

Assael



A3004 Manor Road | Richmond

GLA pre-app document 1

03 October 2018 | A3004

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1.1 Introduction

This project provides an exciting opportunity for the redevelopment of the Homebase site on Manor Road, North Sheen.

This presentation assesses and presents a number of opportunities to take forward to the next stage of design development.

1.2 The professional team

The following professional team has been assembled to prepare the planning application:

Client

Avanton

Architect

Assael Architecture

Project Manager and Planning Consultant

GVA Second London Wall

Structural & Civil Engineer

Fairhurst

Fire Engineer and MEP

Hoare Lea

Transport Consultant

Sanderson Associates

Landscape Architect

Gillespies

Townscape Consultants

Arc

AVANTON:

Assael

GVA

FAIRHURST

HOARE LEA (H.L.)

Sa sanderson
associates
(consulting engineers) Ltd

GILLESPIES

arc



Battersea Square, Battersea, Avanton and Assael Architecture, right.

1.3 Avanton

Avanton is a new dynamic and progressive London property development company. We collaborate with the finest architects, landscapers, designers and constructors, to create places where people love to live, work and enjoy. Places that are innovative and inspiring, appreciated both for their design and quality as well as their future value.

Current projects include a landmark residential scheme in Wandsworth, incorporating a new London headquarters for the Royal Academy of Dance, and the creation of a new enclave of contemporary townhouses and apartments, in the heart of Battersea Village.

1.4 Assael Architecture

Assael is passionate about architecture. An award-winning practice providing planning, urban design and architectural services to clients in the UK and overseas, our team operates from modern design studios in London. We work in a number of sectors including hotel, leisure, mixed-use, residential across all tenures and masterplanning.

Our approach brings together innovation and creative design, informed by research, thorough site analysis and years of experience. We're committed to providing a high quality professional service that suits our clients' individual requirements and project timescales.

We're known for our responsive and flexible approach to design, particularly in difficult or challenging circumstances. Our expertise is most often called upon to realise the full potential of complicated sites in sensitive locations. We have therefore amassed many years of experience both in the refurbishment of listed buildings and the implementation of new build developments on redundant or brownfield sites.

We regularly win awards for our projects, treatment of staff and business success. We were named Architect of the Year at The Sunday Times British Homes Awards in 2016 and 2014, and our work in Build to Rent has recently been rewarded; we won the Housing Project Award at the 2015 British Homes Awards and a Housing Design Award in 2016, both for Creekside Wharf, plus another Housing Design Award for 19-27 Young Street in 2014. We've also won Building Magazine's Good Employer Guide for the last two years in a row, the AJ's Business Pioneer of the Year in 2014 and have consistently been on The Sunday Times Best Small 100 Companies to Work For list. This recognition by our peers is important to us, and drives our continual improvement.



Riverside Studios, Hammersmith, Assael Architecture



Carlton House, Putney, Assael Architecture



75-109 Boston Road, Hanwell, Assael Architecture

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2.1 Development opportunities in Richmond

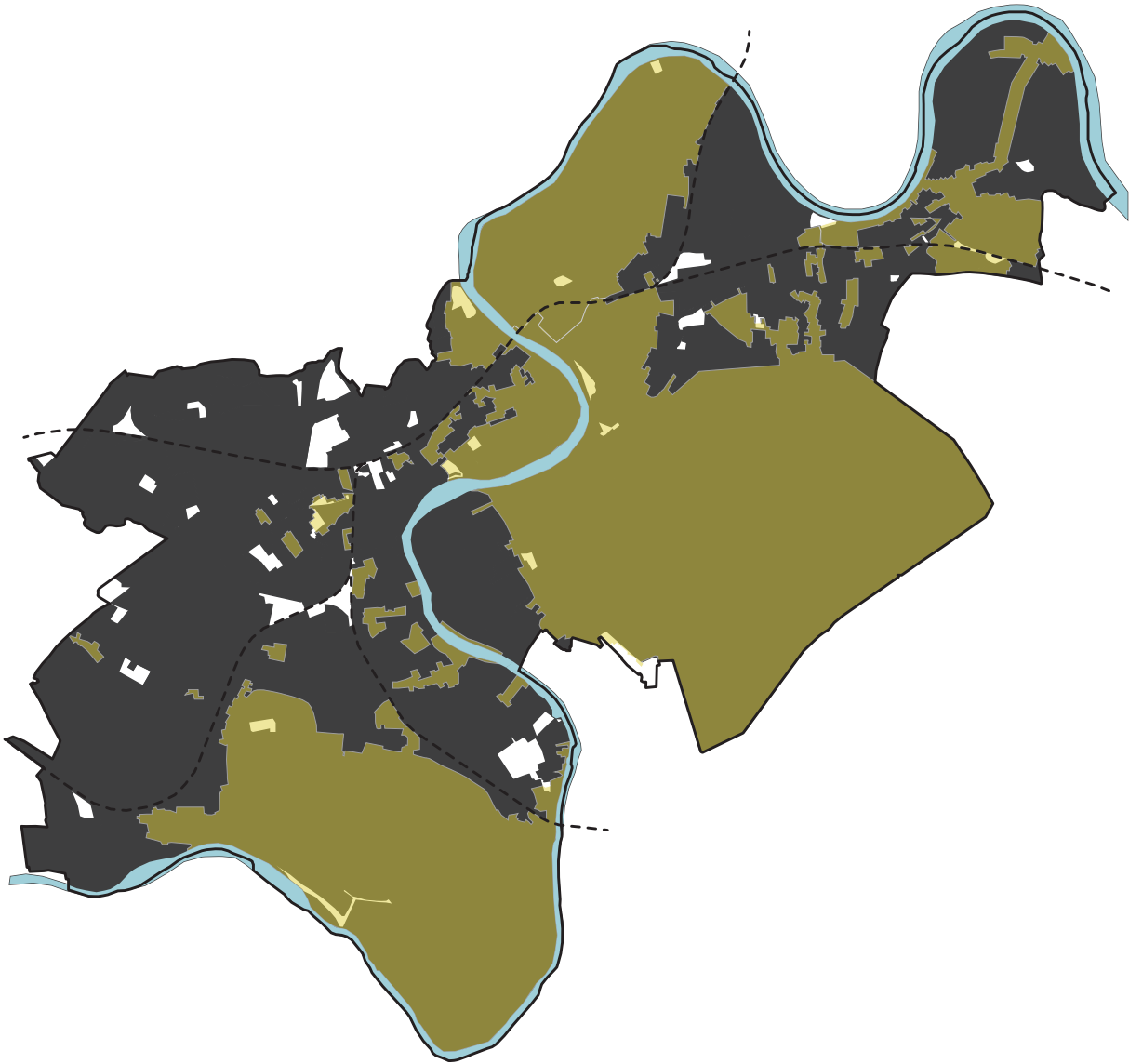
1: Greenspaces

- World Heritage Site at Kew Gardens
- Protected Open Land
- Greenbelt.



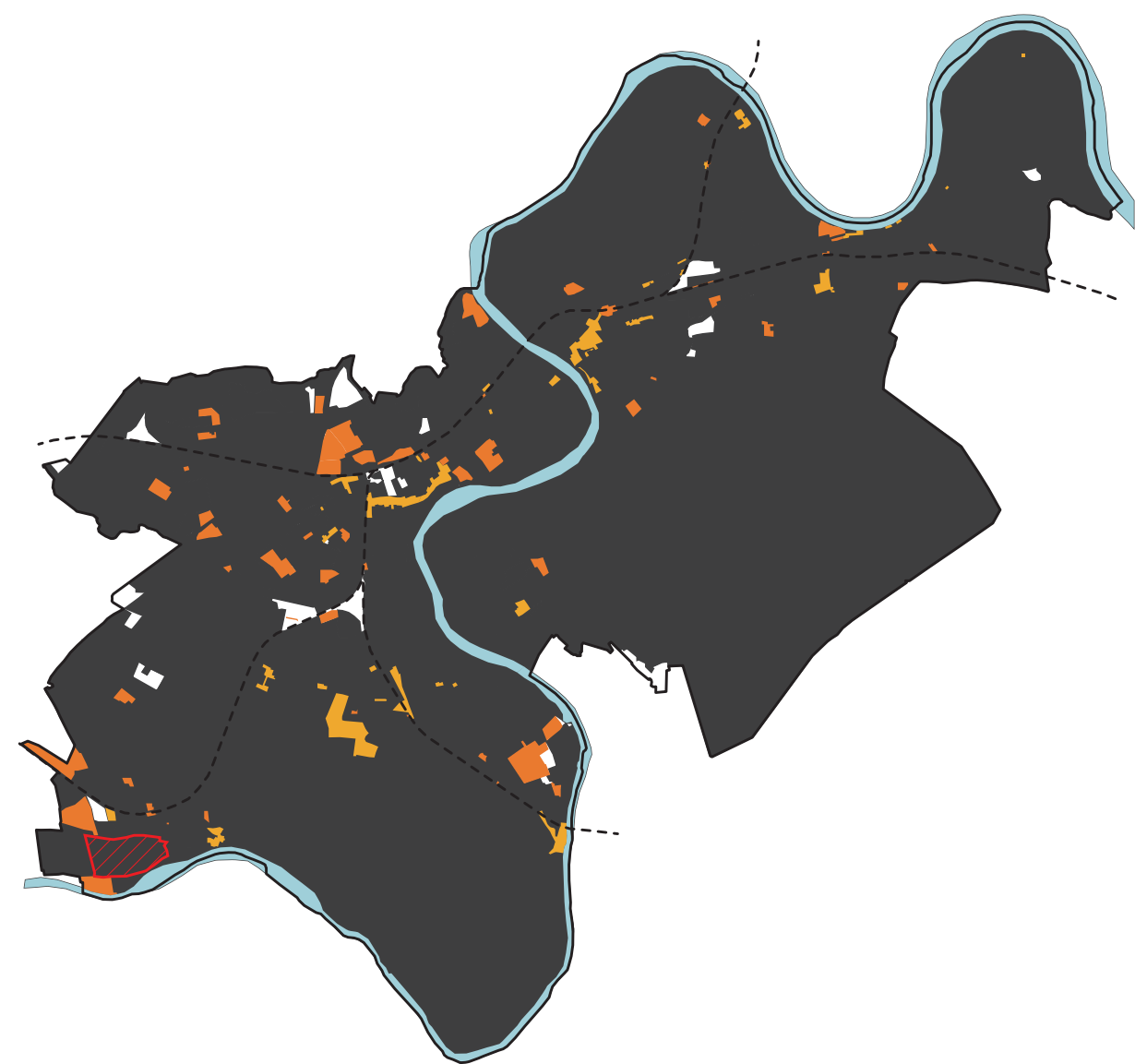
2: Developed land and Conservation Areas

- Green space omitted



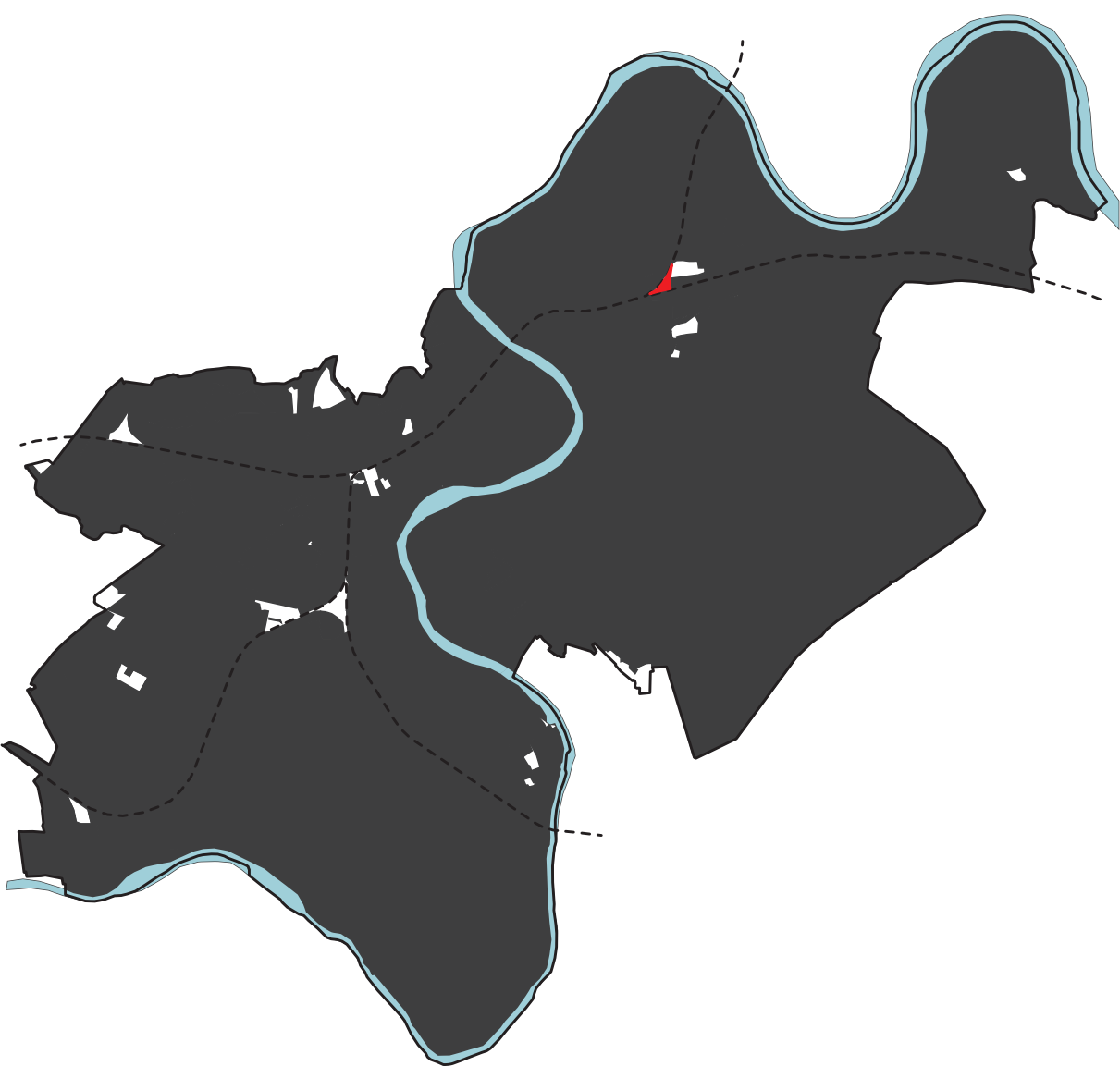
3: Strategic Sites

- Sites outlined in the Local Plan
- Designated Key Office Areas
- Major developments
- Target housing figures in the region of 3150 homes by 2025.



4: Resulting limited available sites for development

- Homebase site shown in red.
- Un-allocated site.
- Well served by public transport.
- Low flood risk zone.



2.2 **Developments of retail parks**

- Retail warehouse parks represent low density out of centre developments supported by expansive car parking.
- Sites have no protected land use.
- The Mayor of London has identified “car parks and low-density retail parks” as one of six strategic sources of housing delivery within his principal housing policy (“H1”) within his Draft New London Plan (2017).
- Policy SD7 Town Centre network contains a similar policy objective to “realise the full potential of existing out of centre retail and leisure parks to deliver housing intensification through redevelopment”.



1 - Former B&Q site, Swandon Way, Wandsworth.
London Square and Hawkins/Brown



2 - Former Homebase site, Swandon Way, Wandsworth.
DTZi and Allies and Morrison



3 - Former Homebase site, York Way, Wandsworth.
Avanton and Patel Taylor



4 - Pentavia Road, Mill Hill, Barnet.
Meadow Residential and AFK Studios



5 - Former Homebase site, Acton, Hammersmith and Fulham
Barratt London and TP Bennett



6 - Former Cantium Business Park
Aviva and Galliard Homes



Kew Gardens

Royal Mid-Surrey
Golf Club

North Sheen
Recreational
Ground

River Thames

A316 - Lower Richmond Rd

South Western Railway Line

North Sheen Station

Richmond
Green

Richmond Park

N
↑

2.3 The site

2.3.1 Site location

The site is located on Manor Road, less than 50m from North Sheen train station.

2.3.2 Existing site description

The site is currently occupied by a Homebase retail unit and supplementary surface level parking. The site is bounded by railway to both the North and the South of the site. The East of the site is bounded by Manor Road.

The site is 1.5 ha in size.



2.4 Site photography



Key Plan



View 1



View 2



View 3



View 4



View 5



View 6

2.5 Adjoining buildings

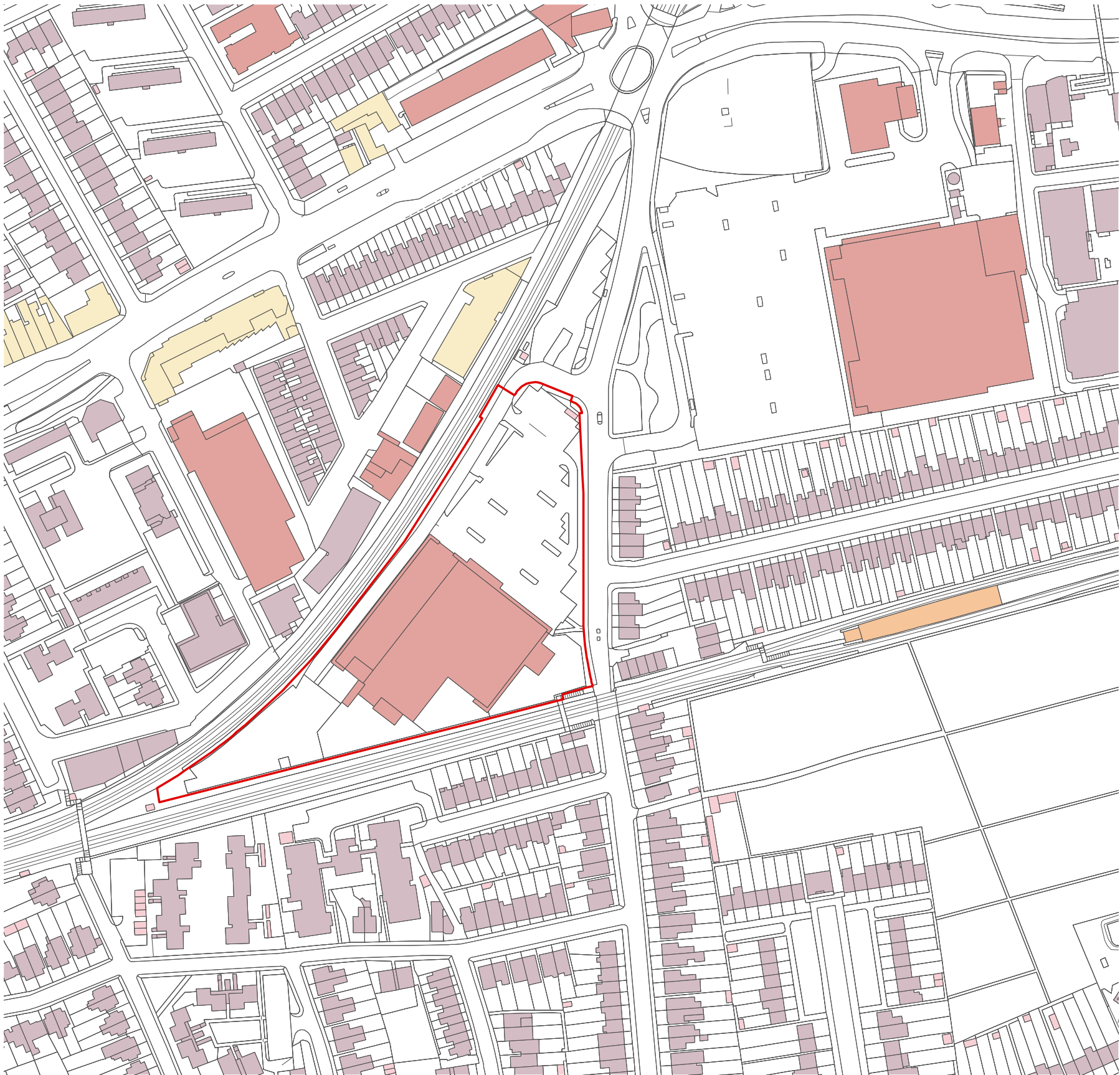
2.5.1 Existing building uses

The area is largely residential with some examples of large format retail and former industrial uses

- Industrial/commercial/other
- Residential
- Mixed - Ground floor retail with residential above
- Garage/shed
- Train station



Sainsbury's and petrol station



2.6 Overview of local development



Orchard Rd



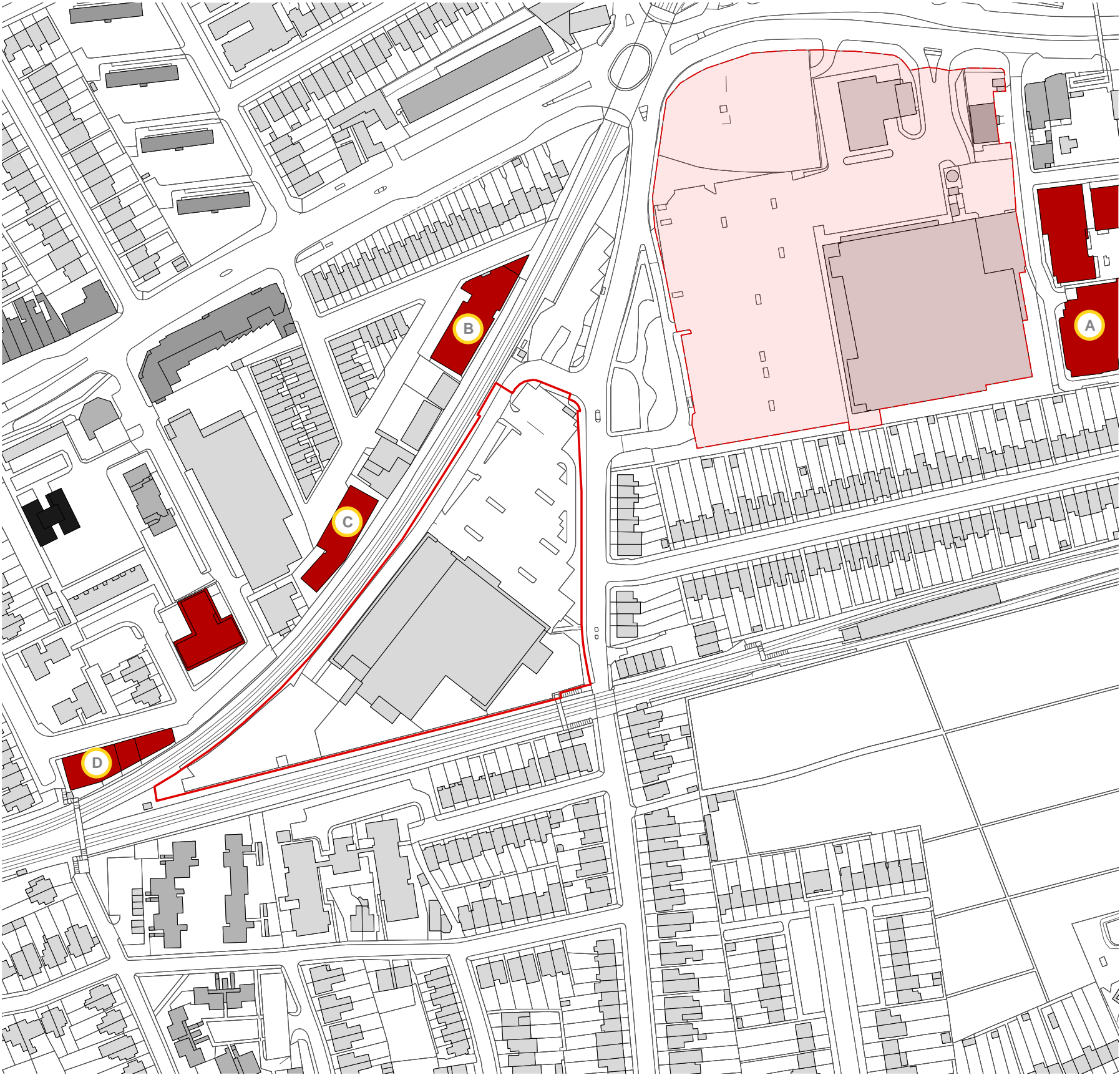
Falstaff House



Manor House, Bardolph Rd

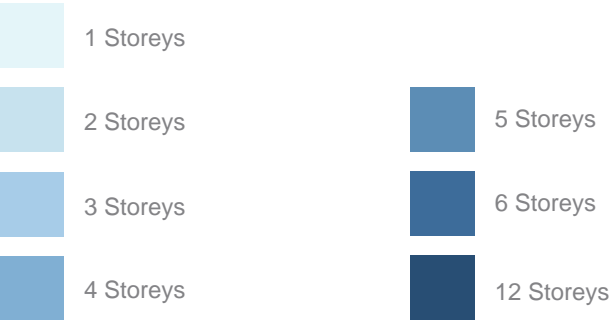


Clarence Court, Dee Road



2.7 Existing building heights

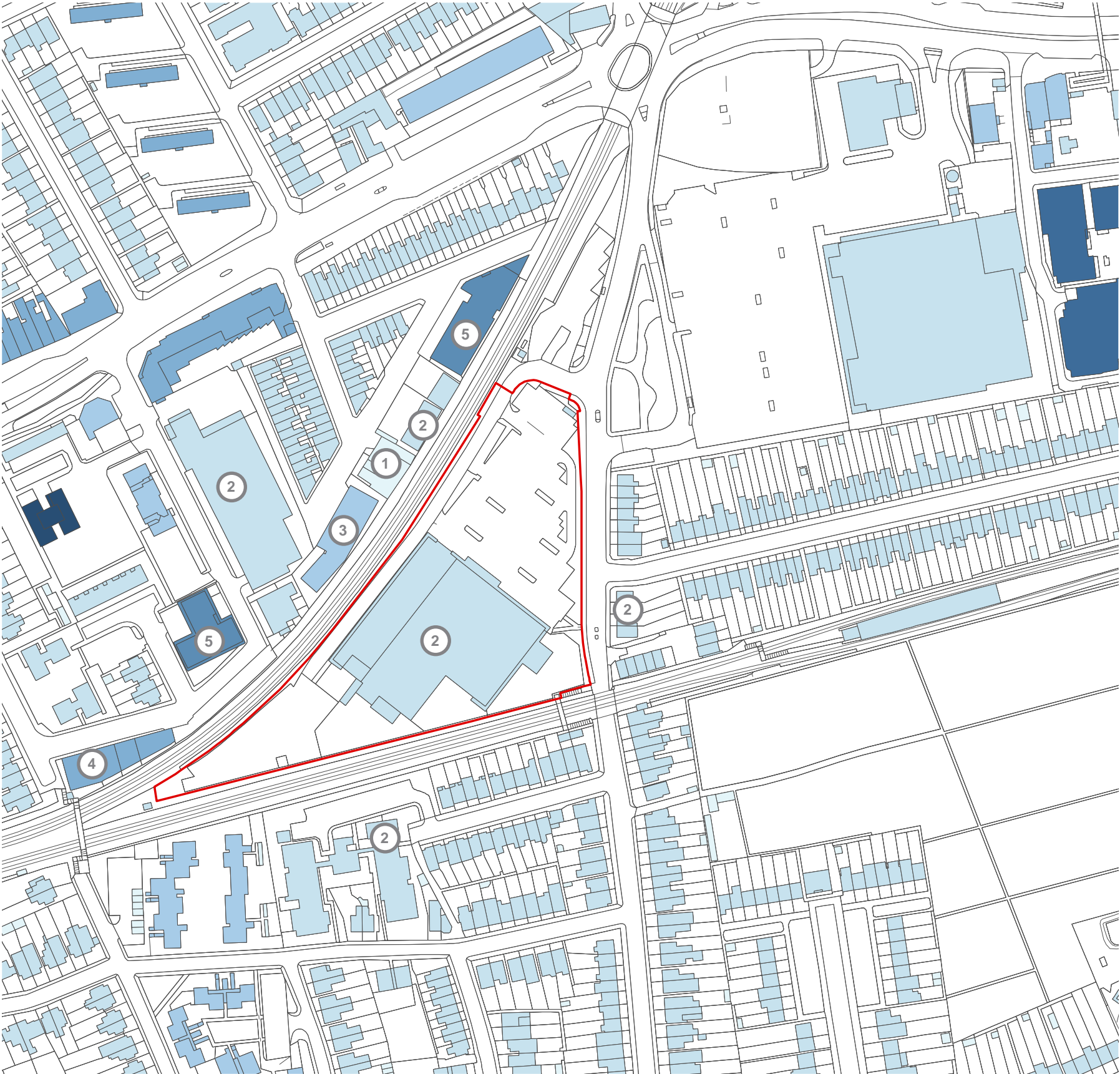
The surrounding context is predominantly low rise.



Orchard Road, 6 storeys

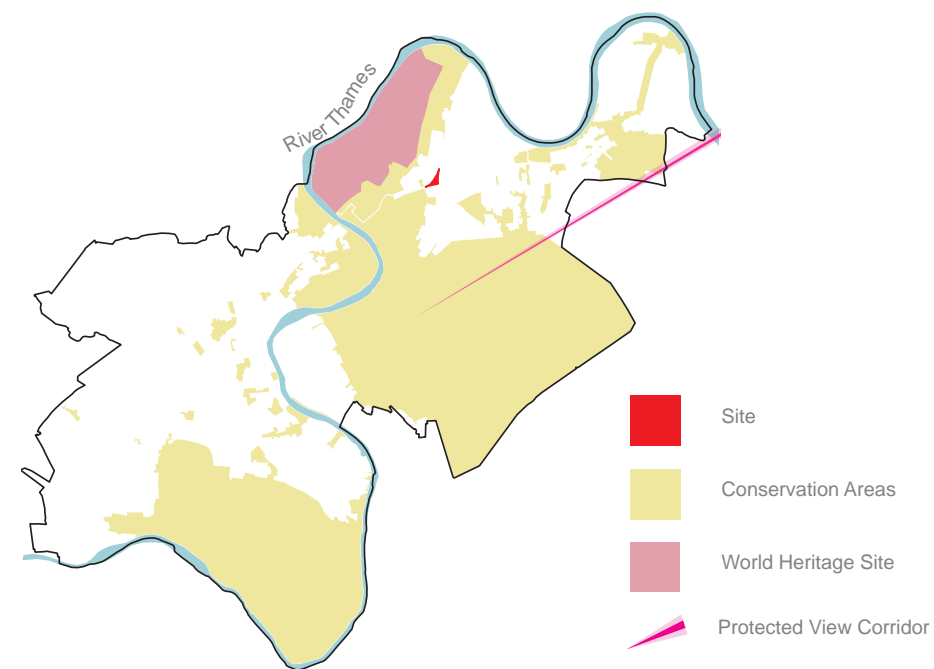


The Towers, 12 storeys

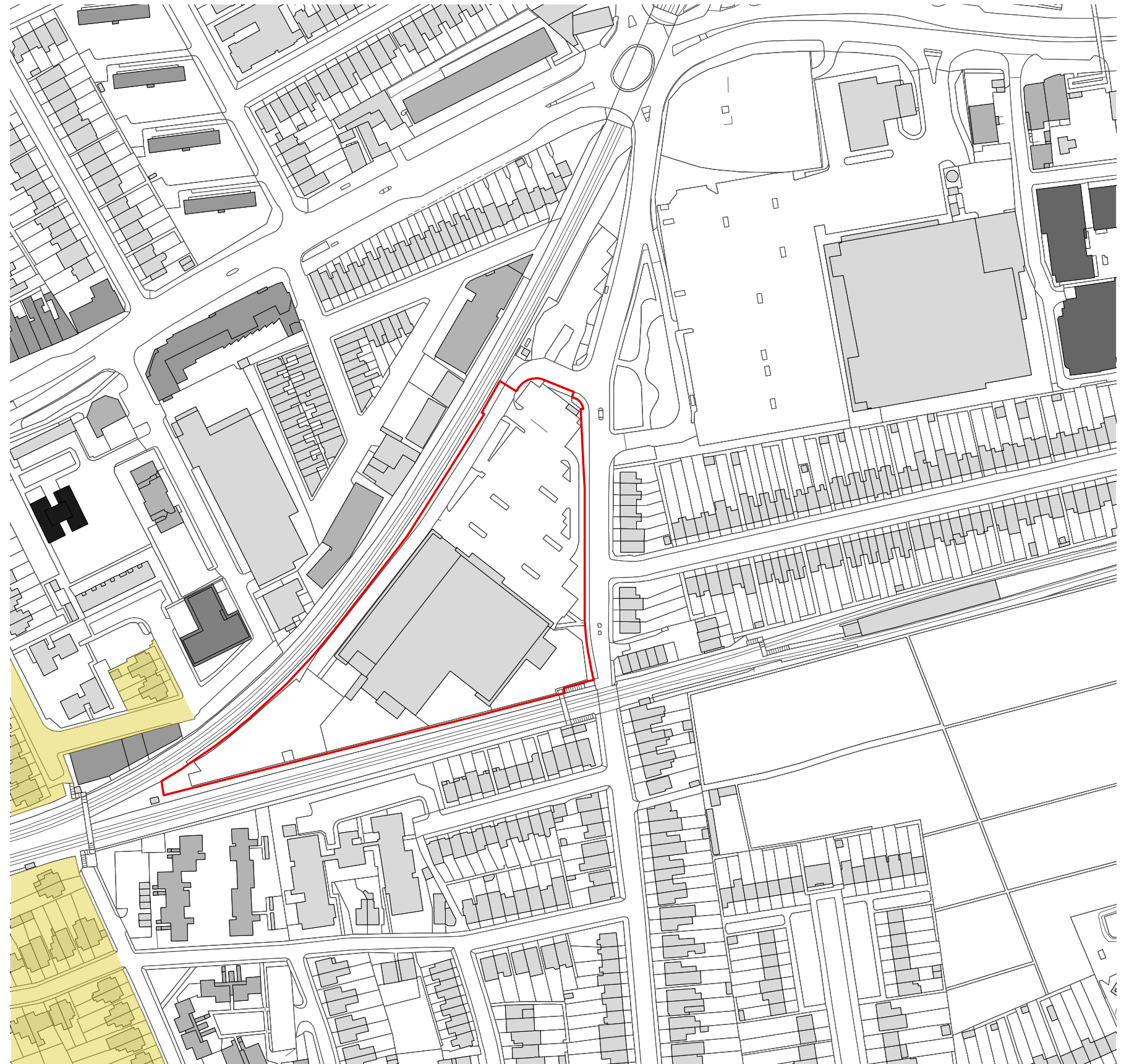


2.8 Heritage and conservation context

- The site is not located within a conservation area.
- There are no statutorily listed buildings in close proximity to the site.
- There are locally identified buildings of townscape merit at Manor Grove, St George's Road and Townshend Terrace.
- The nearest conservation area is Sheendale road conservation area, a 'small and distinctive development of attractive and largely unspoilt semi-detached miniature villas'.
- Sheendale road is given this status due to the consistency of the villas themselves and due to the clear, enclosed, vista they create along Sheendale road.

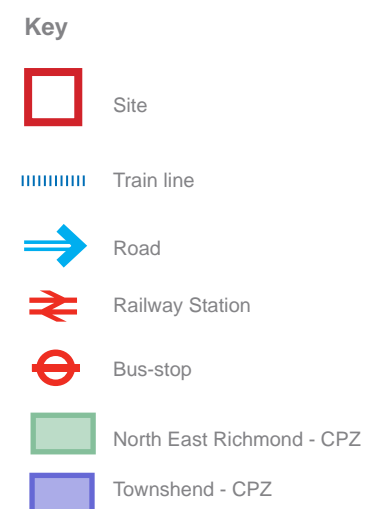


Villas along Sheendale Road



2.9 Transport

- The site is within easy walking distance of North Sheen train Station, providing a direct service to London Waterloo and Chiswick.
- This site benefits from PTAL 5, and is within 800m of the railway station.
- There are various Bus Stops within close proximity to the site with bus routes towards Richmond Town Centre, Kingston, Twickenham, Barnes, Chiswick and Kew.



2.10 Site history

- The site's shape comes from the intersection of the South Western Railway line and the District line along with Manor Road to the east.
- In the 1800s the site was farmland. During the 20th Century, as the surrounding area develop the site was occupied by buildings for industrial uses.
- The current Sainsburys site, to the east of Manor Road, was a former Gas Works.



1873



1920



1946



1957

2.11 Existing and proposed urban grain

- The site sits within character area 6, as defined in the Richmond and Richmond Hill Village Planning Guidance SPD, 2016.
- The Character Area is defined by the two busy thoroughfares of Upper Richmond Road and Manor Road. The SPD acknowledges that *“there is no coherent frontage to either road and the whole area has an irregular, adhoc character due to its industrial past.”*



Large areas of hard landscaping and carpark create gaps in urban grain



Railway intersection bisects local area and makes it difficult to establish predictable street grid



Post war housing disrupts existing terrace grain

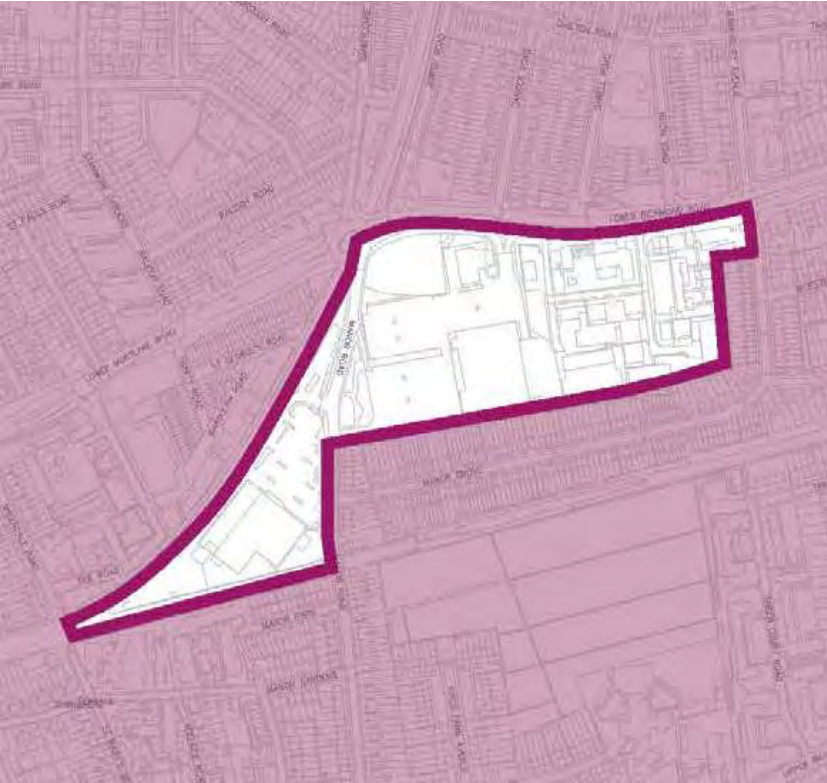


Light Industrial Uses interrupt Victorian residential grain.



Green space

Character Area 6 Boundary
Richmond and Richmond Hill Village Planning Guidance.



1 Richmond and Richmond Hill Village Planning Guidance (2016) pg. 26

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3.1 Constraints

- Site Boundary
- Neighbouring buildings - overlooking
- Noise
- Traffic
- Conservation area
- Train



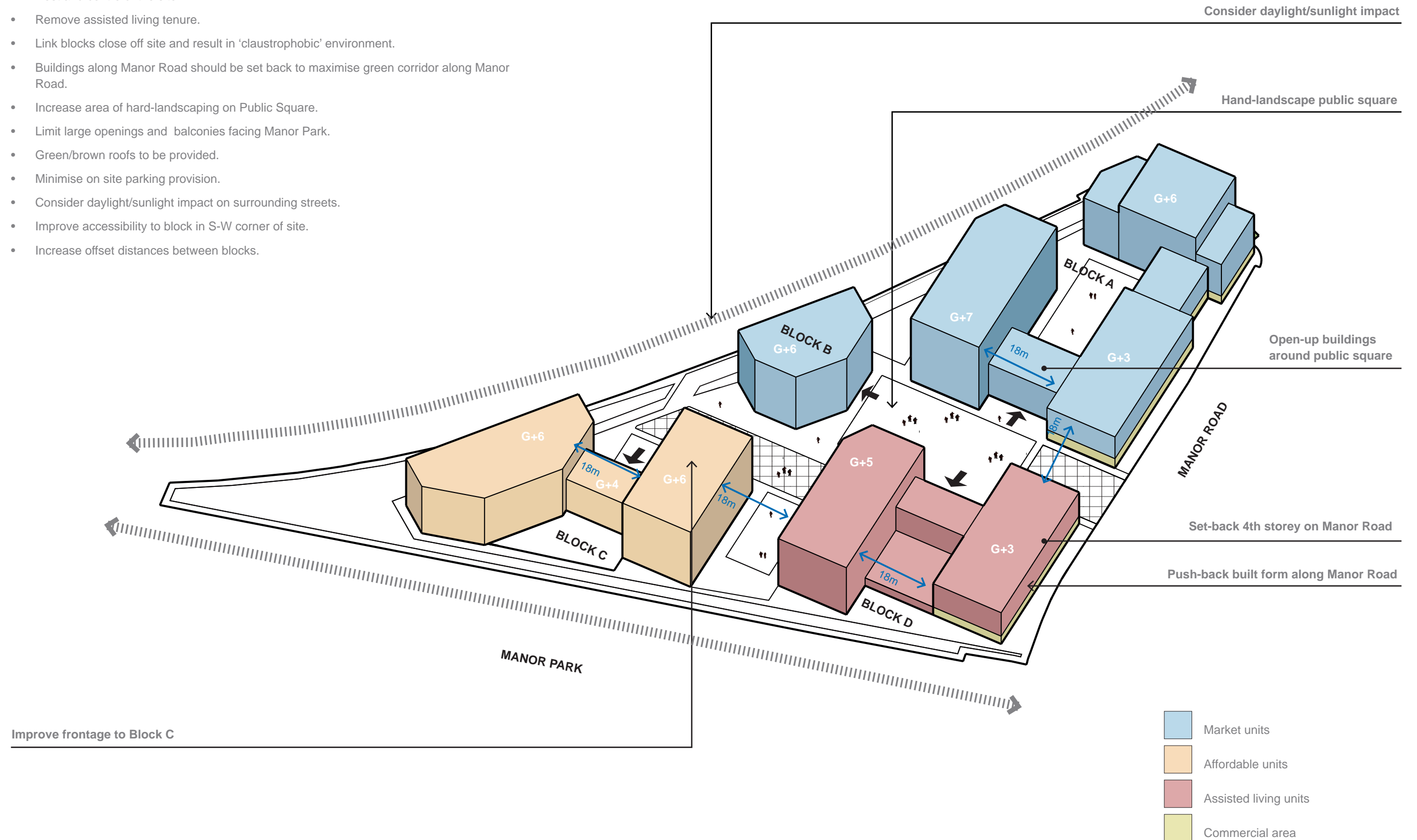
3.2 Opportunities

- Site Boundary
- Site entrance
- Opportunity for height
- Surrounding building heights
- Sun path
- Landscaped route through the site
- Improved street frontage
- Inward views to the landscape uninterrupted view towards Kew from Almshouses
- Opportunity to increase the green buffer zone on railway



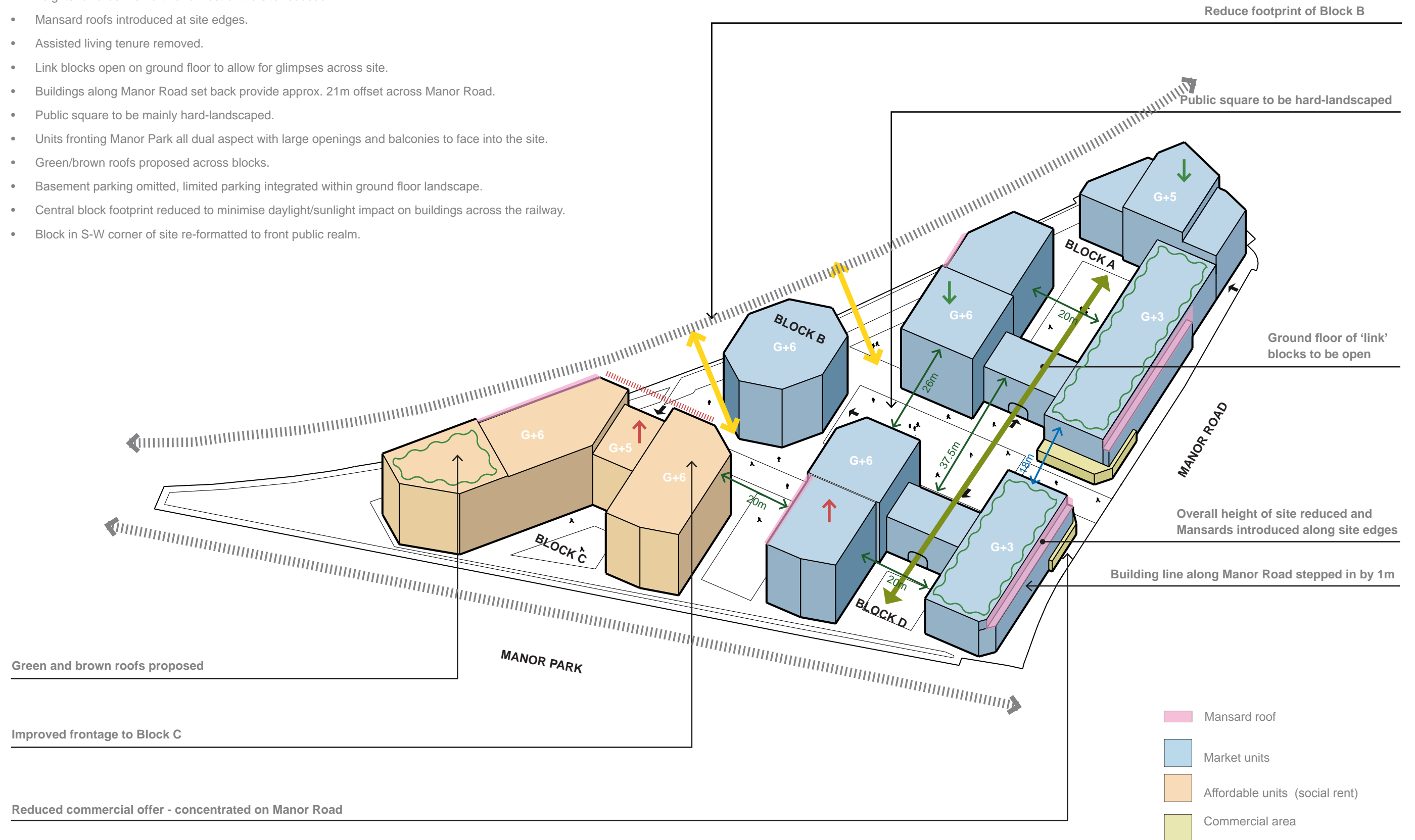
3.3 Comments at Pre-application meeting 1

- Reduce building heights. Manor Road set at G+3 with building heights rising towards the west and centre of the site.
- Remove assisted living tenure.
- Link blocks close off site and result in 'claustrophobic' environment.
- Buildings along Manor Road should be set back to maximise green corridor along Manor Road.
- Increase area of hard-landscaping on Public Square.
- Limit large openings and balconies facing Manor Park.
- Green/brown roofs to be provided.
- Minimise on site parking provision.
- Consider daylight/sunlight impact on surrounding streets.
- Improve accessibility to block in S-W corner of site.
- Increase offset distances between blocks.



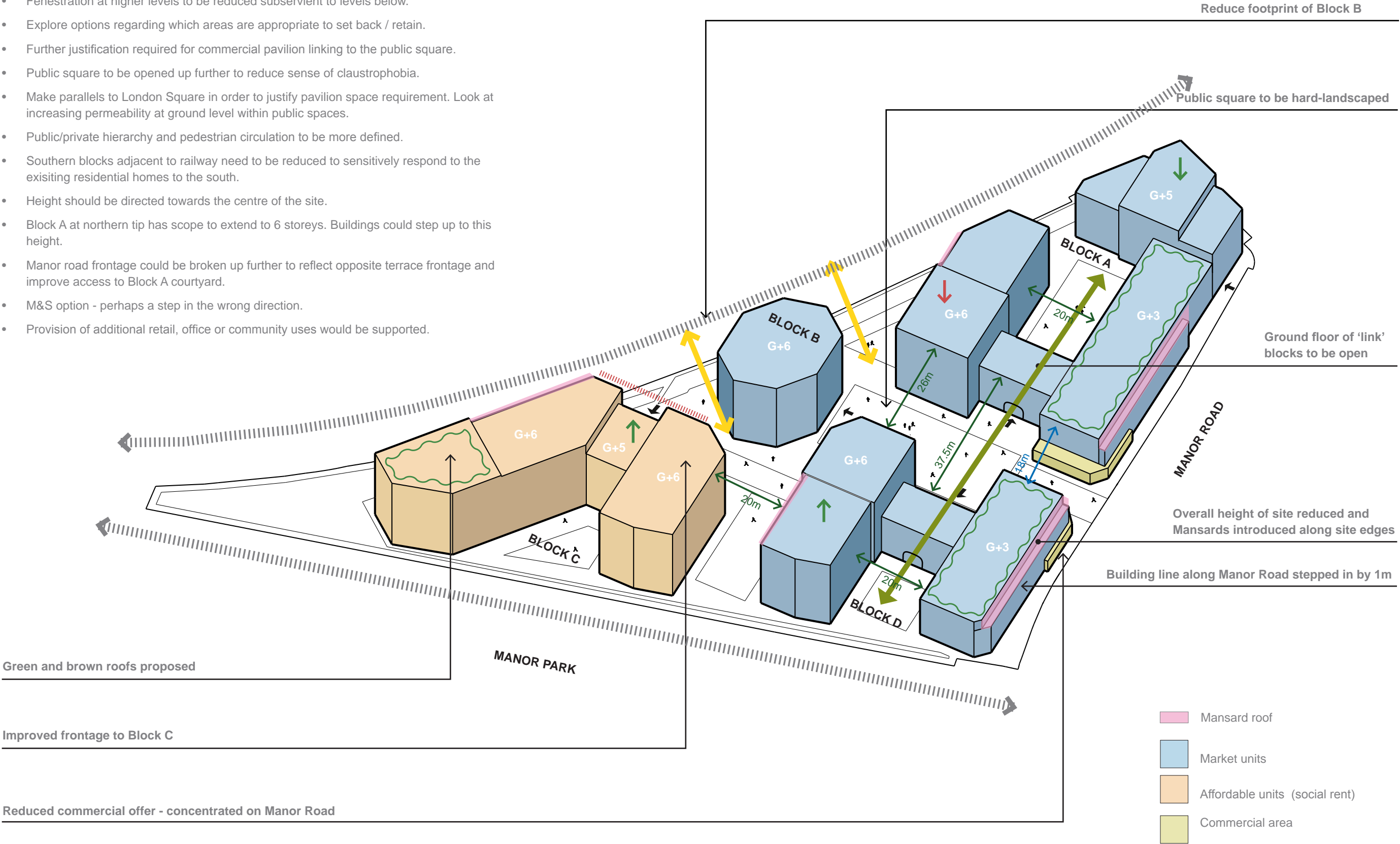
3.4 Response to Pre-application meeting 1

- Building heights adjusted to G+3 storeys along Manor Road with a set-back on the top storey. Building heights towards the north and west of the site reduced.
- Mansard roofs introduced at site edges.
- Assisted living tenure removed.
- Link blocks open on ground floor to allow for glimpses across site.
- Buildings along Manor Road set back provide approx. 21m offset across Manor Road.
- Public square to be mainly hard-landscaped.
- Units fronting Manor Park all dual aspect with large openings and balconies to face into the site.
- Green/brown roofs proposed across blocks.
- Basement parking omitted, limited parking integrated within ground floor landscape.
- Central block footprint reduced to minimise daylight/sunlight impact on buildings across the railway.
- Block in S-W corner of site re-formatted to front public realm.



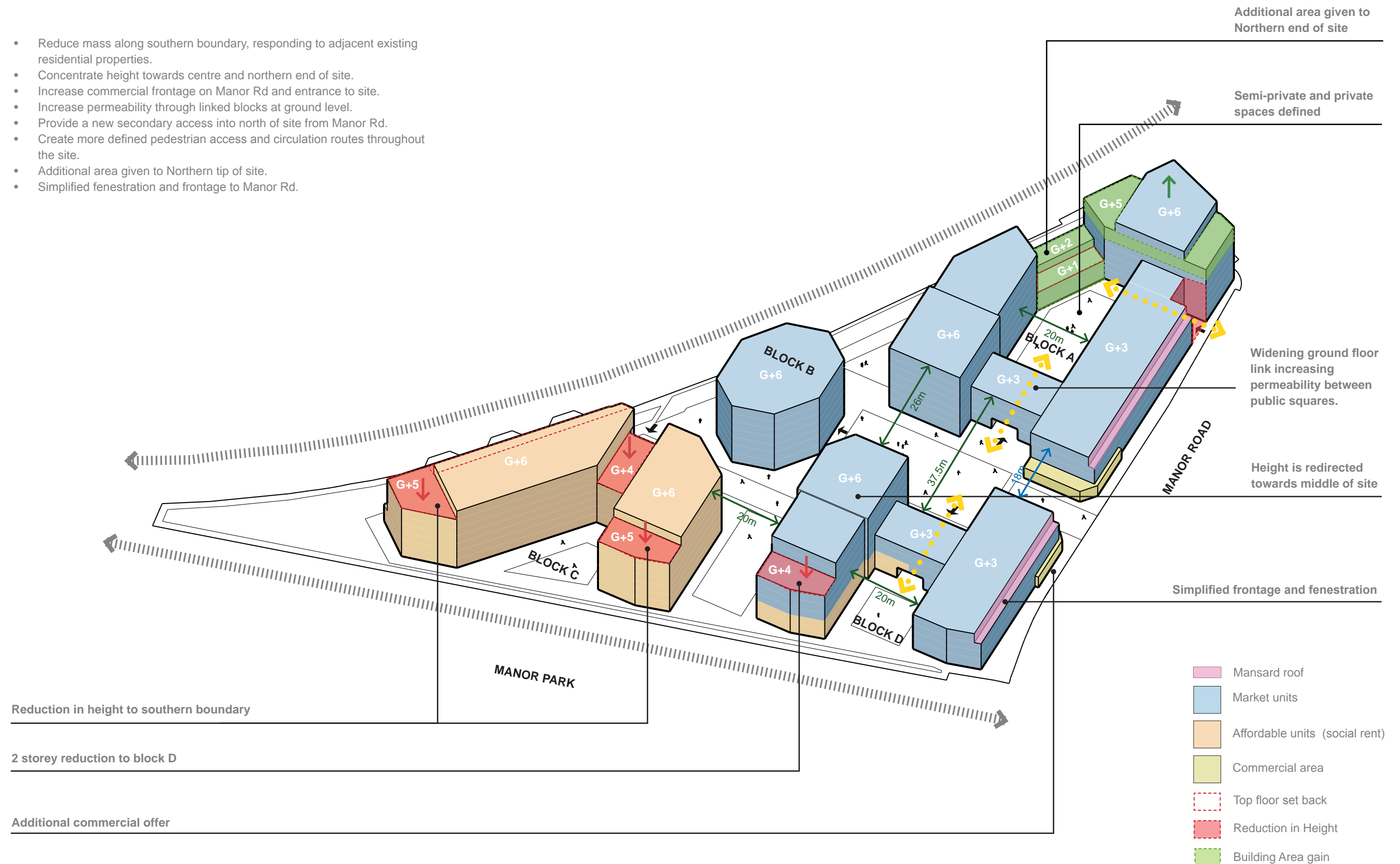
3.5 Comments at Pre-application meeting 2

- Manor Road - consider increasing top storey set back.
- Fenestration at higher levels to be reduced subservient to levels below.
- Explore options regarding which areas are appropriate to set back / retain.
- Further justification required for commercial pavilion linking to the public square.
- Public square to be opened up further to reduce sense of claustrophobia.
- Make parallels to London Square in order to justify pavilion space requirement. Look at increasing permeability at ground level within public spaces.
- Public/private hierarchy and pedestrian circulation to be more defined.
- Southern blocks adjacent to railway need to be reduced to sensitively respond to the existing residential homes to the south.
- Height should be directed towards the centre of the site.
- Block A at northern tip has scope to extend to 6 storeys. Buildings could step up to this height.
- Manor road frontage could be broken up further to reflect opposite terrace frontage and improve access to Block A courtyard.
- M&S option - perhaps a step in the wrong direction.
- Provision of additional retail, office or community uses would be supported.



3.6 Response to Pre-application meeting 2

- Reduce mass along southern boundary, responding to adjacent existing residential properties.
- Concentrate height towards centre and northern end of site.
- Increase commercial frontage on Manor Rd and entrance to site.
- Increase permeability through linked blocks at ground level.
- Provide a new secondary access into north of site from Manor Rd.
- Create more defined pedestrian access and circulation routes throughout the site.
- Additional area given to Northern tip of site.
- Simplified fenestration and frontage to Manor Rd.




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4.1 Design Principles

- Respond to the local character and context
- Repair urban grain along Manor Road
- Provide termination building and focus point to vista along Manor Grove
- Orientate blocks N-S to maximise daylight and sunlight into new units
- Provide areas of high quality public realm alongside private and semi-private spaces
- Provide ground floor permeability between squares


Key




Permeability between squares




Secondary pedestrian access into site




Main pedestrian access into site




Pedestrian movement through the site




Commercial frontage




Off-set distances




Limited vehicular movement



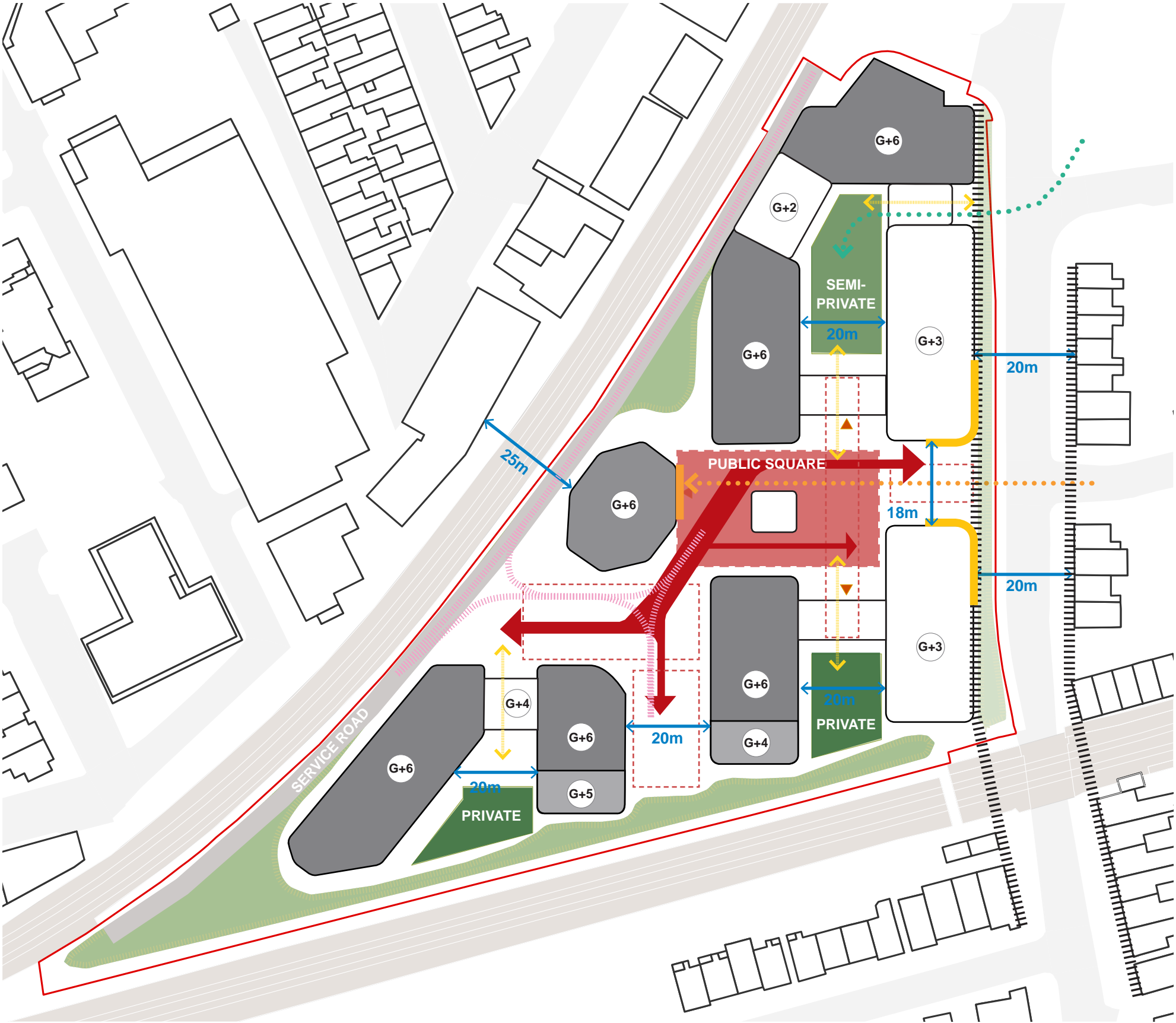
Green 'buffer' zone









Service Road



Reinstate street edge along Manor Road



4.2 Landscape: connections and accessibility

KEY	
	Train Station
	Railway Lines
	Subject Site
	Bus Stops
	Local Cycles Routes
	Major Roads



4.4 Landscape: green spaces

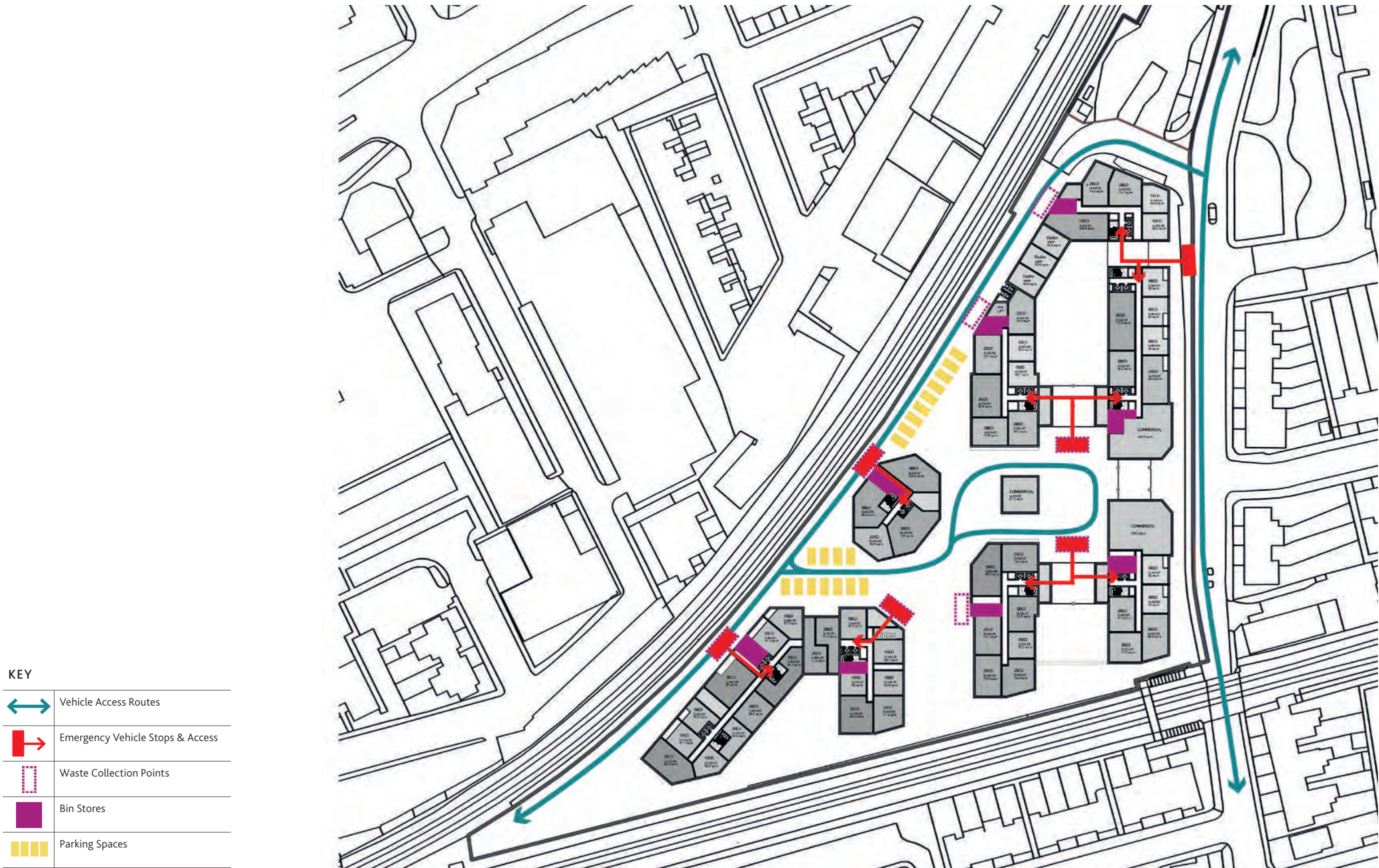
KEY	
	Site Boundary
	Allotments
	Recreational Green Spaces
	Park/Gardens
	Sports Pitches
	Golf Courses
	Cemetery
	Woodland
	Actual Walking Distance



4.5 Landscape: pedestrian circulation



4.6 Landscape: vehicle and service route



4.7 Landscape: cycle access and provision

