

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.

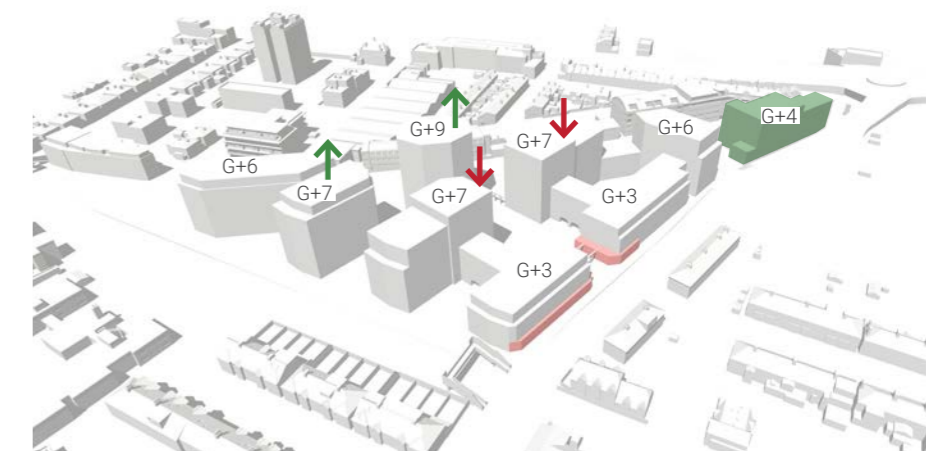
Many of the original principles including the concentration of height in the centre of the site and stepping down the massing at the edges of the site (on Manor Road and along the southern boundary) remain.

The main changes to massing through the design process include;

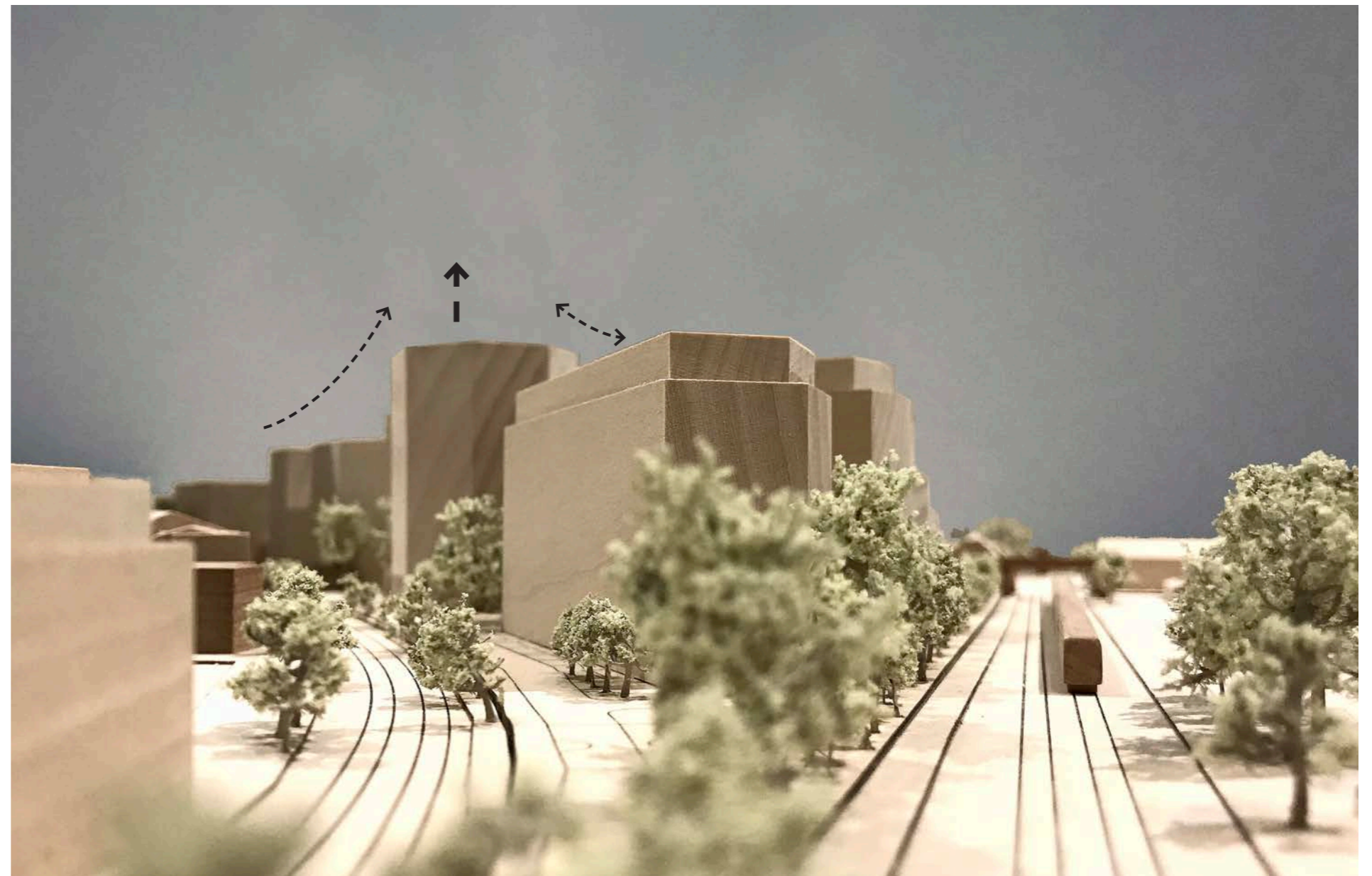
- Increasing building B by 1 storey
- Increasing building C (core A) by 1 storey
- Decreasing buildings A (core D) and D (core B) by 1 storey
- Introducing a new residential building to the north of the site (Building E)



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:	52 (39%)
2 bed:	61 (45.5%)
3 bed:	21 (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:

- Commercial area
- Market tenure
- Mixed core - affordable rent and intermediate tenure
- Affordable rent tenure
- Intermediate tenure
- Mixed core - market and intermediate tenure

Amended proposed development

Affordable unit totals:

1 bed:	57 (33.5%)
2 bed:	84 (49%)
3 bed:	30 (17.5%)

Total: 171
Affordable percentage: 40%

Affordable rent:

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

Total: 75

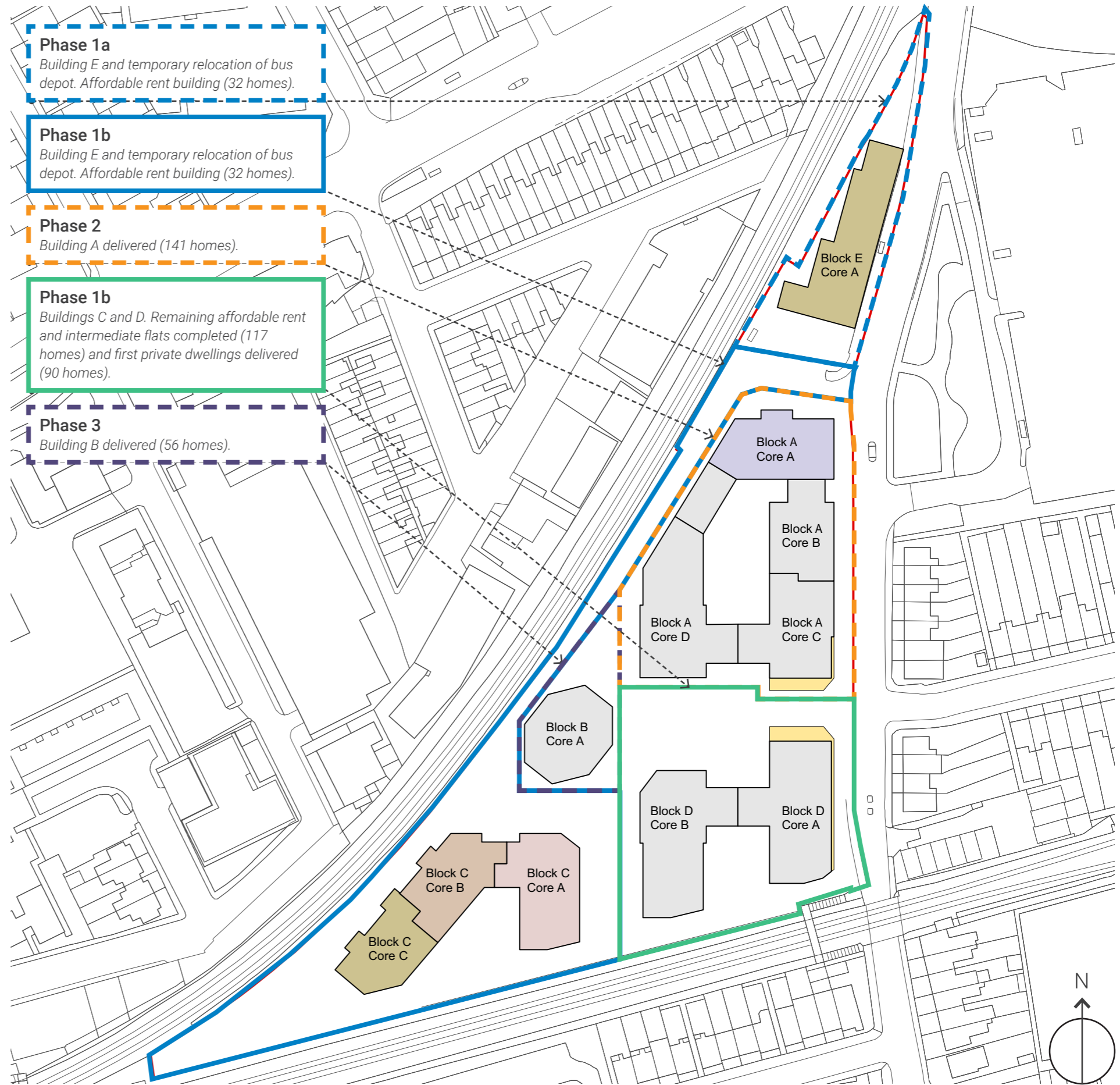
Intermediate (split between S.O and LLR):

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

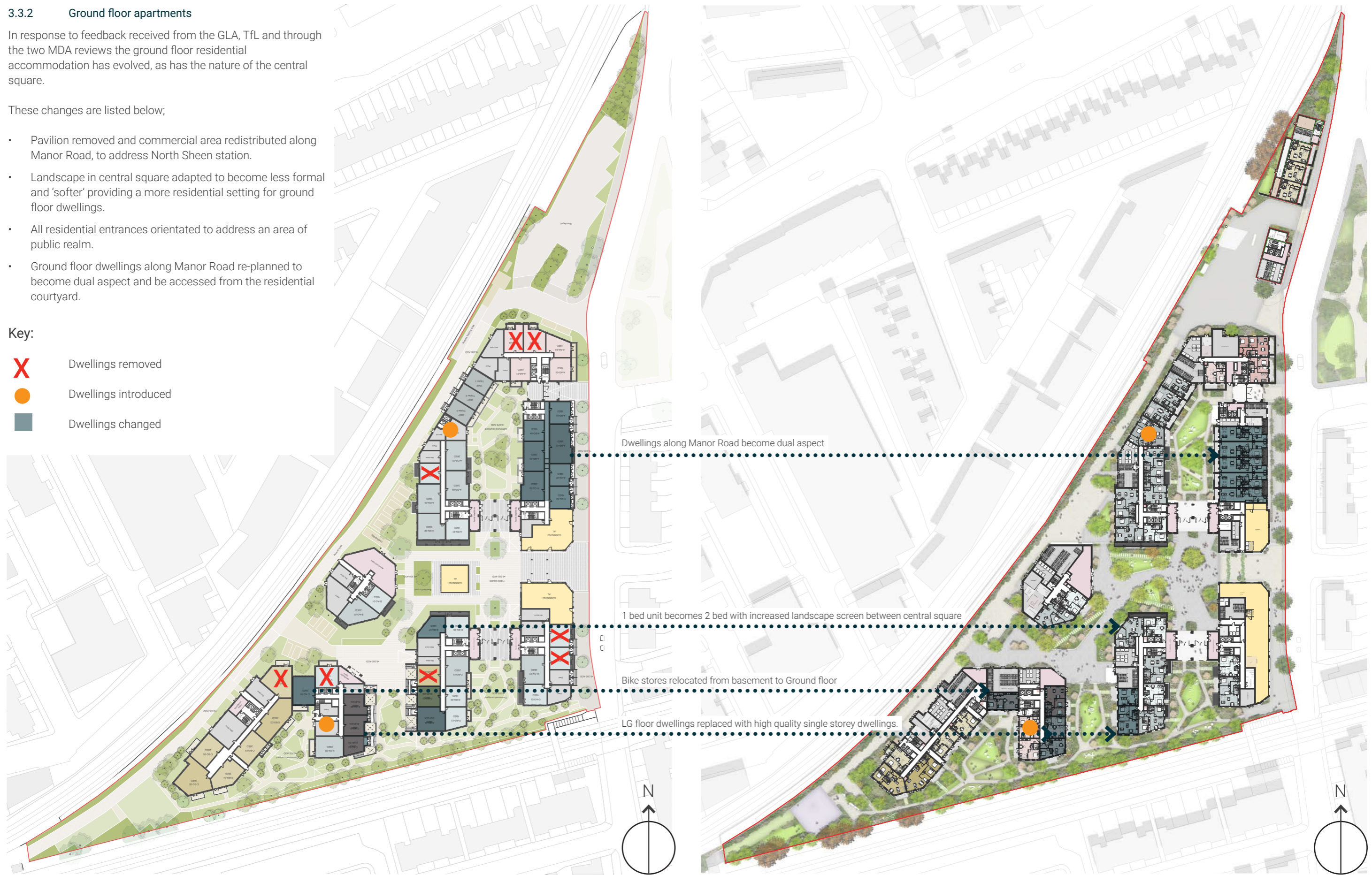
In response to feedback received from the GLA, TfL and through the two MDA reviews the ground floor residential accommodation has evolved, as has the nature of the central square.

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:

- X Dwellings removed
- Dwellings introduced
- Dwellings changed



Dwellings along Manor Road become dual aspect

1 bed unit becomes 2 bed with increased landscape screen between central square

Bike stores relocated from basement to Ground floor

LG floor dwellings replaced with high quality single storey dwellings.