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**Manor Road / Richmond**  
Design & Access Statement Landscape  
Addendum 02





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## 1.0 Landscape Addendum

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## 1.1 Introduction

This Landscape Design Addendum has been prepared by Gillespies 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 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.

Initial scheme amendments were submitted in November 2019 ('the November 2019 Amendments') and increased the overall number of units by 48, primarily through the introduction of a new residential building known as Block E.

Following further discussions with TfL and the GLA, it was subsequently agreed that further revisions should be explored in order to deliver an improved scheme, without the need for this additional block.

This Addendum is a stand-alone document describing revised landscape proposals for the site following the November 2019 Amendments, it should be read in conjunction with the submitted set of drawings and other consultant's addendum reports as well as the November 2019 Addendum and the Landscape Design and Access Statement submitted with the original application.



LANDSCAPE MASTERPLAN - ORIGINAL PROPOSED SCHEME





## 1.2 Design Evolution - November 2019 Amendments

Following resolution to refuse the original planning application ref. 19/10510/FUL by LBRUT the scheme has been subject to call-in by the Greater London Authority (GLA) for determination by the Mayor. The Applicant and design team sought to address the reasons for refusal of the original scheme through further consultation with the GLA, TFL and Mayors Design Advocates (MDA) as part of the November 2019 Amendments. A detailed description of design changes to landscape as part of these amendments can be found within the addendum report submitted in November 2019 (Gillespies document P11559-00-001-706-02).

The following is a summary of key changes made during the MDA process:

1. New ground floor landscaping and residents roof terrace included with the addition of the new residential block (Block E) to the north of the site (now removed as part of this addendum).
2. Revisions to design of Central Courtyard including removal of pavilion and change to a more residential, less formal design.
3. Rationalisation of parking and extension of Central Courtyard down to Block C entrance.
4. Rationalisation of secure line boundaries to Communal Courtyards including a fully shared courtyard to the south.
5. Changes to design of external private amenity space to provide a more usable and secure design.
6. Addition of playable landscape and residential garden space in the previously under used south west corner of the site.



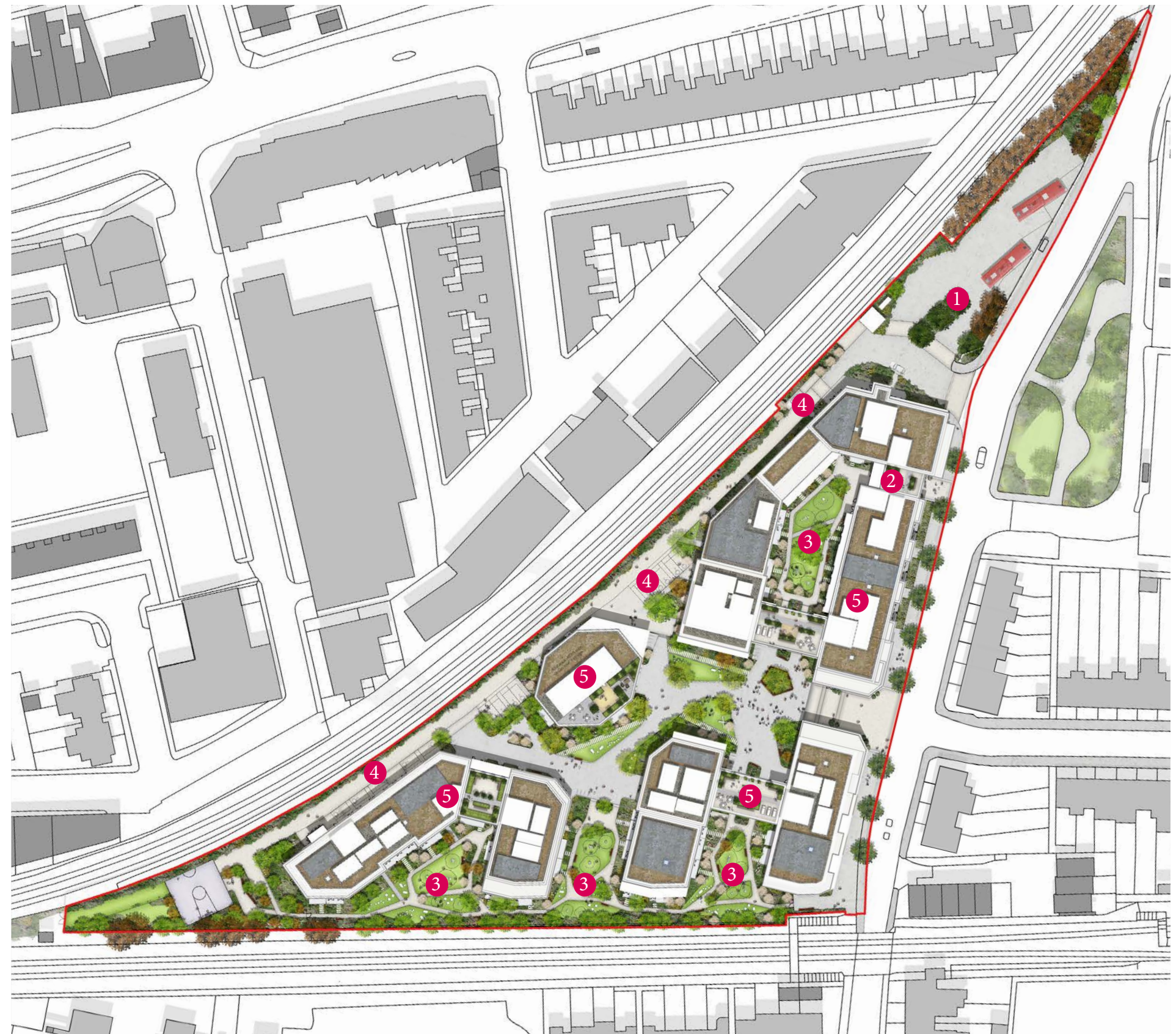
LANDSCAPE MASTERPLAN - NOVEMBER 2019 AMENDMENTS



### 1.3 Summary of Key Changes (from November 2019 Amendments)

The team have continued to develop the design following the November 2019 Addendum submission in response to continued consultation with the GLA, TFL and with input from the MDA. Key changes since the November 2019 Addendum submission are described below:

1. Block E removed from proposed scheme. TFL bus layover area retained to north of site with landscape improvements.
2. Open passageway from Manor Road to Block A courtyard removed and replaced with enclosed lobby.
3. Courtyards rationalised in response to MDA comments.
4. Parking provision increased to 14no. DDA bays and 2no. car club bays.
5. General realignment of landscape to revised Assael block plans and coordination of roofscape with rooftop plant areas.
6. Play space requirements recalculated and play areas adjusted accordingly (general - not labelled on plan).



LANDSCAPE MASTERPLAN - AMENDED PROPOSED DEVELOPMENT





## 1.4 Introduction

The removal of Block E from the scheme allows the existing bus layover area to the northern corner of the site to be retained in its existing location. Buses will use the existing junction to Manor Road with no changes to vehicle movements.

Landscape enhancements to the area are included in the proposals to improve the general appearance of the area and the outlook from adjacent residential units.

Existing trees and planting are retained and reinforced with additional understory planting whilst additional street trees are proposed on the corner of the junction and central island to extend the line of street tree planting from the south and frame the entrance. Planting to the central island will also significantly improve the visual enclosure of the Layby and benefit the outlook from the adjacent residential units.

New infill panels are proposed to the existing brick fence/wall along the Manor Road frontage to increase the height and visual screening benefits of this barrier.

Contrasting paving is also proposed across the junction and to both entrances to the layby area to delineate a change of character from vehicular road and bus area to residential street and to contain the functional area of the layby. Paving within the layby area will be retained as existing.

All current operations and circulation within the Bus Layby area are to be maintained during refurbishment works.



EXISTING SUB STATION ENCLOSURE



EXISTING TREES ON MANOR ROAD BOUNDARY



EXISTING BRICK WALL WITH PIERS AND INFILL PANELS



VIEW FROM MANOR ROAD



VIEW FROM INSIDE OF SITE LOOKING SOUTH

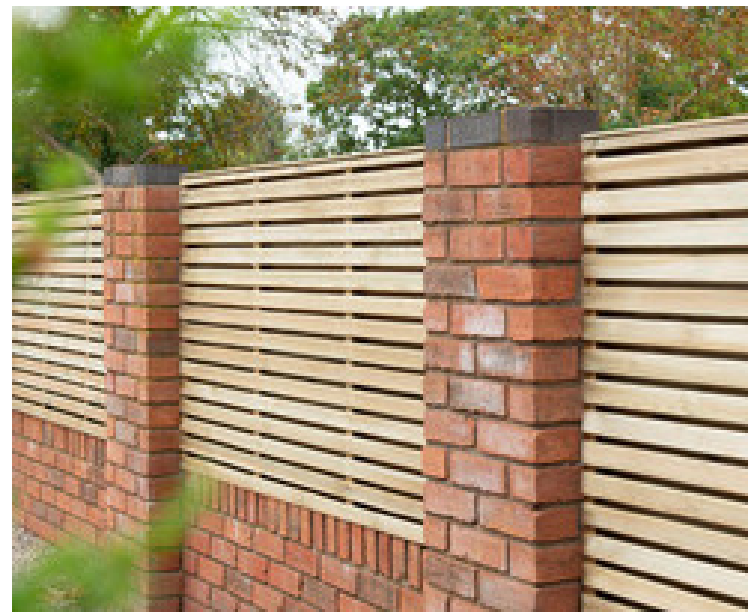


KEY

- 1. Existing trees retained
- 2. Proposed new street tree planting
- 3. Proposed understory planting
- 4. New infill panels to wall
- 5. Contrasting paving to entry points
- 6. Existing paving retained



DETAIL OF BUS LAYBY- AMENDED PROPOSED DEVELOPMENT



TIMBER INFILL PANELS TO EXISTING FENCE

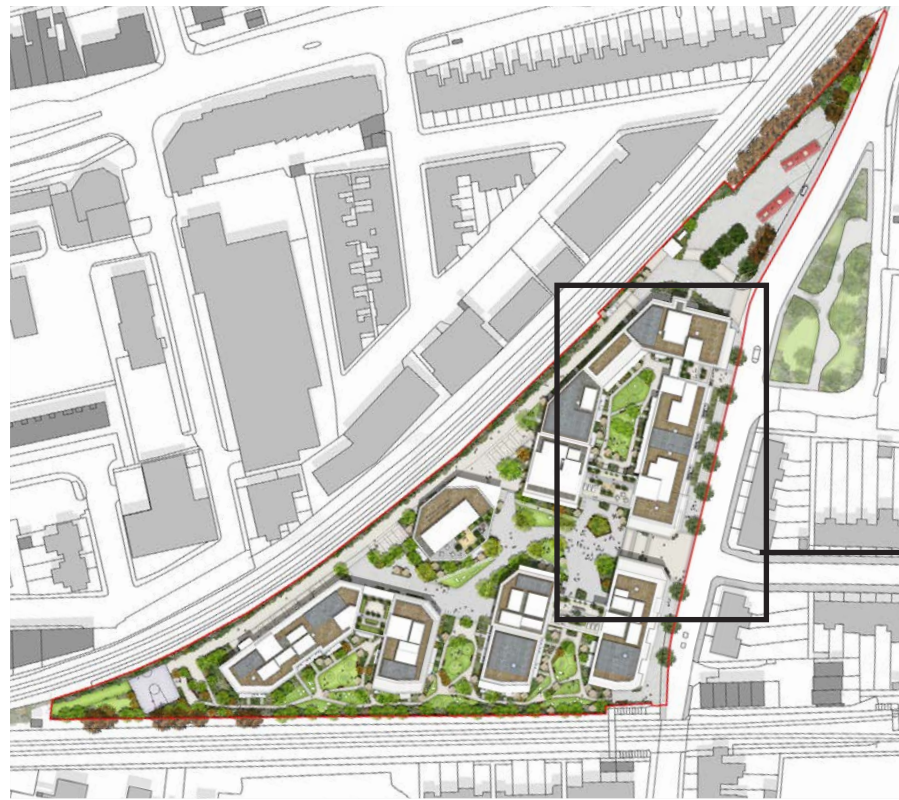


## 1.5 MDA Process and Design Response

As part of design development following the November 2019 Amendments, the design team have continued to engage with the MDA and a number of additional changes have been made to the landscape design in response to MDA feedback. These are described opposite and illustrated on the following pages.

- Concerns were raised about the open passageway from Manor Road to Block A courtyard. This has been replaced with a generous lobby space with landscape design amended to suit.
- The path layout within the southern courtyards was questioned, in particular the desire lines to the new entrance in the south eastern corner. Path networks within the courtyards have been rationalised to provide a more coherent route to residential entrances.
- It was suggested that there was scope to add richness to the landscape design, in particular providing more space for residents amenities and play. In response courtyards have been rationalised to maximise the usable space, in particular for provision of residents play space.
- Proposed climber planting has been removed from around the main pedestrian entrance from Manor Road in response to MDA comments due to concerns over long term maintenance.
- Long term management and maintenance of the landscape has been considered in response to MDA concerns. Alongside rationalisation of courtyard paths and amenity space, planting beds have been reduced in depth to improve maintenance access and the indicative planting palette provides a drought tolerant, low maintenance scheme. Ongoing maintenance of landscape within the private ownership boundary will be the responsibility of the Client or their appointed management company.



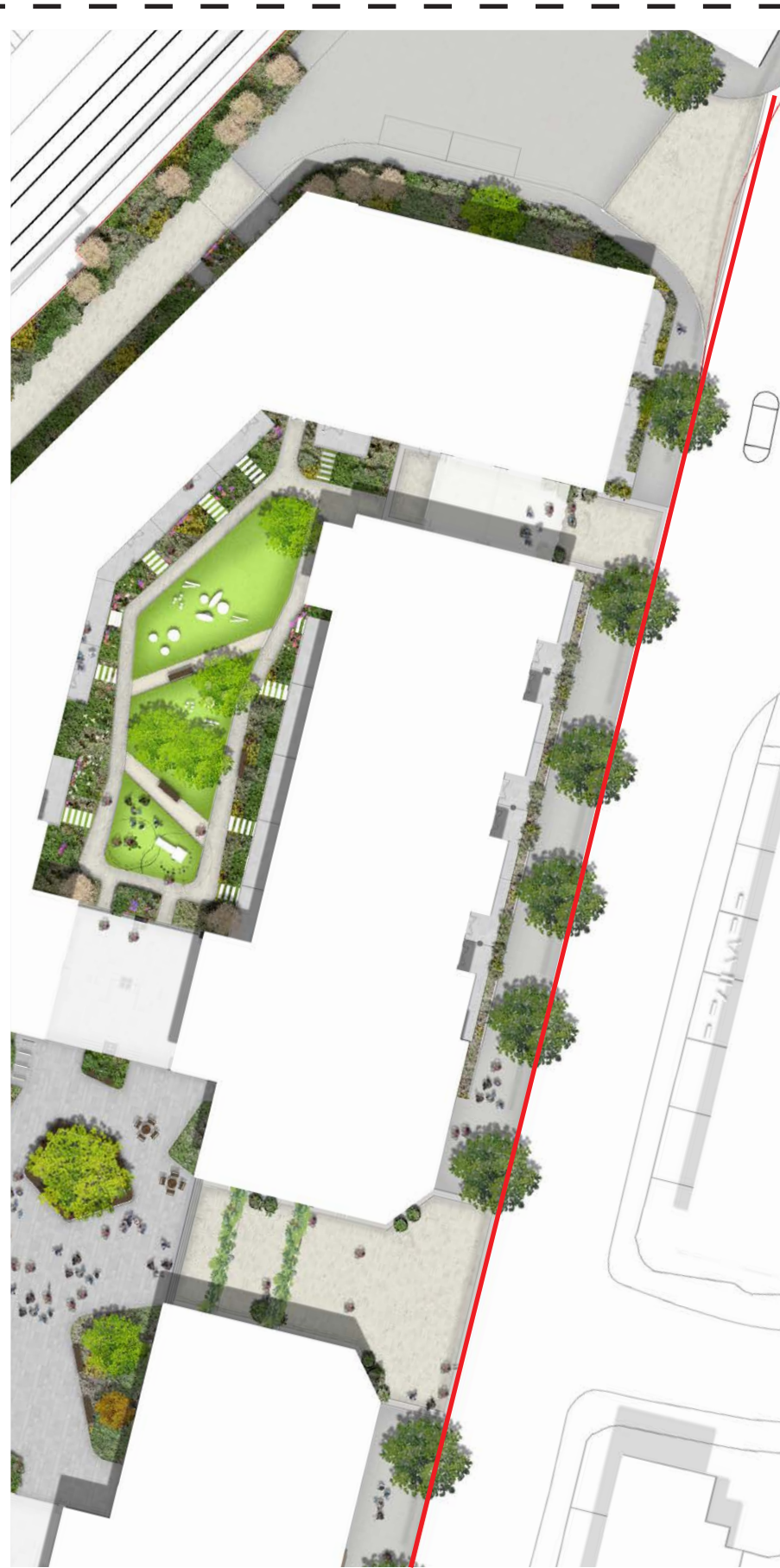


LANDSCAPE MASTERPLAN - AMENDED PROPOSED DEVELOPMENT

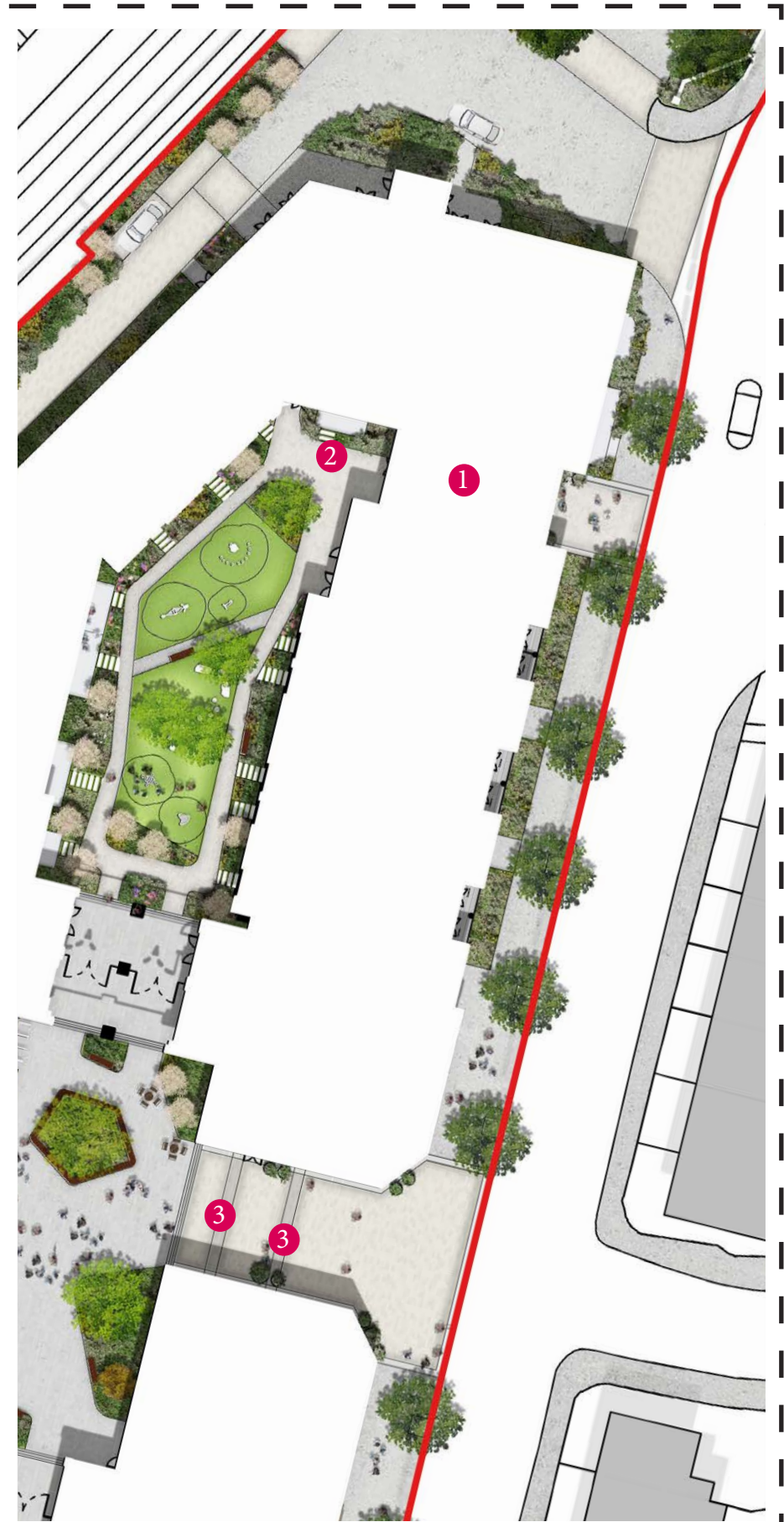


KEY

- 1. Alleyway to Block A courtyard removed and replaced with internal lobby space
- 2. Courtyard planting and paths adjusted to suit new lobby layout
- 3. Removal of climber planting from archway

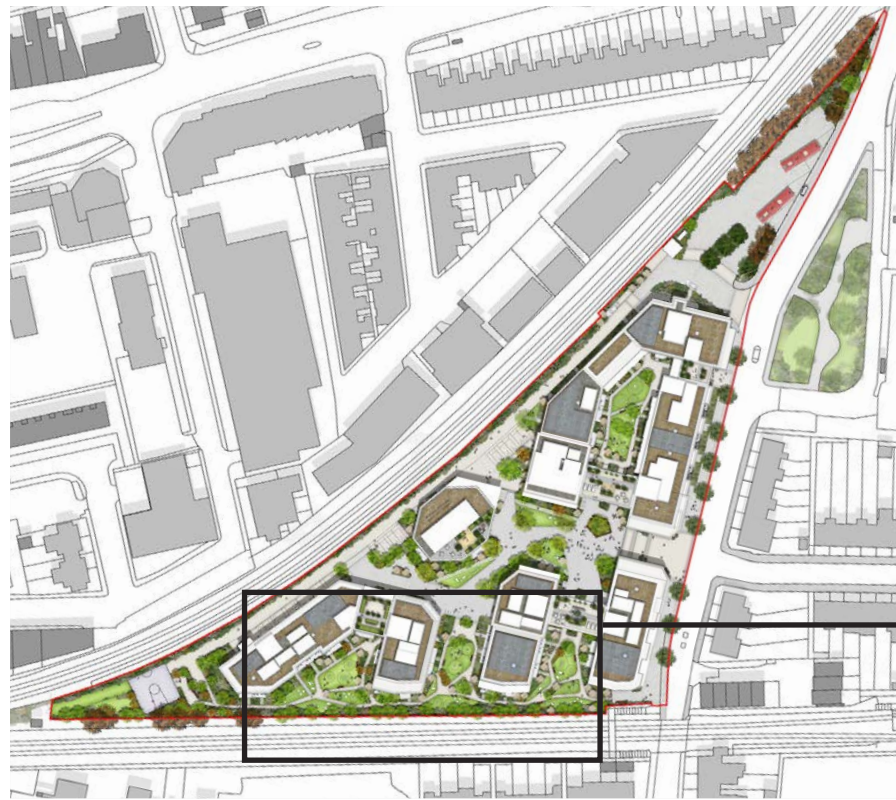


DETAIL OF MANOR ROAD FRONTAGE- NOVEMBER 2019 AMENDMENTS



DETAIL OF MANOR ROAD FRONTAGE- AMENDED DEVELOPMENT



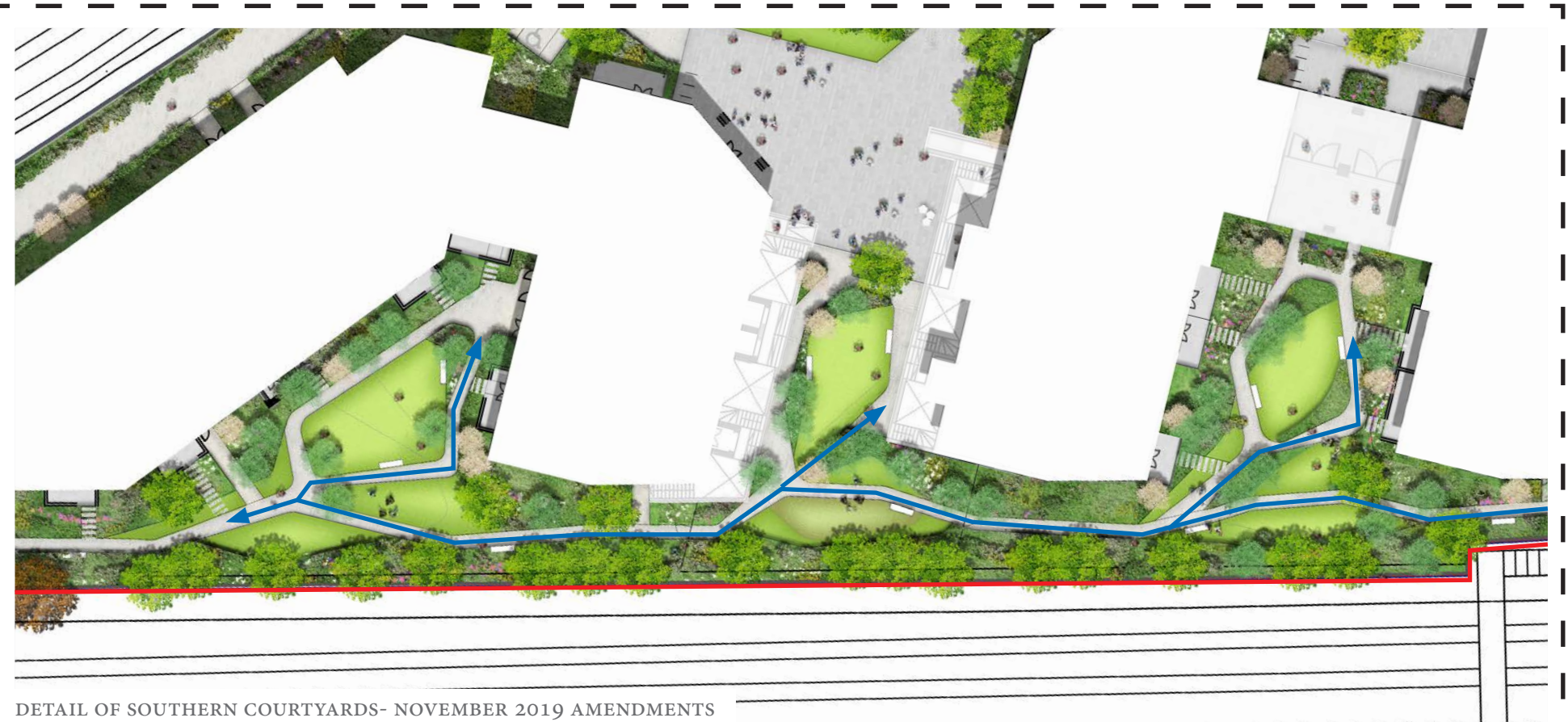


LANDSCAPE MASTERPLAN - AMENDED PROPOSED DEVELOPMENT

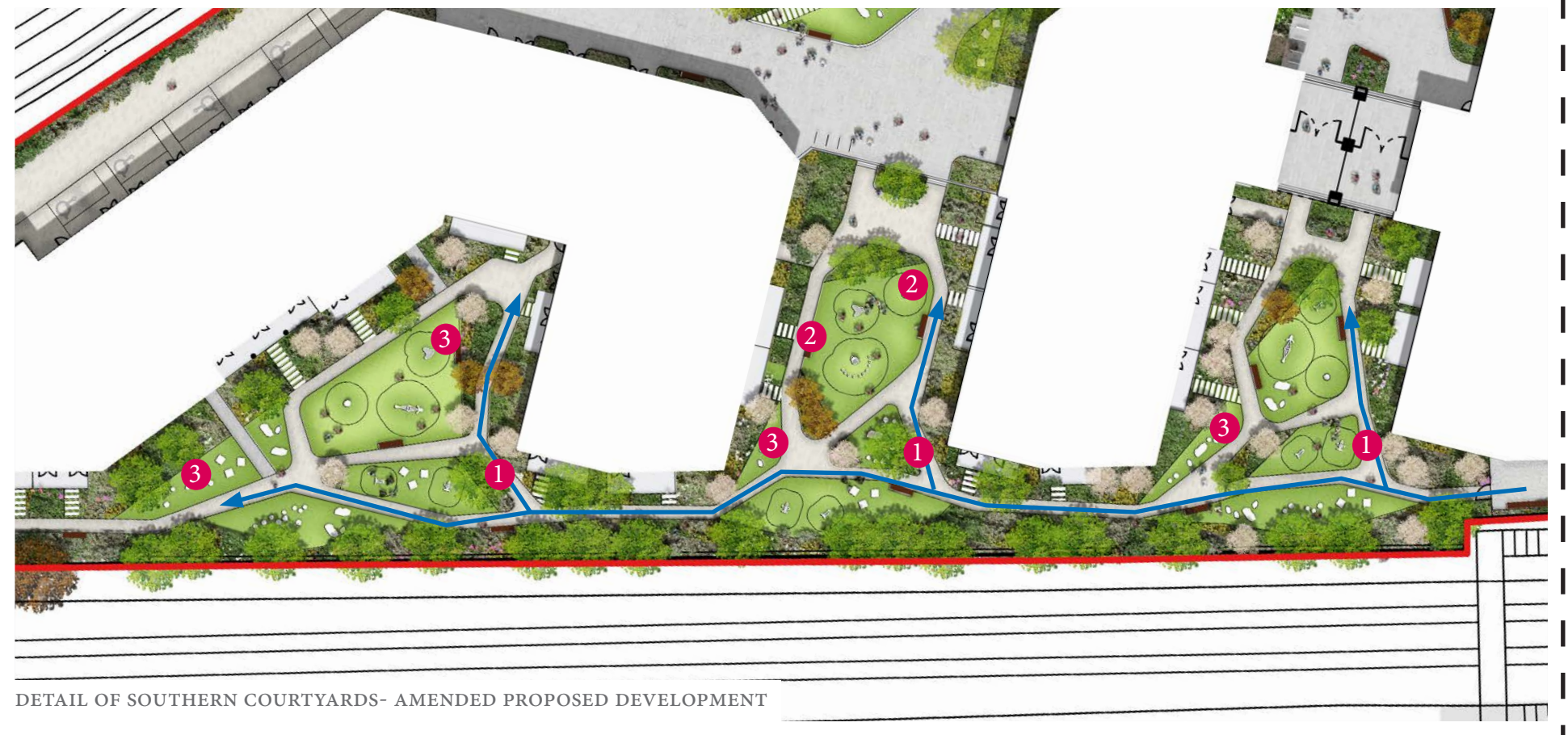


KEY

1. Rationalisation of path layout
2. Courtyard layout rationalised to optimise amenity space - paths have been shifted closer to the edge of the space to increase central amenity space
3. Planting depth reduced to improve maintenance and provide additional amenity



DETAIL OF SOUTHERN COURTYARDS- NOVEMBER 2019 AMENDMENTS



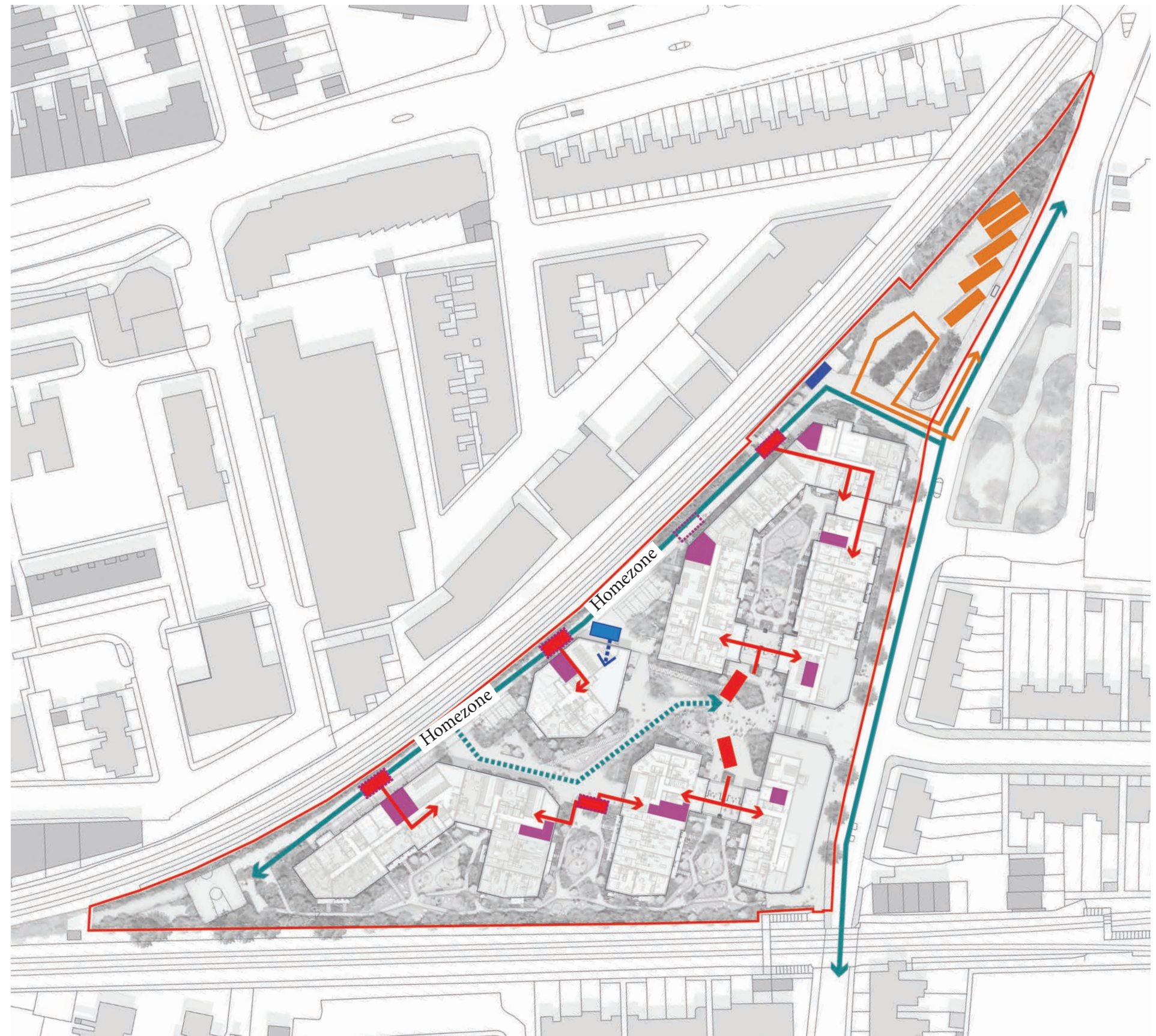
DETAIL OF SOUTHERN COURTYARDS- AMENDED PROPOSED DEVELOPMENT



## 1.6 Vehicle Access and Servicing Strategy

The removal of Block E in the northern corner of the site has allowed the TFL bus layover area to be retained as existing with buses entering and existing via the Manor Road junction.

With the exception of the servicing to Block E no longer being required, servicing to the rest of the development remains as described in the November 2019 Amendments with everyday vehicle movements restricted to the homezone area along the north western boundary of the site. Waste collection from blocks not adjacent to the homezone is managed with a holding area for pick up located on the homezone.



### KEY

	Vehicle access routes
	Emergency vehicle only
	Emergency vehicle access
	Waste Collection point
	Bin stores
	Bin holding area
	Deliveries
	Bus access

VEHICLE ACCESS AND SERVICING STRATEGY PLAN





## 1.7 Carparking Strategy - 3% Provision

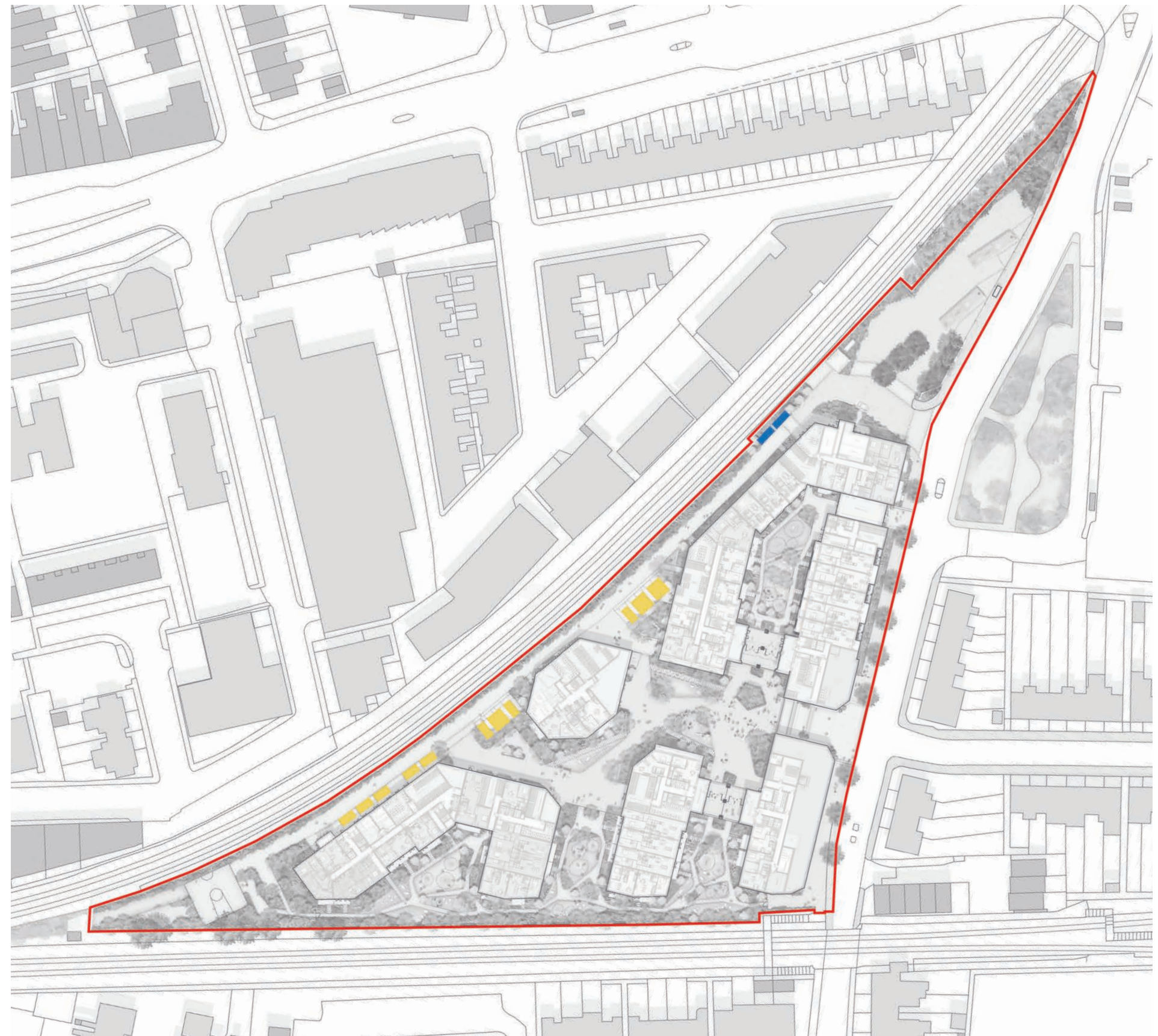
The site design is effectively car free, reducing congestion and air pollution, in accordance with the preferred direction of the local authority (LBRuT), GLA and in consideration of the high PTAL rating for the site (PTAL 5).

Accessible car parking spaces are provided on site for 3% of units (14 No spaces) to comply with ItP London Plan requirements. These have been increased by 2no. from the November 2019 Amendments.



There are also two Car Club spaces provided adjacent to the entrance to the site, and discussions are underway with local Car Clubs to deliver this option for the site and surrounding residential area.

The location of these bays has moved from the southern edge of the junction to the western boundary following discussions with TFL to avoid potential conflict with manoeuvring buses.

Electric vehicle charge points (EVCP) will be provided in carpark areas, including Car Club spaces (1 No.) as outlined in Electrical Services Report, with the capacity to increase the number of charge points in the future, with expanded provision of parking spaces or increased prevalence of electric vehicles.



### KEY

	Accessible Parking Spaces (14no)
	Car club spaces (2no)

PARKING STRATEGY PLAN - 3% PROVISION

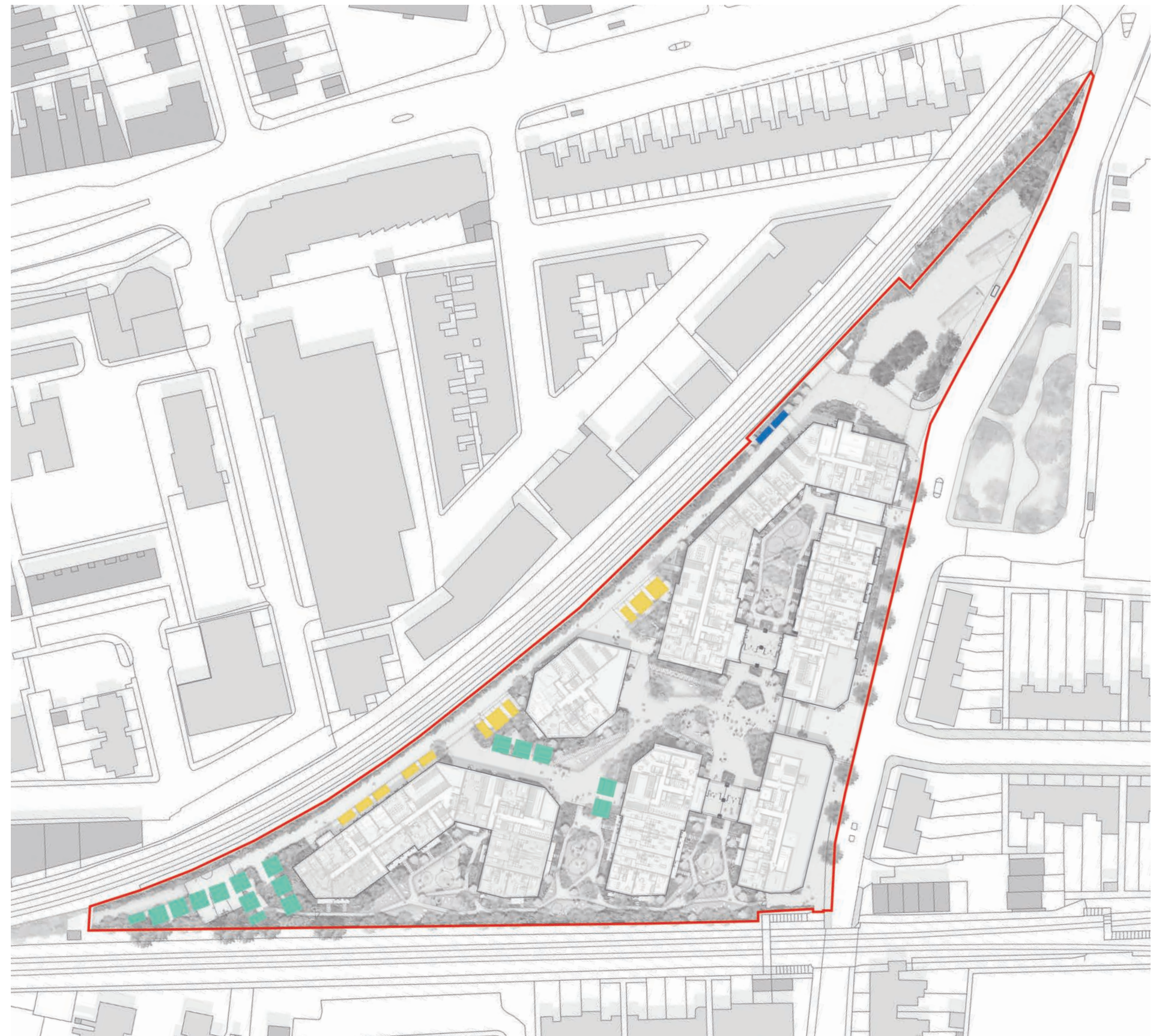







## 1.8 Carparking Strategy - 10% Provision

The design allows for future expansion of accessible car parking provision to 10% of units (30 No. additional spaces) to comply with ItP London Plan policy. This has been considered in the site layout.

The plan opposite indicates space for potential addition of new bays, this would result in some loss of landscaped areas in the south west corner of the site and adjacent to Block C however the layout has been considered to minimise the impact of this change. Furthermore the potential additional car parking would have no impact on designated play provision.



### KEY

	Accessible Parking Spaces (14no)
	Car club spaces (2no)
	Additional Accessible Parking spaces (30no)

PARKING STRATEGY PLAN - 10% PROVISION



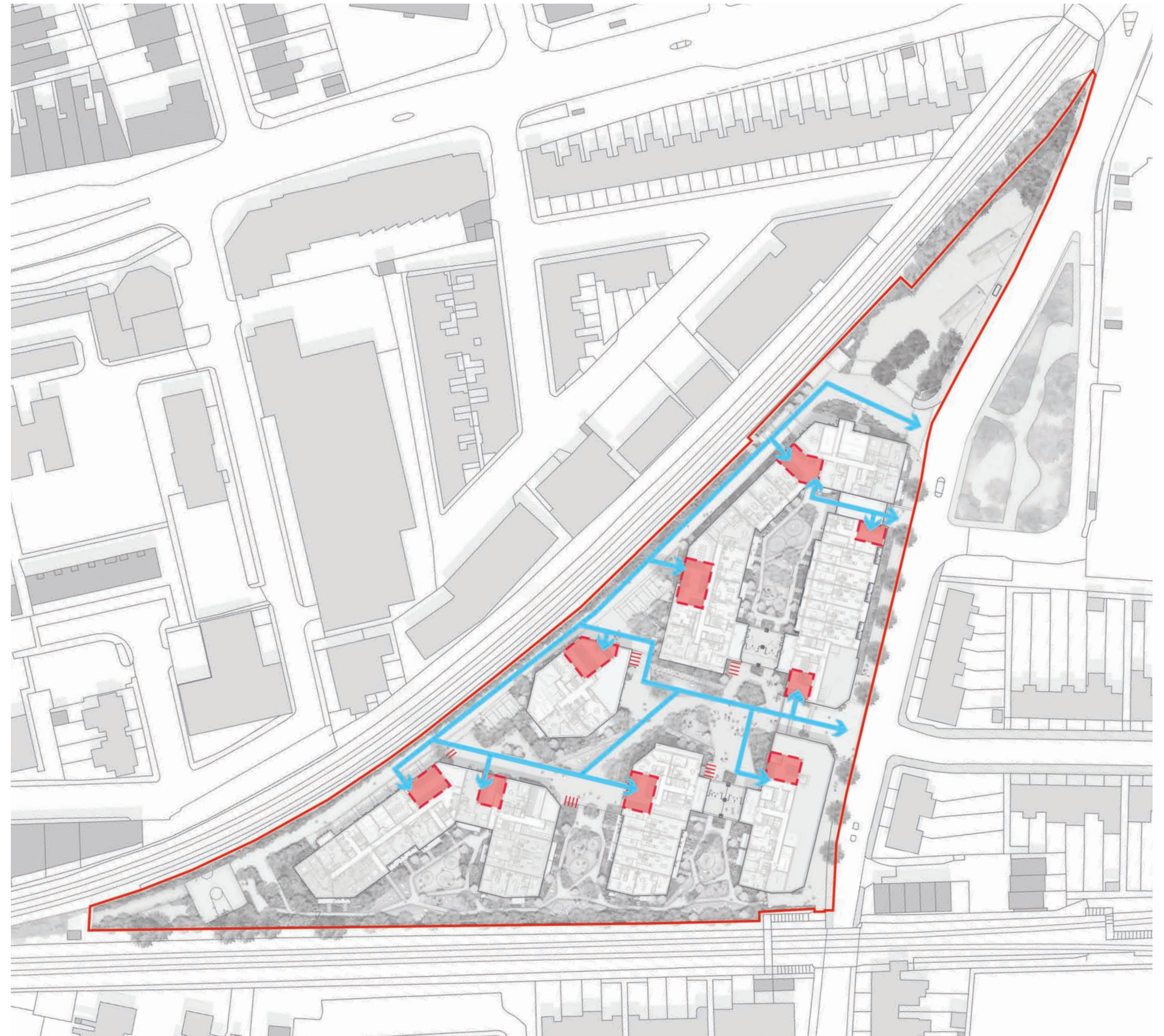


## 1.9 Cycle Strategy




The site can be accessed by cyclists from several points along Manor Road, either via the Central Courtyard, directly into Communal Courtyards or via the Homezone.

817no. long stay spaces and 1no. commercial short stay space are provided within internal cycle stores.

36no. short term cycle spaces are provided in the public realm for residential units and commercial space in accordance with the ItP London Plan standards.



### KEY

	Cycle Access Routes
	Cycles stores - ground floor
	Short-term cycle stands (36 cycle spaces)

CYCLE STRATEGY PLAN





## 1.10 Tree Planting Strategy





The removal of Block E allows retention of an additional four individual trees and one group in the northern corner of the site in comparison to the November 2019 Amendments. Street trees will also be included as part of landscape improvements to the existing bus layover.

Overall the revised scheme will provide 141 new trees - the same number as the November 2019 Amendments scheme.

The tree strategy and palette is described opposite and remains in principle the same as the November 2019 Amendments.



### KEY

	Streetscape trees (Semi-mature trees - 5-7m height)
	Feature trees in Public square (Semi-mature trees - 5-7m height)
	Mix of medium size Single-stem and Multi-stem trees (3-5m height)
	Existing trees to be retained



*Amelanchier lamarckii*



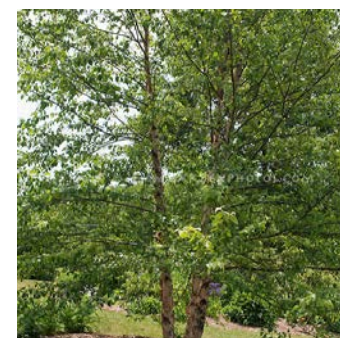
*Acer ginnala*



*Malus everest*



*Prunus serrula*



*Betula nigra 'heritage'*



*Gleditsia triacanthos*



*Acer freemanii*



*Acer campestre 'Elsrijk'*



## 1.11 Play Strategy

Changes to the unit mix since the November 2019 Amendments have resulted in changes to child yield and play space requirements. These have been recalculated using the current GLA calculator with a slight decrease in overall play space requirement from 1609m<sup>2</sup> to 1479m<sup>2</sup>.

The proposed play space has changed from the previous amendments with the removal of roof top play on Block E. Courtyard spaces have been rationalised to increase play space on the ground floor with the result that provision for 0-4 and 5-11 age groups is marginally less than the requirement. As with the previous scheme, play for older children will be provided by offsite contribution.

The design and character of the proposed play spaces remains the same in principle as the November 2019 amended scheme.

### KEY

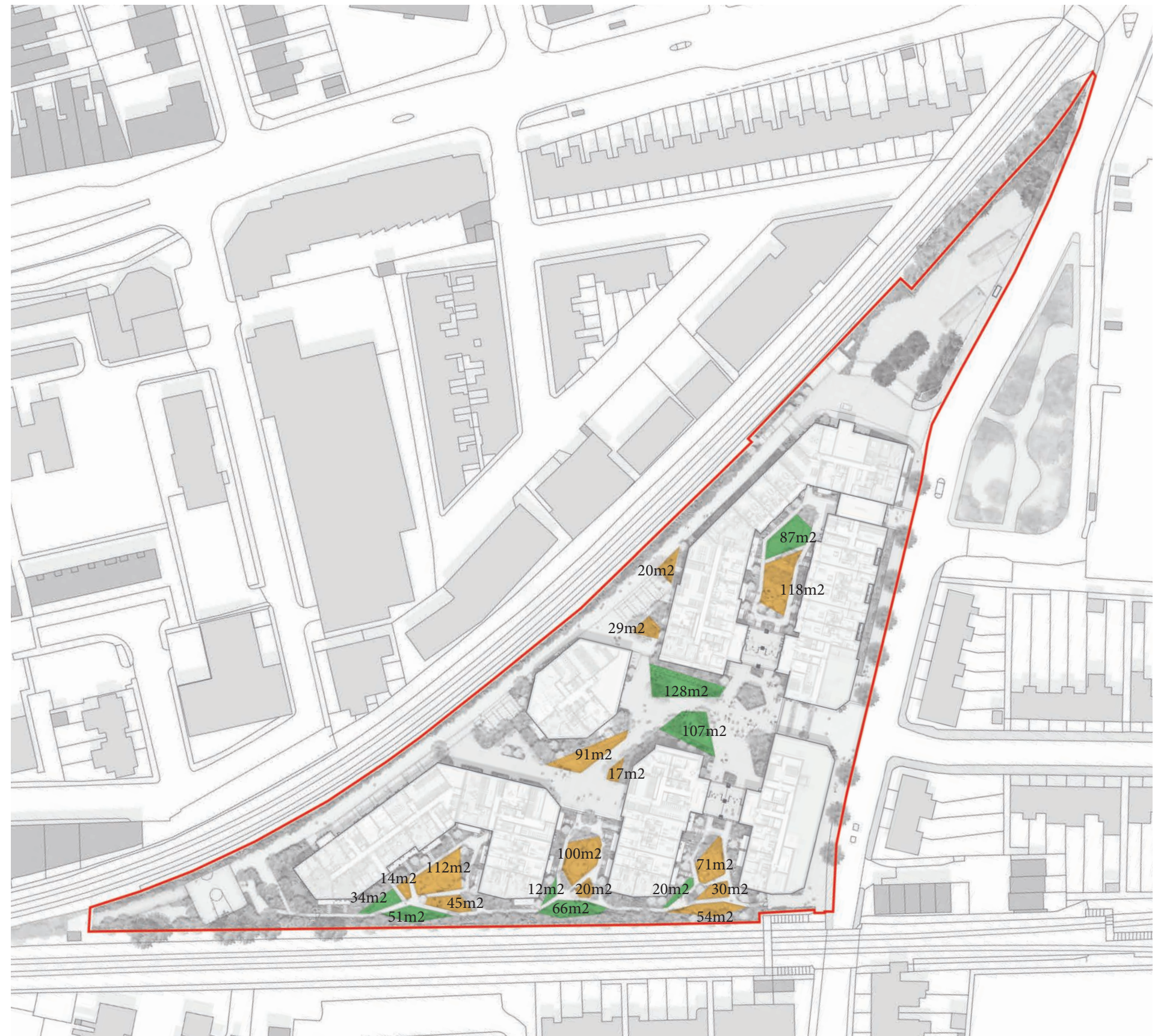
Age Group	Required	Proposed
0-4	749 m <sup>2</sup>	774 m <sup>2</sup>
5-11	544 m <sup>2</sup>	559 m <sup>2</sup>
12-15	158 m <sup>2</sup>	offsite
16-17	109 m <sup>2</sup>	offsite
TOTAL	1609 m <sup>2</sup>	1333 m <sup>2</sup>

### PLAY REQUIREMENT VS. PROVISION - NOVEMBER 2019

#### KEY

Age Group	Required	Proposed
0-4	728 m <sup>2</sup>	721 m <sup>2</sup>
5-11	506 m <sup>2</sup>	505 m <sup>2</sup>
12-15	160 m <sup>2</sup>	offsite
16-17	85 m <sup>2</sup>	offsite
TOTAL	1479 m <sup>2</sup>	1234 m <sup>2</sup>

### PLAY REQUIREMENT VS. PROVISION - JULY 2020



PLAY STRATEGY PLAN



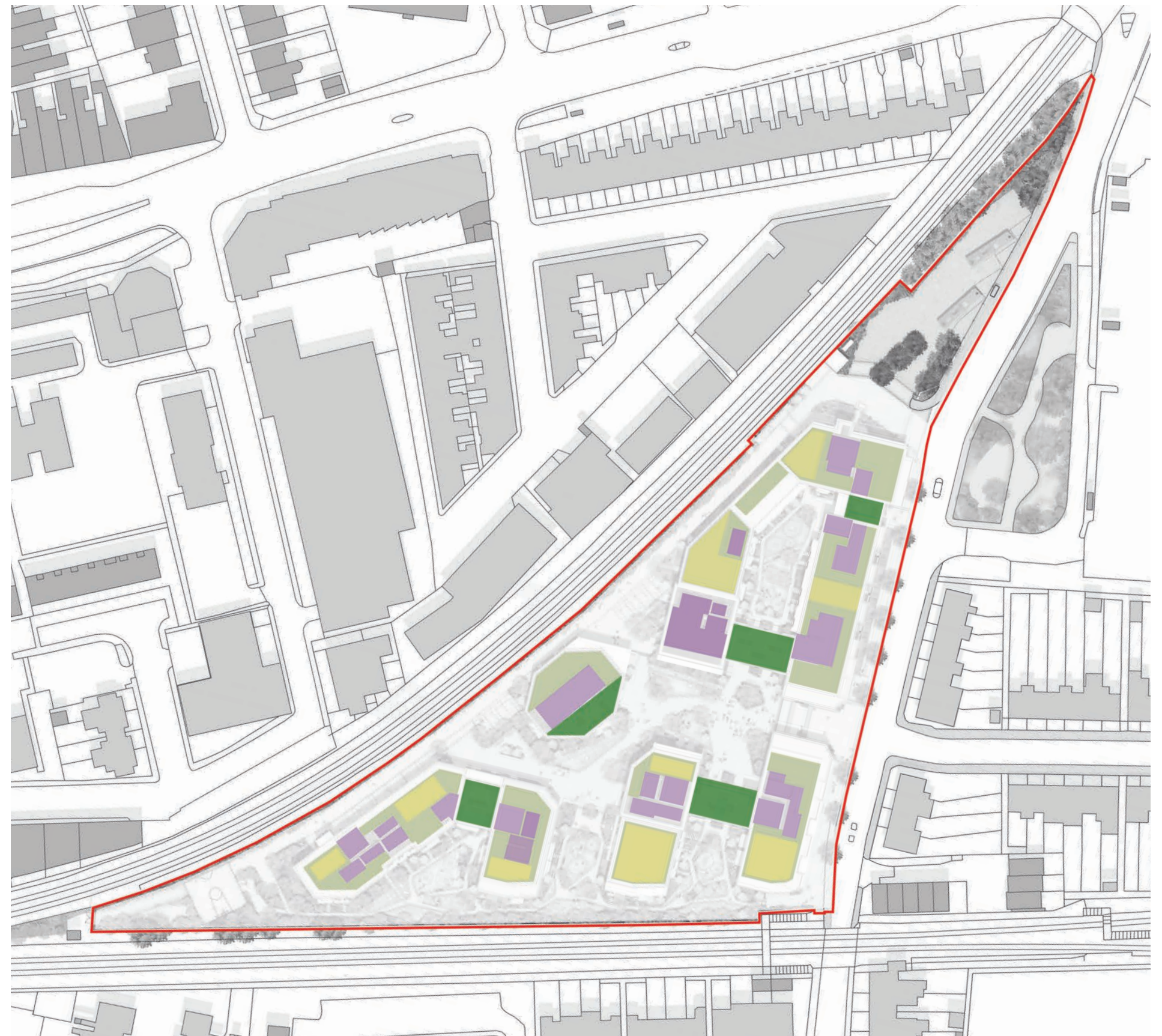


## 1.12 Living Roof Strategy

The design for the roof levels has developed with ongoing technical coordination since the November 2019 Amendments. Biodiverse roofs and accessible roof terraces have undergone minor changes across the site to coordinate with building layout, rooftop plant and photovoltaic panels. Block E has been removed altogether along with associated roofscape.

The plan opposite illustrates proposed areas of accessible terrace and biodiverse roof.






Proposed plant species and typical roof build-ups remain as per the November 2019 Amendments.



LIVING ROOF STRATEGY PLAN



### KEY










	Biodiverse roofs
	Flats/Townhouses Private Terraces
	Communal Residential Amenity
	Photovoltaic cells with biodiverse roofs
	Core/Plant area

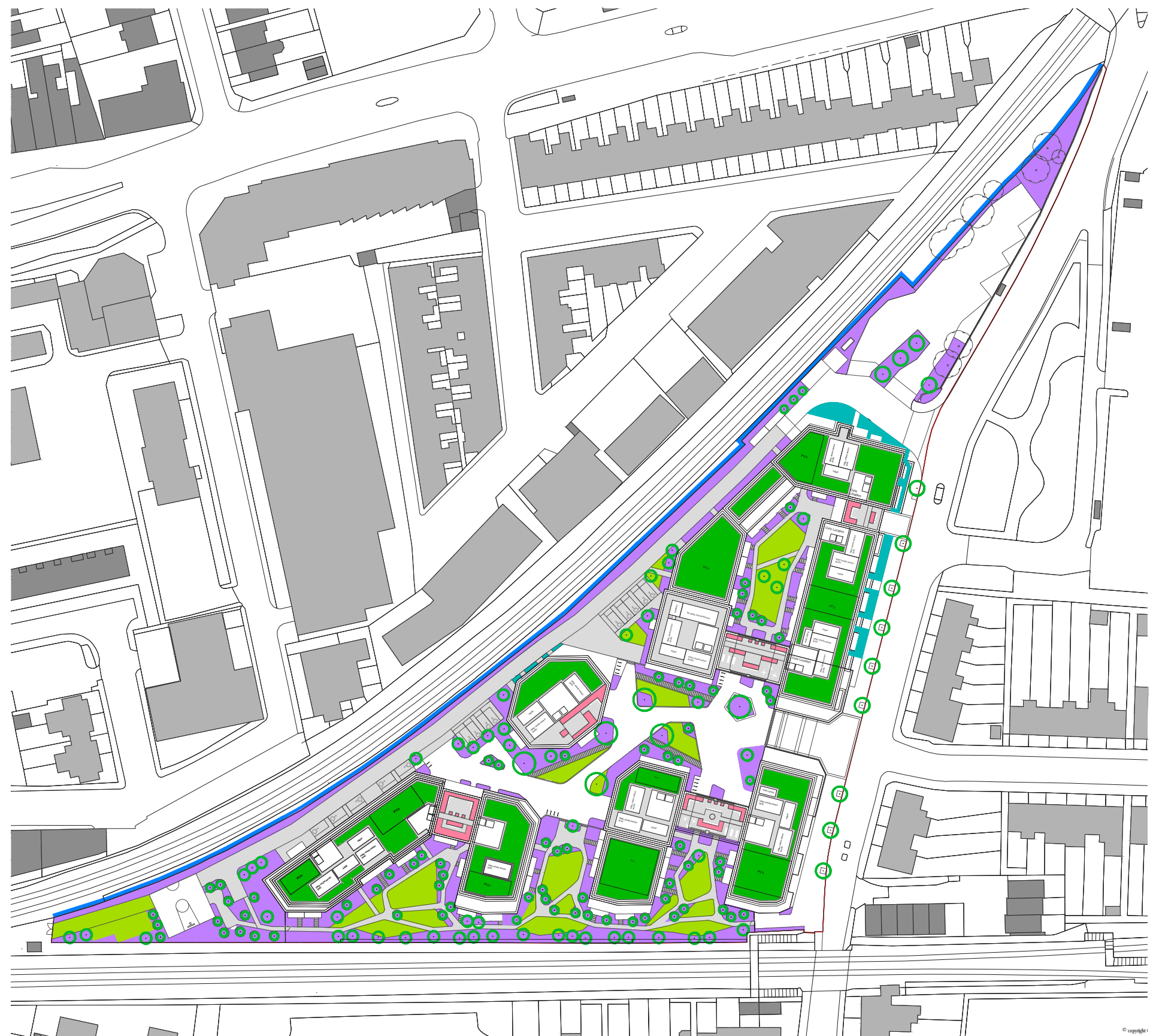


### 1.13 Urban Greening Factor

The sites Urban Greening Factor (UGF) has been calculated in line with the ItP London Plan. The diagram opposite indicates categories of surface cover type for ground floor and roofs. Total areas for each are given in the table below.

The November 2019 Amendments scheme gave a total UGF factor of 0.347 in comparison with the Mayors interim target score of 0.4 for predominantly residential developments. This has reduced slightly in the Amended Proposed Development to 0.32 due to the retention of the existing bus layover area which is predominantly sealed surface in place of the green roofs formerly included on Block E. Uplifts to existing footways are also included and are by necessity required to be hard surfaced. Elsewhere on site, greening and permeable surfacing is maximised.

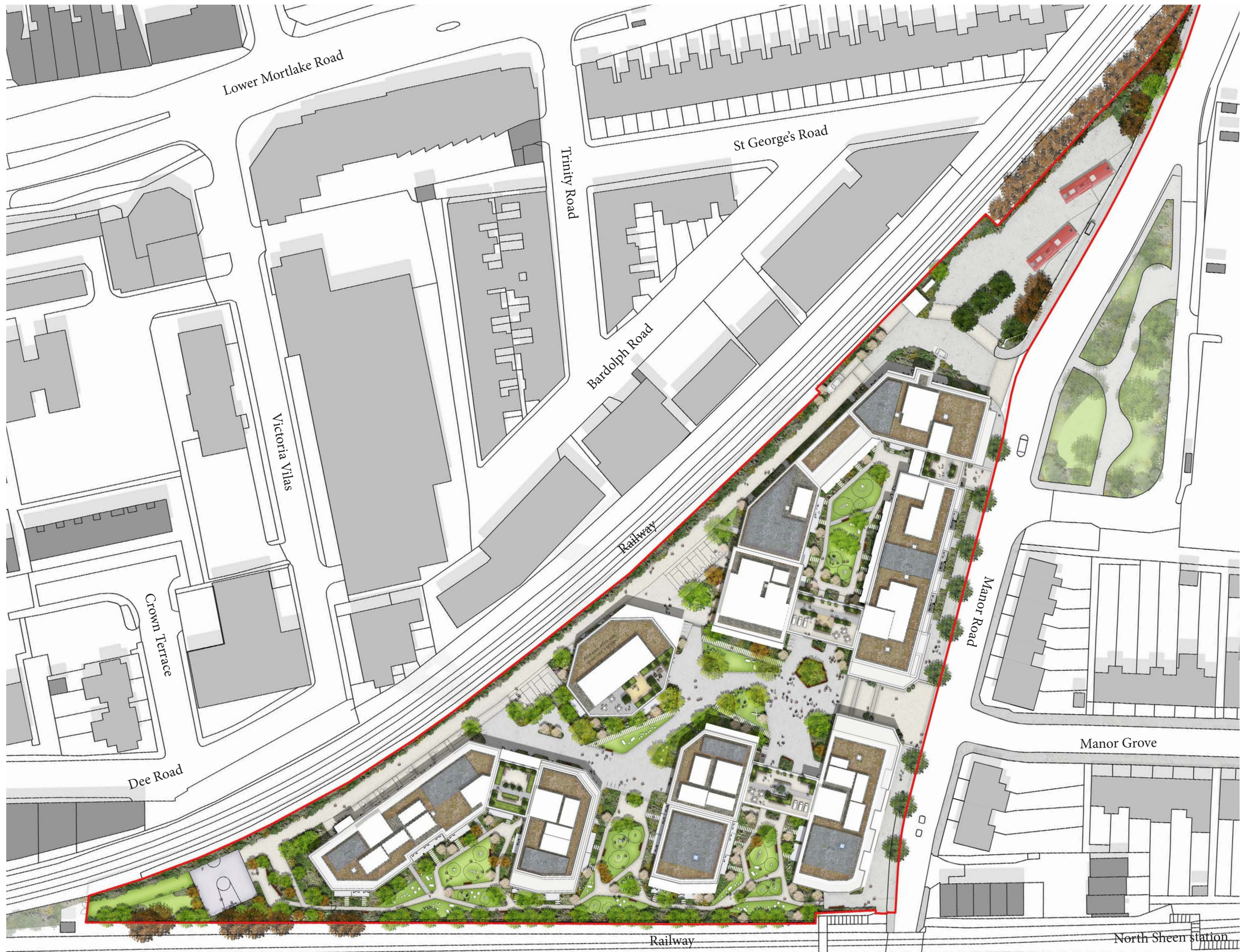
Category	Factor	Area m2	Score
 Intensive green roof or vegetation over structure	0.8	175.3	140.24
 Standard trees with soil volume two thirds of the projected canopy area	0.8	858.5	686.8
 Extensive green roof with substrate minimum settled depth of 80mm	0.7	2133	1493.1
 Ornamental planting of which:			
50% Flower-rich perennial planting	0.7	1677	1173.9
50% Groundcover planting	0.5	1677	838.5
 Hedges	0.6	47	28.2
 Green wall – climbers rooted in soil	0.6	1134	680.4
 Amenity grassland	0.4	1677	838.5
 Permeable paving	0.1	3456	345.6
 Sealed surfaces	0	Remainder	0
<b>TOTAL SCORE</b>		5901.94	
<b>SITE AREA</b>		18416 m2	
<b>UGF</b>		0.320496335	



URBAN GREENING FACTOR PLAN









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## GILLESPIES LLP

Status	Revision	Date issued	Prepared by	Checked by
DRAFT	00	16.07.2020	PC	--
Issued for planning	01	24.07.2020	SO	PC