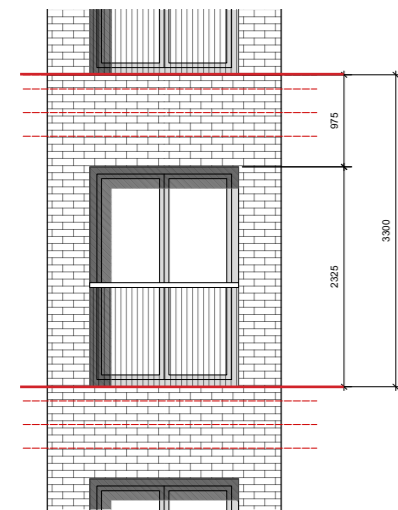
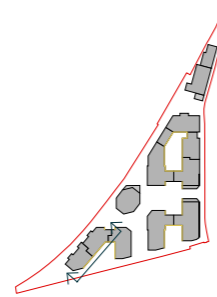


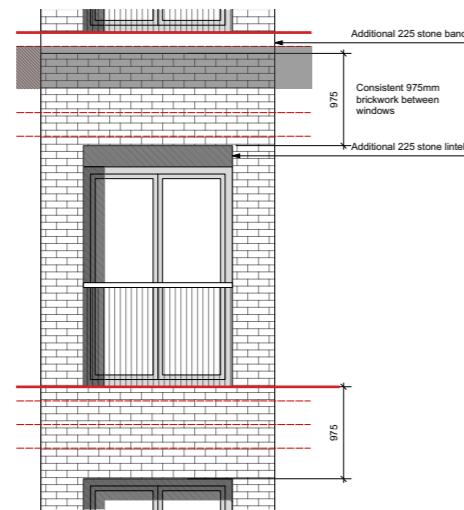
3.4.2 Elevation type A:

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.

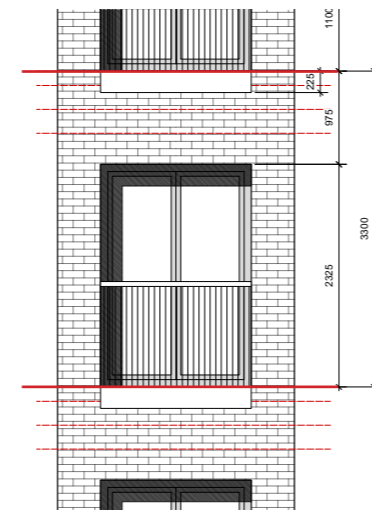


Elevation type A:  
Increased floor height (when connecting to terrace).

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.

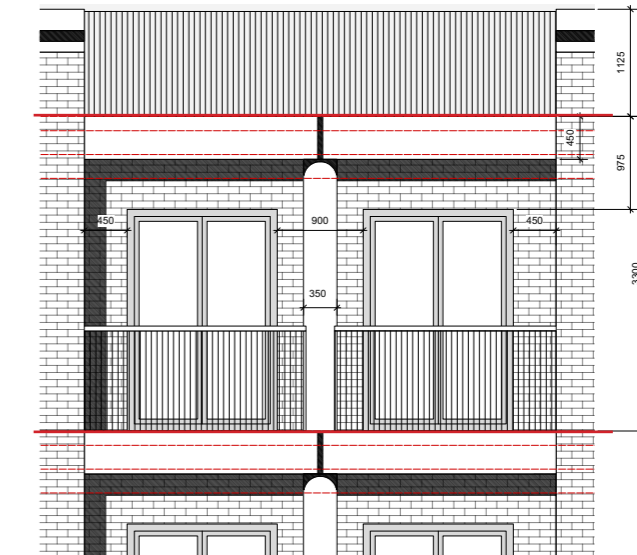
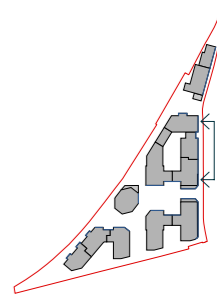


Elevation type B:  
Typical floor with balcony.

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.



Example elevation, building C



Example elevation, building A



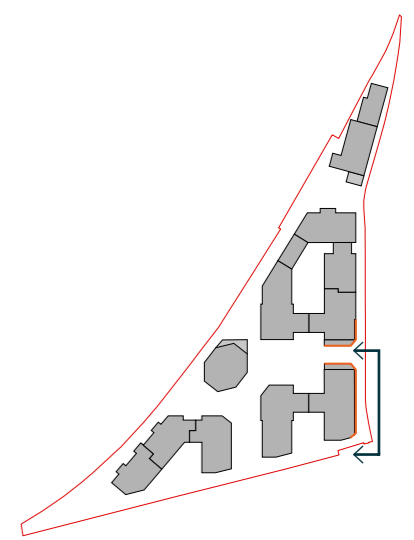
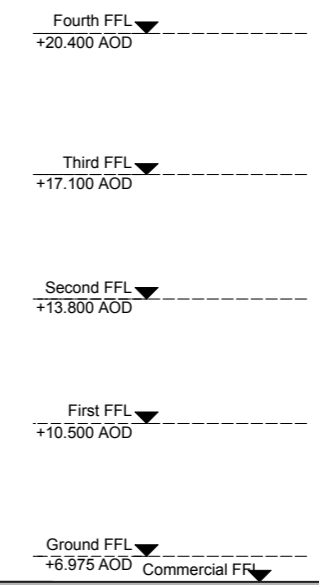
3.4.5 Commercial frontage along Manor Road

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.

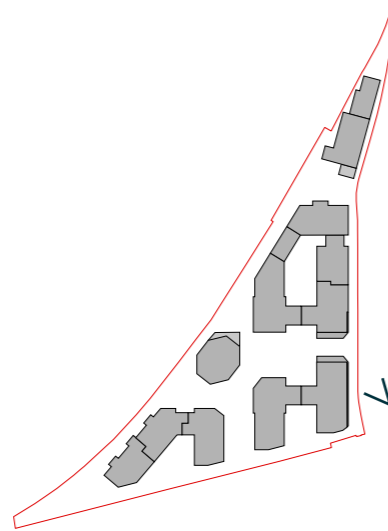
- Fascia incorporating signage
- Pilasters and moldings frame the shop-front
- Glazing separated by mullions allows light in
- Stall risers protect the shop from damage at ground level



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.



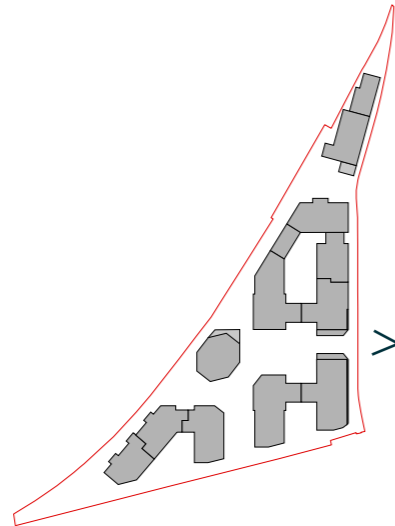
View from Manor Road (previous submission)



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.



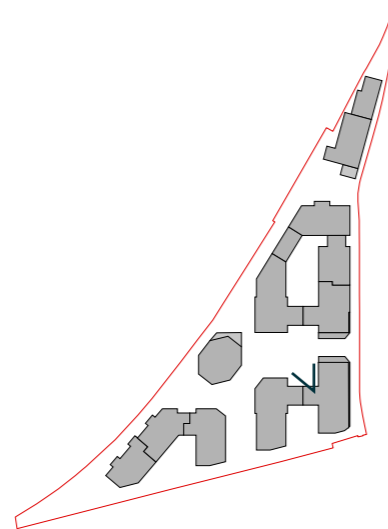
View from main pedestrian entrance to site (previous submission)



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

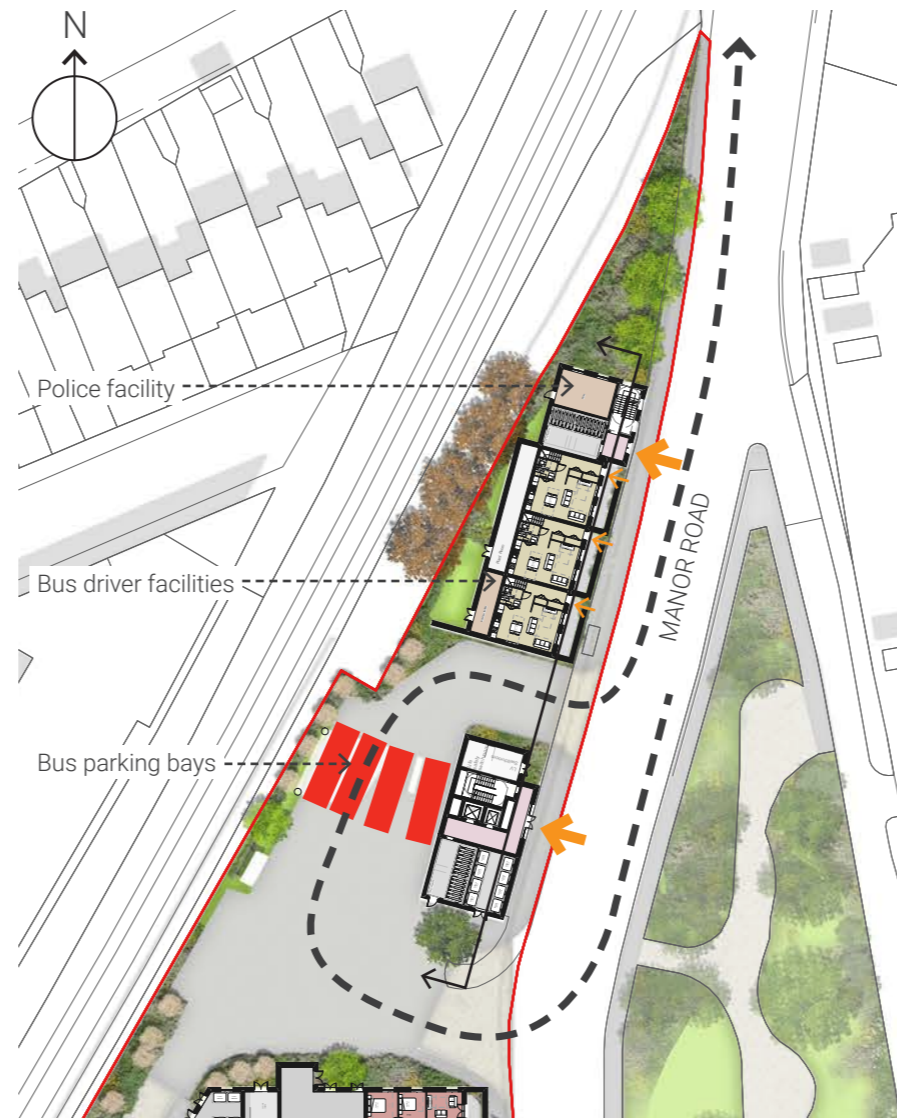
Building E accommodates the land to the north of the site, currently used by TFL as a bus layover. The site is narrow and the road rises towards the roundabout at Manor Circus.

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.

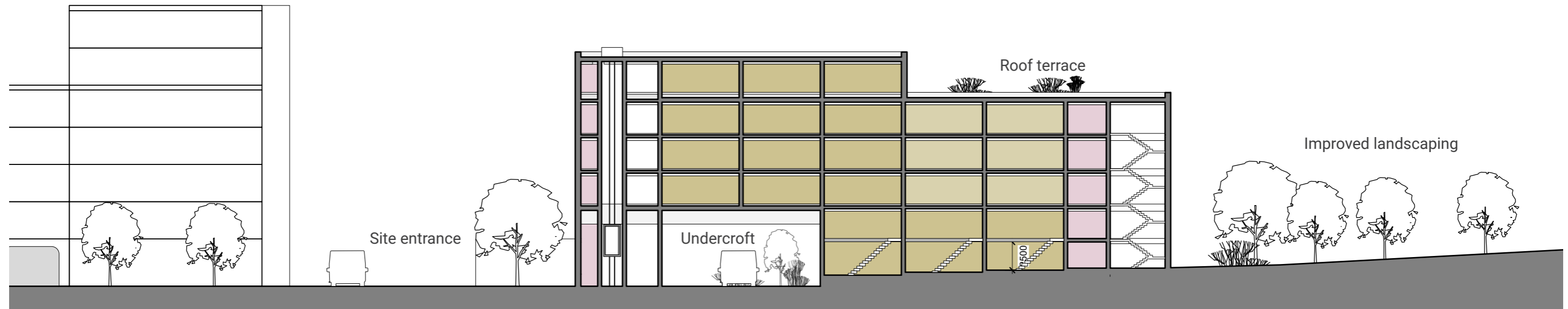


Ground floor plan



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.

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.



Birtley Olde English Buff - IBSTOCK Birtley



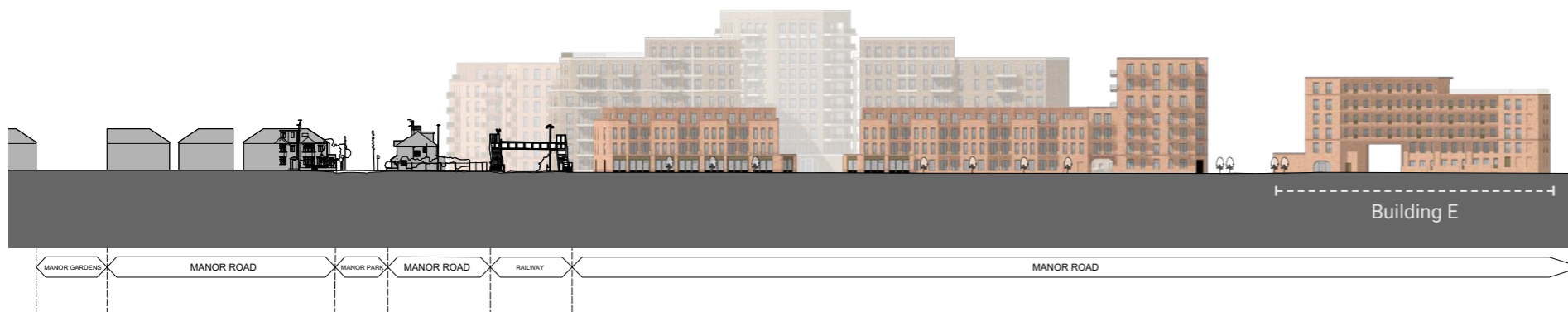
Cayenne - acid etched reconstituted stone - DECOMO



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

3.6 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 its 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.

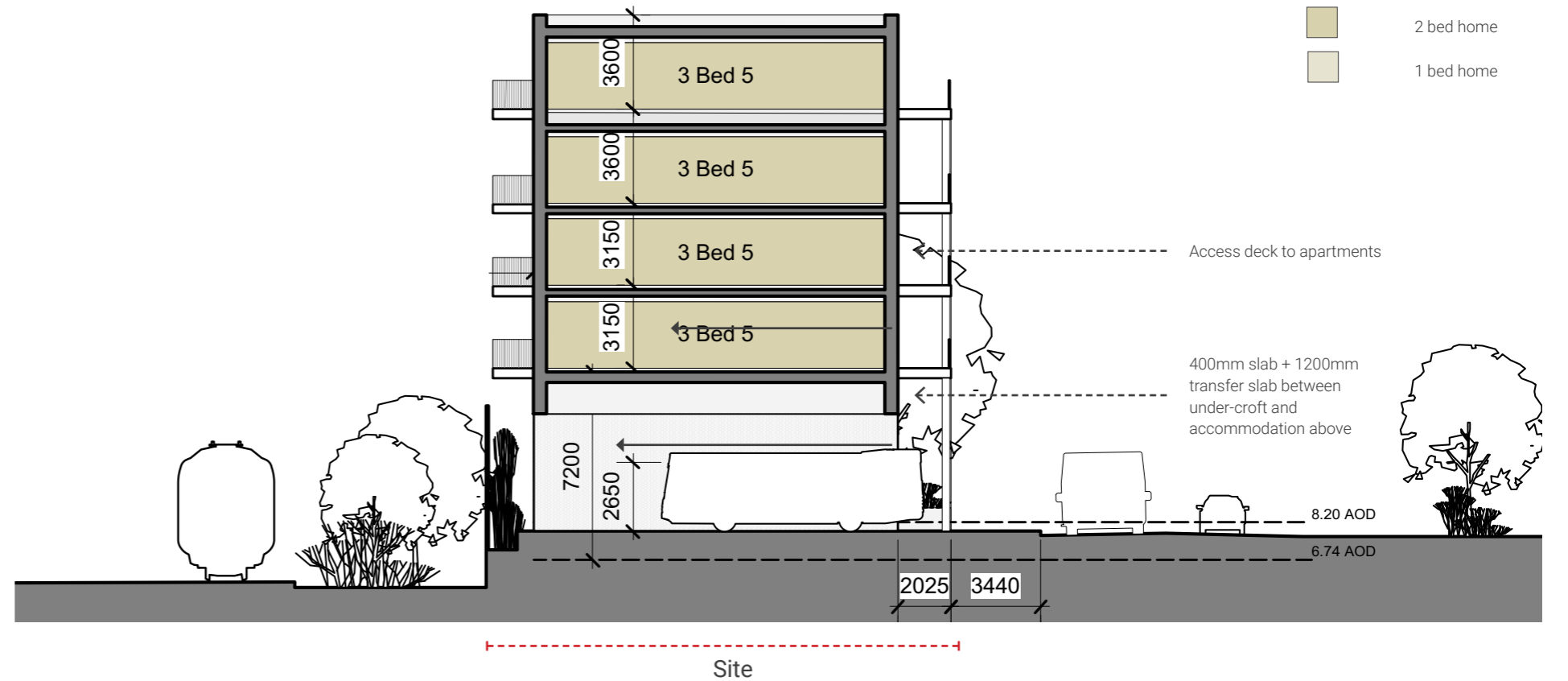
The slab and transfer structure above the bus layover has been designed to mitigate against any noise and vibration transfer to the apartments above.



Access deck

Illustrative from access deck


- Key:
- Dual aspect units
  - 3 bed home
  - 2 bed home
  - 1 bed home






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## Document Control Form

Project number	A3004
Project title	Manor Road
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