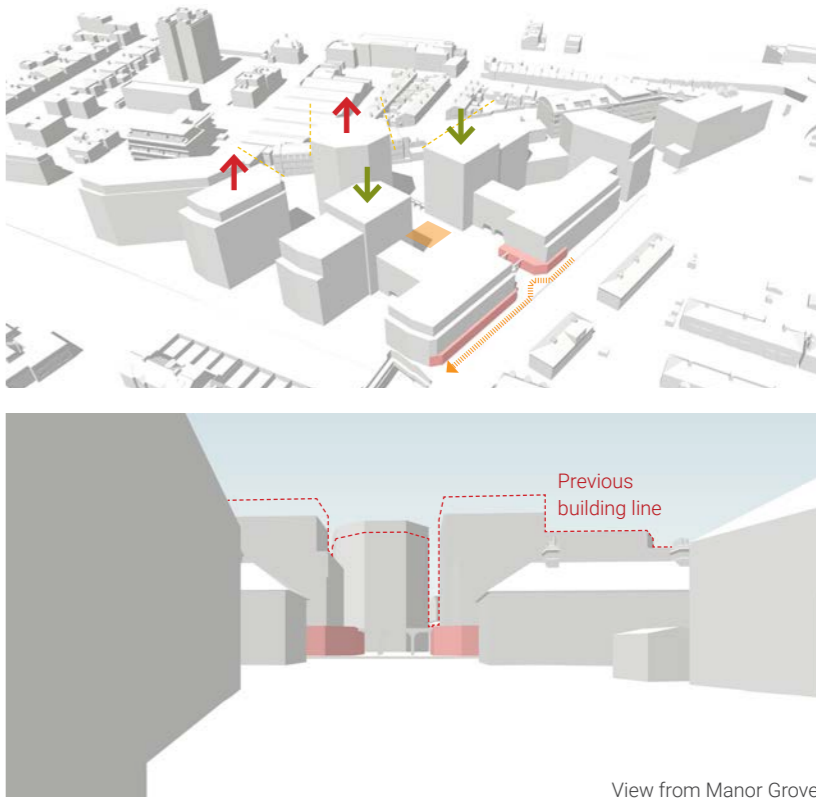
Urban design / Layout

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.



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.

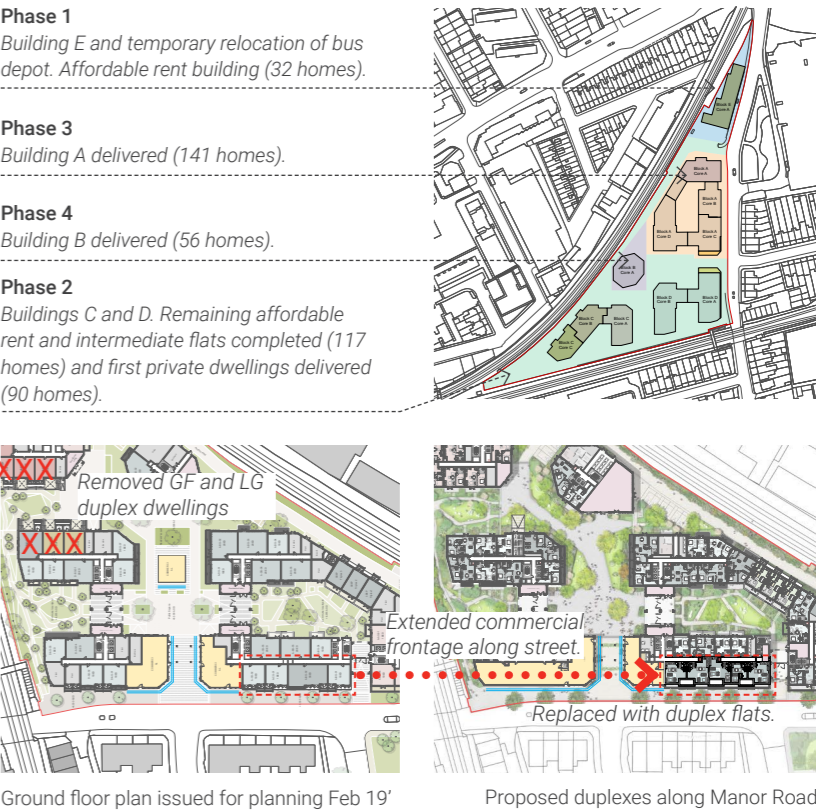
Affordable locations determined by the phasing strategy, with affordable buildings being delivered first.

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.



Architecture

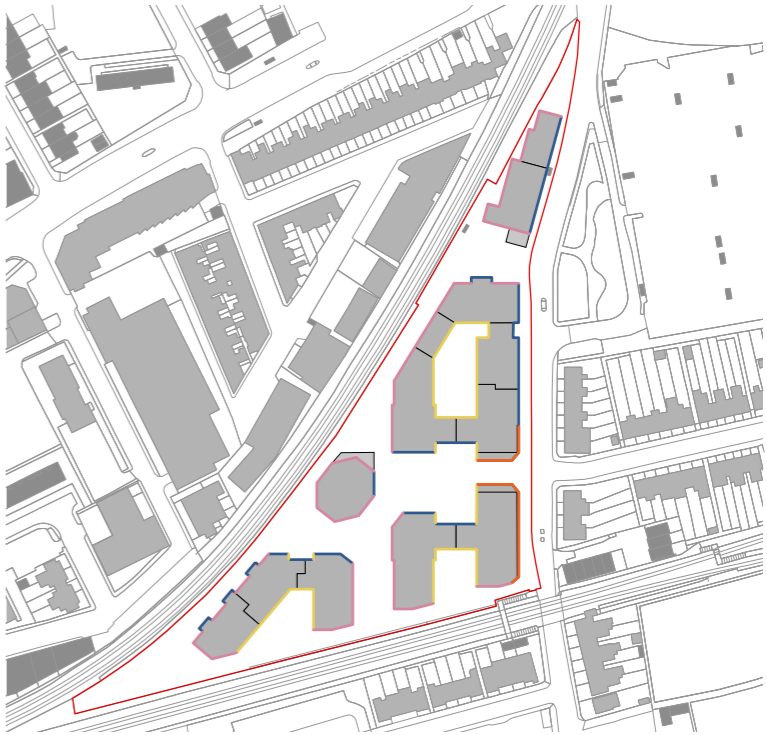
The panel made a comment that the architecture could be calmer. Façade hierarchies to be established. Placement of balconies / windows to respond to apartment layouts.



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.



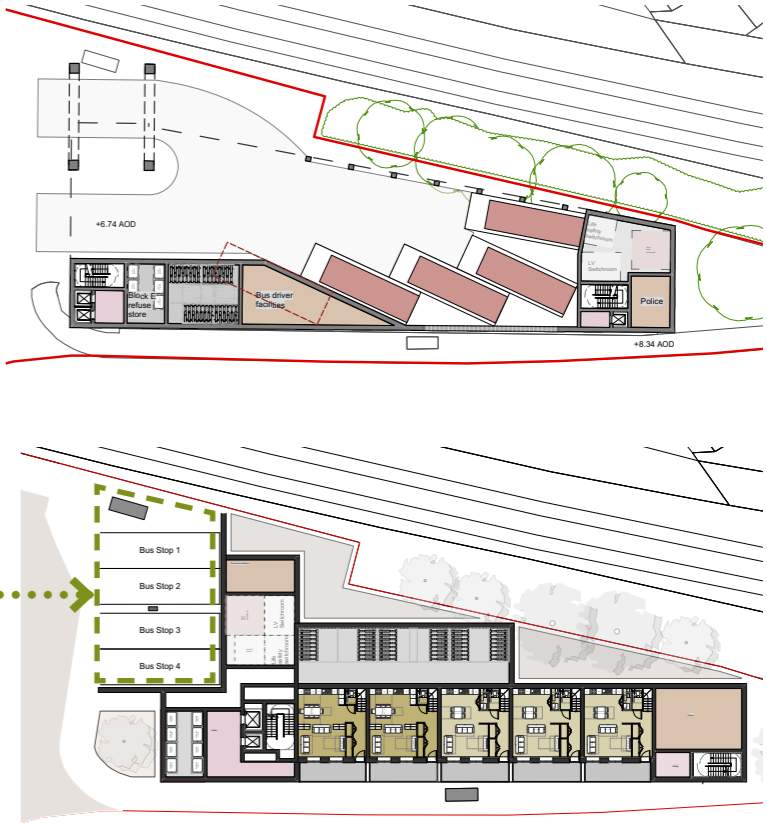
Building E

- 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):

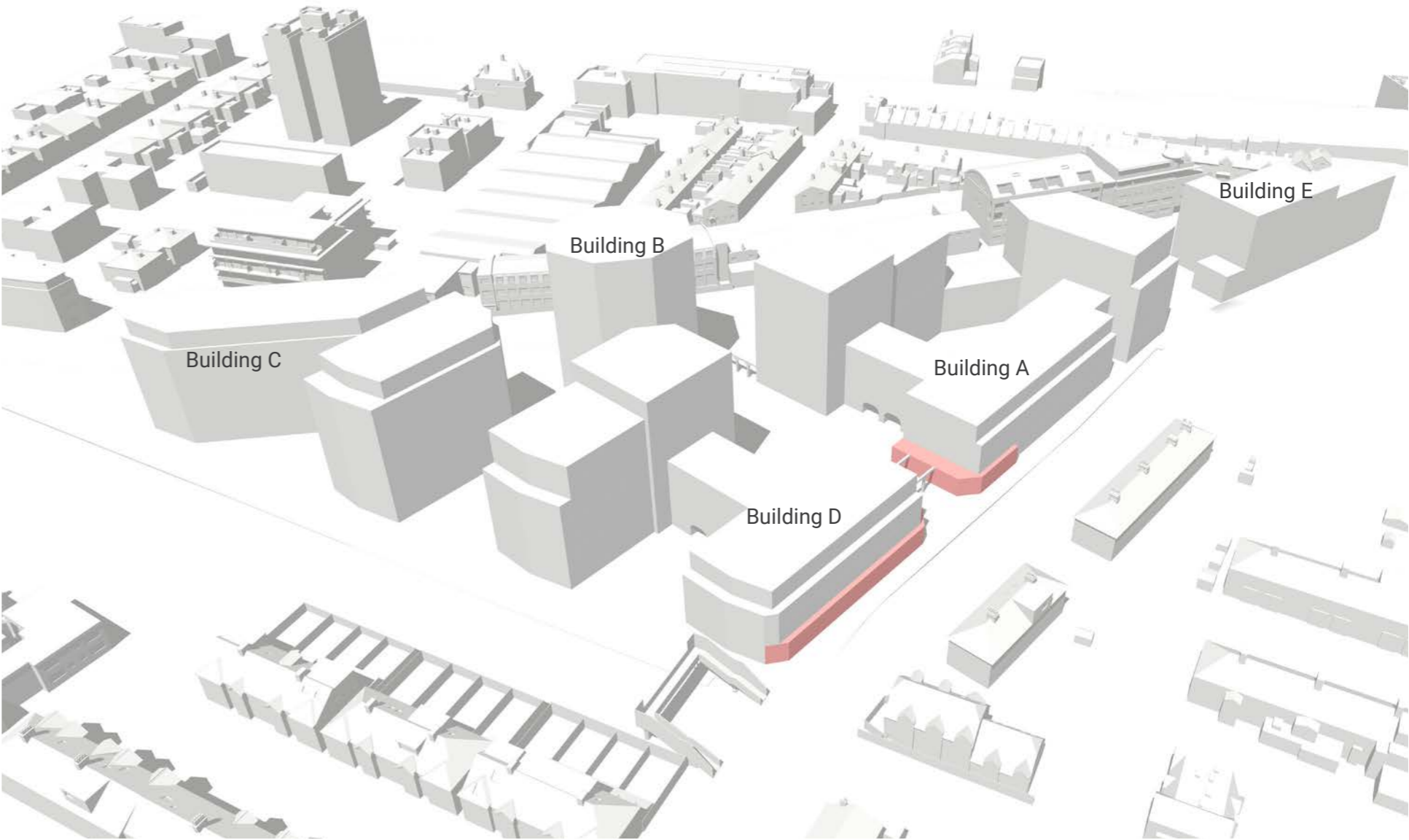
|        |     |       |
|--------|-----|-------|
| Studio | 6   | (1%)  |
| 1 bed: | 139 | (32%) |
| 2 bed: | 220 | (51%) |
| 3 bed: | 69  | (16%) |

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:

|             |                                    |
|-------------|------------------------------------|
| <div></div> | Proposed residential accommodation |
| <div></div> | 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

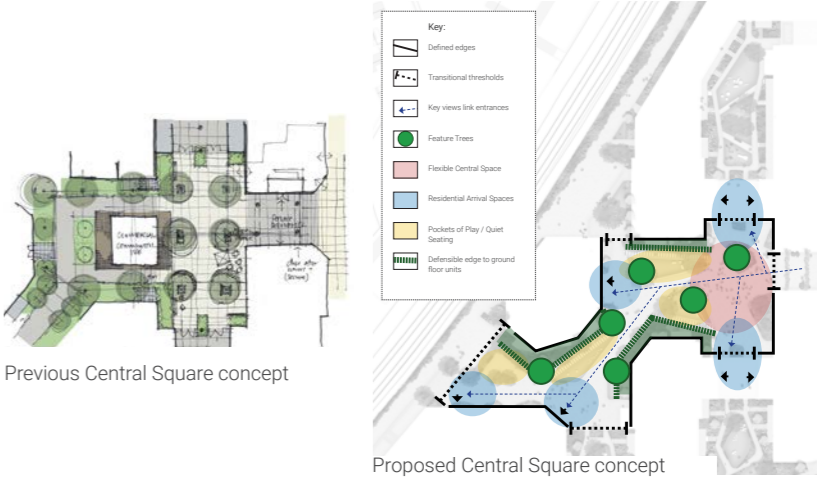


Studies showing massing and height distribution - Option 2: tallest building Building B

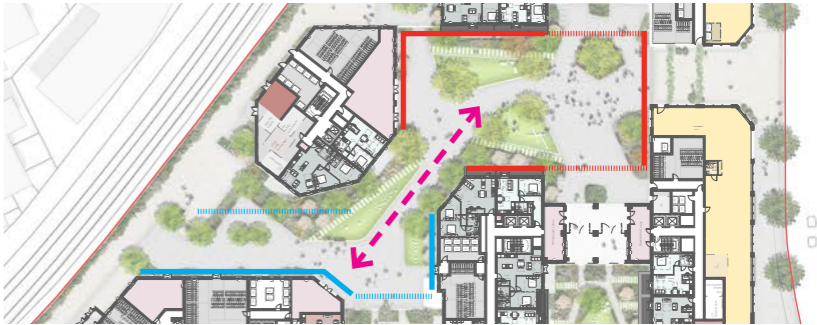


Studies showing massing and height distribution - Option 3: tallest building Building C

- 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.

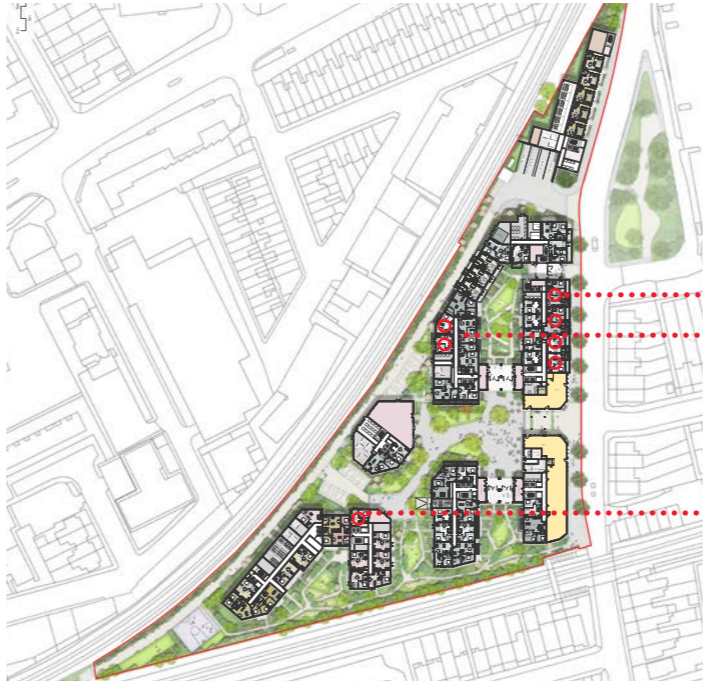
Reduced size of basement (which now only accommodates the cold-water tanks)

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

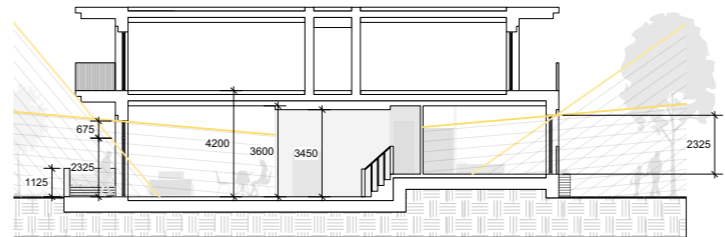
Bins and bike stores located in unsuitable residential positions.



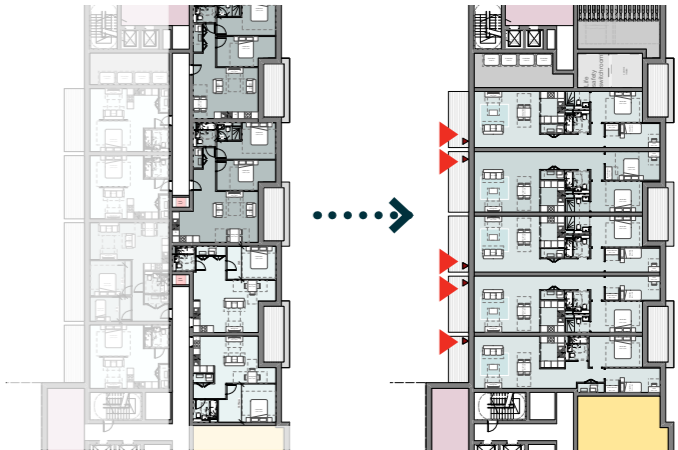
Reduction in single aspect north facing units to maximise dual aspect units. Remaining units to have projecting living/dining rooms to benefit from triple aspect views.



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

Architecture

Elevation hierarchy to be established.



Architecture

Elevation design driven by internal layouts.

A set of design rules to ensure consistency of details across buildings established.

Hierarchy of façades defined.

Consistent use of balconies and balcony design across scheme.

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

Chair questioned the suitability of Building E as an affordable building.



Building E

Reviewed building E layouts with RP who confirmed they would be interested in managing the building.

Discussions with TfL about the relocation of buses at the base of Building E remains ongoing however if, in the future, the buses are not required the area given to bus parking can be reappropriated to a landscaped amenity, inclusive of play-space, for residents within this building and across the wider masterplan.

2.7 MDA Meeting 2: 1st November 2019

Proposals presented at MDA meeting 2

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

Residential totals (combined):

|        |     |       |
|--------|-----|-------|
| Studio | 10  | (2%)  |
| 1 bed: | 138 | (32%) |
| 2 bed: | 224 | (51%) |
| 3 bed: | 64  | (15%) |

Total: 436 homes

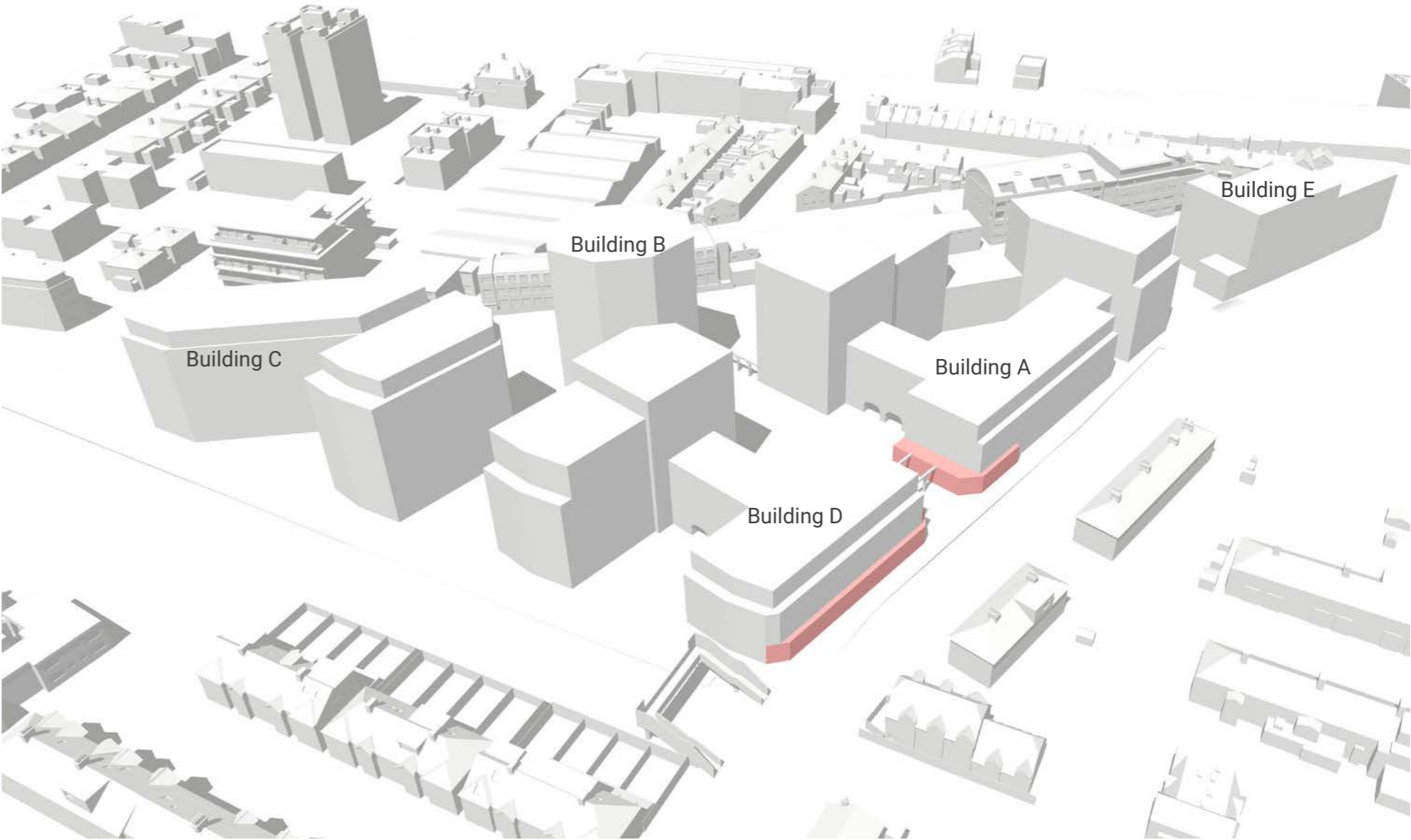
|                                      |                                    |
|--------------------------------------|------------------------------------|
| Residential areas:                   | GIA: 37, 364 sq m (396, 560 sq ft) |
| Commercial areas:                    | GIA: 490 sq m (5,274 sq ft)        |
| Percentage of dual aspect dwellings: | 60%                                |

Comments from MDA Meeting 2

- Building E improved by having buses adjacent to scheme rather than under residential accommodation however building remains isolated from rest of site.
- The relationship between the bus stands and accommodation remains uncomfortable. Particularly the unit at the southern end of the building.
- Positive response to public realm – clearer and more resolved. Square more relaxed and usable.
- Removal of pavilion positive.
- Concerns that amenity space along Manor Road will not be utilised. Consider reintroducing front doors to dual aspect dwellings and lobbies to living rooms to respond to cold weather.

2.7.1 Response to MDA meeting 2

- Review southern apartment in building E; reorientate balcony to not sit directly above buses.
- Reintroduced lobby/porch area for dual aspect dwellings along Manor Road.



Key:

- Proposed residential accommodation
- Proposed commercial accommodation

Residential accommodation

Review southern apartment in building E; reorientate balcony to not sit directly above buses.



Residential Accommodation

Southern dwellings on Building E reorganised to provide additional balcony to provide alternative external space for apartment.



2.8 TFL comments: 4th November 2019

Comments on previous proposals issued 25th September 2019

- Principles for developing the bus layover accepted
- 4 bus parking bays accepted
- Driver facilities accepted
- Swept path analysis, including reversing buses considered unacceptable.

2.8.1 Response to TFL comments

- Reviewed swept path of buses eliminating the requirement for reversing buses.
- Reviewed specification of windows and structural build up for apartments above the bus parking, to mitigate against noise and vibration.
- Re planned ground floor accommodation to allow for a smaller building footprint on bus depot.



Block E proposal at MDA meeting 01/11/19

|                     |     |
|---------------------|-----|
| No of bays:         | 4   |
| Reversing required: | Yes |
| No. of new homes :  | 31  |

Advantages:

- No accommodation above parked buses
- Active frontage along Manor Road
- Potential for bus stands to become landscaping if no longer required in future

Disadvantages:

- Requires additional measures to be put in place at entrance to site to ensure pedestrian safety.

Block E revised /final proposal 04/11/19

|                     |    |
|---------------------|----|
| No of bays:         | 4  |
| Reversing required: | No |
| No. of new homes :  | 28 |

Advantages:

- Limited accommodation above parked buses
- Some active frontage along Manor Road
- Less congestion at site entrance

Disadvantages:

- Requires some transfer structure
- Limited space for landscaping
- Difficult to secure under-croft of bus depot when not in use.



**Introduction**

**Design process**

**3.0 Final design response**

3.1 Urban design

3.1.1 Scheme overview

The development of the master plan has evolved over the course of the project, it was formed from a series of principles set-up at the outset.

Urban design changes since planning submission.

- 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.



Landscape plan of submitted scheme highlighting changes



3.1.2 Layout and adjacencies

Original Proposed Development

385 units  
35% affordable housing

Key:

- Pedestrian / cycle entrance
- Vehicle entrance
- Offset distance
- Communal entrance

| Market | Affordable rent | Intermediate |
|--------|-----------------|--------------|
| 1 bed  | 1 bed           | 1 bed        |
| 2 bed  | 2 bed           | 2 bed        |
| 3 bed  | 3 bed           |              |



Amended Proposed Development

433 units  
40% affordable housing

Key:

- Pedestrian / cycle entrance
- Vehicle entrance
- Offset distance
- Communal entrance

| Market | Affordable Rent | Intermediate |
|--------|-----------------|--------------|
| Studio | 1 bed           | 1 bed        |
| 1 bed  | 2 bed           | 2 bed        |
| 2 bed  | 3 bed           |              |
| 3 bed  |                 |              |



3.1.3 Scale and massing overview

The massing of the development has changed through consultation with the GLA and Mayor Design Advocates.

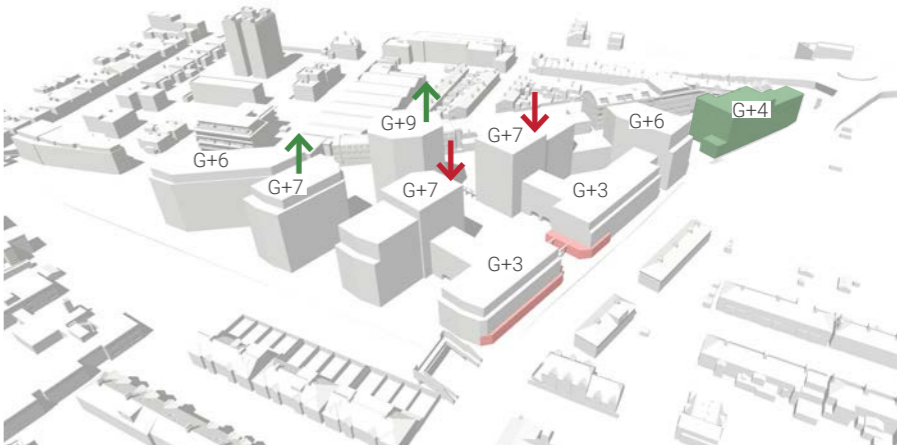
Many of the original principles including the concentration of height in the centre of the site and stepping down the massing at the edges of the site (on Manor Road and along the southern boundary) remain.

The main changes to massing through the design process include;

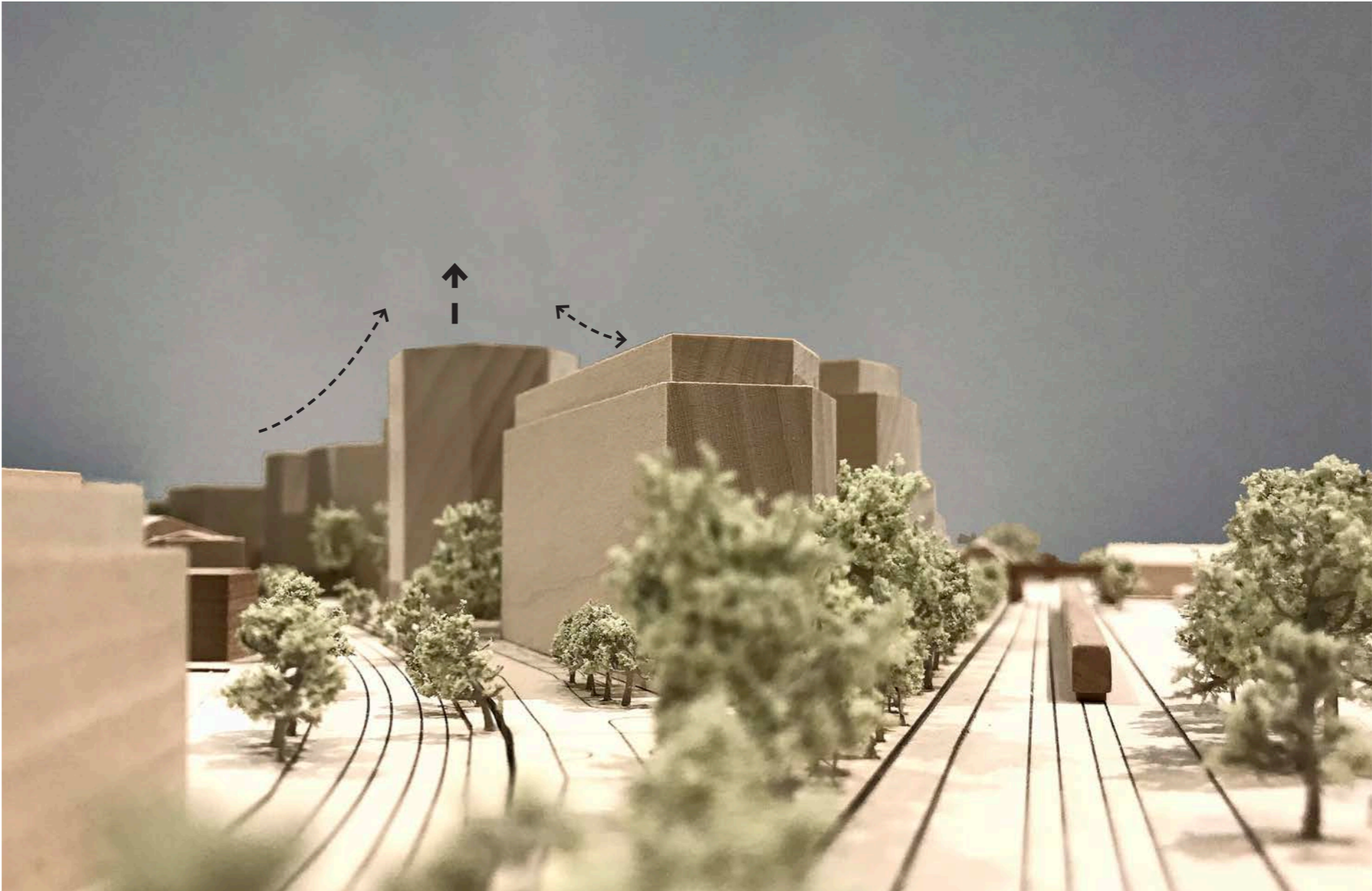
- Increasing building B by 1 storey
- Increasing building C (core A) by 1 storey
- Decreasing buildings A (core D) and D (core B) by 1 storey
- Introducing a new residential building to the north of the site (Building E)



Original Proposed Development



Amended Proposed Development



3.1.4 Tenure distribution

The scheme proposes 40% affordable housing across the site. This is to be a mix of intermediate and social tenures as an approximate 50/50 split.

Where possible, affordable homes are served by their own core. However, to allow the affordable dwellings to be distributed across the site we are currently proposing one core to have an overlap between private and intermediate apartments (Block A, Core A).

Larger homes have been allocated to the social tenure, while the intermediate tenure is made up of 1 and 2 bed dwellings.

Original proposed development

Affordable unit totals:

|        |                   |
|--------|-------------------|
| 1 bed: | <b>52</b> (39%)   |
| 2 bed: | <b>61</b> (45.5%) |
| 3 bed: | <b>21</b> (15.5%) |

**Total: 134**  
Affordable percentage: 35%

Affordable rent:

|        |          |
|--------|----------|
| 1 bed: | 6 (11%)  |
| 2 bed: | 13 (51%) |
| 3 bed: | 21 (38%) |

**Total: 40**

Intermediate (Shared Ownership):

|        |          |
|--------|----------|
| 1 bed: | 46 (49%) |
| 2 bed: | 48 (51%) |
| 3 bed: | 0 (0%)   |

**Total: 94**

Residential area:

GIA: **12, 113 sq m** (130, 383 sq ft)

Key:

|             |  |
|-------------|--|
| <div></div> | Commercial area                                      |
| <div></div> | Market tenure  |
| <div></div> | Mixed core - affordable rent and intermediate tenure |
| <div></div> | Affordable rent tenure                               |
| <div></div> | Intermediate tenure                                  |
| <div></div> | Mixed core - market and intermediate tenure          |

Amended proposed development

Affordable unit totals:

|        |                   |
|--------|-------------------|
| 1 bed: | <b>57</b> (33.5%) |
| 2 bed: | <b>84</b> (49%)   |
| 3 bed: | <b>30</b> (17.5%) |

**Total: 171**  
Affordable percentage: 40%

Affordable rent:

|        |          |
|--------|----------|
| 1 bed: | 12 (16%) |
| 2 bed: | 33 (44%) |
| 3 bed: | 30 (40%) |

**Total: 75**

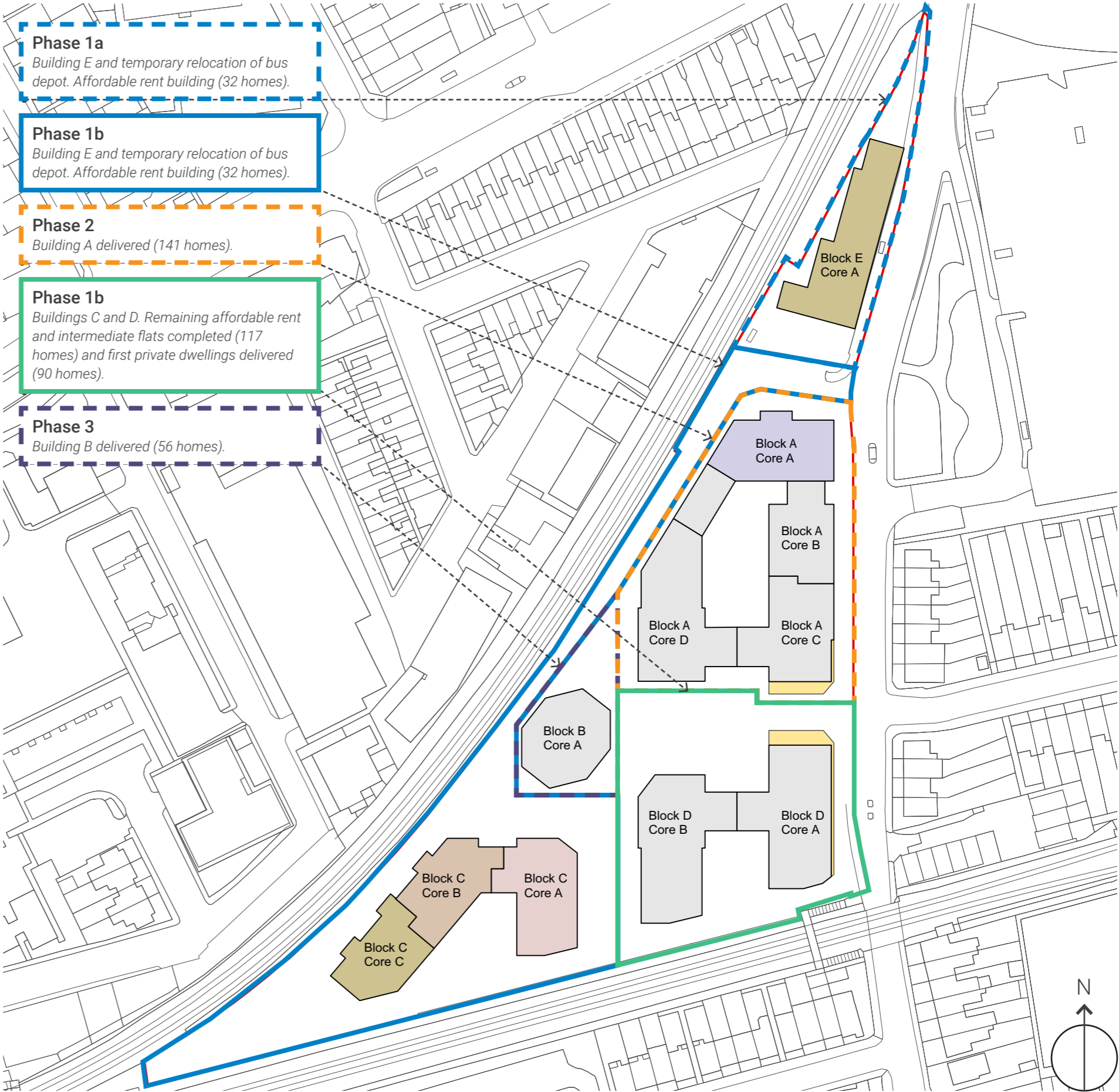
Intermediate (split between S.O and LLR):

|                   |                     |
|-------------------|---------------------|
| Shared Ownership: | London Living Rent: |
| 1 bed: 23 (40%)   | 1 bed: 22 (58%)     |
| 2 bed: 35 (60%)   | 2 bed: 16 (42%)     |
| 3 bed: 0 (0%)     | 3 bed: 0 (0%)       |
| Total: 58 (60%)   | Total: 38 (40%)     |

**Total: 96**

Residential area:

GIA: **14, 764 sq m** (158, 724)



Building plan showing tenure split by core.

3.3 Residential quality

3.3.1 Residential Quality changes since planning submission

- Ground floor dwellings along Manor Road redesigned as dual aspect.
- Lower ground and ground floor duplex dwellings in Buildings C and D removed.
- Changes to floor plates across buildings A and D to optimise efficiency and minimise north facing dwellings.
- 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 social and intermediate tenures

3.2 Accommodation overview

Changes since the last application include increasing residential accommodation to 40% by habitable room (from 35%) and for the affordable tenures to be split 50/50 by social and intermediate tenures.

Every effort has been made to provide high quality residential accommodation. Changes include;

- A review of all ground floor dwellings (reviewed in detail on next page).
- Lower ground dwellings in buildings C and D have been replaced by ground floor dwellings with generous floor to ceiling heights and a higher quality of internal accommodation.
- % dual aspect homes has increased through the design of building E (100% dual aspect) and new dual aspect apartments along Manor Road. Now 59% of units

are dual aspect (up from 56%).

- Width of courtyard in building C has increased to reduce overlooking.
- Single aspect north facing dwellings (previous application had two dwellings per typical floor plate) have been designed out with these apartments now benefitting from a projecting living/dining room with views/daylight from three aspects.
- All new apartments have been tested, and comply, with TM59 overheating analysis.
- Number of 'oversized' dwellings reduced across the scheme.
- All residential storeys have a floor to floor height of 3300mm and internal floor to ceiling height of 2650mm



Design principle 6: Provide high quality new homes.



Interior view of apartment in Building A.




3.3.2 Ground floor apartments

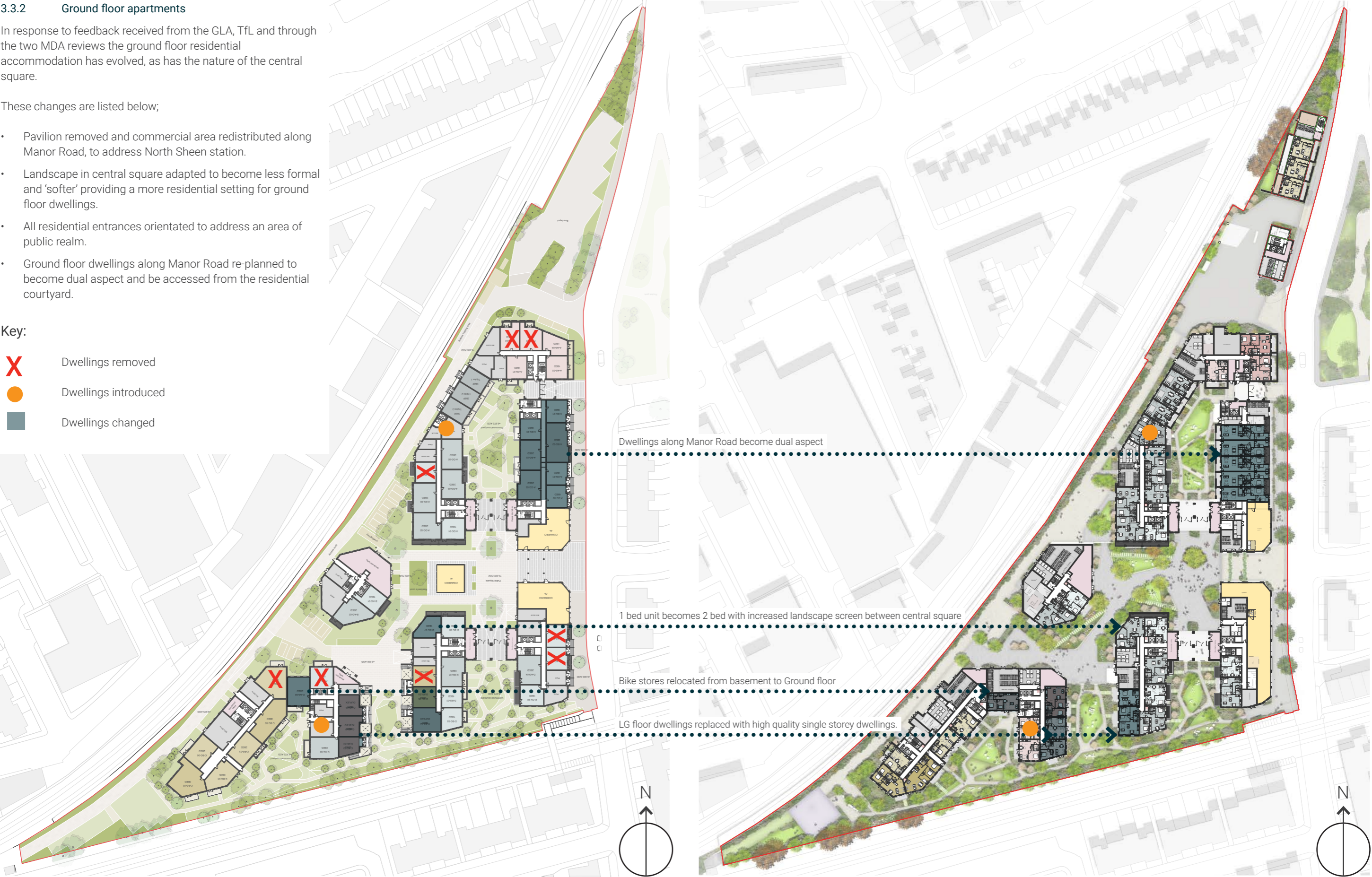
In response to feedback received from the GLA, TfL and through the two MDA reviews the ground floor residential accommodation has evolved, as has the nature of the central square.

These changes are listed below;

- Pavilion removed and commercial area redistributed along Manor Road, to address North Sheen station.
- Landscape in central square adapted to become less formal and 'softer' providing a more residential setting for ground floor dwellings.
- All residential entrances orientated to address an area of public realm.
- Ground floor dwellings along Manor Road re-planned to become dual aspect and be accessed from the residential courtyard.

Key:

-  Dwellings removed
-  Dwellings introduced
-  Dwellings changed



3.3.3 Residential Amenity

Residential floor plates have been reviewed across the scheme and the residential accommodation has evolved to provide better internal spatial arrangements for all units.

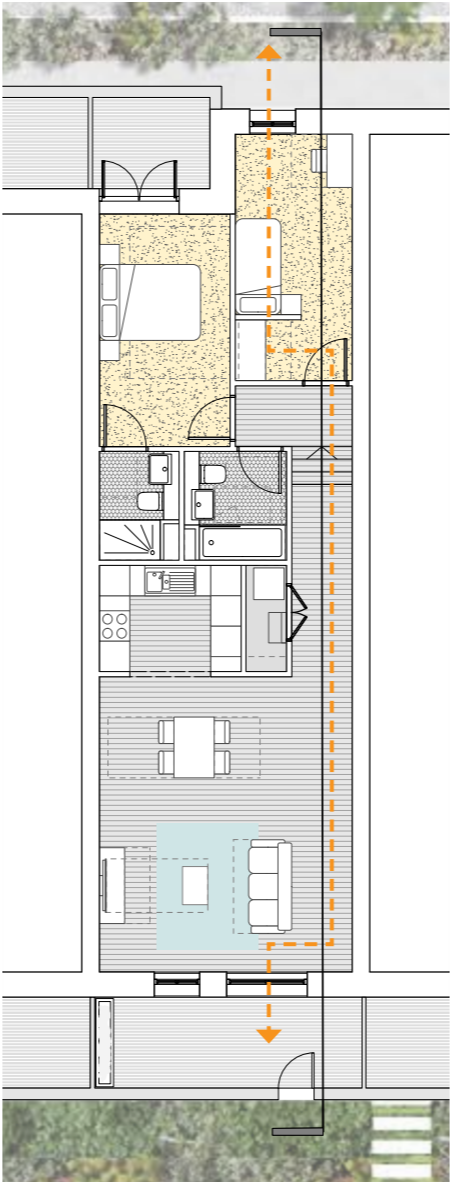
These changes are listed below;

- Reduction in number of single-aspect units (now 41% from 44%).
- The elimination of single aspect north facing units across the scheme.
- A reduction in ‘oversized’ units.
- A increase in overlooking distances in block C.
- Introduction of an additional core in building C to minimise number of units per core.
- A review of ground floor accommodation and location of apartments (ensuring residential accommodation is located in the most suitable locations on site).
- An increase in landscape ‘screening’ to all ground floor units fronting central square.

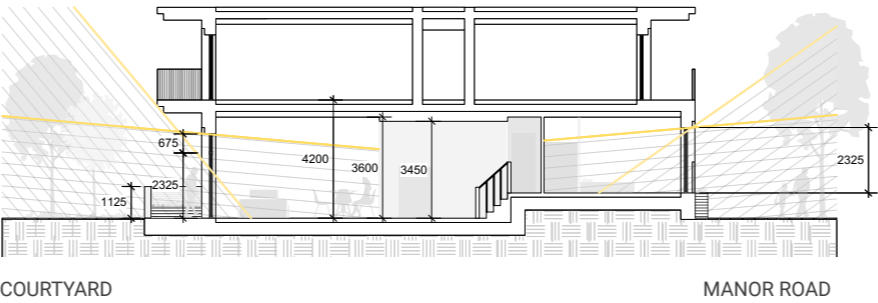


Dual aspect apartments in building A

In response to comments made at the MDA regarding apartments along Manor Road the apartments on the ground floor have been redesigned to become dual aspect. These apartments now open onto Manor Road.



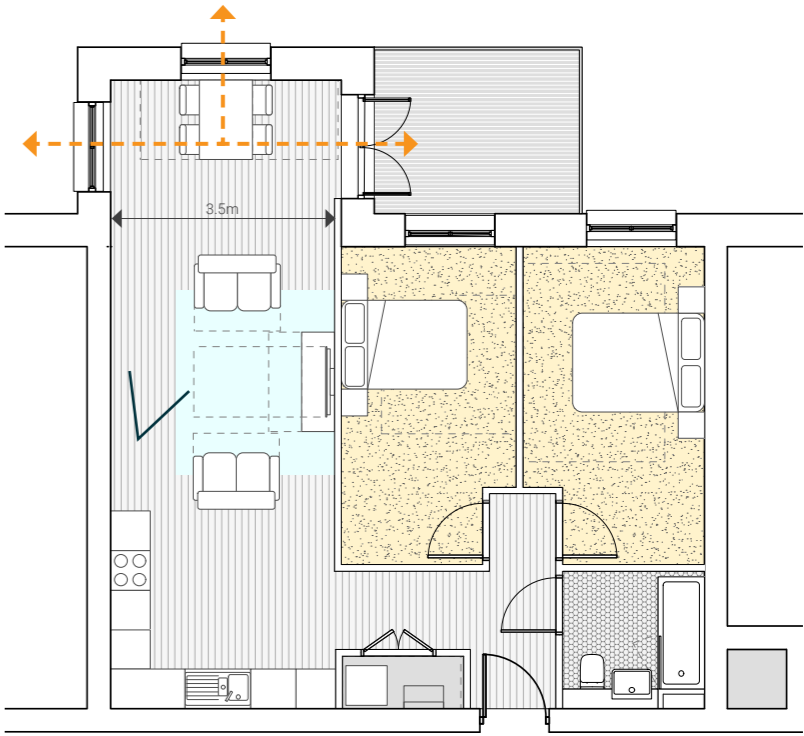
Proposed apartment layout in Building A. Section below.



Proposed section through ground floor apartment along Manor Road

Single aspect unit in building A

Particular examples of where the scheme has been redesigned includes block A where 2 single aspect north facing homes on the previous scheme have been designed out in place of more dual aspect homes.



Proposed apartment layout in Building A. Internal view below.



View from apartment in Block A designed with projecting living/dining room to benefit from three aspects.

3.3.4 Basement and ancillary accommodation

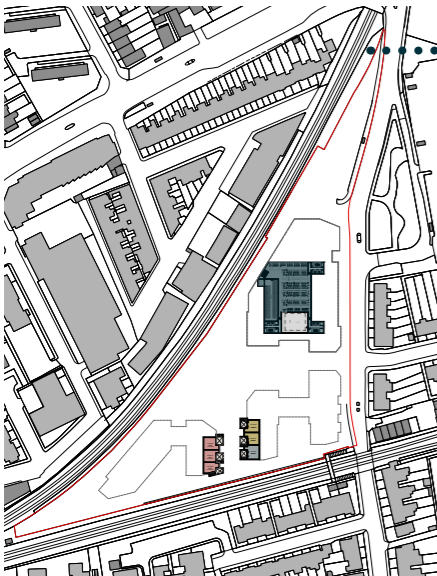
In consultation with TfL residential bike stores / refuse stores and plant rooms have been relocated to ground floor from the basement. The location of these stores has been carefully selected to take up less desirable areas for homes (i.e. along the residential access road).

The size of the basement has been revised to provide plant room space for cold water tanks only.

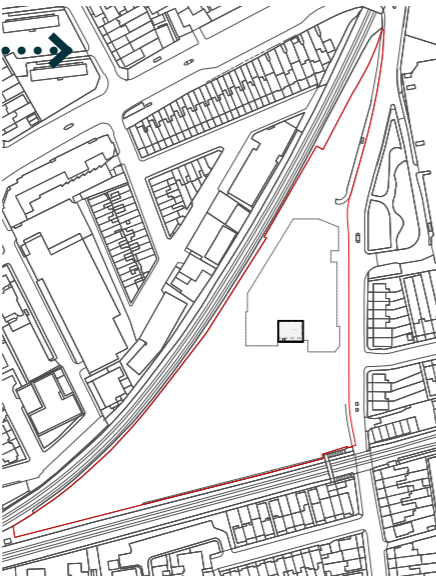
Cycle parking provision has been provided in line with the London Plan 2019 'higher cycle parking standard' requirements, see table below.

|                                 | Long Stay | Short Stay | Amount provided |
|---------------------------------|-----------|------------|-----------------|
| Commercial A Class (worst case) | 3         | 27         | 30              |
| Commercial B Class              | 1         | 1          | 2               |
| Residential                     | 787       | 11         | 798             |
| Total                           | 791       | 39         | 830             |

Original proposed basement layout



Amended proposed basement layout



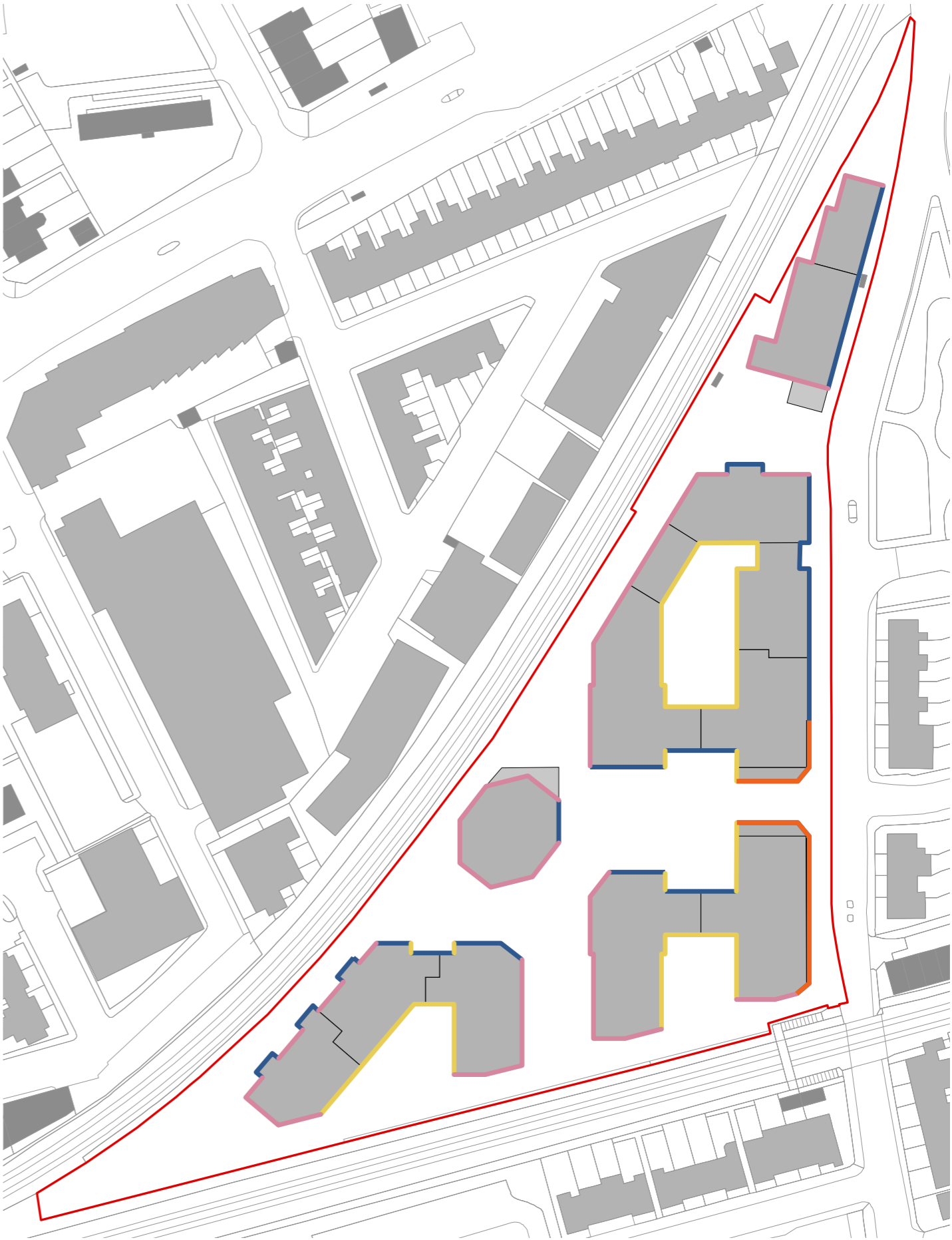
3.4 Architecture

3.4.1 Architecture changes since the planning submission

- Reviewed elevations to increase consistency in detail across scheme.
- Establish an elevation hierarchy with each elevations having either façade type A, B or C.
- Façade type A to be base of all façades with additional detail added to façade types B and C.
- In response to the MDA panel, all elevations to be checked for consistency and ‘calmness’.



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

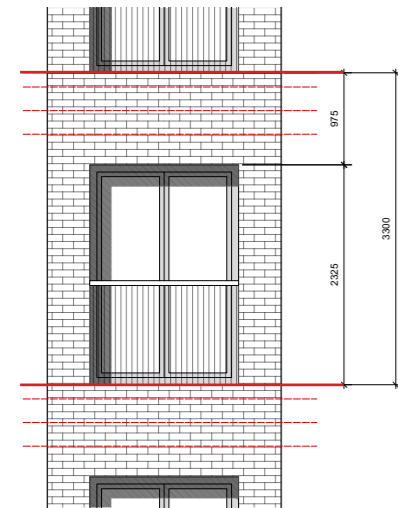
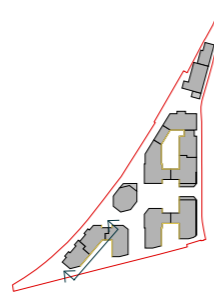


Design principle 6: Provide high quality new homes.

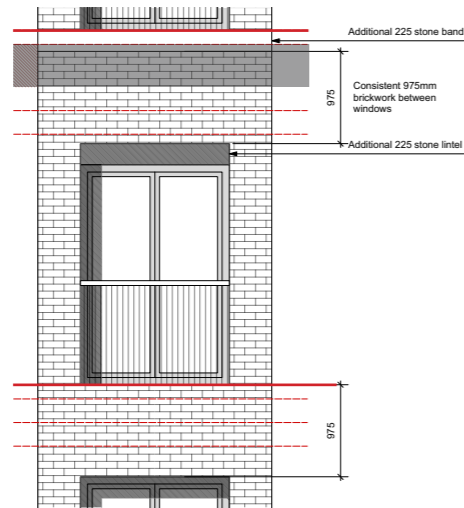
### 3.4.2 Elevation type A:

#### Inward facing facades

Simple punched brick reveals around windows, which are to be either 1575mm, 1350mm or 900mm in width. When additional floor build-up is required (when linking to a roof level) an additional stone lintel and stone string course is added.



Elevation type A:  
Typical floor.



Elevation type A:  
Increased floor height (when connecting to terrace).

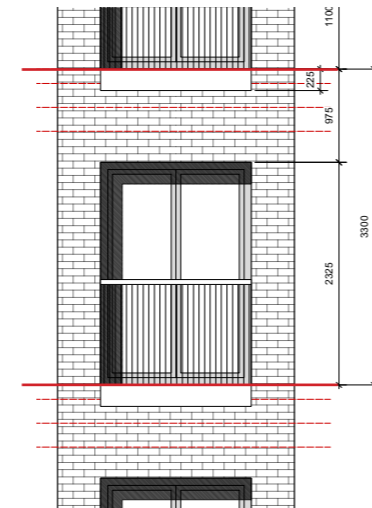
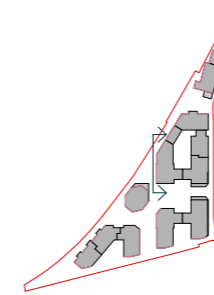


Example elevation, building C

### 3.4.3 Elevation type B:

#### Context facing facades

Balconies to be projecting and 450mm deep with a stepped stone profile. Stone sill of 225mm depth (to correspond with balcony) adds additional level of detail to otherwise simple punched facades.



Elevation type B:  
Typical floor.



Elevation type B:  
Typical floor with balcony.

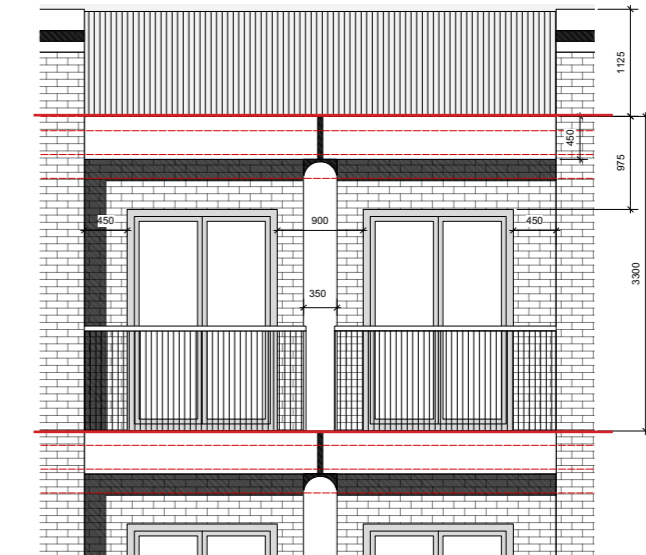
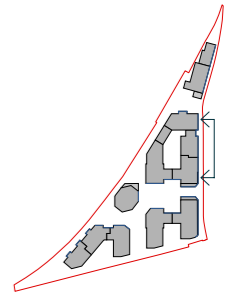


Example elevation, building A

### 3.4.4 Elevation type C:

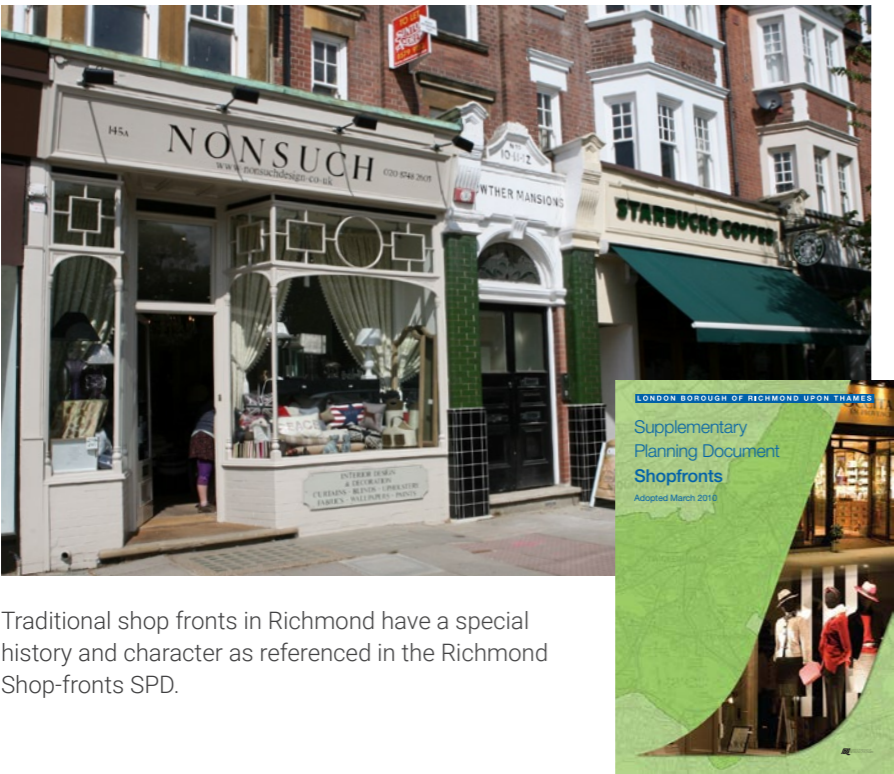
#### Manor Road and Central square facing facades

Balconies to be recessed to provide privacy for residents fronting the more active elevations of the scheme. Top floor parapet height at a level to provide balustrades for residents of the top floor.



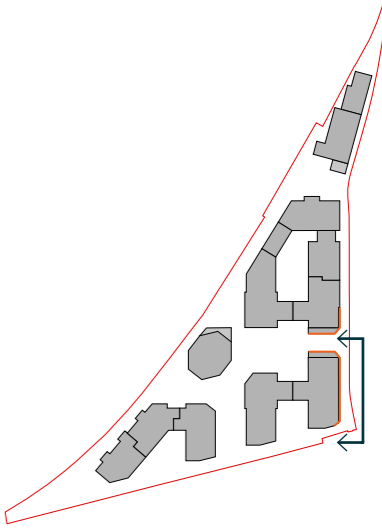
3.4.5 Commercial frontage along Manor Road

Shop frontage extended south towards the level crossing on Manor Road.



Traditional shop fronts in Richmond have a special history and character as referenced in the Richmond Shop-fronts SPD.

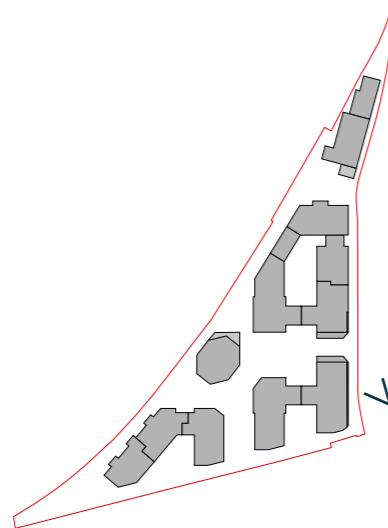
- Fascia incorporating signage
- Pilasters and moldings frame the shop-front
- Glazing separated by mullions allows light in
- Stall risers protect the shop from damage at ground level



Manor Road proposed elevation: Commercial frontage extended towards North Sheen station

### 3.4.6 View along Manor Road

- Top floor set-back rationalised to reduce 'stepping' to provide linear run along frontage.
- 900mm wide window simplified to lose central mullion and become single openable window casement.
- Central column on inset balconies replaced with stone column, consistent with detail across site.
- Retail frontage extended along Manor Road towards station.



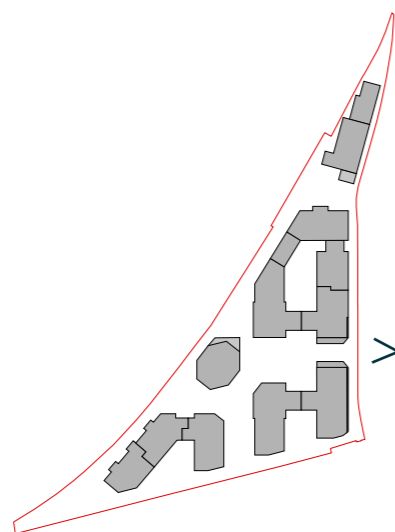
View from Manor Road (previous submission)



View from Manor Road

## 3.4.7 View from main pedestrian site entrance

- Window details rationalised across scheme.
- Stone string course detail and lintel above window introduced where additional floor to floor build-up required to provide level access to roof terrace / roof build-up.
- Balcony sizes and shapes rationalised to refine silhouette of building B.
- Arches used as a tool to signal a threshold (site entrance / concierge frontage etc...) Removal of pavilion improves sight lines across central square and towards concierge at base of building B.
- Arches lost from sixth floor of block B.



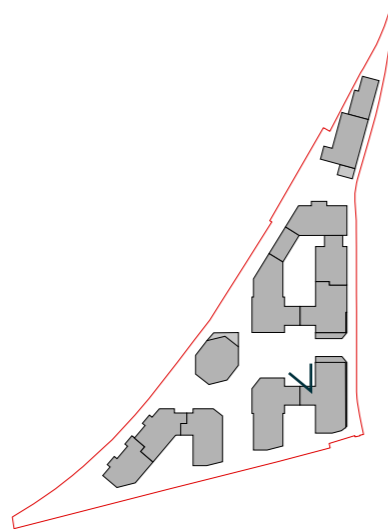
View from main pedestrian entrance to site (previous submission)



View from main pedestrian entrance to site

### 3.4.8 View from residents' lobby across public square

- Inset balcony detail consistent on each floor of block A
- Simplified detail on link buildings
- Removal of pavilion creates a more generous area of new public realm.
- Landscape design less formal to provide sense of neighbourhood square.
- Base of building B changed to provide an edge to the new square.



View across central square from residential entrance to building D (previous submission)



View across central square from residential entrance to building D

3.5 Building E

3.5.1 Use and Amount

Building E provides a total of 29 new affordable homes, for social rent.

- 4 x 1 beds
- 9 x 2 beds
- 16 x 3 beds (including 3 duplex apartment)
- 99 x habitable rooms

GIA Area: 2, 790 sqm. / 30, 034 sqft.

3.5.2 Layout

Building E accommodates the land to the north of the site, currently used by TFL as a bus layover. The site is narrow and the road rises towards the roundabout at Manor Circus.

The layout of building E has been influenced by discussions with TFL and maintains the function of the bus layover beneath the proposed residential accommodation. A total of 4 parking spaces for buses have been provided alongside driver facilities and a new outpost facility for the metropolitan police.

As the site narrows to the north, and to maximise the quality of the accommodation above the bus layover, a deck access building is proposed ensuring 100% of the proposed homes benefit from a dual aspect.

Three duplex apartments (ground floor and mezzanine level) are accessed from Manor Road and provide activity along the street frontage.

Enhanced landscaping is provided at the northern part of the site and a new roof terrace is provided on the 4th floor, offering residents of building E with shared external amenity space and doorstep play space.

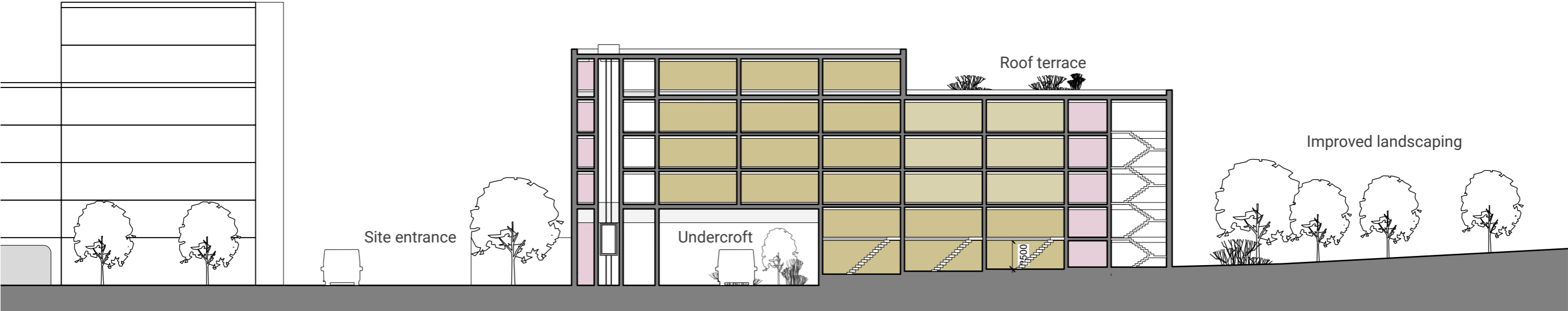


Ground floor plan



Typical floor plan

Building A



Long section (along Manor Road) through building E showing under-croft for buses and accommodation above.

### 3.5.3 Scale and appearance

Building E has been designed to bookend the development and reduces in scale as it approaches the northern part of the site. Due to the height required for the bus layover the ground floor has a mezzanine and three new duplex homes are proposed along Manor Road.

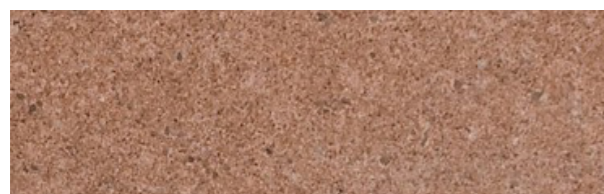
The elevations on building E takes cues from the inset balconies along Manor Road with the access decks on the eastern elevation having the same stone deck with stone columns.

The massing along the railway on the western elevation steps back, tapering the building line and providing room for projecting balconies along the western façade.

The materiality of this block is consistent with the other buildings along the Manor Road façade.



Birtley Olde English Buff - IBSTOCK Birtley



Cayenne - acid etched reconstituted stone - DECOMO



Metalwork RAL 1035



View of building E from Manor Road (looking south)



Elevation along Manor Road showing new building E to the north of the site

### 3.5.4 Amenity

Additional amenity and doorstep play space for building E is provided on the roof terrace, residents will also be able to access play distributed across the communal courtyards and public realm across the rest of the site.

Private amenity is provided for each apartment through balconies, each of these is sized in accordance to the national space standards.

Building E also benefits from the having access to the deck, and whilst this is the primary access route for all the apartments in this building it also provides an informal, additional, communal amenity space.



3.6 Residential quality and access

All new homes within this building are designed to be dual aspect providing high quality accommodation with ample external amenity.

The mix is predominantly larger units, to reflect the social rent tenure in this block.

Each home has it's own private amenity, in line with national space standard requirements and access to a communal roof terrace on the 4th floor.

The deck is generously proportioned to allow for an informal colonisation of the deck with plants and window boxes.

The slab and transfer structure above the bus layover has been designed to mitigate against any noise and vibration transfer to the apartments above.



Illustrative from access deck



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## Document Control Form

|                 |                                |
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| Document title  | Addendum                       |
| Client          | Avanton                        |
| Document status | Revision R3                    |
| Date of issue   | 21st November 2019             |
| Prepared by     | Holly Barker, Architect        |
| Checked by      | John Lynch, Associate Director |

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| Status | Revision     | Date issued | Prepared by | Checked by |
|--------|--------------|-------------|-------------|------------|
| R1     | For Comment  | 25/10/19    | HB          | JL         |
| R2     |              | 6/11/19     | HB          | JL         |
| R3     | For Planning | 21/11/19    | HB          | JL         |