

## 3.2.3 Residential amenity

Residential floorplates have been reviewed across the scheme and the residential accommodation has evolved to provide better internal spatial arrangements for all homes.

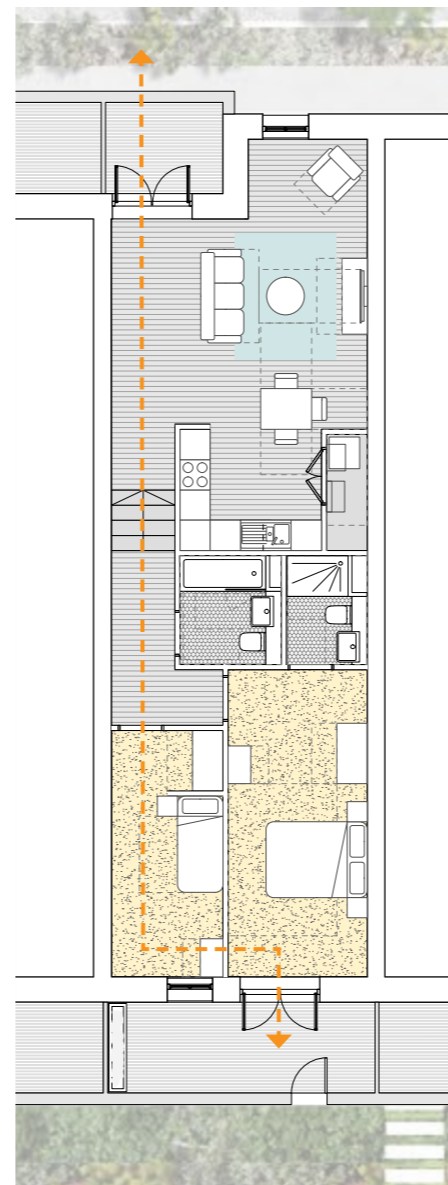
These changes are listed below:

- Reduction in number of single-aspect homes (now 39% from 44%)
- The elimination of single-aspect north-facing homes across the scheme
- A reduction in 'oversized' dwellings
- A increase in overlooking distances in Building C
- Introduction of an additional core in Building C to minimise number of dwellings per core
- A review of ground floor accommodation and location of apartments (ensuring residential accommodation is located in the most suitable locations on site)
- An increase in landscape 'screening' to all ground floor dwellings fronting central square
- Removal of Building E which posed challenges in achieving a high quality of residential accommodation above the bus layover facility

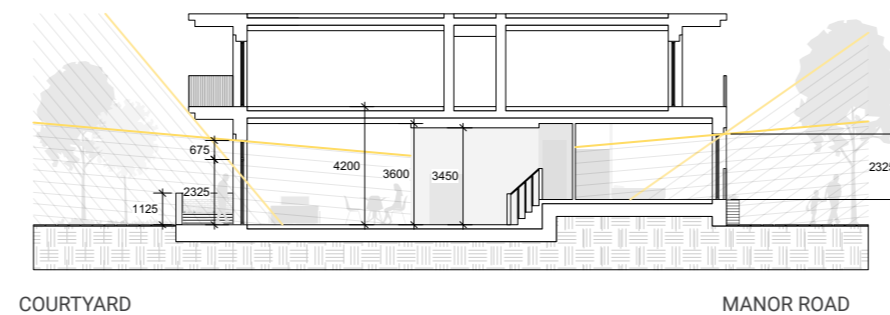


## Dual-aspect apartments in Buildings A, C and D

In response to comments made at the MDA review regarding apartments along Manor Road, the apartments at ground floor have been redesigned to become dual-aspect. These apartments now open onto Manor Road. Buildings C and D have also be redesigned to include these dual-aspect apartments on the ground floor.



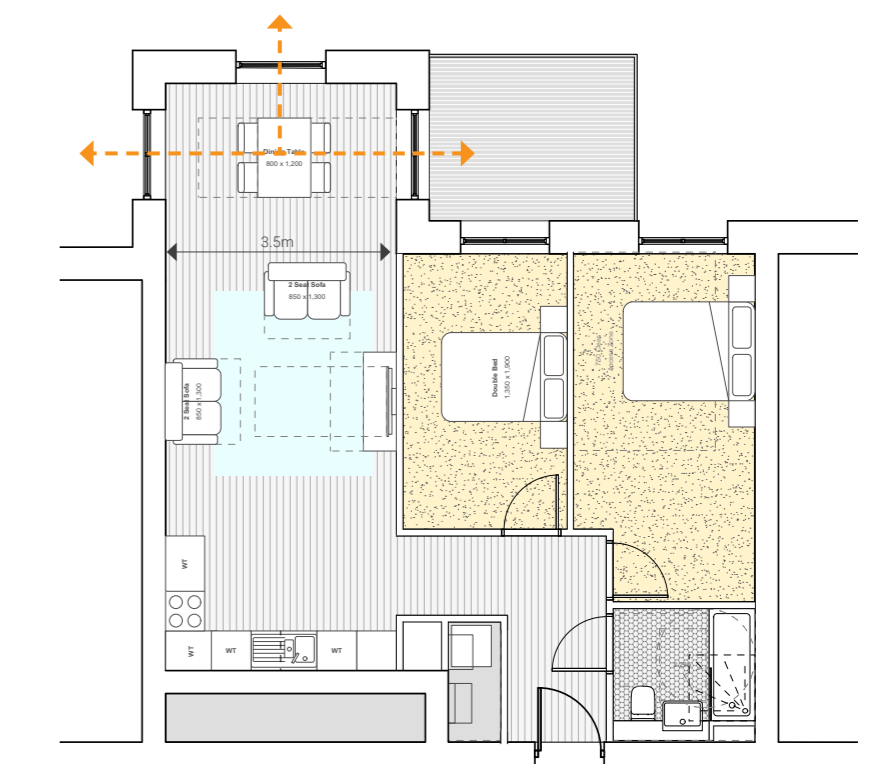
Proposed apartment layout in Building A. Section below



Proposed section through ground floor apartment along Manor Road

## Single-aspect dwelling in Building A

Particular examples of where the scheme has been redesigned includes Building A where two single-aspect north-facing homes on the previous scheme have been replaced by apartments with triple- aspect projecting bay windows.



Proposed apartment layout in Building A. Internal view on page 30.

3.2.4 Basement and ancillary accommodation

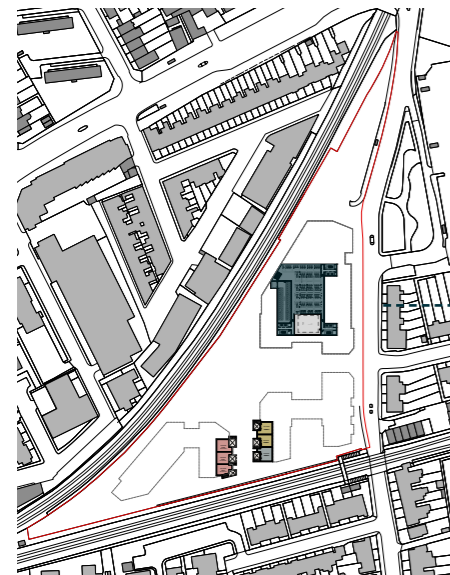
In consultation with TfL residential bike stores / refuse stores and plant rooms have been relocated from the basement to ground floor. The location of these stores has been carefully selected to take up less desirable areas for homes (i.e. along the residential access road).

The size of the basement has been revised to provide plant room space for cold water tanks only.

Cycle parking provision has been provided in line with the London Plan 2019 'higher cycle parking standard' requirements, see table below.

	Long Stay required	Short Stay required	Amount provided
Commercial	7	25	32
Residential	805	12	822
Total	812	37	854

Original proposed basement layout



Amended proposed basement layout

