

Chair's Review: Specific comments to address

Architecture
Elevation hierarchy to be established.

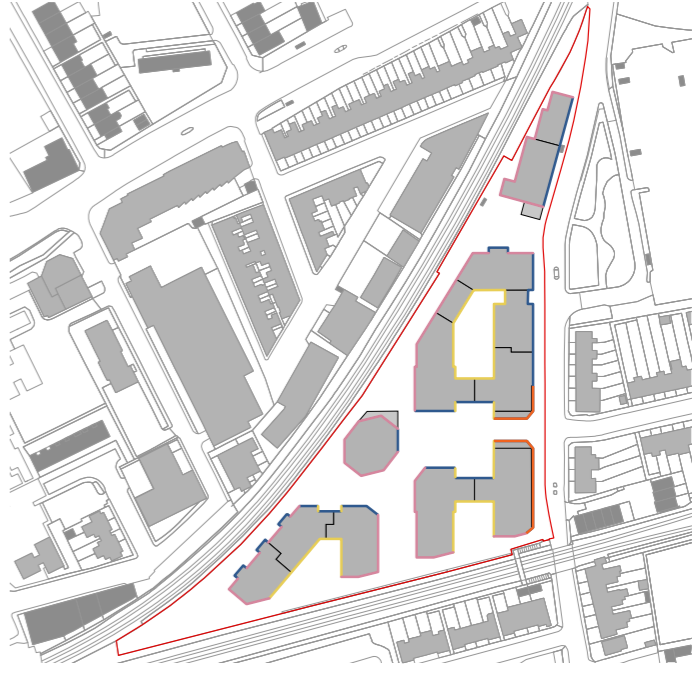


Chair's Review: Our response

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 residential accommodation and questioned whether it was compromised in terms of noise and air quality.




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.

Potential to landscape area in front of Building E in the event of having no buses.



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

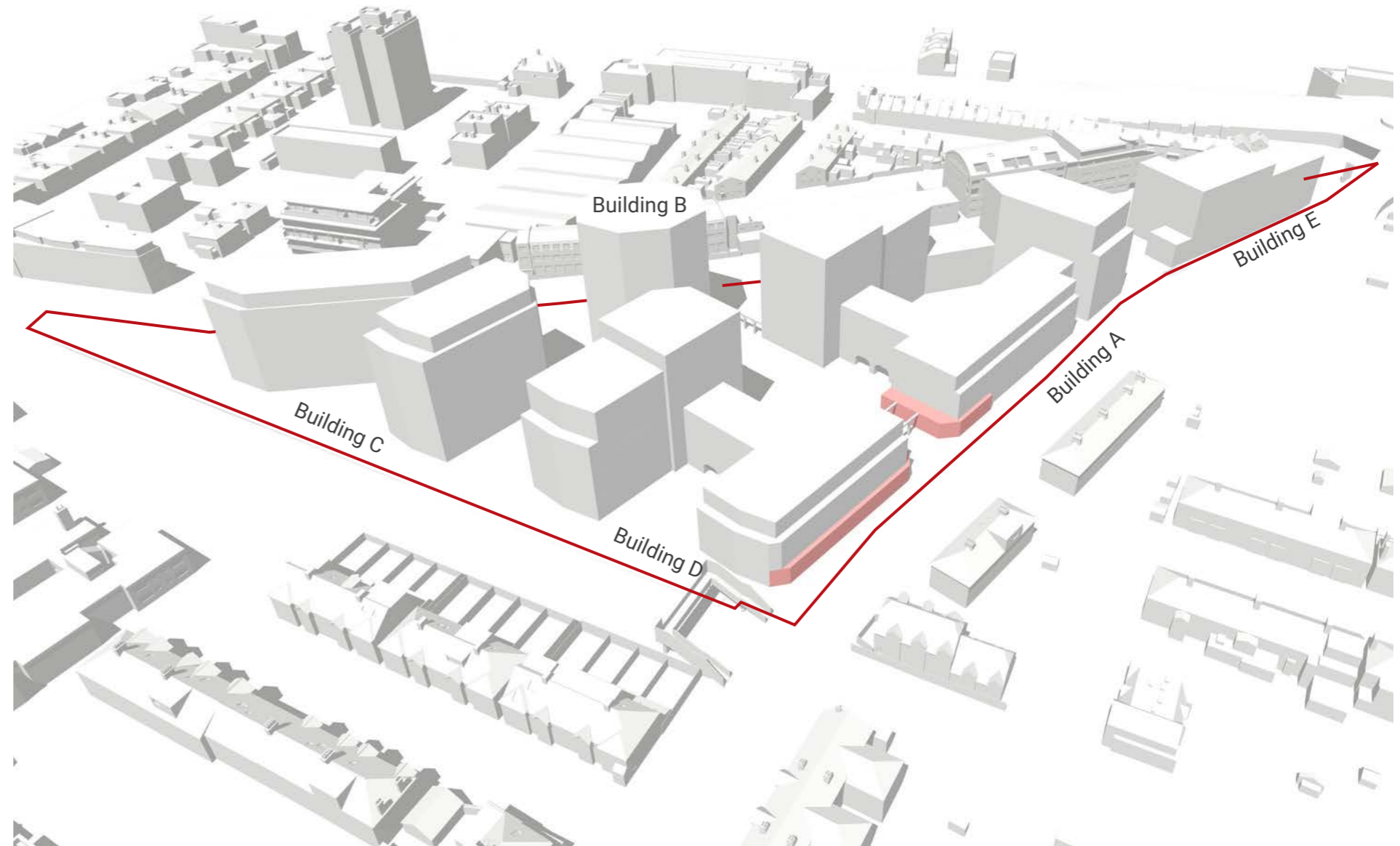
Residential areas:	GIA: 37,364 sq m (396,560 sq ft)
Commercial areas:	GIA: 490 sq m (5,274 sq ft)
Percentage of dual-aspect dwellings:	60%

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 dwelling 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

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

2.8 GLA Meetings 3 & 4: February and May 2020

Proposals presented at post call-in meetings

Revised proposals to November 2019 amendments 'Option 1' and 'Option 2'

Option 1:

- Omitting Building E and retaining the building heights proposed as part of the November 2019 amendments
- 403 new homes
- 40% affordable housing 36:64 Affordable Rent : Intermediate split

Option 2:

- Omitting Building E and adjusting the massing across the remainder of the site to recoup the quantum of floorspace lost on Building E
- 440 new homes
- 40% affordable housing 50:50 Affordable Rent : Intermediate split

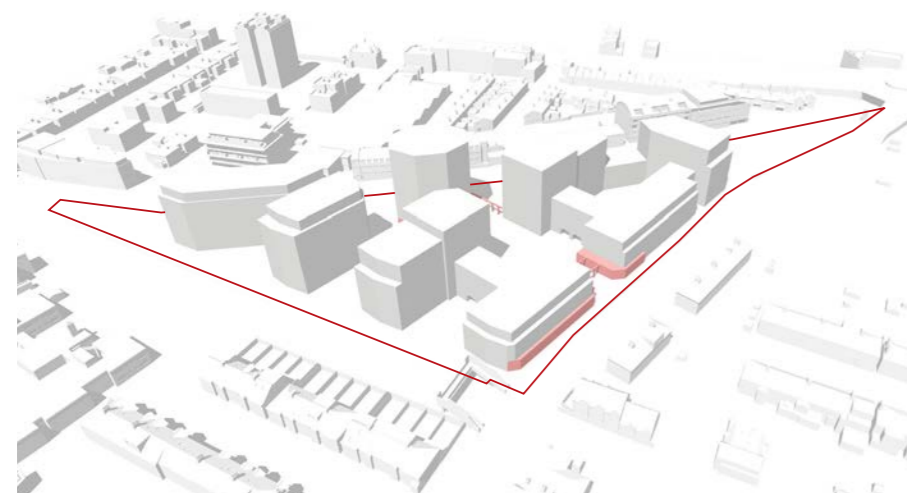
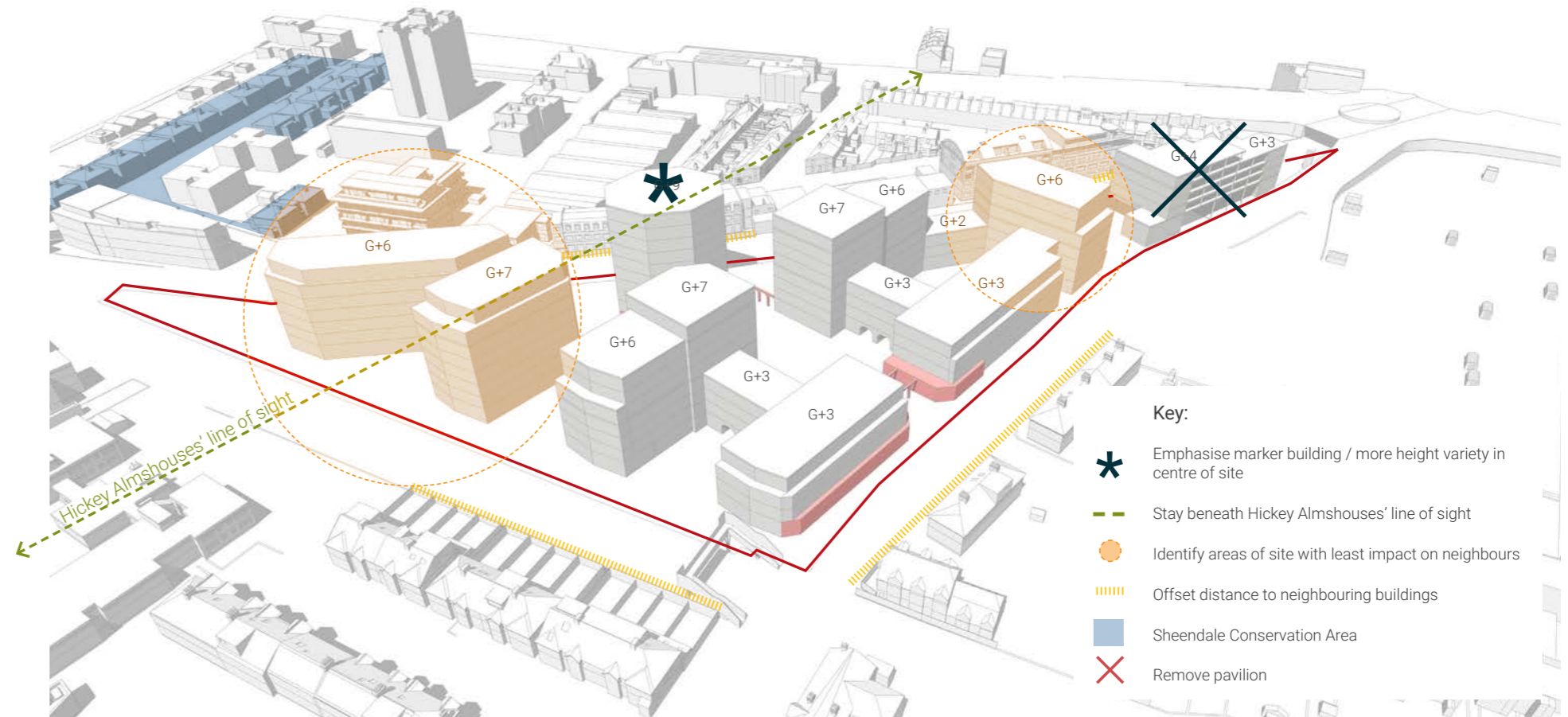
Total: 403-440 new homes

Comments from GLA Meetings

- GLA confirmed their preference for Option 2 and the opportunity to maximise affordable housing delivery on the site
- Queried whether it was possible to increase ratio of affordable rent homes on site

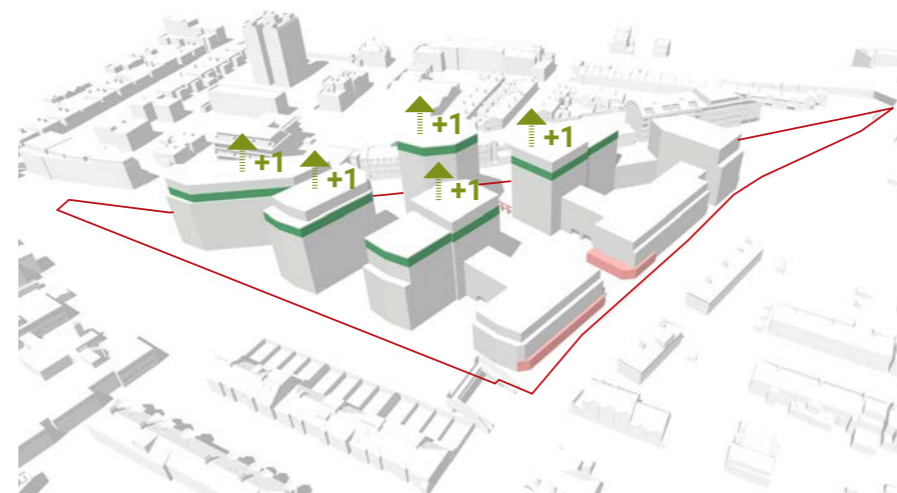
Response to GLA Meetings

- Ratio of affordable to intermediate tenures reassessed and split 52:48 in favour of affordable rent



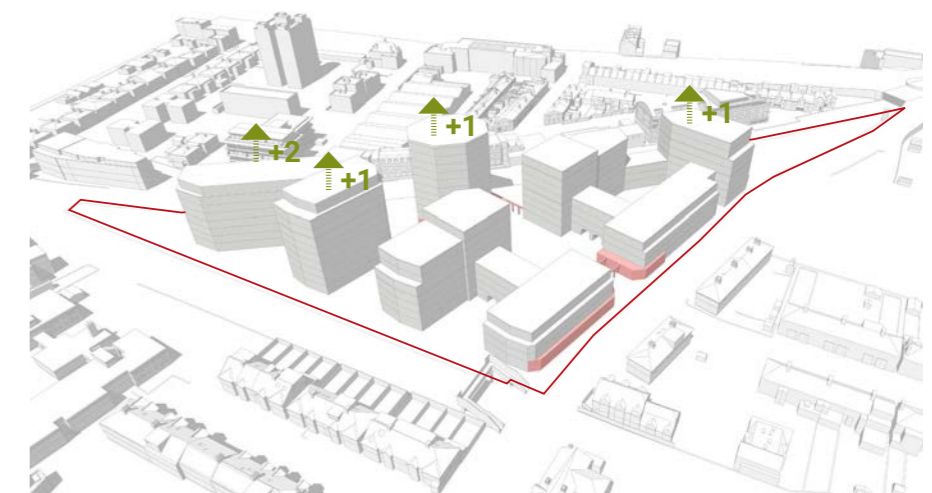
Option 1:

November 2019 amended massing, remove Building E
Also includes a reduction in floor-to-floor heights from 3300mm to 3150mm



Option 2:

Additional storey across five buildings
Also includes a reduction in floor-to-floor heights from 3300mm to 3150mm



Option 2 revised massing:

Additional storey across four buildings
Also includes a reduction in floor-to-floor heights from 3300mm to 3150mm

2.9 Chair's Review: 18th June 2020

Proposals presented at London Review Panel Chair's Review

- Removal of Building E above the bus layover, removing outstanding MDA concerns over the quality of accommodation in Building E
- Minor landscape improvements to bus layover site to improve outlook for residents in Building A
- Increased buffer zone between Building A and bus layover (as no road re-alignment required)
- Reduction in floor-to-floor heights (from 3300mm to 3150mm). *Internal floor-to-ceiling levels still 2.5m minimum*
- Changes to the massing (area losses from Building E are distributed across site):
 - Additional storey on;
 - Building A, core A
 - Building B
 - Building C, cores B and C
 - Additional 2 storeys on;
 - Building C, core A
- 40% affordable housing by habitable room = 172 homes
- Increase in affordable rent ratio 52:48 (from 50:50) per habitable room
- Changes to mix to reflect input from RP and changes to the market

Residential totals (combined):

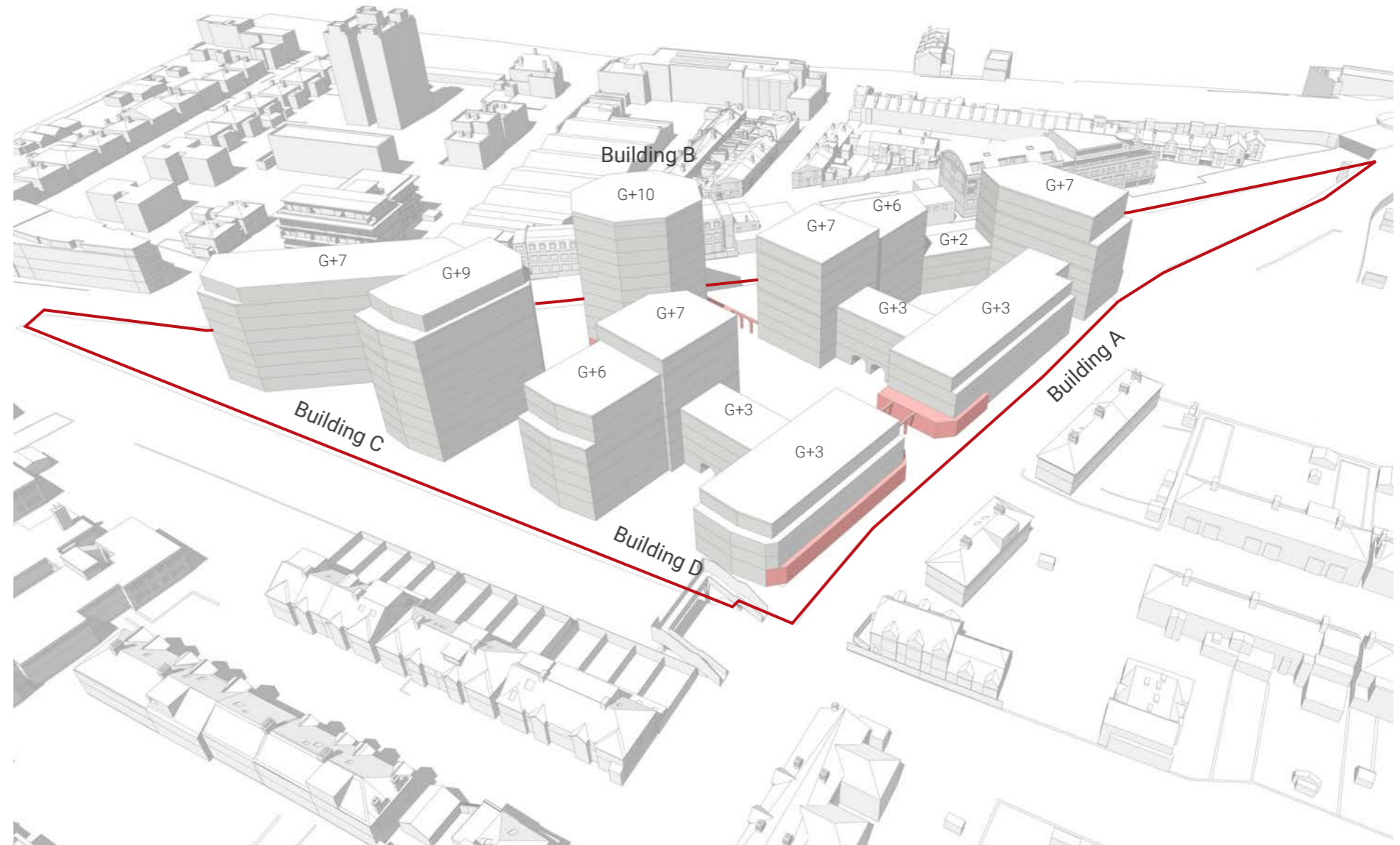
Studio	26	(5.7%)
1 bed:	153	(33.7%)
2 bed:	241	(53.1%)
3 bed:	34	(7.5%)

Total: 454 homes

Residential areas:	GIA: 37,217 sq m (400,618 sq ft)
Commercial areas:	GIA: 480 sq m (5,170 sq ft)
Percentage of dual-aspect dwellings:	61%

Comments from the Chair's Review

- Thoroughly support the removal of Building E
- Suggest the same approach to all ground floor homes as taken by the proposed raised ground level dwellings along Manor Road
- Dwellings along Manor Road need to review entrances (should be onto Manor Road rather than directly into living rooms)
- Confirmation on the internal comfort levels of apartments
- Building A open passageway is not convincing between Manor Road and courtyard; a more protected route and more generous lobby is preferred
- Revisit path layouts between the new point of access opposite the station and the facing private courtyards
- Good progress on the architectural expression but scope for further improvements
- Further clarification on overheating and human comfort in apartments



Key:

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