

Chair's Review: Specific comments to address

Chair's Review: Our response

Urban design / Layout

- Suggest enclosing passageway between Building A courtyard and Manor Road to provide larger lobby
- Review path layouts and direct access to key entrance points on site



Urban design / Layout

- Archway on Building A enclosed to provide protected lobby between Manor Road and Building A communal courtyard
- Pathway routes along southern boundary revised to give more direct access to apartments from entrance on Manor Road

Architecture

- Good progress on the architectural expression but scope for further improvements
- Comments that the setback 'top' on Buildings A, C and D appears heavy
- Ensure commercial units facing Manor Road are designed to make servicing arrangements from service roads to rear



Architecture

Top floor 'set-back' design:

- Parapet raised to diminish top floor
- Material changed to lightweight metal cladding which references metalwork on the shop fronts and window frames
- Metal cladding detailed into simple, repeating panels
- Metalwork lightened
- Stone detailing changed for added contrast to brickwork
- Balustrade to run the length of first floor
- Central column on balconies to be lightweight metalwork

Other

- Further clarification on overheating and human comfort in apartments



Other

To maximise internal daylight and minimise overheating, the following design principles have been applied to apartments:

- Windows centrally located within rooms
- Services and bathrooms pushed to the back of the plan to minimise deep plan arrangements
- Maximising single-aspect apartments
- All windows designed to have Juliet balconies allowing for a large openable area and secure night ventilation
- Where noise levels are highest, balconies have been substituted for winter gardens
- All apartments to be fitted with MVHR units
- All tested (worst case) apartments will be able to pass TM59* requirements in the natural ventilation scenario under the DSY1 wether file through passive means

*CIBSE TM59 = acoustic / noise and overheating risk assessment .

2.10 MDA Review 3: 23rd July 2020

Proposals presented at London Review Panel MDA 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 homes by hab room = 173 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):

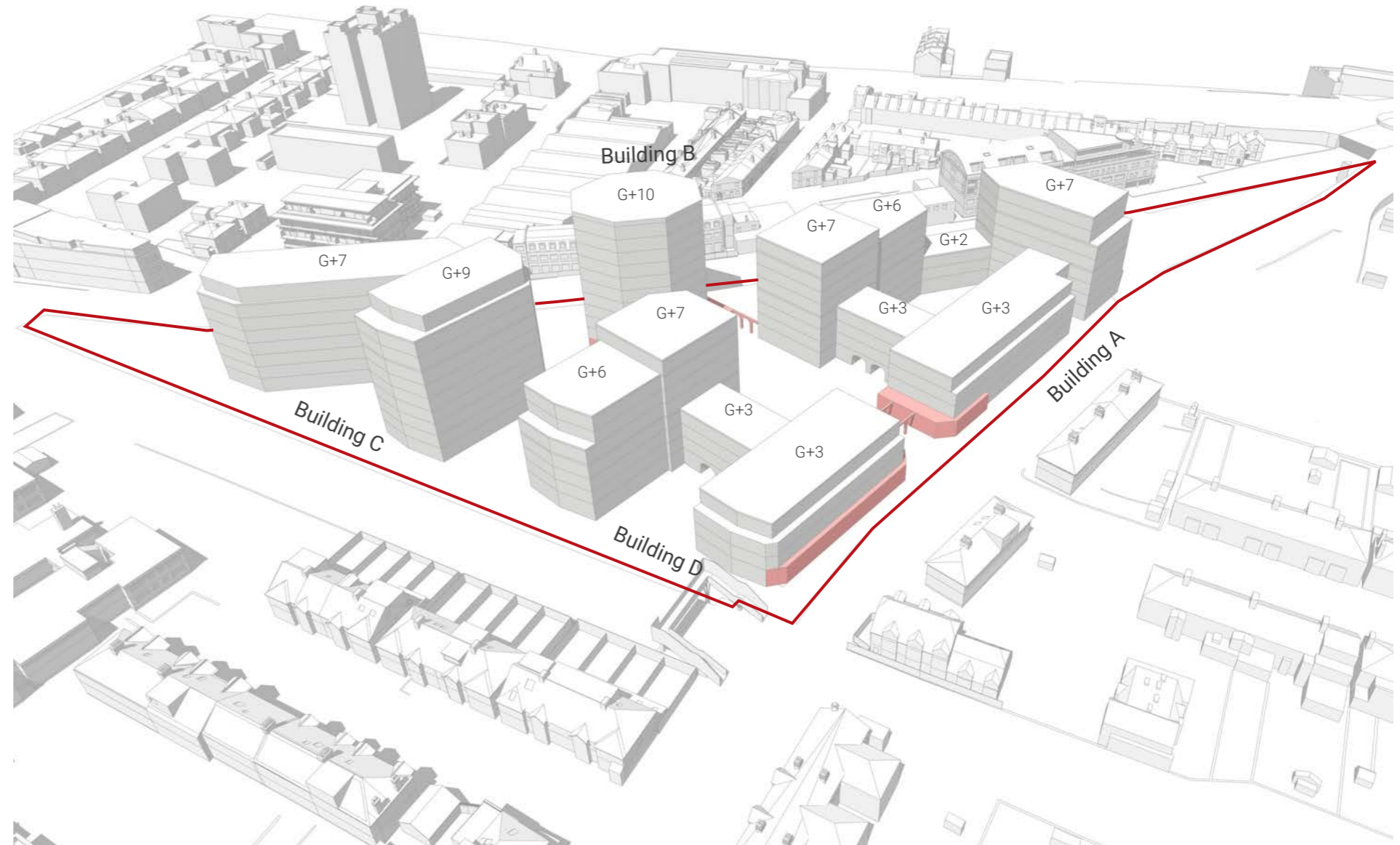
Studio	30	(6.6%)
1 bed:	143	(31.6%)
2 bed:	246	(54.3%)
3 bed:	34	(7.5%)

Total: 453 homes

Residential areas:	GIA: 37,249 sq m (400,955 sq ft)
Commercial areas:	GIA: 495 sq m (5,324 sq ft)
Percentage of dual-aspect dwellings:	61%

Comments from the MDA Review

- Thoroughly support the removal of Building E
- Review overlooking of apartments in link buildings
- Consider overheating/shutters/glazing ratio (this can be designed further in stage 3)
- Not convinced by the vines growing over the arches at the entrance to the site
- Ensure landscape aligns with GF dwellings/entrances
- Welcome the increased contrast between the brick and stone texture but ensure the stone colour is warm (does not look like concrete)
- Ensure the metal set-back is high quality/detailed well
- Clarity required over the servicing strategy to commercial units



Key:

- Proposed residential accommodation
- Proposed commercial accommodation