

MOTSPUR PARK

Design and Access Statement
September 2025



Berkeley
Designed for life



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Fig. 1 Aerial view from southeast showing existing gasholders

1. Introduction

Introduction



 <p>Applicant Berkeley Homes (West London) Ltd.</p>	 <p>Planning Consultant Lichfields</p>	 <p>Architect Maccleanor Lavington</p>
 <p>Landscape architect Fabrik</p>	 <p>EIA Ramboll</p>	 <p>Structures Waterman</p>
 <p>MEP Whitecode</p>	 <p>Sunlight / Daylight / RoL Point2</p>	 <p>Townscape & Heritage Montagu Evans</p>
 <p>CGI's Rockhunter</p>	 <p>Transport Iceni</p>	 <p>Communications Cavendish</p>

1.1. Purpose of this document

This Design and Access Statement has been prepared in relation to a full planning application made on behalf of Berkeley Homes (West London) Ltd. for the comprehensive redevelopment of the site.

1.2. Development quantum and uses

The proposal is for five residential buildings (use class C3) comprising 586 residential units, residential amenity and ancillary accommodation, with associated works of landscaping across the site and other associated works. The 5 buildings range from 8 to 16 storeys in height.

1.3. Document content and structure

The structure of this document is based on the guidance set out in the CABE publication ‘Design and access statements how to write, read and use them’. This is to ensure that the design rationale for the project is covered in a comprehensive way, and to provide a familiar format for planning officers and other readers.

It also complies with the statutory requirements of the The Town and Country Planning (Development Management Procedure) (England) Order 2015 and Guidance in the National Planning practice guidance (Published November 2016, updated February 2024).

A separate landscape statement has been prepared by Fabrik to accompany this document and is submitted under separate cover.

1.4. Design Team

The logo matrix adjacent lists out the members and roles of the core consultant team.

Fig. 2 Design Team



Fig. 3 View of the existing gasholders from the Sir Joseph Hood Memorial Playing Fields

2. The Process

The Process

2.1. Assessment: Physical context

Location

The majority of the site is in Royal Borough of Kingston, to its eastern boundary where it neighbours the London Boroughs of Merton and Sutton. The northern access is in London Borough of Merton. The majority of the site lies within Metropolitan Open Land (MOL) with the exception of the northern access.

Connectivity

The site is located between New Malden and Worcester Park town centres, 500m south of Motspur Park Station. The northern access to the site is from West Barnes Lane and the southern access is from Kingshill Avenue

- Title boundary
- Town Centres
- Commercial Areas
- Sport Facilities
- Schools
- Main vehicular connections
- Railway stations
- Borough boundaries
- Public / Train connections

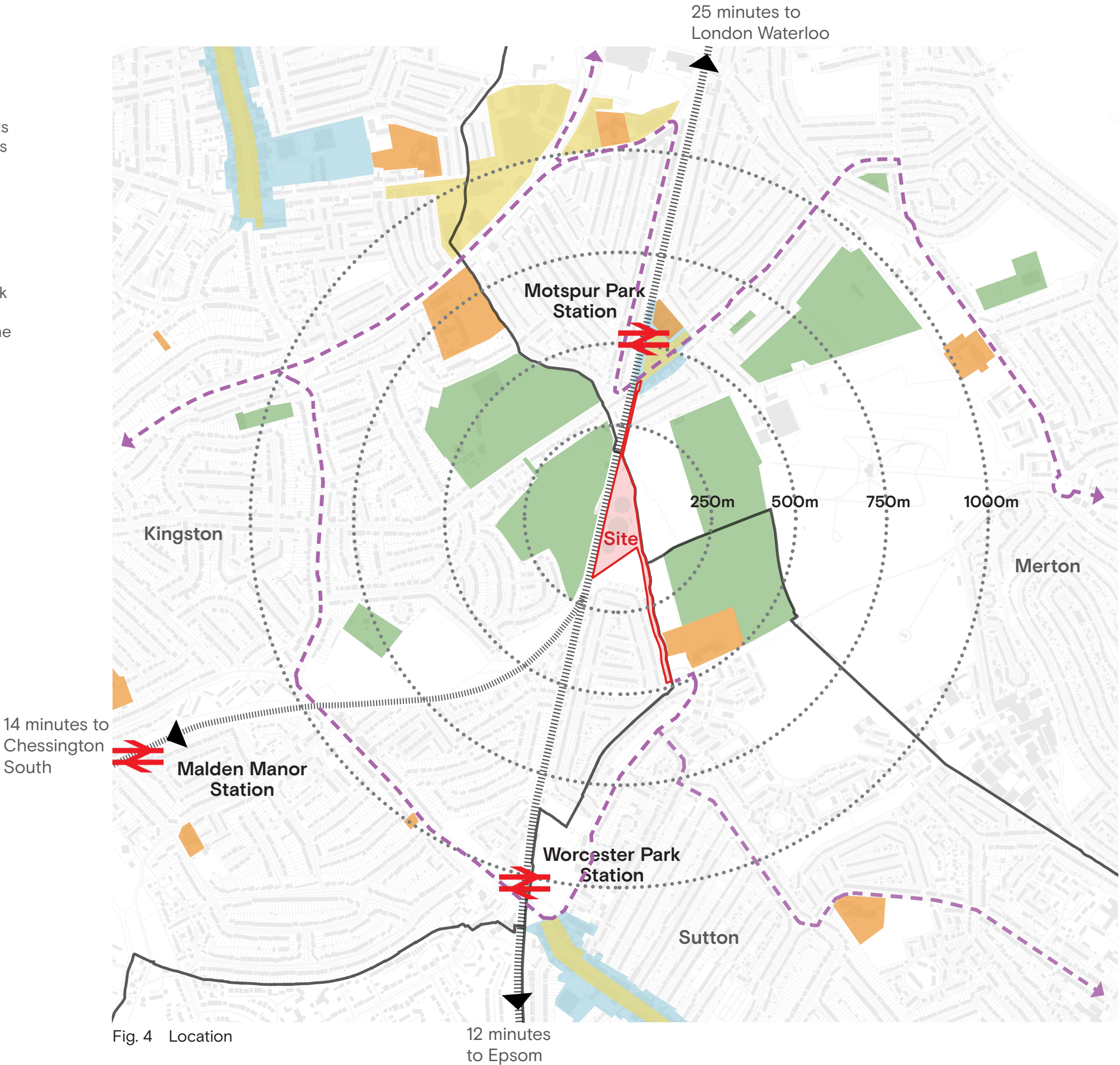


Fig. 4 Location

Site

The site is currently still occupied by three gas holder structures and associated infrastructure and is not accessible to the public.



Global heat map (Strava), showing lack of north south connections



Fig. 5 Site

The Process

Surrounding character

The site sits between two distinct characters. The railway and future Fulham FC training ground to the west and the Beverley Brook and woodland to the east

- 1. Open fields to the west (future Fulham FC training ground)
- 2. Woodland to the east and south
- 3. Railway line to the west
- 4. Beverley Brook to the east

Beyond the site to the north, west and south are suburban residential properties

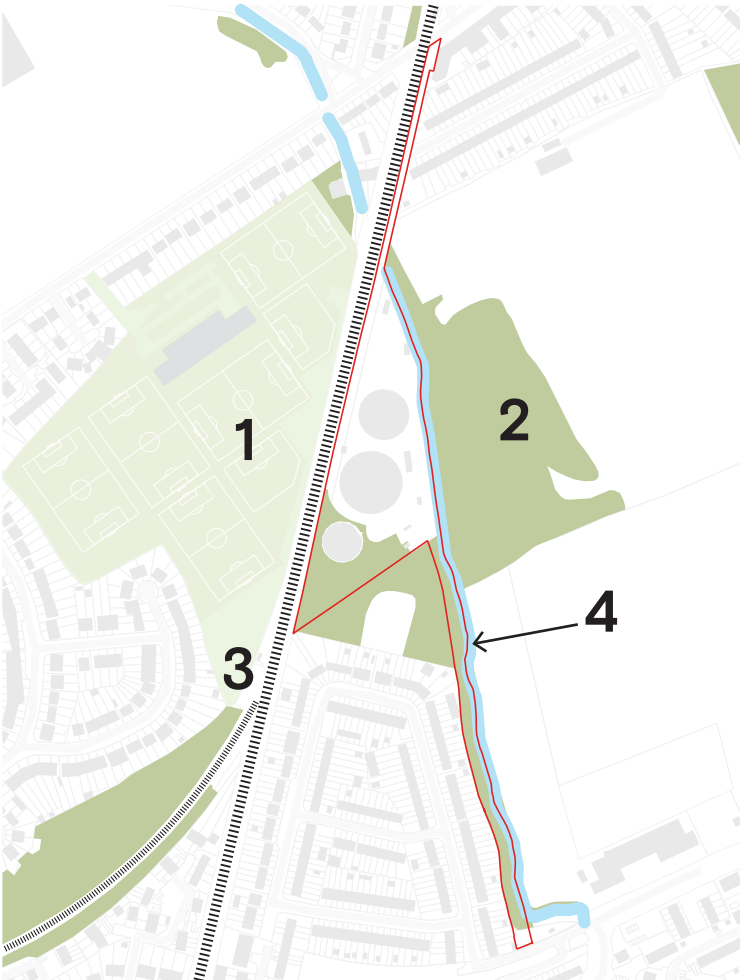


Fig. 6 Site diagram



Fig. 7 1. Future Fulham FC training ground



Fig. 9 2. Woodland



Fig. 8 3. Railway



Fig. 10 4. Beverley Brook

Site considerations

There are a number of elements on site that require consideration for the success of the proposals:

1. Long and constrained access approaches from north and south. These require considered design to ensure safety, usability and amenity value
2. Beverley Brook and the SINC provide valuable opportunities to increase biodiversity and plug the site into wider green and blue networks
3. The gas holders represent the recent history of the site as well as being the visual markers local residents have known for many years
4. The gas infrastructure that requires retention will need adequate maintenance access, screening and will impact on tree planting opportunities



Fig. 11 1. Approaches (photo of northern approach, looking south, properties visible to the left are on Marina Avenue)



Fig. 12 2. Ecology (photo of Beverley Brook along southern approach)

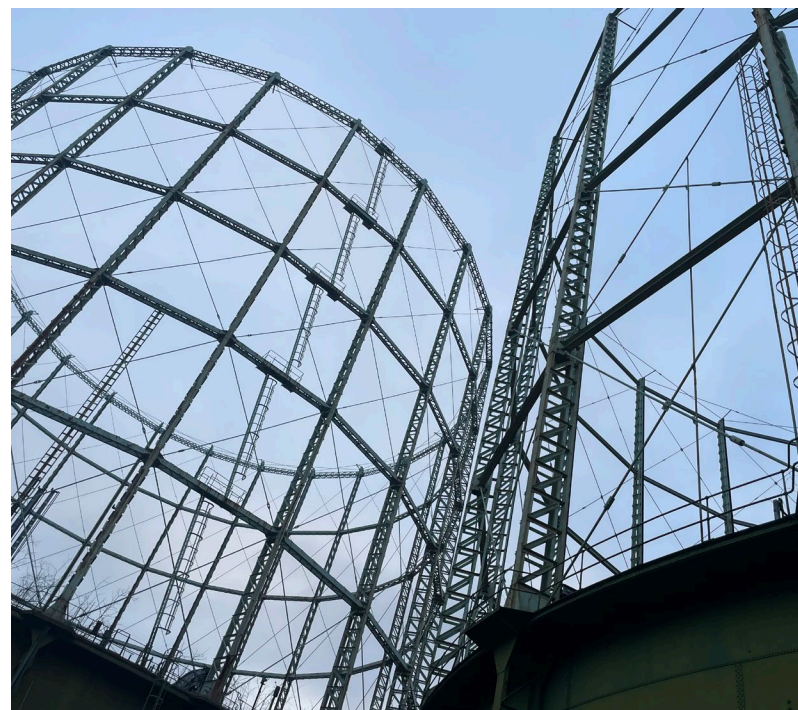


Fig. 13 3. Character (photo of existing gas holders)



Fig. 14 4. Existing retained gas infrastructure (photo of existing pig trap)

The Process

Historical development

The site was rural right up to the end of the nineteenth century when the railway was built. The railway was constructed in 1859 by the London and South Western Railway but the Motspur Park station was not delivered until 1925.

In 1924, the Wandsworth, Wimbledon and Epsom District Gas Company bought the land at Motspur Park to build the new gas holders to supply the rapidly expanding population of south-west London with gas.

The three gas holders were then built in 1924, 1932 and 1954, and were used to store gas for distribution to local areas such as Kingston and Croydon until new methods of gas storage were introduced in the late 20th century. The gas holders have now stood redundant since approximately 2007 as SGN are able to store gas with more modern methods.



Fig. 16 Historic photo of Motspur Park Station, looking south towards gas holders



Fig. 17 Historic photo of Motspur Park Station, looking south towards gas holders



Fig. 15 Historic photo of the gas holders in use, view from southeast

Heritage

There are limited heritage assets within the immediate surroundings. The nearest are located to the west (as shown on fig 18). The nearest conservation areas are those in New Malden & Kingston. The site is not located within or close to any conservation areas

The listed buildings and conservation areas in the wider context are shown opposite.



Fig. 18 Heritage

The Process

2.2. Assessment: Planning policy context

Hierarchy of planning policy

The planning policy context comprises three levels of adopted policy: national, regional, and local. Within each level there is both planning policy and guidance which combine to provide the framework for the consideration of the proposals. Furthermore, where applicable, development must have regard for any emerging policies. Key policy considerations are as follows:

- National: National Planning Policy Framework (2024) and guidance on design, housing, previously developed land, flood risk and biodiversity.
- Regional: London Plan (2021) – design-led optimisation of capacity, housing quality and affordability, protection of Metropolitan Open Land (MOL), urban greening and biodiversity, sustainable transport and parking restraint, and low-carbon design.
- Local: RBK Core Strategy and SPDs (including Affordable Housing), RBK Green Belt/MOL evidence, as set out within the Merton Local Plan (adopted November 2024)

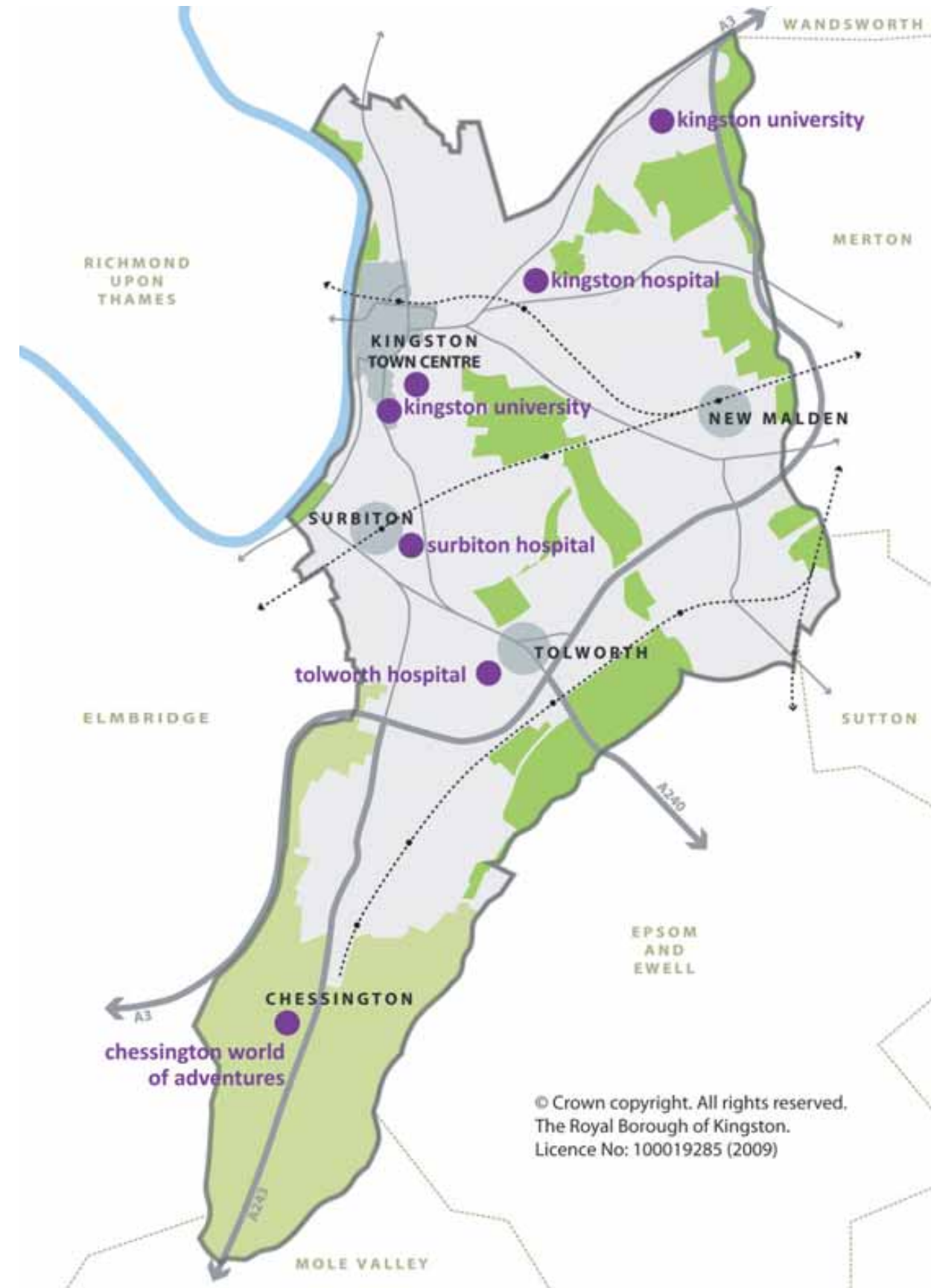


Fig. 19 Kingston Context – Key features of the borough

Key site designations

The site is subject to a number of RBK and cross-borough designations:

- Metropolitan Open Land (MOL).
- Green Chain.
- Green Corridor along the railway to the west (within RBK) and including the northern access route (within LBM).
- Site of Importance for Nature Conservation (SINC): Beverley Brook and the southern part of the main development area (excluding the allotments).
- Flood risk: parts of the site are within Flood Zone 2/3; the central area and southern access include areas of Flood Zone 1; the northern access includes Flood Zone 2/3 (Environment Agency mapping for planning).
- Critical Drainage Area.
- Archaeological Priority Area – Tier 2.

Adjacencies and wider context:

- Green Corridor on Sir Joseph Hood Memorial Playing Fields land (within LBM).
- Sir Joseph Hood Local Nature Reserve (LNR) and SINC on the eastern boundary (within LBM).
- Manor Park SINC, approximately 100 m to the southwest (within RBK).
- The site forms part of a wider area of MOL spanning Kingston, Merton and Sutton. It is previously developed land, occupied by redundant gas infrastructure, and is not publicly accessible.
- Access offset zones apply along Beverley Brook and the railway for Environment Agency and Network Rail operational access.

2.3. Assessment: Social / Economic context

A social and economic study has been undertaken as part of this planning application and will be submitted separately.

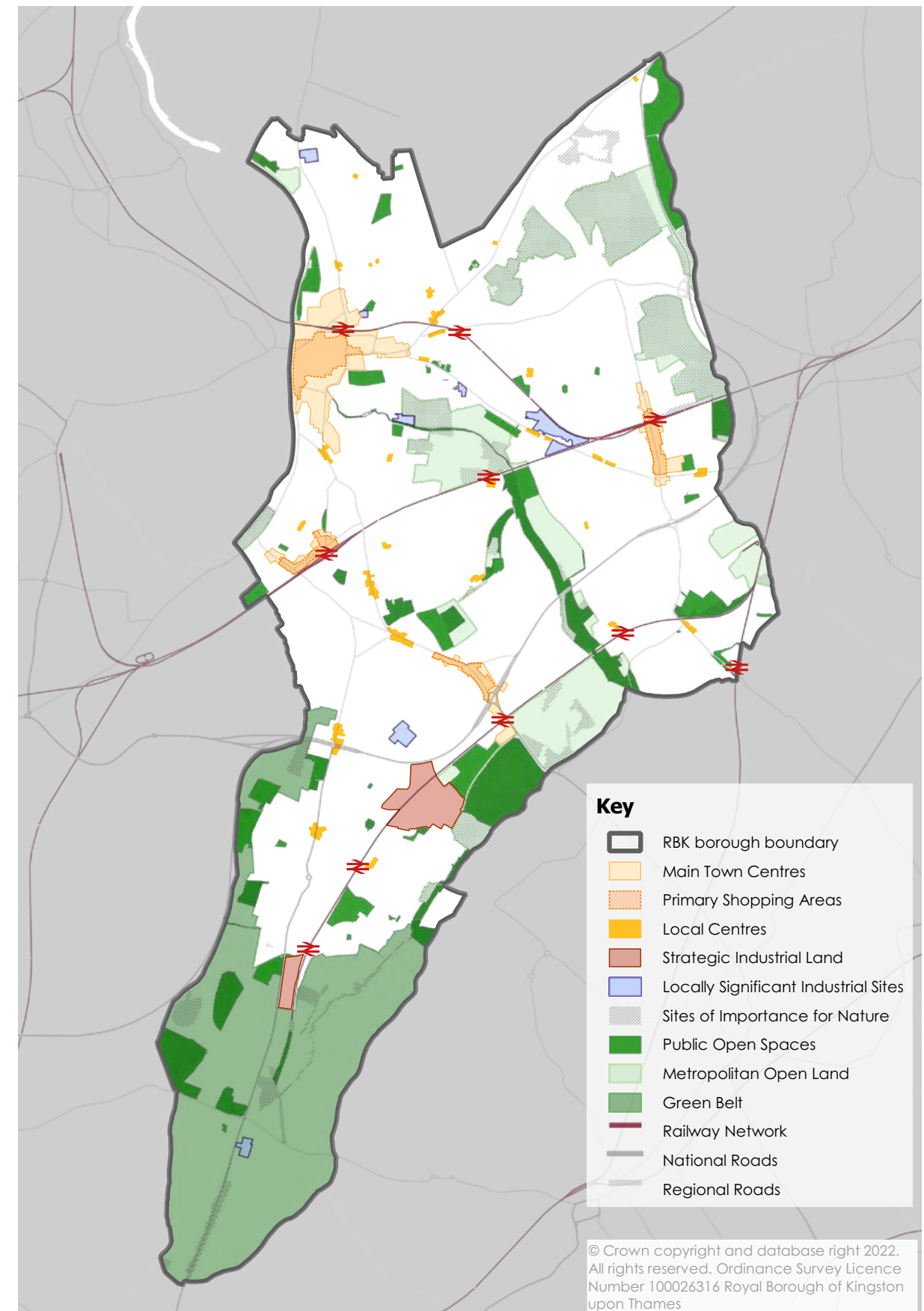


Fig. 20 Draft Local Plan – Key Diagram

The Process

2.4. Consultation process

Pre-application process

A structured pre-application process has been undertaken with RBK and professional consultees. Key meetings and milestones are set out below. Feedback from these sessions has been incorporated into the evolving proposals and the late-August 2025 design freeze.

Royal Borough of Kingston (RBK)

- Pre-application advice: 26 May 2023
- Pre-application meeting: 19 June 2025
- Pre-application meeting: 17 July 2025
- Flood Risk Sequential Test pre-application meeting: 24 June 2025
- EIA scoping opinion issued: 16 June 2025
- Highways meeting: 7 March 2025

Greater London Authority (GLA)

- Level 1 pre-application meeting: 1 April 2025
- Level 2 pre-application meeting: 21 August 2025

London Borough of Merton (LBM)

- Pre-application meetings: 5 February 2025 and 27 February 2025
- EIA scoping opinion issued: 17 June 2025
- Transport for London (TfL)
- Pre-application meeting: 24 January 2025

Environment Agency (EA)

- Flood risk meeting: 18 December 2024
- Flood risk meeting: 19 May 2025

Design Review Panel (DRP)

- Reviews: 16 April 2025 and 6 August 2025

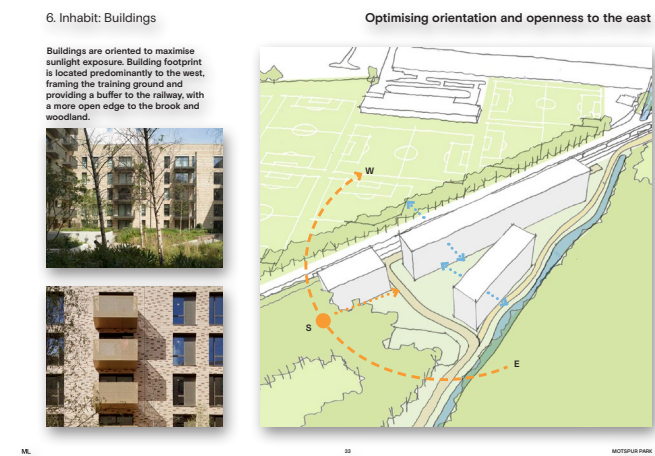
Designing Out Crime Officer

- Meeting: 31 July 2025

Historic England

Initial assessment of the gas holders received: 18 July 2025

This programme informed design evolution, including reduced footprint, more omnidirectional blocks, improved permeability and landscape, flood-resilient strategy, and a refined access and transport approach.



Appendix: MOL Assessment		MOL Landscape improvements	
MOL requirements		EXISTING	PROPOSED
MOL should meet at least one of the following criteria:			
Contribute to the physical structure of London by being clearly distinguishable from the built-up area		48% of site built up area	48% of site built up area
Include open air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London		Site inaccessible to the public	The site will be open to the public for leisure
Contain features or landscapes (historic, recreational, biodiverse) of either national or metropolitan value		No features of value	Proposals will create features which generate recreational and bio diverse value
Form part of a strategic corridor, node or link in the network of green infrastructure and meets one of the above criteria		Fences and contamination limit the site's contribution to Green Network Infrastructure	The site greening will complete the missing piece in the local Green Infrastructure Network



Appendix: MOL Assessment		Spatial Effects	
Area	Existing	Proposed	%
Permanent structure / Buildings	8,028	5,405	67%
Hardstanding / Road surface infrastructure (incl. access)	8,253	8,950	108%
Other existing engineered ground (for gasholder structures)	11,804	1,521	13%
Proposed engineering - new walking and cycling routes	-	0%	0%
Proposed green infrastructure / landscaped open space	26,363	26,363	100%
Woodland planting	3,895	3,895	100%
Application site	100,000	100,000	100%



Fig. 21 A sample of material presented to planning officers, DRP and the GLA

2.5. Involvement: Community

Public consultation

A comprehensive Statement of Community Involvement (SCI) accompanies this application. It records a three-phase, hybrid consultation programme (December 2024, March 2025, July 2025) combining in-person drop-in exhibitions at Shiraz Mirza Community Hall and Manor Park Hall with parallel online engagement.

Across the programme there were 277 attendees at the events and 2,828 unique website visitors, supported by social media adverts generating 2,192 link clicks. 9,319 flyers were distributed across the catchment. In total, 1,206 pieces of feedback were received via online and paper forms, freepost, email and phone. A dedicated email and freephone operated throughout, with all materials available online.

Engagement included local residents, community and resident groups, and ward members across Kingston, Merton and Sutton.

Feedback shows mixed views on the principle and form of development. Support focused on productive reuse of brownfield land, restoration of Beverley Brook, woodland extension and new public realm, plus low-carbon homes. Concerns centred on traffic and access (notably Green Lane), parking, height and massing, pressure on schools, GPs and trains, and ecology/flood risk.

In response, the applicant has refined the masterplan, improved openness and permeability, and progressed technical work including a Transport Assessment, Construction Management Plan, and updated Flood Risk Assessment and drainage strategy. Layout, height distribution and landscape proposals have been adjusted to strengthen active travel and enhance the MOL setting while addressing issues raised.

Targeted engagement also included a CPZ letter drop (Marina Avenue and Kingshill Avenue, July 2025) to inform ongoing highways discussions. Post-submission engagement will continue via website updates and direct notifications to interested parties during determination.

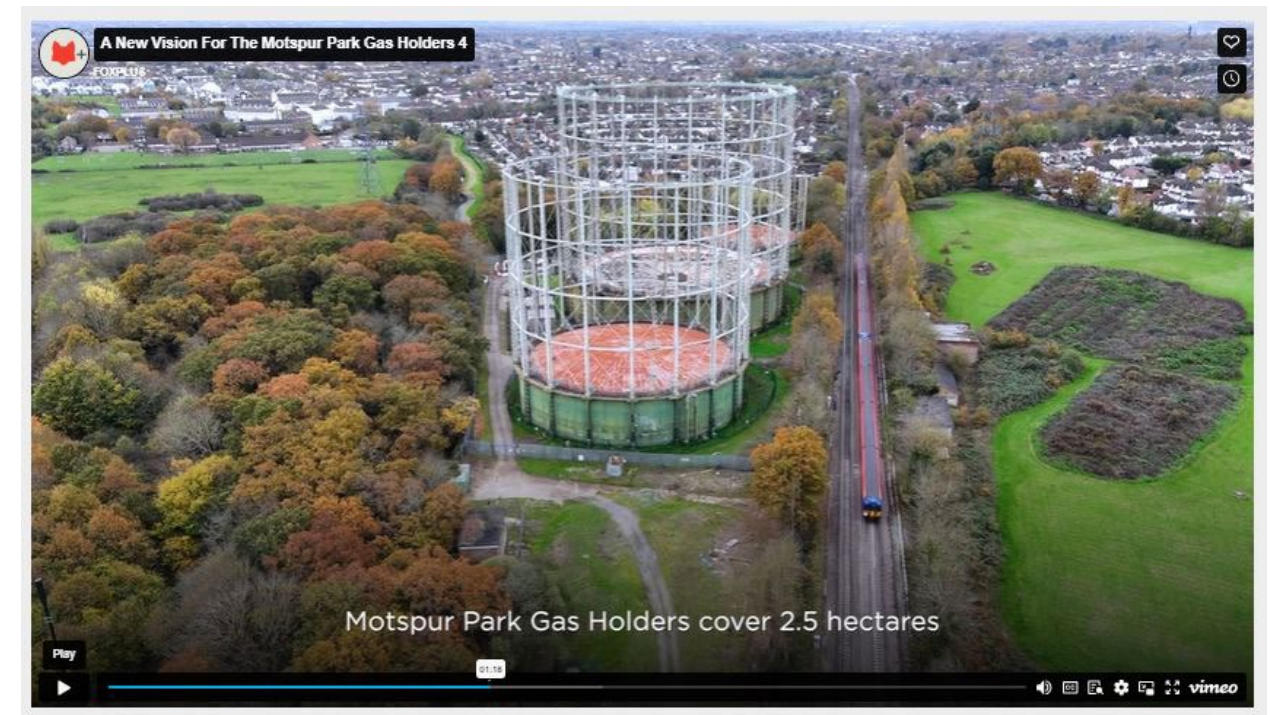


Fig. 22 Screenshot of the consultation website



Fig. 23 Drop-in event

The Process

2.6. Constraints and Opportunities

Constraints

There are several constraints affecting the site, however these do not significantly impede its development potential.

- Site is within Metropolitan Open Land (MOL)
- Brook buffer zone to the east
- Network Rail no-build zone to the west
- Retained gas compound, governor and pipelines and their associated easements
- SINC no-build zone to the south
- Railway noise to the west

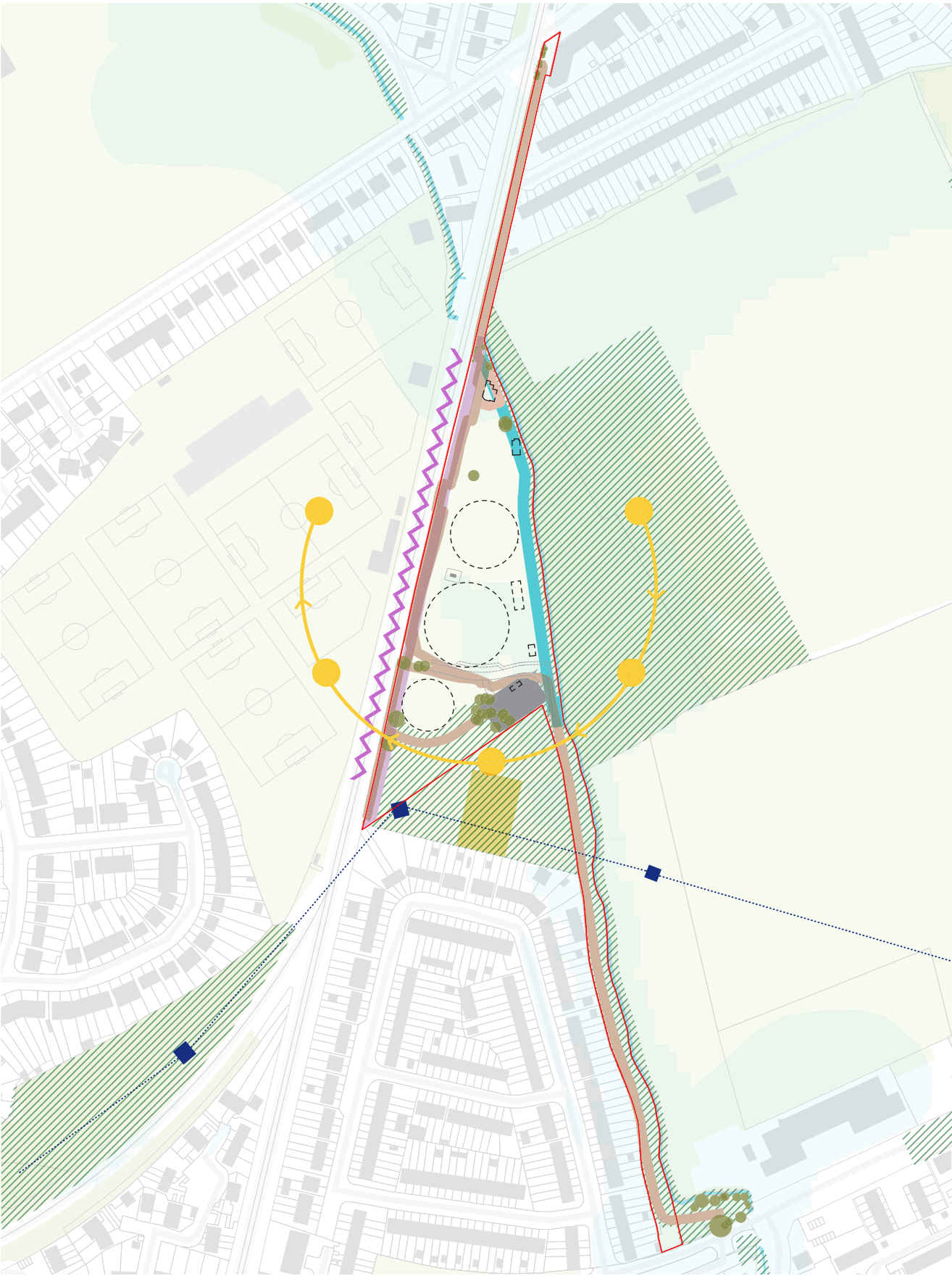


Fig. 24 Constraints

Opportunities

The site offers significant opportunities for housing delivery, improved connectivity, public amenity and enhanced ecology and biodiversity:

1. Potential to deliver a significant quantum of new homes in a unique natural setting.
2. Repair and re-wild the site.
3. Restore the brook increasing bio-diversity and enhancing the pre-existing character
4. Create a new active travel connection through the site, connecting the new community to its context and public transport and the surrounding communities to each other.
5. Create public realm and play opportunities which are integrated into and take advantage of the character of the site

2.7. Site analysis conclusions

Unique:

- Unique site that does not relate to the built context. There is capacity to realise a significant quantum of development.

Significant costs to unlock site:

- Remediation of redundant gas infrastructure
- Mitigation of the significant constraints

Significant opportunities:

- New active travel links, connecting the site to its context and public transport
- Public space with play opportunities
- Ecological benefits: repairing and re-wilding the site and restoring the brook, increasing biodiversity

Townscape:

- No obvious contextual or heritage limit to building height, landmark building may be appropriate.

Housing:

- Housing in the context is predominantly mono-typological, lacking diversity in tenure, bedroom mix and accessibility.

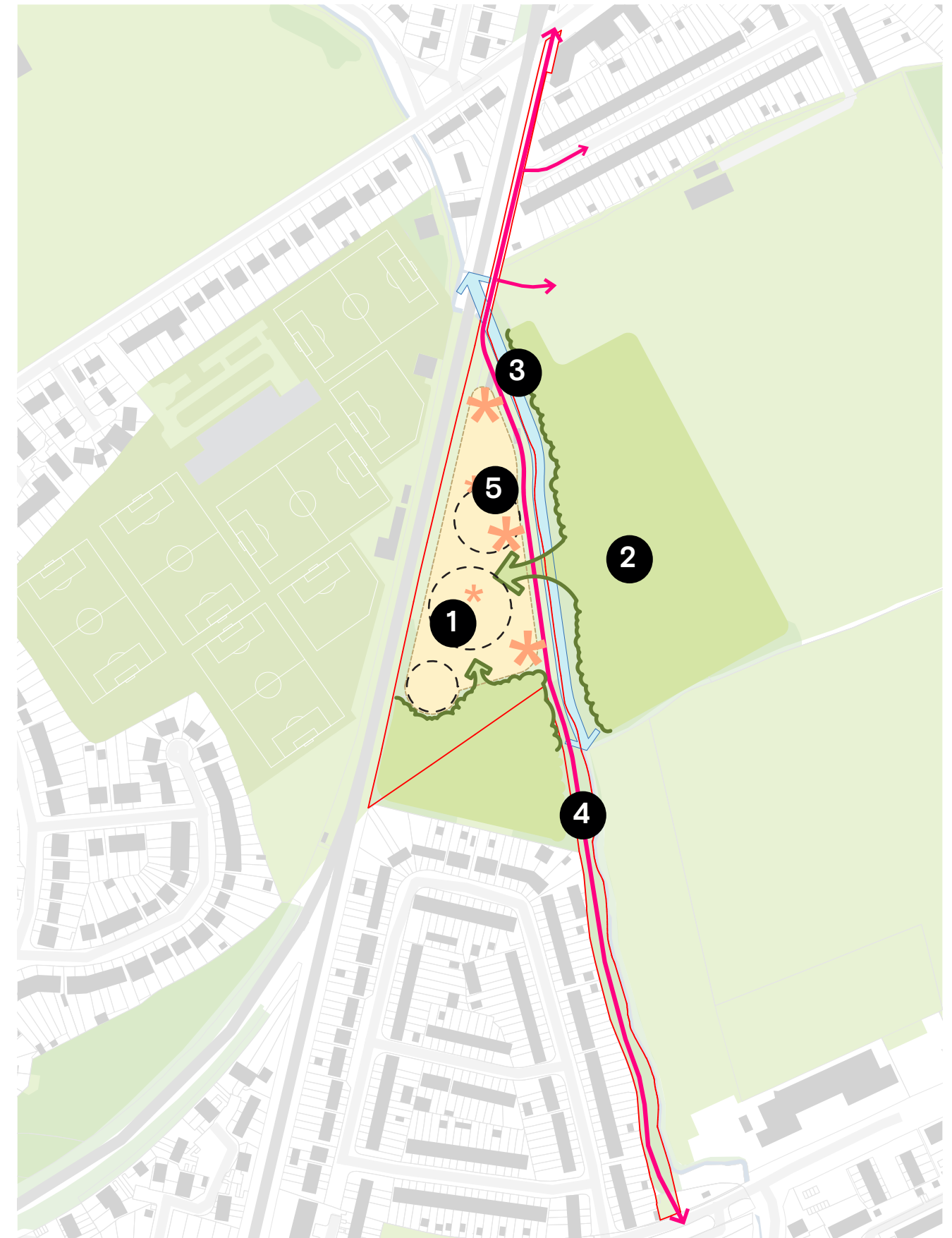


Fig. 25 Opportunities

The Process

2.8. Design Evolution

The diagrams opposite set out the evolution of the proposal alongside the key consultation input received from RBK planning officers and other consultees.

The design has evolved over the period of around one year, starting with the site analysis in October in 2024. This is set out below:

RBK pre-app – 14/02/2025

The team presented first principles: site analysis, vision and approach, early landscape concept, initial massing and an initial MOL assessment. An outline scheme of around 550 homes was shown.

RBK supported residential use in principle but asked for clearer evidence that capacity had been optimised. In response, additional massing studies and townscape views were prepared to show the effects of alternative height distributions.

RBK design workshop – 05/03/2025

The February material was presented to the Design Officer at RBK with supplementary massing options and draft verified views to test townscape effects.

Officers asked the team to evidence the GLA design-led optimisation process. The team then drafted site-based parameters covering movement, green infrastructure, public realm and built-form to structure further testing.

RBK design workshop – 25/03/2025

The optimisation process was set out alongside options ranging from 550 to 650 homes and the emerging parameter set.

Officers supported the draft parameters but sought more detail on character and the look and feel of streets and spaces. The team progressed design development and moved to external consultation with the GLA and DRP.

GLA Level 1 pre-app – 30/04/2025

The applicant presented the optimisation method and initial options, including a scheme of circa 650 homes at 8 to 18 storeys.

The GLA supported a design-led approach on brownfield MOL subject to clear MOL benefits and maintained openness. They asked for tested massing, improved permeability and active, safe routes, robust SuDS and urban greening, and evidence of residential quality. The team advanced the design accordingly.

Design Review Panel 1 – 02/05/2025

The same options were reviewed with the DRP, including long-range height testing.

The panel asked for a sharper vision and identity, bigger gaps above the tree line, fewer single-aspect homes and a smaller footprint to release public realm and play. They requested embedded daylight and overshadowing analysis, clearer servicing and movement, safer access and long sections through the landscape. The team undertook a comprehensive redesign, switching to cruciform typologies, cutting footprint and deepening the landscape strategy.

RBK pre-app – 11/06/2025

Revised proposals reflecting DRP advice were presented with significantly increased area of landscape.

RBK welcomed the footprint reduction and more landscape but sought more evidence and options on massing and public-realm effects. They asked for safer access with additional routes, livelier ground floors, measurable habitat gains, on-site play for 9–17s, a softer western edge and more detail on sections and gateways.

The team produced microclimate and overshadowing studies, refined the western edge with more planting, and advanced the appearance strategy, bay studies and elevations.

RBK pre-app – 25/07/2025

Detailed landscape proposals, building appearance and full elevations were presented as a near-final iteration.

RBK supported the overall appearance strategy but considered some articulation, including gables, too subtle. The team refined façade articulation, junctions and top treatments ahead of DRP2.

Design Review Panel 2 – 06/08/2025

The near-final scheme was reviewed with detailed landscape and architecture.

The panel sought a stronger site-specific identity, clearer crowns and gables in long views, tested alternatives for Block E, and a softer car-dominated western edge to reinforce the pavilion concept. They asked that ecology be underpinned by survey data with SuDS tied to the brook narrative.

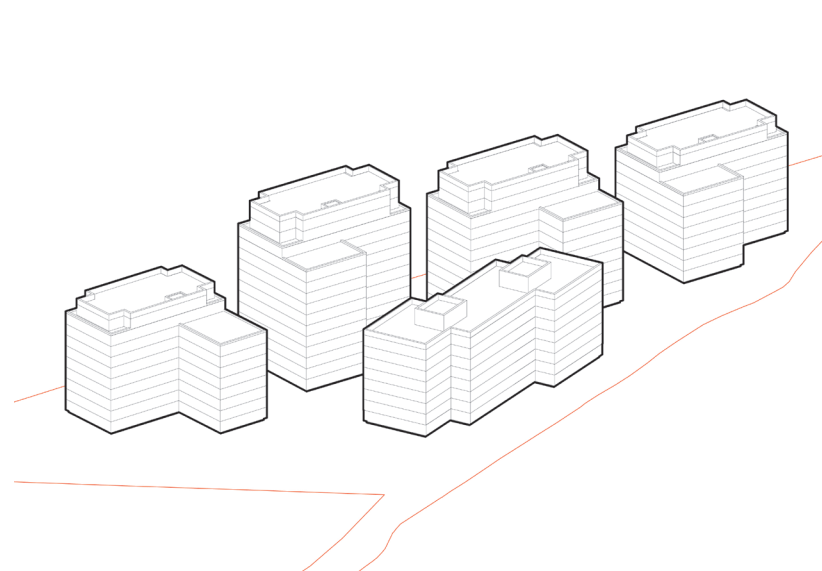
The team developed the crowns, explored Block E options and developed the historical references to the former gas holders in the landscape design.

GLA Level 2 pre-app – 21/08/2025

The DRP2 iteration was presented for a final round of strategic advice.

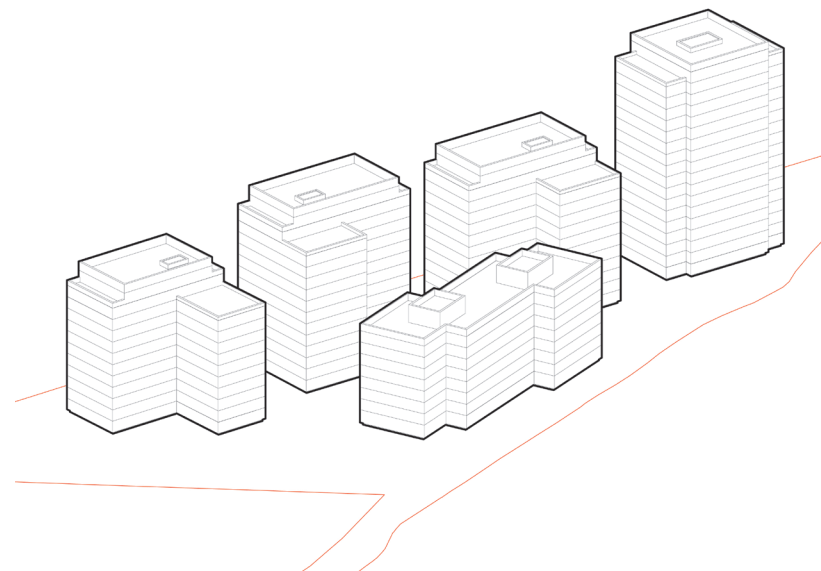
The GLA supported the reduced footprint and cruciform blocks with wider gaps, the play strategy, the link to Sir Joseph Hood fields and the brook regrading. They encouraged more feasible non-residential uses at ground level, better accessibility and nighttime safety with clear sightlines and consistent lighting, and greater building and material differentiation for a richer roofscape. These points have been taken forward in the submitted proposals and verified views.

The Process



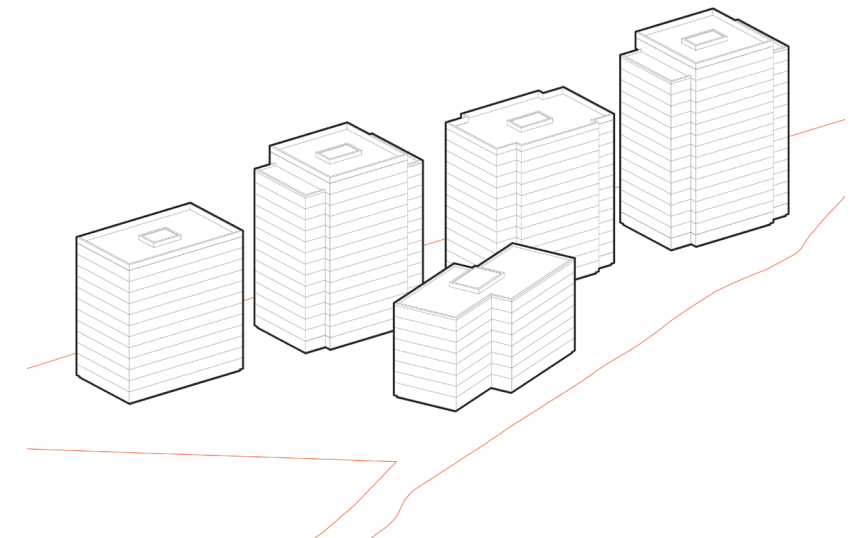
1. RBK pre-app - 14/02/2025

- 550 Units



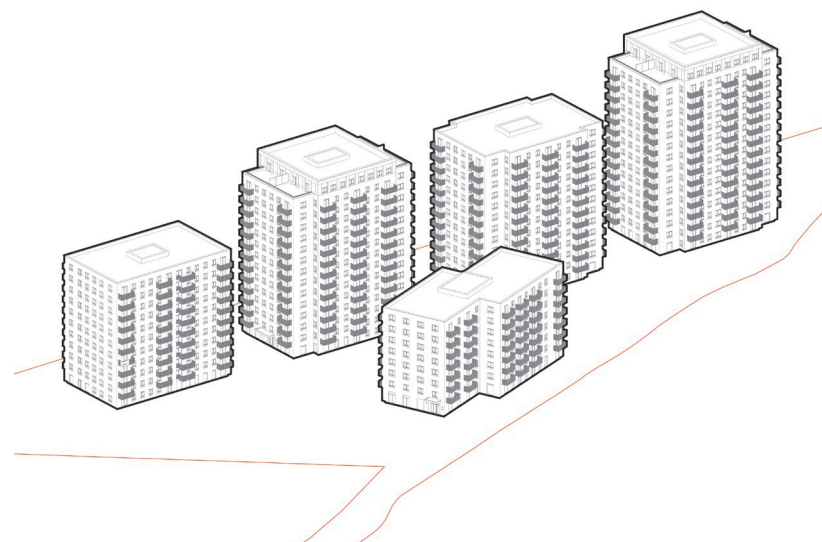
2. GLA Level 1 Pre-app / DRP 1

- 650 Units



3. Pre-app 4

- 570 Units



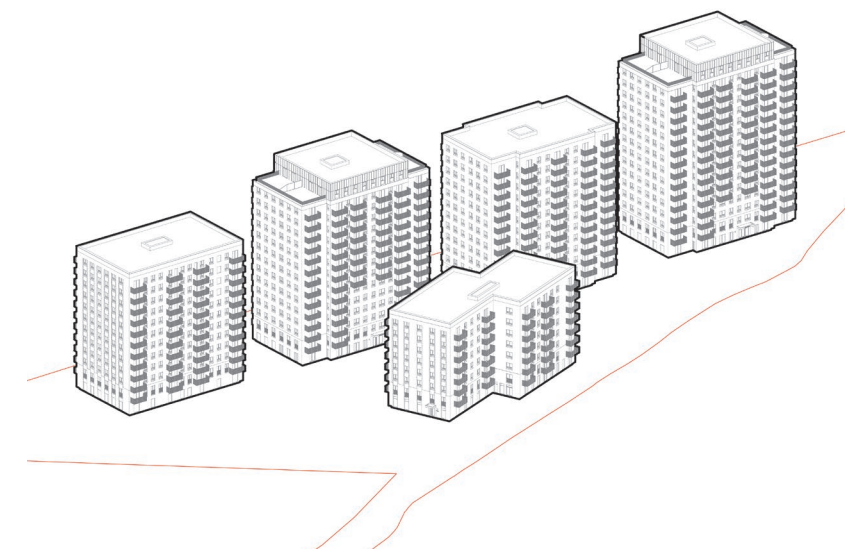
4. RBK pre-app - 25/07/2025

- 565 Units



5. GLA Level 2 Pre-app / DRP 2

- 592 Units



6. Submitted proposal

- 586 Units

Fig. 26 Design evolution showing prosed heights and massing



Fig. 27 Aerial photo of the site looking north

3. Vision

Vision

The vision for the site is for a unique urban neighbourhood set within a regenerative, natural landscape.

Unlocking the site creates the potential to combine the benefits of contemporary apartment living, with those of a green and natural setting.

The vision will be achieved in three steps:

1. Unlock

- Unlocking the site – providing connectivity and linking into wider footpath and cycle networks

2. Enhance

- Re-wild and naturalise the site
- Improving the Beverley Brook – regrading the bank in key locations, and improving plant diversity along it's length
- Extending the woodland – bringing the woodland into the site and linking it to the wider green infrastructure

3. Inhabit

- Inhabiting the site – providing new homes in a unique natural setting
- Creating a public realm with various places and play opportunities that take advantage of the site, connecting people with nature

The photos opposite show realised precedent examples designed by Maccreanor Lavington. They all show contemporary apartment living in a green and natural setting.



Fig. 28 South Gardens, London (Maccreanor Lavington)



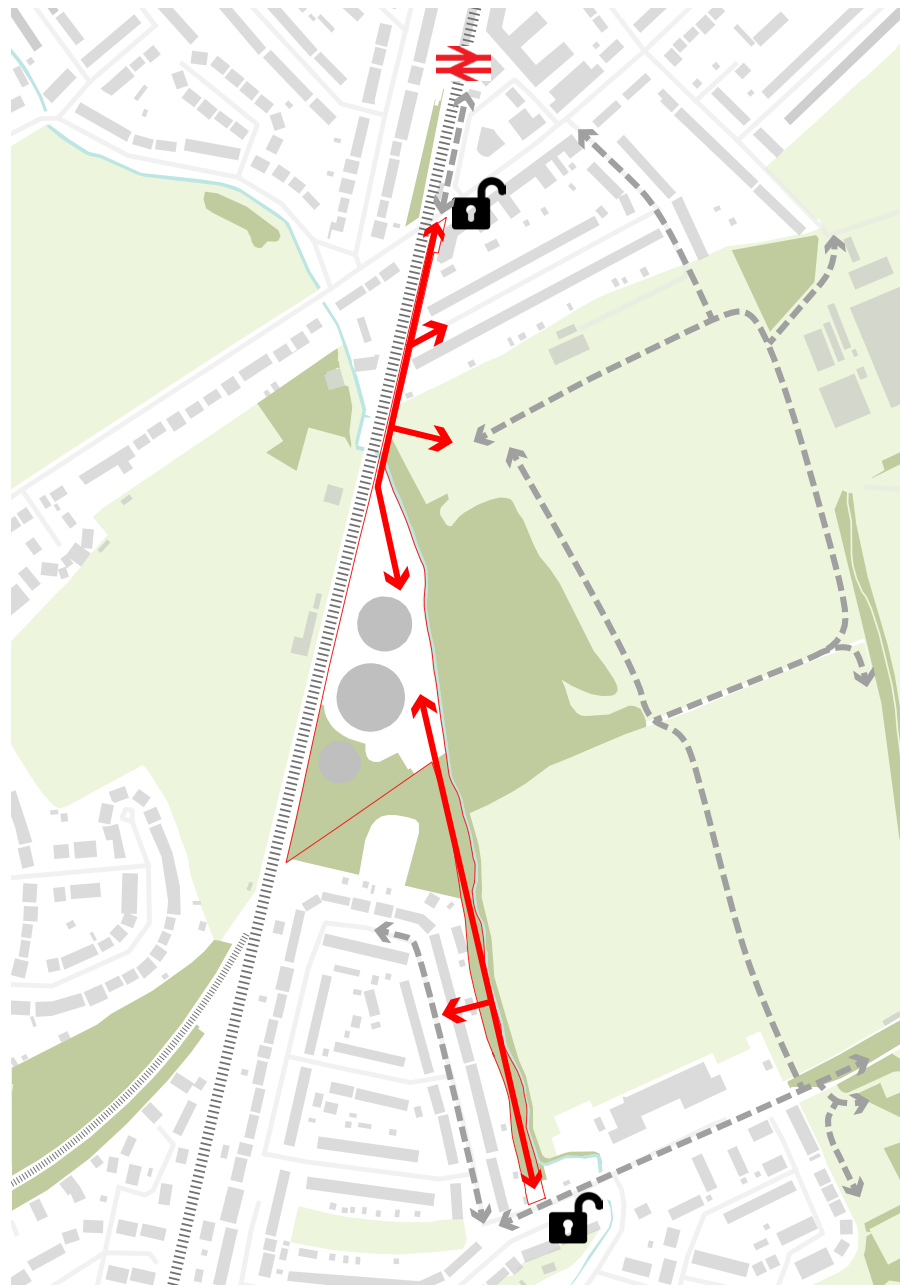
Fig. 29 South Gardens, London (Maccreanor Lavington)



Fig. 31 Barrier Park Phase 5, London (Maccreanor Lavington)

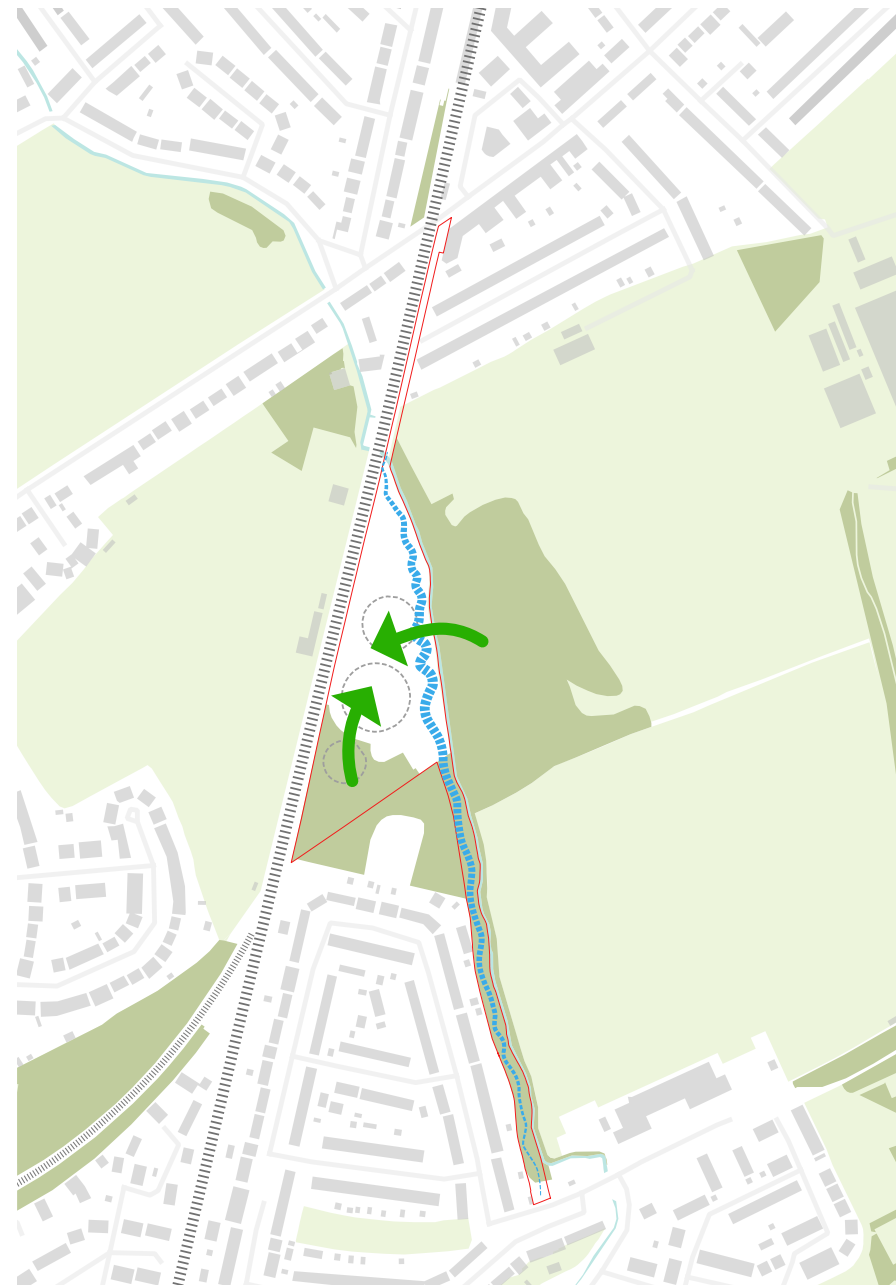


Fig. 30 St. Andrews, London (Maccreanor Lavington)



Unlock

- Unlocking the site – providing connectivity and linking into wider footpath and cycle networks



Enhance

- Re-wild and naturalise the site
- Improving the Beverley Brook – regrading the bank in key locations, and improving plant diversity along it's length
- Extending the woodland – bringing the woodland into the site and linking it to the wider green infrastructure



Inhabit

- Inhabiting the site – providing new homes in a unique natural setting
- Creating a public realm with various places and play opportunities that take advantage of the site, connecting people with nature

Fig. 32 Vision principles



Fig. 34 View of the existing gasholders from the Paddocks Permissive Footpath

4. Use and Amount

Use and Amount

4.1. Proposed uses – Development of the brief

The proposal is for a residential-led redevelopment of the site, comprising 586 residential units, residential amenity and ancillary accommodation, with associated works of landscaping across the site and other associated works.

The brief in terms of use and quantum has been developed over the course of the pre-application process in order to optimise the use of the site, based on the guidance set out in the GLA document ‘Optimising Site Capacity: A design-led approach’. The document sets out a five stage process:

- 1. Site Analysis
- 2. Design Vision
- 3. Draft site-based design parameters
- 4. Testing site-capacity
- 5. Finalising site-based design parameters.

This approach was presented to officers at RBK during the pre-application process.

The design team has paid particular regard to optimising the balance between:

- The potential of the site to deliver a substantial quantum of new homes in an area with significant housing need
- The significant benefits that the site can offer locally including improved connectivity and quality public realm
- The significant costs of remediating the existing site
- Townscape and other environmental impacts
- Spatial requirements generated by the quantum of development, such as playspace, amenity, cycle parking and parking.

This process has resulted in the proposed use and quantum of development on the site.

4.2. How uses work together

A single use class (C3) is proposed for the site. As such there are no potential conflicts generated that there could be between for example in a situation where commercial or workspace uses co-located with residential.

Within the residential use class, there are several different sub-uses:

- Residential homes
- Residential amenity
- Ancillary uses such as cycle parking, waste stores and MEP.

Supporting residential uses have been organised in order to provide optimum utility for residents, and where possible to enhance the quality of the public realm. For example the residential amenity provides active ground floor frontage, and has been located adjacent to the new north-south public route to the eastern edge along the Brook.

4.3. Access needs of different uses

Consideration of all users and modes of movement has been made throughout the design process. Details of inclusive access, pedestrian, cycle, vehicular & servicing, and public transport access are provided in the access section of this document.

4.4. Establishing the amount of development

A design-led approach has been taken to the optimisation of the quantum of development proposed on the site. The opportunities and challenges arising from the physical characteristics of the site have been balanced with the site's ability to deliver a significant quantum of new homes including affordable housing helping to meet the Borough's housing targets.

Factors considered have included:

- Heights and density of the surrounding context. Taking account of both the existing context and emerging developments
- Environmental impacts
- The ability of the site to accommodate requirements generated by development quantum such as playspace and waste
- Impacts on heritage, townscape, and design officers' comments

The Layout and Scale & Massing sections of this document provide additional information on how the design has evolved.

4.5. Accommodation Schedule

The table on the next page sets out the proposed accommodation schedule.

Use and Amount

Unit Type Group	Core					Total
	A1	B1	C1	D1	E1	
AI		60	27	16		103
1B-2P		24	10			34
2B-3P+		12		4		16
2B-3P-M43			5			5
2B-4P+		24	12	12		48
AR				72		72
1B-2P				7		7
2B-3P				18		18
2B-3P-M43				11		11
3B-5P				36		36
PS	156	63	115		77	411
1B-1P	23		17			40
1B-2P	52	25	34		35	146
1B-2P-M43					7	7
2B-3P+		13				13
2B-3P-M43	14		8		14	36
2B-4P+	57	25	42		21	145
3B-5P	6		10			16
3B-6P	4		4			8
Total	156	123	142	88	77	586

Fig. 35 Units by tenure and type



Fig. 36 View of Brookside cycle and footpath, looking south

5. Layout

Layout

5.1. Optimising site capacity

A design-led approach LPG

The masterplan has been developed in accordance with the GLA's London Plan Guidance 'Optimising Site Capacity: A design-led approach'. The team followed its sequence of site analysis, vision, draft parameters, capacity testing and fixing parameters to shape access and movement, landscape and open space, block orientation and depth and the distribution of height. This ensured optimisation whilst ensuring openness and residential quality, with iterations tested through pre-application dialogue and DRP.

Movement

- Site accesses from the north and south
- Vehicular, pedestrian and cycle access from south
- Pedestrian and cycle and emergency access from north
- Movement corridors in constrained areas of the site adjacent to boundaries
- Pedestrian and cycle route adjacent to brook edge along western edge, maximising length of vehicle free route and formalising desire line (shortest route through the site)

KEY

Unconstrained area

Pedestrian, cycle and vehicle movement

Pedestrian and cycle movement

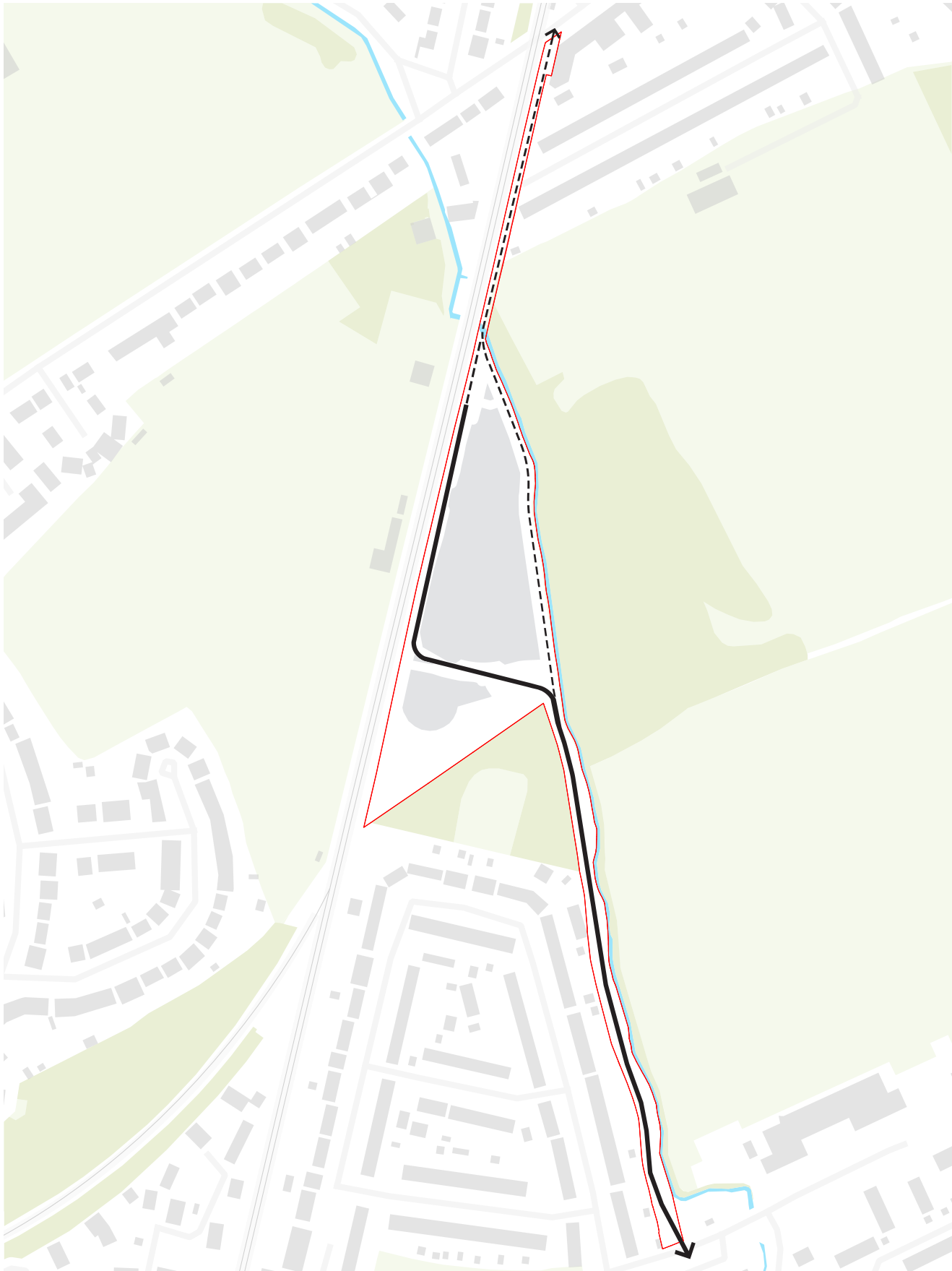


Fig. 37 Movement

Green infrastructure

- Extend Woodland across the site
- Brook enhancement
- SINC protection and enhancement
- Planting to western boundary
- Green spaces along public route and in the centre of the site

KEY




-  Main green elements
-  Extend landscape with trees across site
-  Enhance existing woodland (SINC area)



Fig. 38 Green infrastructure

Layout

Public realm and street types

- Movement corridors are formalised as ‘streets’
- To the west a zone of 15.1m can accommodate a green buffer, parking, vehicle movements, a footway and defensible zone.
- To the east a zone of 8m from the existing fence line can accommodate a pedestrian and cycle route and defensible space to the buildings. The brook edge will be enhanced by removing the fence and re-grading the banks
- 3 key public space are provided along the eastern edge
- Two spaces primarily for residents are proposed within the site

KEY

Offset from railway

Offset from brook

Building line

Public space

Communal space

Typical Street section location

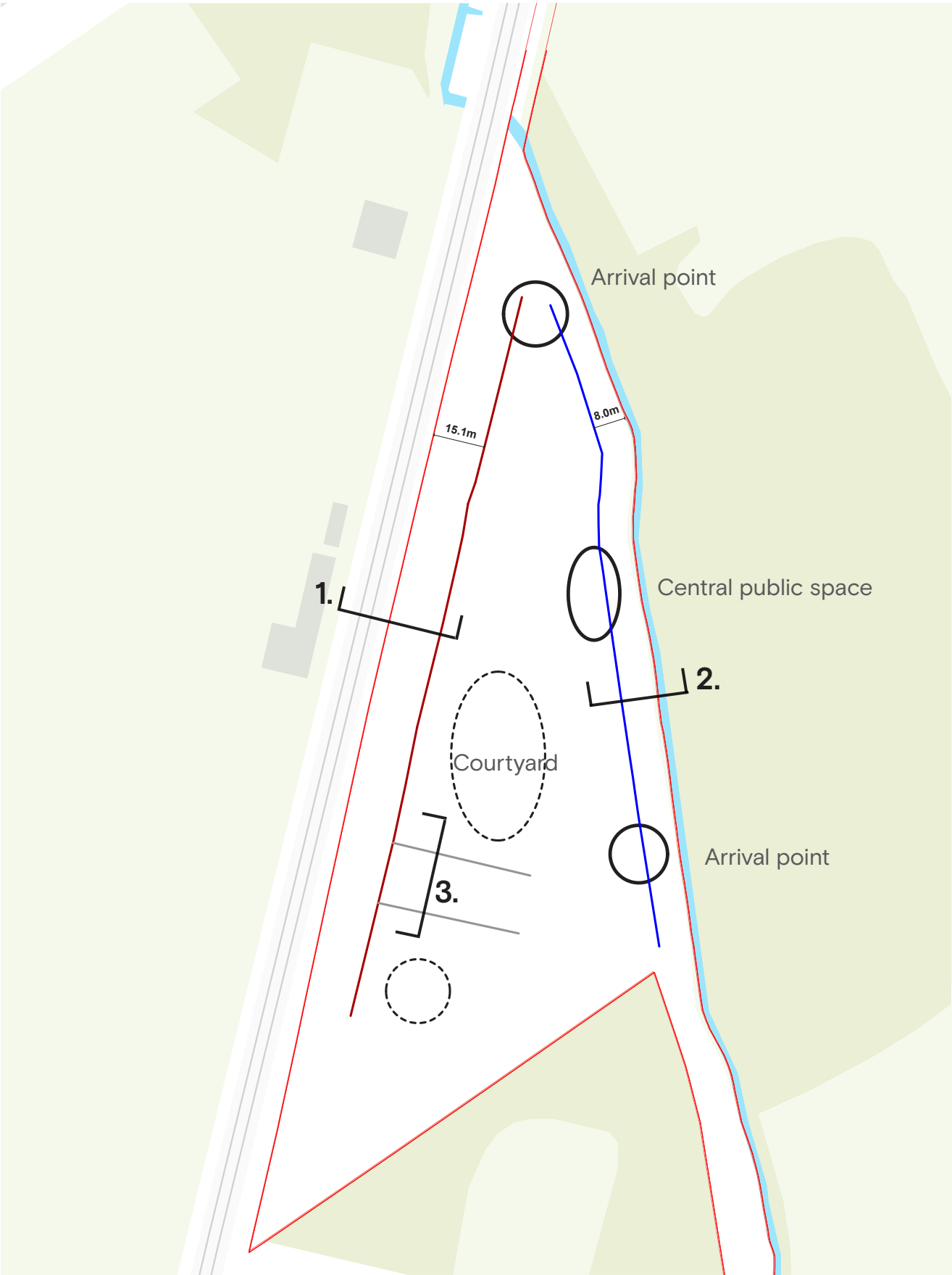


Fig. 39 Public realm and street types

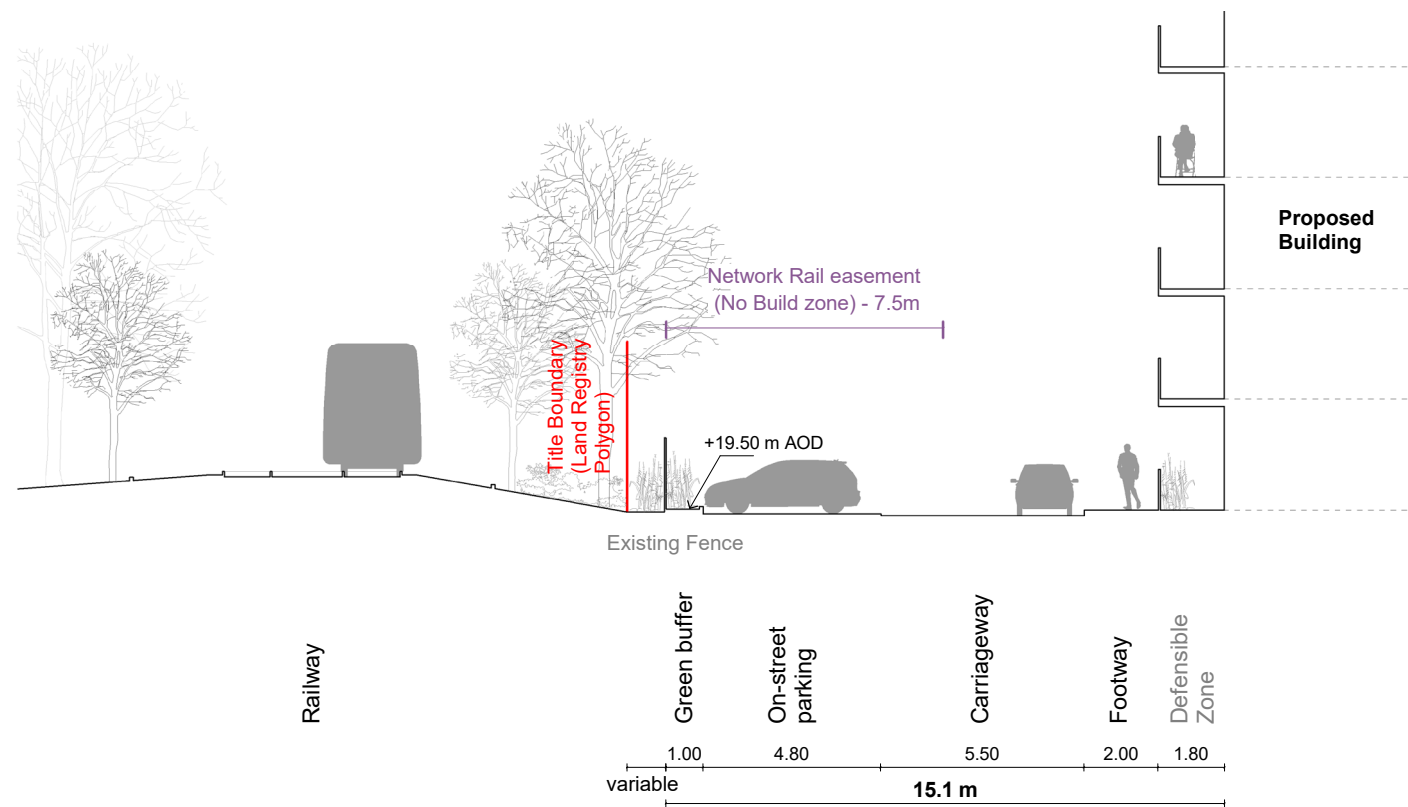


Fig. 40 Section 1. Boundary condition - West

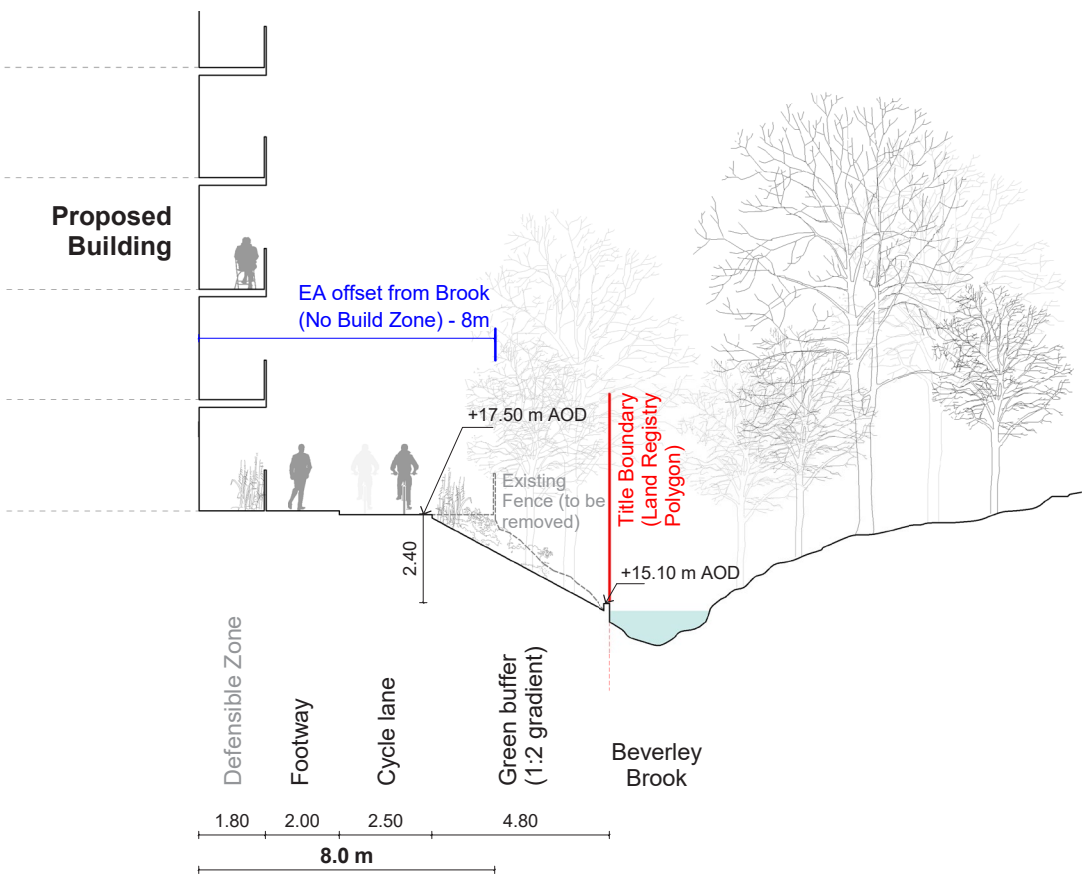


Fig. 41 Section 2. Boundary condition - East

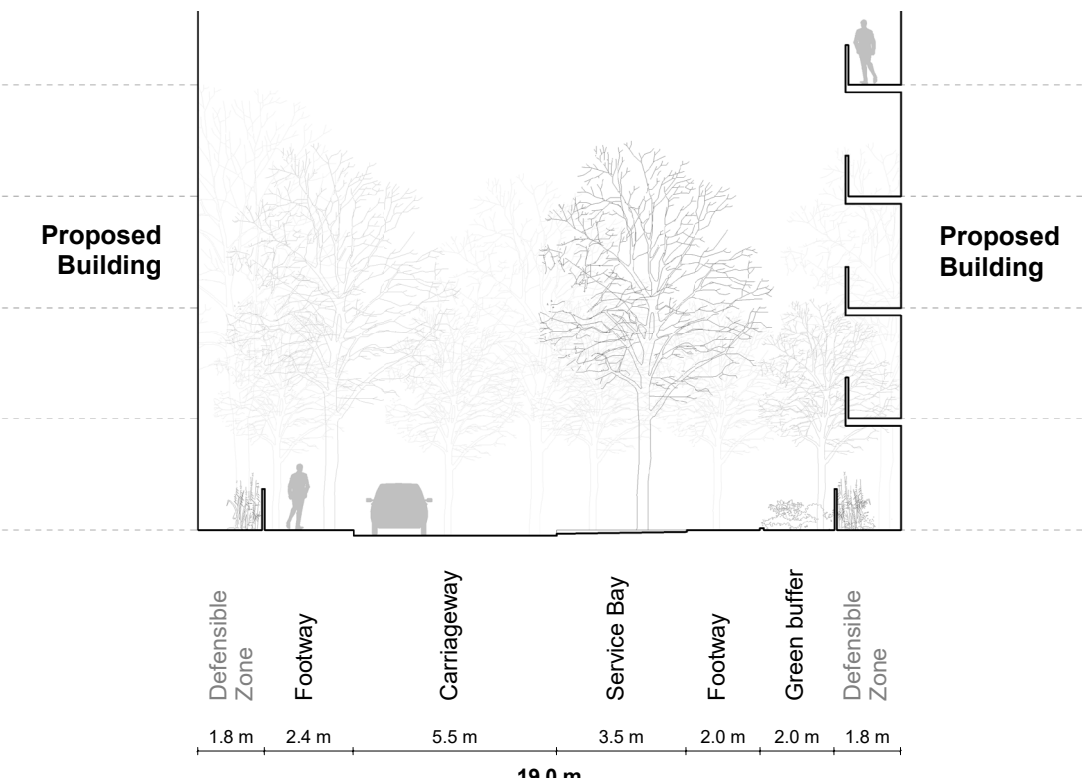


Fig. 42 Section 3. Street section

Layout

Built form

- The diagram shows the maximum extent of the built form on the site after accounting for the zones for movement, streets and public spaces
- Key frontages are proposed at the arrival points of the site, to the central public space and to define corners
- Height should decrease towards the brook to the east of the site
- Townscape analysis suggests that the north of the site would be most suited for a landmark building
- Built form should allow for east-west physical and visual permeability
- Buildings should be oriented predominantly east-west to provide optimal orientation for dwellings

KEY

Site permeability

Key frontage

Max. footprint frontage

Max. footprint back

*

Height accent

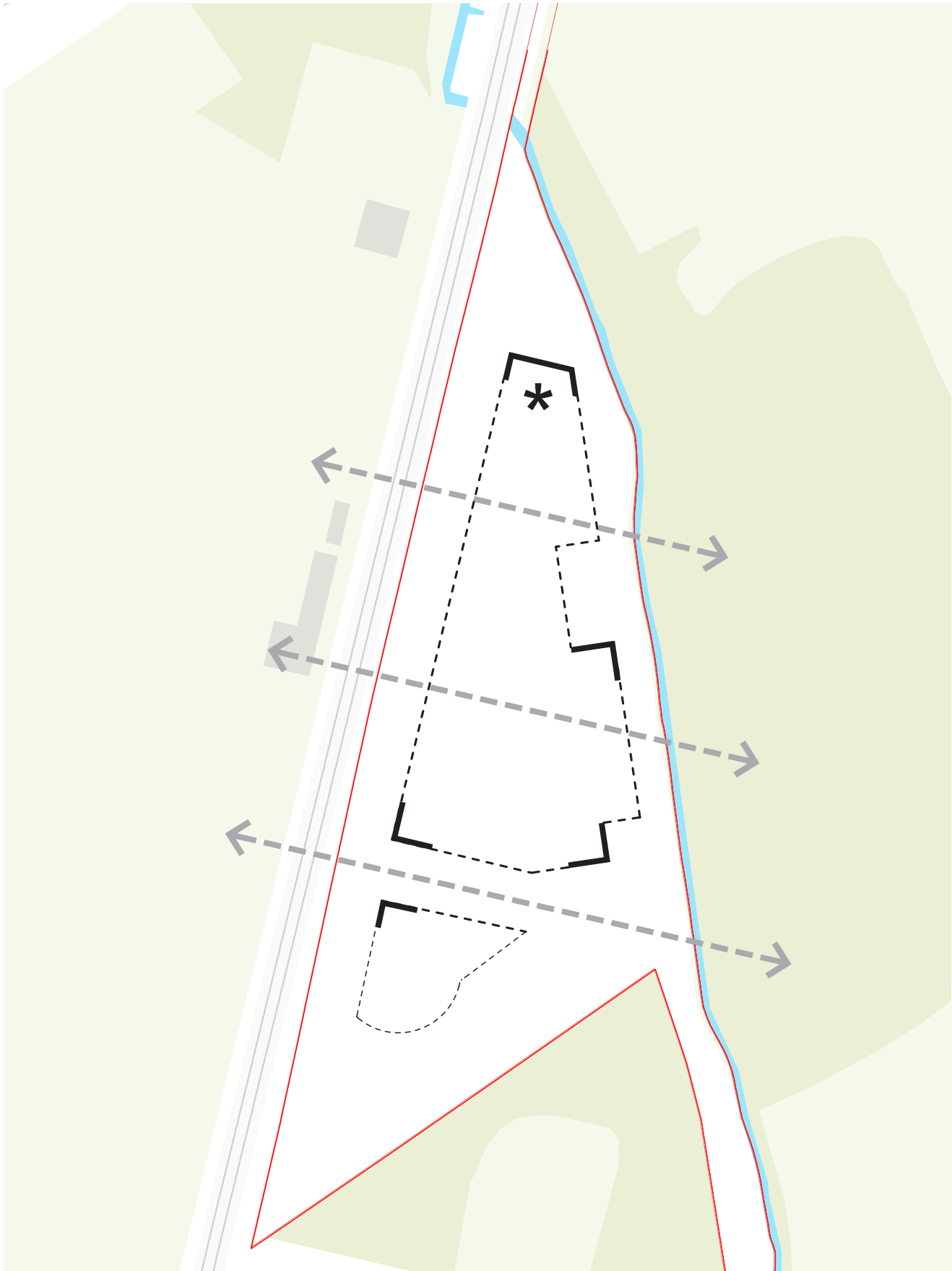


Fig. 43 Built form

5.2. Building typologies

Four building typologies have been developed from those in the GLA site optimisation toolkit to respond to recent updates in fire regulations and policies to reduce embodied carbon.

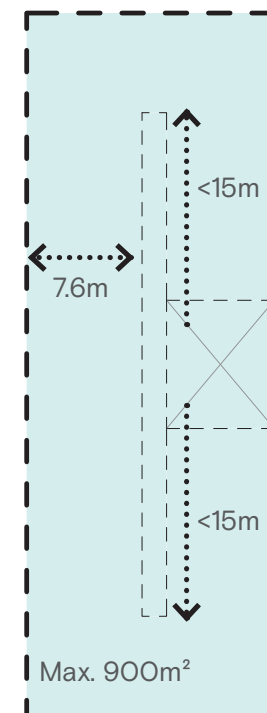
New fire regulations determine the minimum size of building cores which is significantly larger than previously achievable.

The diagrams opposite illustrate the viable building typologies.

- East-west oriented to avoid north-facing single aspect
- Optimised efficiency to minimise embodied carbon
- Maximum GIA 900m² to avoid the requirement for a second fire-fighting shaft (decreased efficiency)
- Maximum escape distance in common corridor 15m
- 7.6m depth optimal balance of efficiency and daylight

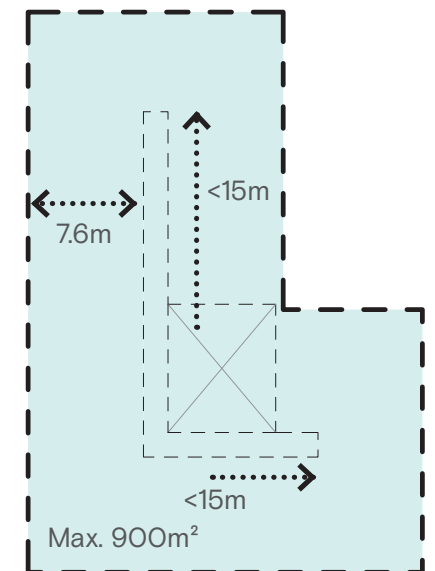
I Typology (Linear Block)

- Low wall/floor ratio
- Long building blocks
- 4no. dual aspect homes per plate



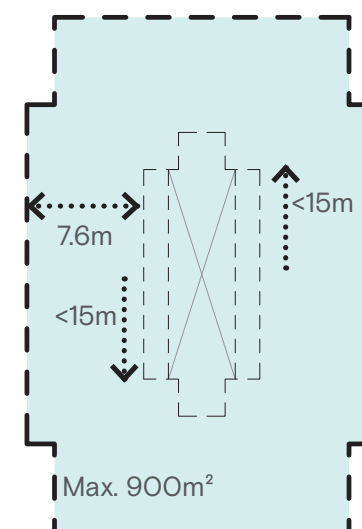
L Typology (Linear Block Variant)

- Shorter blocks, better visual permeability
- Potential to step down mass on shorter wing of L, creating varied roof line and terraces
- 5no. dual aspect homes per plate



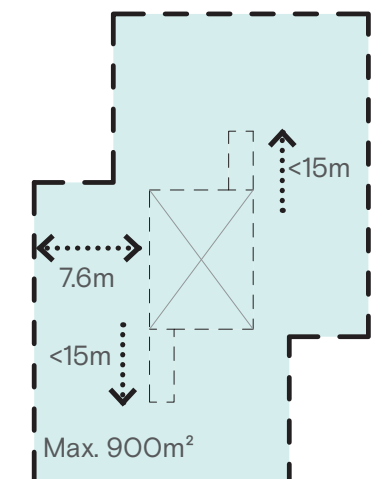
X Typology (Villa Block)

- Low wall/floor ratio
- All sided 'point block'
- Up to 4no. dual aspect homes plus 4no. enhanced aspect homes



Z Typology (Linear Block Variant)

- Stepped variant of 'I', steps break up mass along the block
- 5no. dual aspect homes per plate



Layout

5.3. Site layout

Optimising the balance between building footprint and open space

The buildings are set-out within the established parameters of movement, green infrastructure, public realm and street types and extent of built form in order to:

- optimise the balance between building footprint and open space.
- maximise east-west permeability
- maximise views
- minimise overlooking
- provide an optimal microclimate and minimise overshadowing

The buildings are set out as follows:

Building A is located in the north and works well with the constraints of the railway line and the brook.

Building D is located within the southern buildable area.

Buildings B & C are spaced equally to maximise gaps between the buildings.

Building E is located to the east of the site adjacent to the brook, stepping in form to create a larger public space at the southern arrival.

The diagrams opposite show the layout as presented at the first DRP and the revised (submitted) layout proposal. The initial proposal made extensive use of the L-shaped building typology. This type was felt by the panel to be inappropriate for the site, which called in their view for more all-sided buildings. They also commented that the predominance of this building type potentially led to compromised residential accommodation.

The team subsequently revised the proposals to improve the layout based on the panels comments as follows:

- Replacing the L-shaped typologies with cruciform typology reduced footprint, increased the overall quantum of open space and created all-sided buildings without internal corners.
- The brookside building was reduced in footprint in order to increase the quantum of open space.



Fig. 44 Layout presented at DRP 1



Fig. 45 Proposed layout

Proposed layout

The layout is landscape-led. Built footprint is drawn to the western side against the railway, keeping the Beverley Brook and SINC as a continuous green corridor. This releases a largely car-free north-south route along the brook, and concentrates the development on previously developed land.

Blocks are oriented east-west to maximise daylight and avoid north-facing single-aspect. Gaps between the buildings preserve sightlines to the brook and create east-west permeability.

Servicing, blue-badge and general parking are kept to the western edge, away from the brook corridor, while SuDS and new planting are integrated through the streets and spaces. The result is a compact footprint and a generous, legible public realm that stitches the site into local walking and cycling networks.

SGN infrastructure

SGN gas infrastructure is much reduced in footprint from the current situation and is limited to two compounds.

- The southern 'PIG trap' is adapted and reduced in footprint to allow unimpeded vehicular access into the site.
- A small gas-governor compound is located between buildings B & C.

The layout has been designed to maximise tree-planting while avoiding retained underground pipes. Details of boundary treatments to SGN compounds is provided in the landscape statement.



Fig. 46 Proposed site layout

Layout

5.4. Typical floor layout

The typical floor layout shows the relationship between the homes and the landscape. Homes are arranged around central cores to maximise the amount of façade, views and aspect given to the new homes.

- PS - Studio / 1 Bed
- PS - 2 Bed
- PS - 3 Bed
- SO - 1 Bed
- SO - 2 Bed
- AR - 1 Bed
- AR - 2 Bed
- AR - 3 Bed



Fig. 47 Proposed typical floor plan

5.5. Typical ground floor layout

Entrance lobbies and communal residential amenity are arranged to maximise active frontages

Amenity use is located to the eastern edge, fronting the new public route

Primary entrances are oriented to the central landscaped space, with secondary entrances activating the western edge of the site.

- Entrance lobby
- Communal residential amenity
- Cycle Store
- PS - Studio / 1 Bed
- PS - 2 Bed
- PS - 3 Bed
- SO - 1 Bed
- SO - 2 Bed
- AR - 1 Bed
- AR - 2 Bed
- AR - 3 Bed



Fig. 48 Proposed ground floor plan

Layout

5.6. Active frontages

The drawings opposite illustrate the relationship between the active frontages in the proposal and the public realm. There are four main types of active frontage provided in the proposal.

1. Residential active frontages: The relationship between ground floor residential units and the public realm has been carefully considered in order to balance privacy with passive surveillance of the public realm. An outdoor amenity terrace and defensible planting is provided between the public realm and the building façade, allowing for overlooking from residents, without compromising privacy.
2. Residential entrances are generously glazed, with rich detailing and canopies signalling the building entrances. These are carefully located to provide activity within the public realm.
3. Secondary entrances are located to activate the western edge of the plan.
4. The residential amenity space overlooks the public route to the eastern route along the brook.

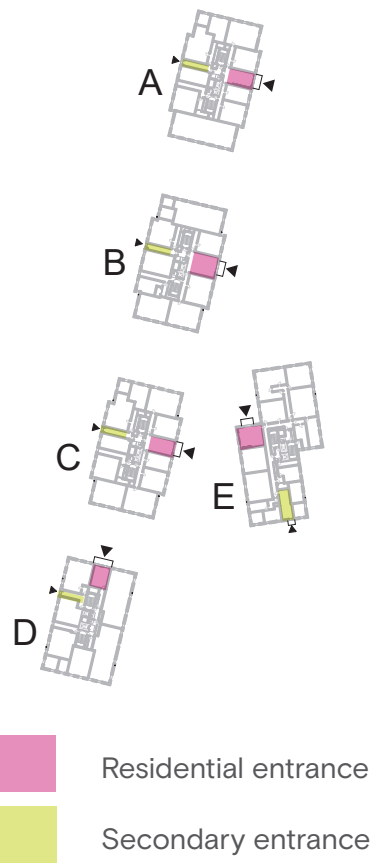


Fig. 49 Active frontage type 1: Residential active frontages



Fig. 50 Active frontage type 2: Residential entrances



Fig. 51 Active frontage type 3: Secondary entrances



Fig. 52 Active frontage type 4: Residential amenity

5.7. Sectional layout

There is a level difference of c. 2m from east to west across the site, rising from 17.5m+AOD adjacent to the brook, to 19.5m+ AOD adjacent to the railway line.

From north to south there is a similar level difference of 2m. From 17.5m+ in the north adjacent to building A rising up to 19m+ adjacent to building D, continuing to slope up gradually to the SINC area in the south.

The ground floor levels of the buildings have been set at levels which have been chosen to provide an optimal balance between:

- Achieve level access to the entrance lobbies and stores of buildings at ground level
- Minimal adjustment of site levels, to limit required earthworks
- Achieve an optimal drainage solution.

More details on the specifics of topographical design can be found within the landscape statement accompanying this Design and Access Statement.

All of the buildings are ‘Higher Risk Buildings’ or HRB’s under the Building Safety Act, requiring second staircases and additional evacuation lifts. This results in building cores which are significantly larger than has been historically achievable. The building cores are located internally as central cores in order to maximise the amount of façade given to residential homes, maximising daylight and aspect.

The sections show the proposed height distribution. The east west section shows the taller buildings located to the west of the site, with a significant step down to building E adjacent to the Sir Joseph Hood Memorial Playing Fields.

The long section shows the variety in height in the building along the western edge. With the tallest building (A) located to the north at 16 storeys.



Fig. 54 Cross section (east-west)

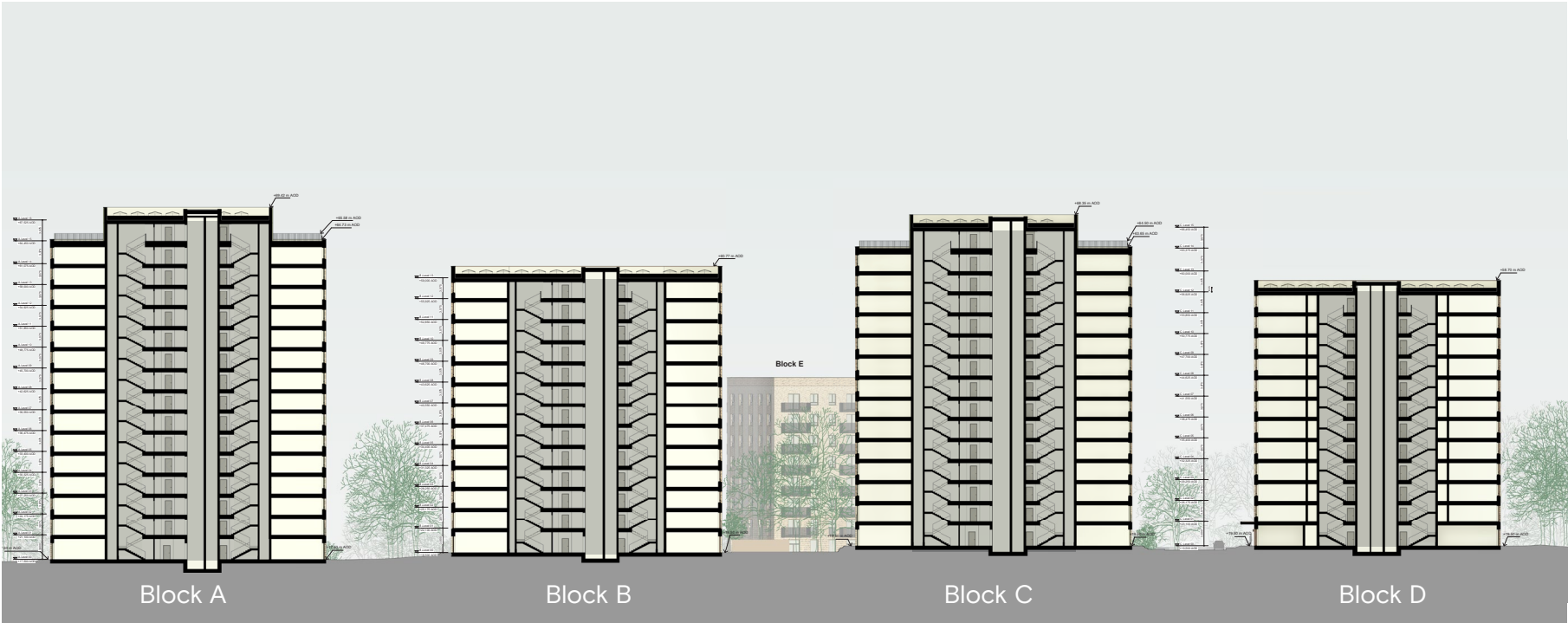


Fig. 53 Long section (north-south)

Layout

5.8. Residential unit mix

The proposed tenure split and residential unit mix is set out in the diagrams and table below and opposite.

Unit Mix by Tenure (no.)				
Unit type	PS	AI	AR	Total
Studio (no.)	40	0	0	40
1 Bed (no.)	153	34	7	194
2 Bed (no.)	194	69	29	292
3 Bed (no.)	24	0	36	60
Total	411	103	72	586

Unit Mix by Tenure (%)				
Unit type	PS	AI	AR	Total
Studio (%)	9.7%	0.0%	0.0%	6.8%
1 Bed (%)	37.2%	33.0%	9.7%	33.1%
2 Bed (%)	47.2%	67.0%	40.3%	49.8%
3 Bed (%)	5.8%	0.0%	50.0%	10.2%
Total	100%	100%	100%	100%

Habitable rooms (HR) (no.) by Tenure				
	PS	AI	AR	Total
HR (no.)	1032	275	281	1588

Affordable housing by habitable room (HR) (%)		
Affordable Housing % by HR		35.0%
Affordable Rent % of Affordable Housing by HR		50.5%

Fig. 55 Residential unit mix schedule

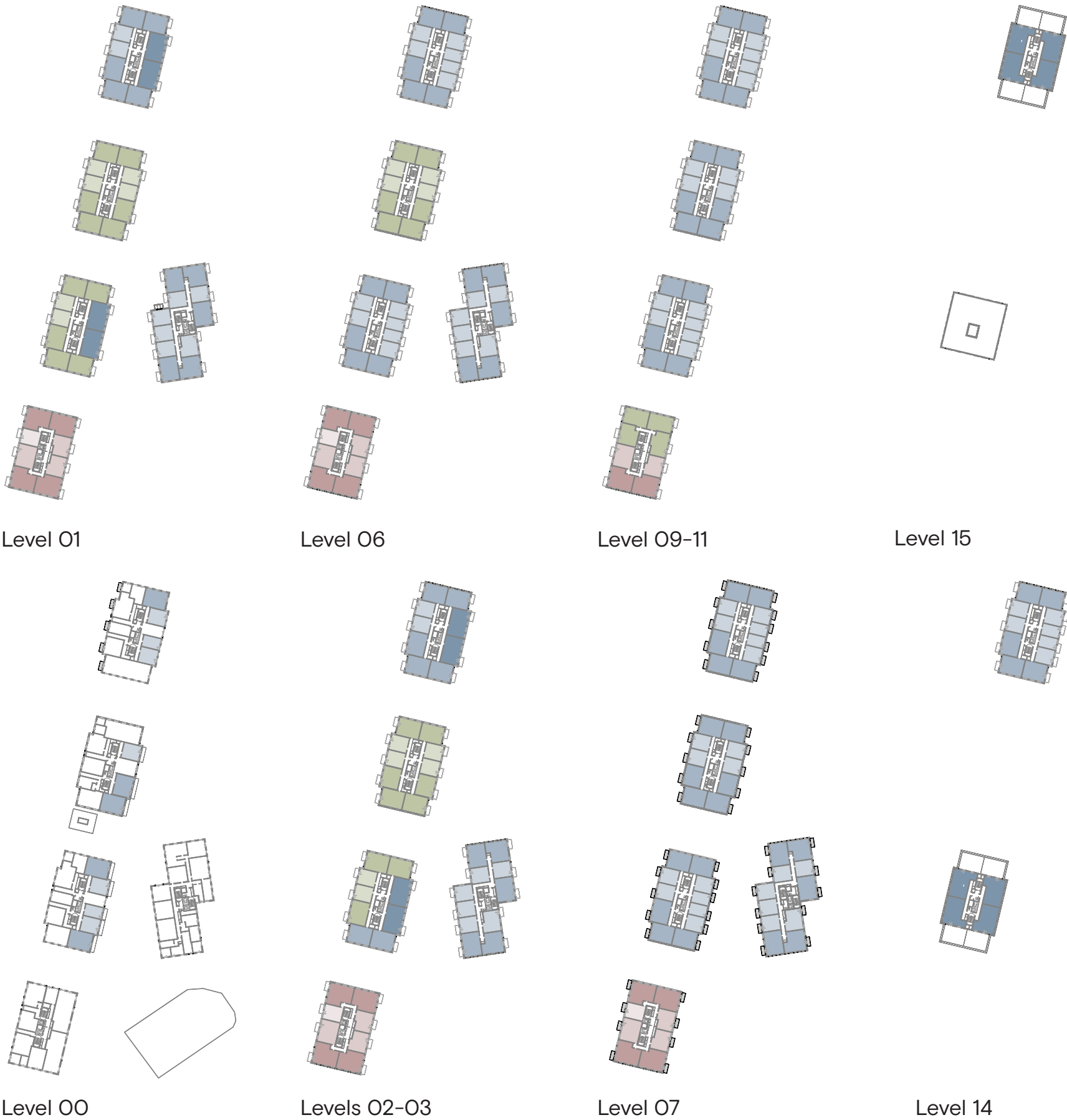
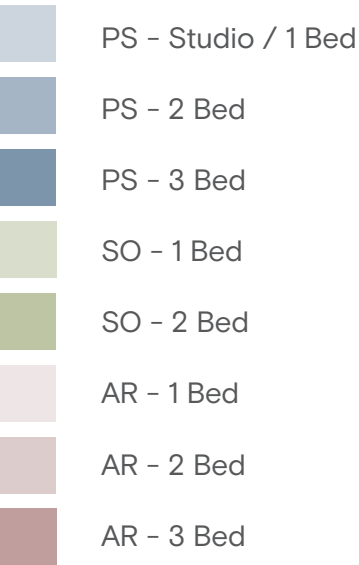


Fig. 56 Residential unit mix overview

5.9. Amenity Strategy

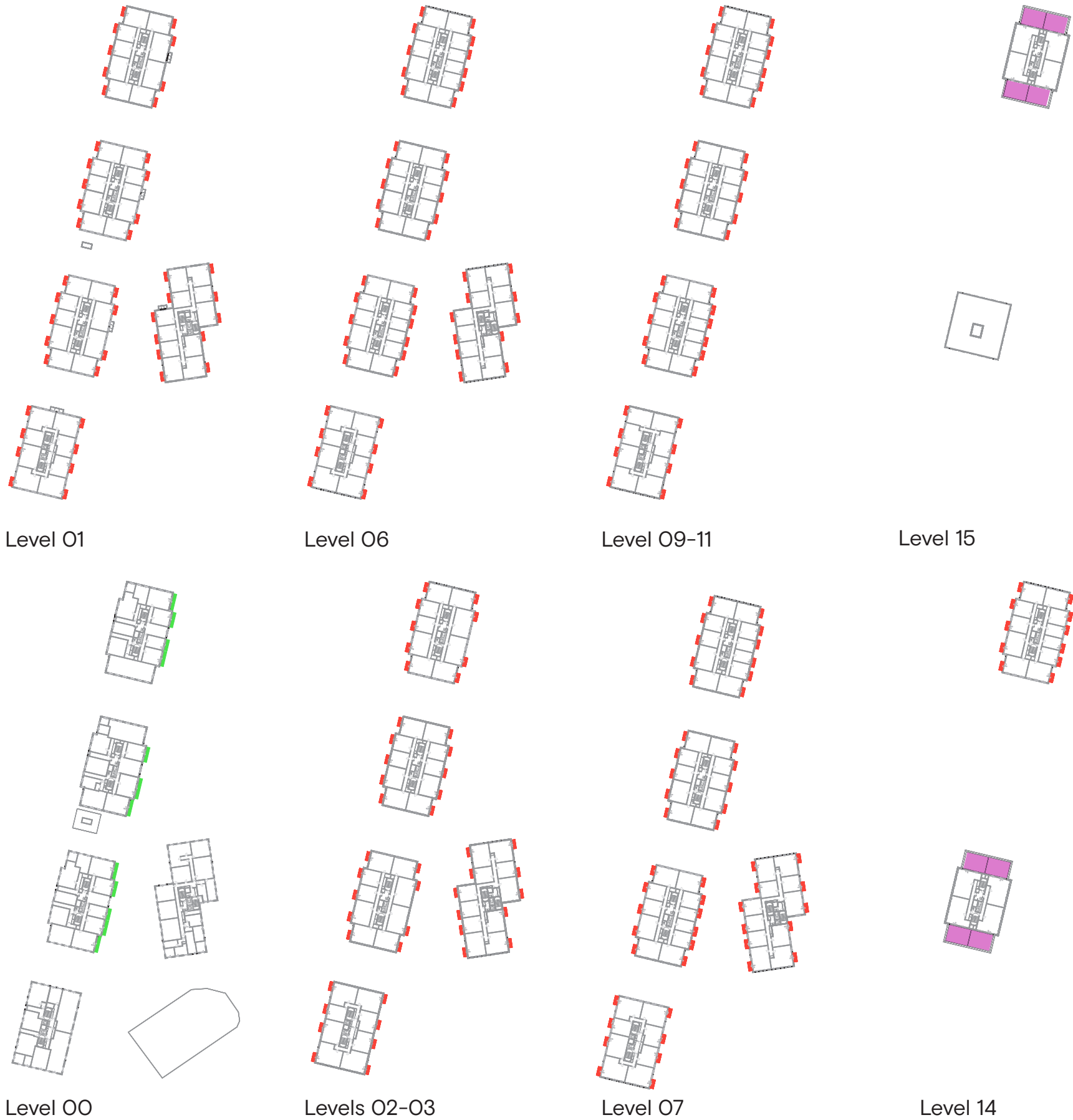
Units are provided with a 6m² balcony, or a terrace at ground floor or roof level. The ground floor terraces have defensible planting between the public realm and the terrace. The terrace areas range from 7.5m² - 14m²

The under provision of amenity is compensated as external amenity within the landscape. These areas are set out within the landscape statement.

Core	Amenity Reqd. (m ²)	Amenity Proposed (m ²)	Amenity reqd. (m ²)
A1	2,011	1,210	814
B1	1,599	750	860
C1	1,854	1,132	734
D1	1,221	524	704
E1	980	459	528
Total	7,665	4,075	3,640

Fig. 57 Amenity schedule

- Roof Terrace Amenity
- Balcony
- Ground Floor Terrace Amenity



Layout

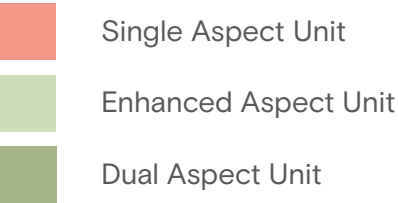
5.10. Aspect

- The aspect of the homes in the proposal fall into three categories:
- Single aspect – all of the windows in the dwelling are oriented in one direction.
 - Enhanced aspect – Windows in the dwelling are in two different orientations, with the second aspect not meeting the full definition set out within the Housing Design Standards LPG.
 - Dual aspect – Windows in the dwelling in two different orientations, fully meeting the definition set out in Standards.

The table below sets out the percentages of units in each category across the proposal. 70.3% of homes have dual or enhanced aspect.

Aspect	
Homes with Single Aspect	29.7%
Homes with Enhanced Aspect	27.0%
Homes with Dual Aspect	43.3%
	100.0%

Fig. 58 Aspect schedule



The views highlight that units of all types will have generous aspect and outlook.



Fig. 59 View from single aspect dwelling



Fig. 60 View from enhanced aspect dwelling



Fig. 61 View from dual aspect dwelling



Fig. 62 View of Central Green from across Beverley Brook, looking south

6. Scale and Massing

Scale and Massing

6.1. Scale of the context

The site sits within Metropolitan Open Land, set apart from the established residential streets with a separation of around 100m to the nearest houses. The surrounding built form is predominantly 2–3 storey semi-detached dwellings.

This context establishes a clear baseline, but the site itself is distinct: isolated from the immediate grain of housing, enclosed by green and infrastructural edges, and therefore capable of accommodating buildings of a larger scale. The opportunity is to create a new built form that reads as a backdrop within the MOL, rather than an extension of suburban housing.



Fig. 63 Existing gas-holders in context view from east

6.2. Massing development

The design team has explored a range of options for the site between the extremes of a 'ground-scraper', maximising the footprint of buildings on the site in order to create the lowest scheme – to taller point blocks, with minimal footprint and more height.

The design team has sought to optimise the massing based on a number of key considerations:

- Building footprint and the ability of the scheme to deliver new connections and a significant quantum of new public realm
- Impact on townscape and the MOL
- Building viability and deliverability, including those associated with phasing

These considerations initially led to a scheme consisting of five buildings utilising three of the typologies developed as set out in the layout section of this document. One 'X' cruciform type building, three 'L' type buildings and a paired 'Z' type building. These ranged in height from 8 to 18 storeys. This initial scheme was presented at the first Design Review Panel.

The DRP's feedback was that the scheme was not yet achieving the right balance between footprint and height (i.e. too much footprint), that the width of the gaps could be increased, and that the chosen typologies, particularly the L-shapes, were not appropriate given the all-sided exposure of the site, and that they were potentially leading to compromised residential accommodation.

The team subsequently revised the proposals to utilise more of the cruciform type buildings, and reduced the footprint of the double-Z building to create a more open site, and a set of more omnidirectional buildings better suited to the open context.

The diagrams opposite show how the zone from which gaps can be perceived between the building masses from east and west has been increased in the submitted proposal from the DRP proposal.

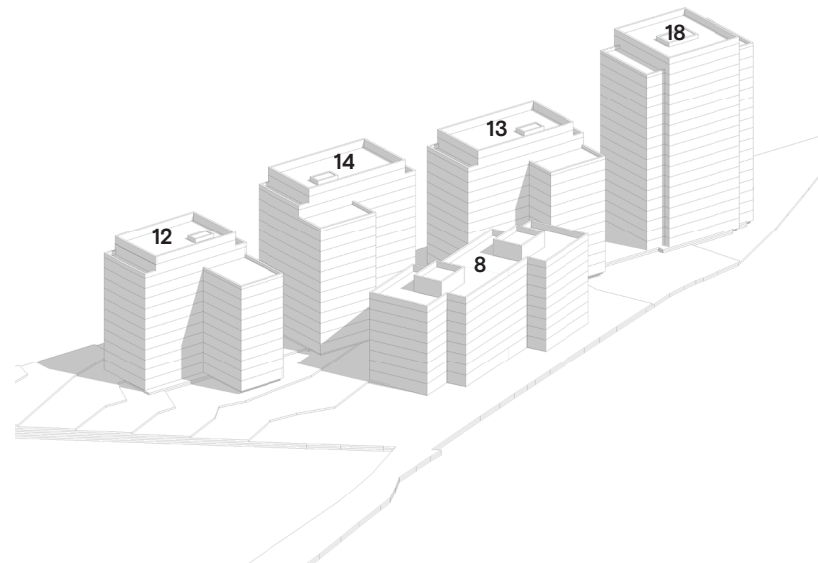


Fig. 64 Massing presented at DRP

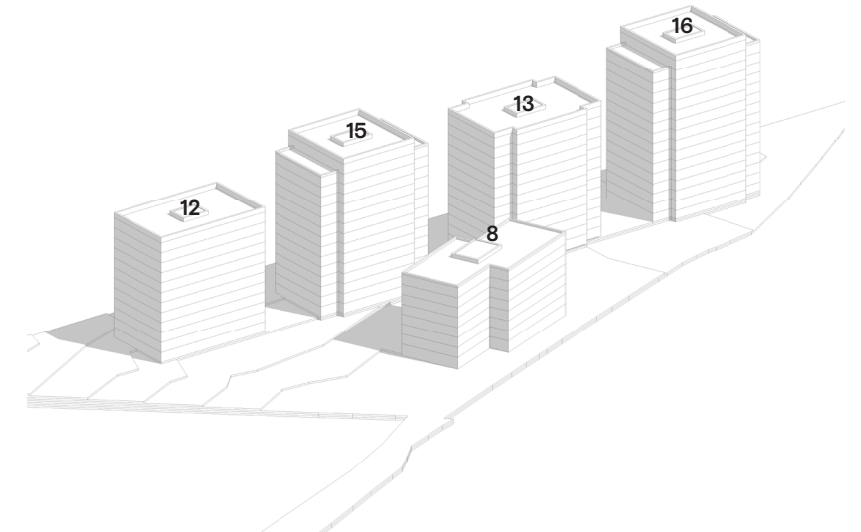


Fig. 65 Proposed massing



Fig. 66 Massing presented at DRP - Zones of coalescence

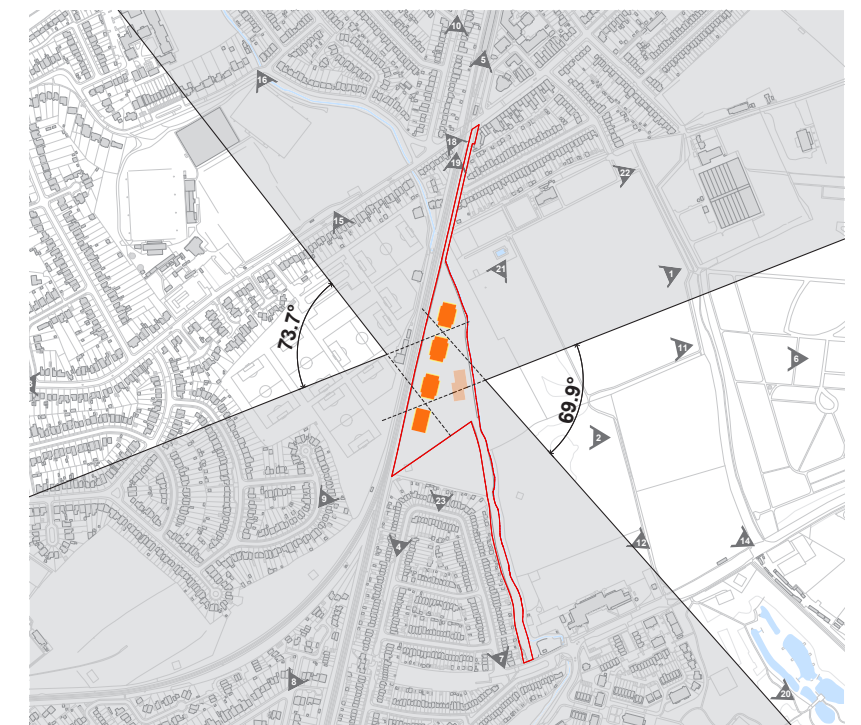


Fig. 67 Proposed massing - Zones of coalescence

Scale and Massing

6.3. Townscape

The design has been developed with continual iterative testing in the key townscape views. A Townscape and Visual Impact Assessment (TVIA) has been prepared as part of this application. The plan opposite sets out the viewpoints agreed between the applicant and RBK. The page opposite shows four of the key 'verified views' which show the proposal in context.

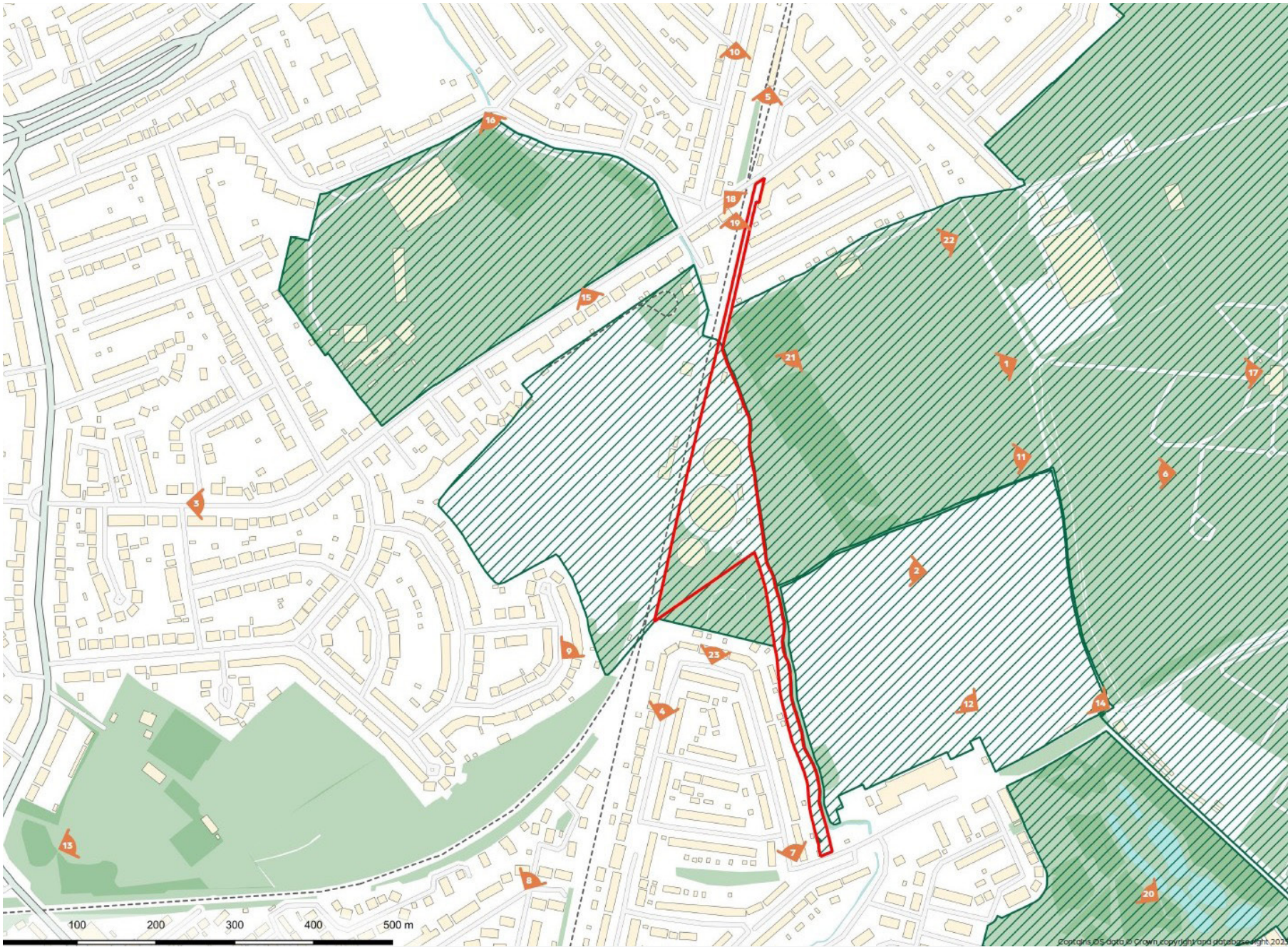


Fig. 68 Verified view locations

Scale and Massing



Fig. 69 Townscape view 5 - Motspur Park train station footbridge



Fig. 70 Townscape view 1 - Sir Joseph Hood Memorial Playing Field near Cemetery Entrance



Fig. 72 Townscape View 2 - Paddocks Permissive Footpath



Fig. 71 Townscape View 4 - Kingshill Avenue



Fig. 74 View of Building A from north (landscape indicative)

7. Appearance

Appearance

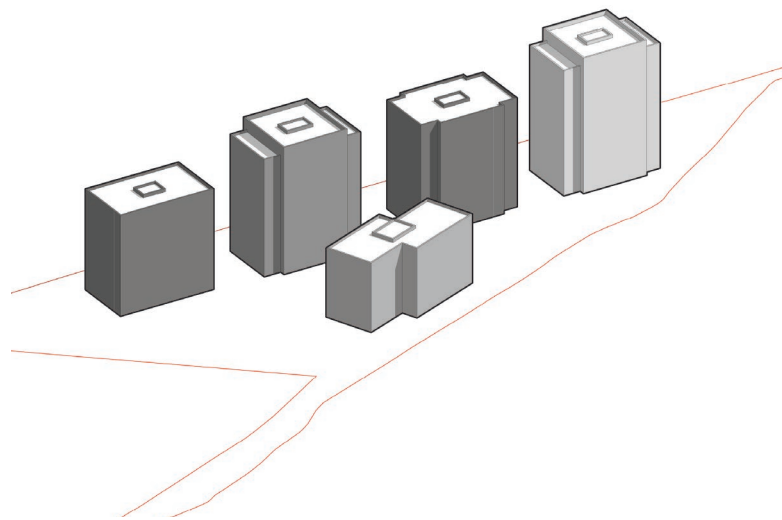
7.1. Appearance strategy

The buildings will appear as a 'set-piece' responding positively to the unique setting of the context.

The appearance strategy balances the twin roles of the buildings as they appear on the skyline as an ensemble, and close-up, set within the restored landscape.

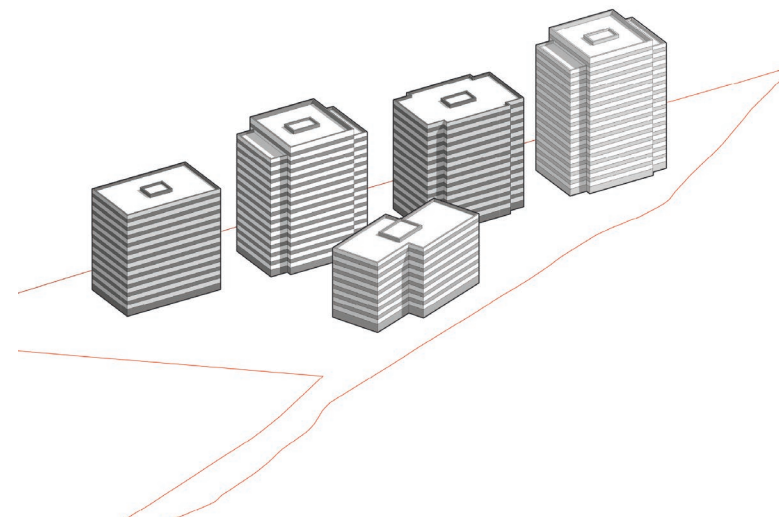
This is to be achieved through a combination of six design strategies:

1. A family of buildings which creates a balance between collectivity and individual expression
2. Identity – A unique, distinct and recognisable architecture through colour, pattern and contrast
3. Scale, a clear expression of plinth, middle and top
4. Responding to the (new) context with additional detail to facades addressing key spaces in the proposal
5. Special entrances: Clear expression and additional detail at entrances.
6. Simple and cohesive details using a limited palette of elements across the project.



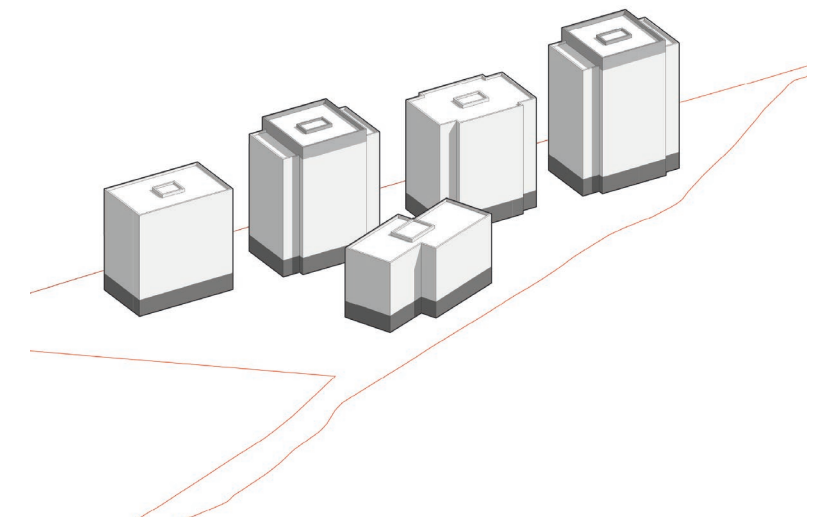
1. A Family of buildings

- Balance between collectivity and individual expression



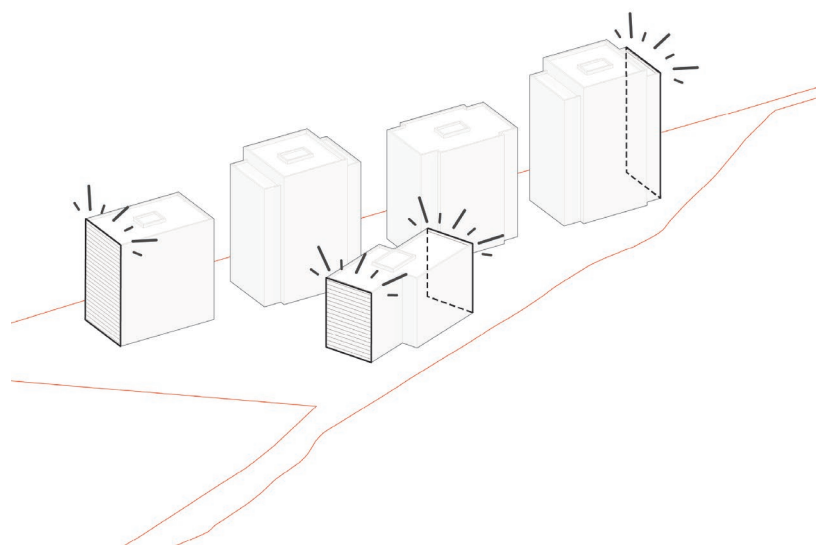
2. Identity

- Unique, distinct and recognisable architecture through colour, pattern and contrast



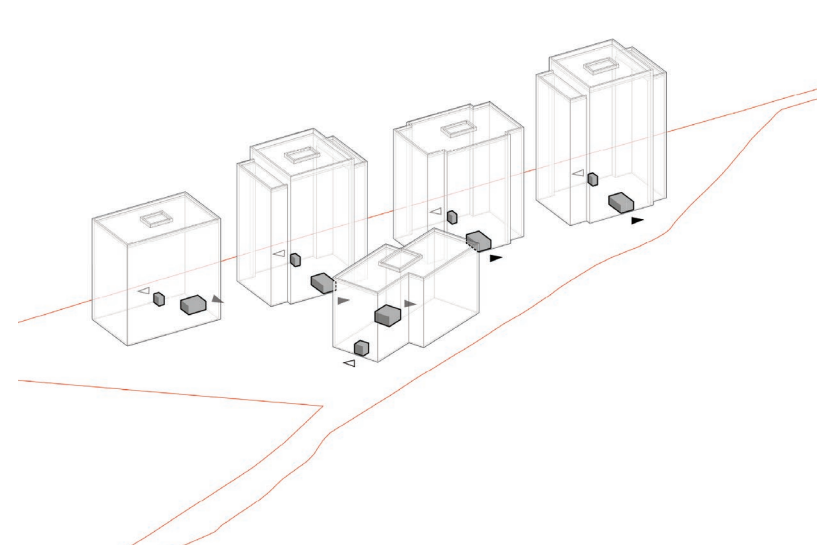
3. Scale

- Clear expression of plinth, middle and top



4. Respond to (new) context

- Special treatment of gables at entrance spaces



5. Special entrances

- Clear expression and careful attention to detail at entrances



6. Simple and cohesive details

- A clear language of detail elements across the family of buildings

Fig. 75 Appearance strategy

Appearance

7.2. Colour strategy

The colour strategy for the site utilises the limited palette of materials to create variety across the family of buildings.

Different brick tones are applied to emphasise the contrast between adjacent buildings. Accent colours are applied similarly as follows:

- Building A: Light buff brick with dark buff brick accents and reed green detailing
- Building B: Medium buff brick with light buff brick accents and ochre detailing
- Building C: Dark buff brick with light buff brick accents and reed green detailing
- Building D: Light buff brick with dark buff brick accents and ochre detailing
- Building E: Light buff brick with medium buff brick accents and reed green detailing

Light buff brick

Medium buff brick

Dark buff brick

Reed green detailing

Ochre detailing

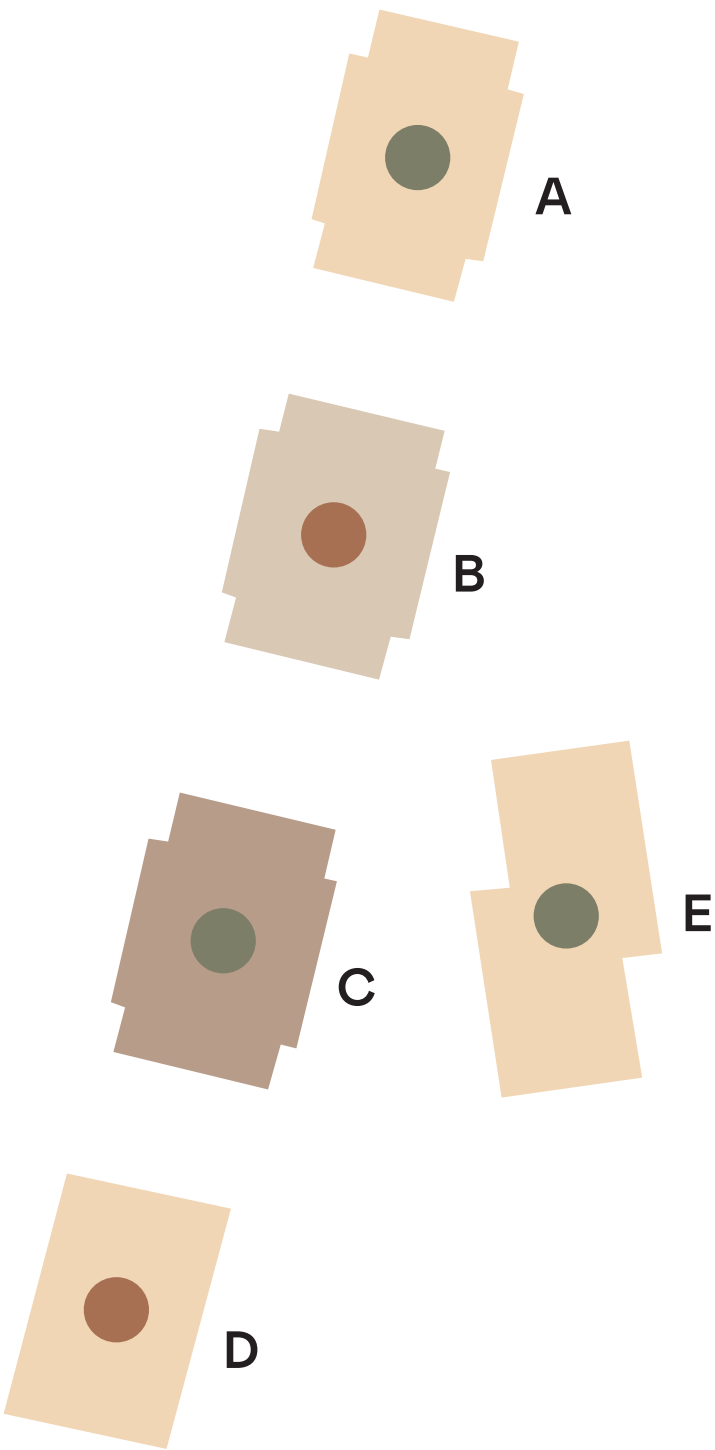


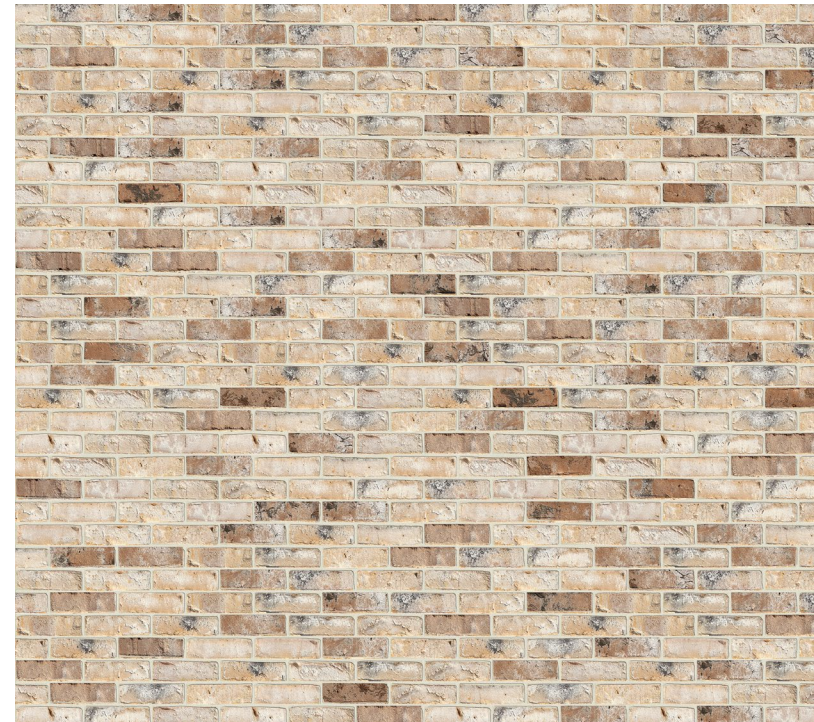
Fig. 76 Colour strategy

7.3. Material palette

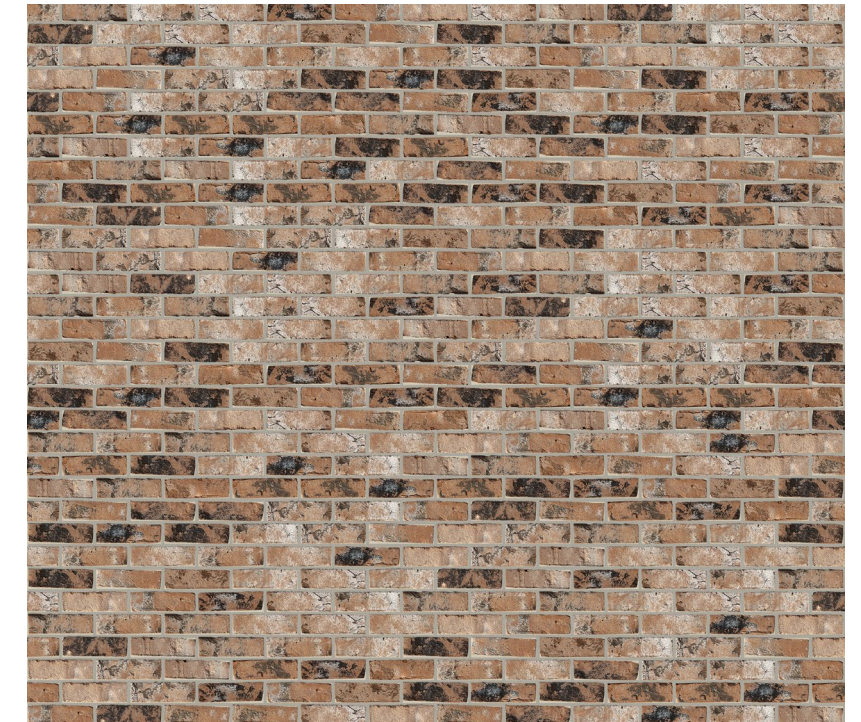
A limited material palette is proposed consisting of:

- 3 buff brick tones, light, medium and dark
- Glazed bricks at entrances and used sparingly for special details
- Reed green and ochre metalwork (window frames and balconies)

The bricks will be used in different combinations across the 5 buildings to create subtle variety within the family of buildings, as shown on the previous page.



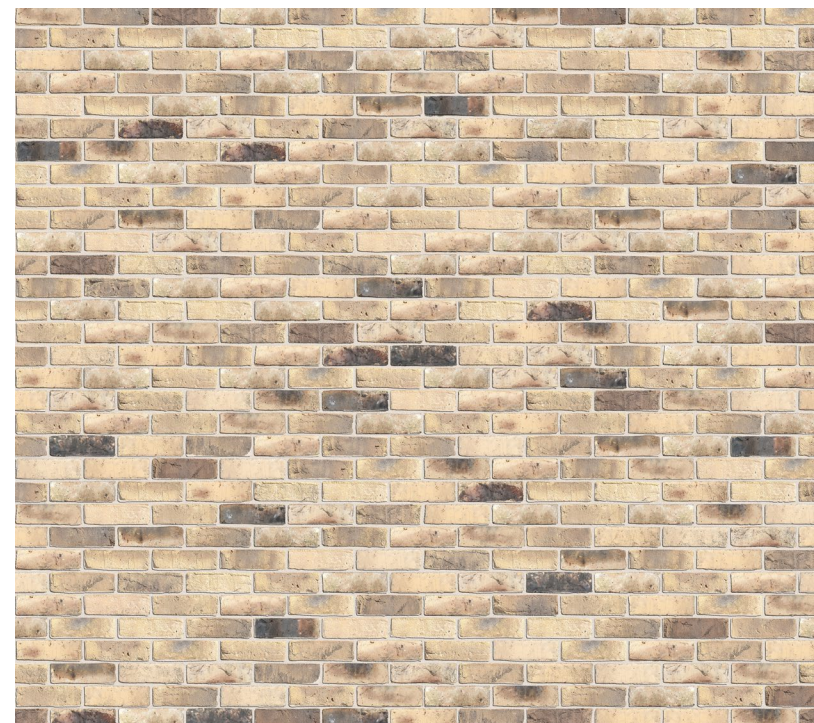
Brick 1 - Light buff brick with light grey mortar joint



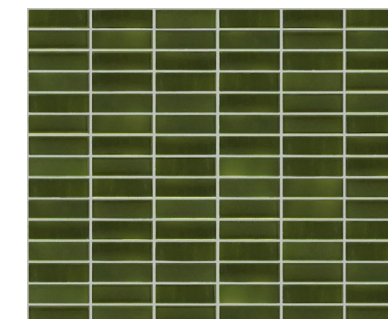
Brick 3 - Dark buff brick mix with medium grey mortar joint



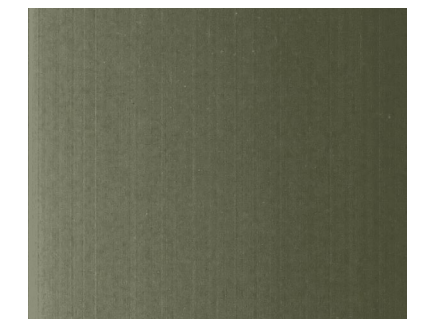
Accordia Cambridge: Buff brickwork with dark green metalwork and window frames



Brick 2 - Medium buff brick mix with light grey mortar joint



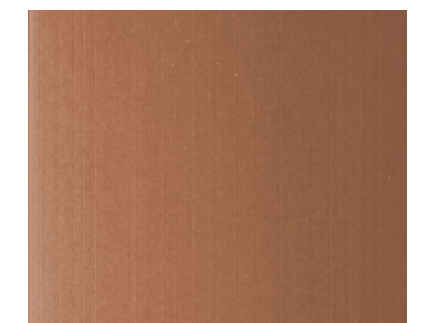
Dark green glazed brick



Reed green PPC finish



Dark Red glazed brick



Ochre PPC finish

Appearance

7.4. Bay studies

The bay studies opposite and on the following pages show the different types of façade in the building in detail.

Building A Base

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish



Fig. 77 Building A Base

Building A Top

The crowns of buildings A & C are proposed in metalwork contrasting with the brickwork of the main body of the buildings and modulated by vertical fins. This approach to the top was developed following comments from panel members at the second DRP and subsequently presented back to officers at RBK.

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish



Fig. 78 Building A Top

Appearance

Building B Base

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish



Fig. 79 Building B Base

Building B Top

Key

AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish

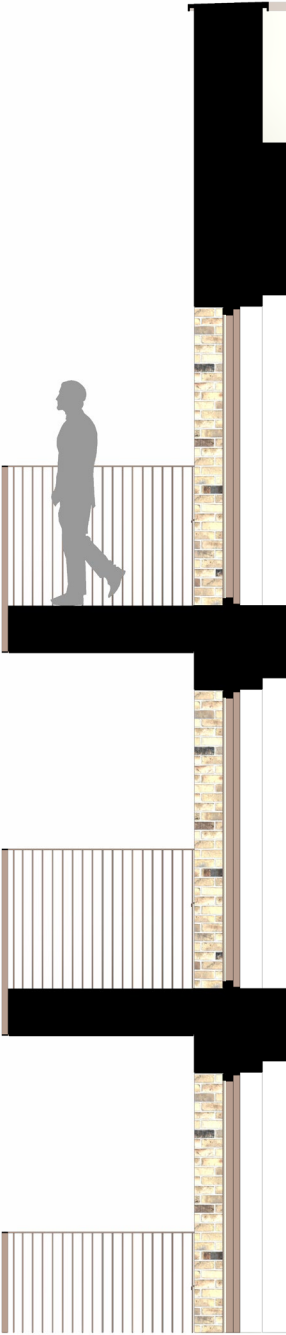


Fig. 80 Building B Top

Appearance

Building C Base

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish

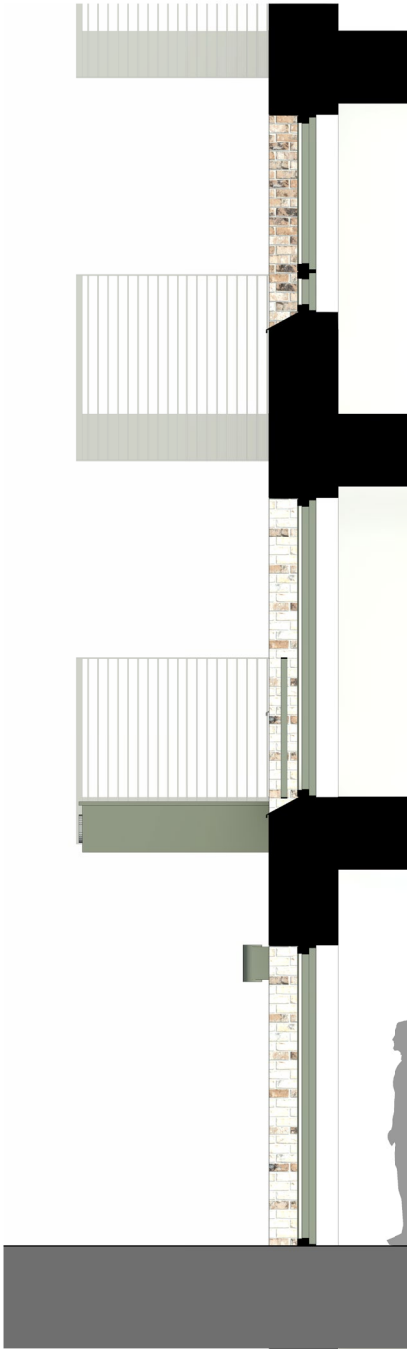


Fig. 81 Building C Base

Building C Top

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish



Fig. 82 Building C Top

Appearance

Building D Base

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish



Fig. 83 Building D Base

Building D Top

- Key
- AL-01

Aluminium: Reed green PPC finish
- AL-01L

Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
- AL-01LV

Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
- AL-01P

Aluminium: Cassette panel with secret fix - Reed green PPC finish
- AL-02

Aluminium: Ochre PPC finish
- AL-02L

Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
- AL-03

Aluminium: Silver PPC finish
- BR-01

Brick: Light buff mix with light grey joints - horizontal stretcher bond
- BR-02

Brick: Medium buff mix with light grey joints - horizontal stretcher bond
- BR-03

Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
- BR-03D

Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
- BR-04

Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
- BR-05

Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
- BR-06

Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
- BR-07

Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
- BR-08

Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
- BR-09

Brick: Dark green glazed with light grey joints - horizontal stack bond
- BR-09V

Brick: Dark green glazed with light grey joints - vertical stack bond
- BR-10

Brick: Dark red glazed with light grey joints - horizontal stack bond
- BR-10V

Brick: Dark red glazed with light grey joints - vertical stack bond
- GL-01

Glass
- ST-01

Steel: Reed green PPC finish
- ST-02

Steel: Ochre PPC finish



Fig. 84 Building D Top

Appearance

Building E Base

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish

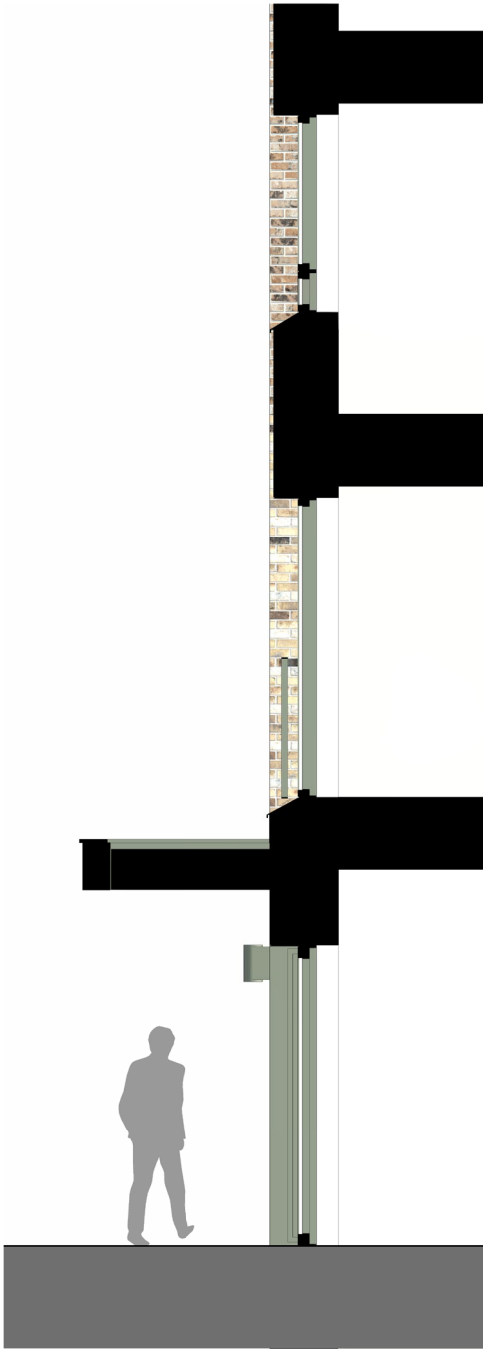


Fig. 85 Building E Base

Building E Top

Key	
AL-01	Aluminium: Reed green PPC finish
AL-01L	Aluminium: Horizontal louvres/Louvres doors - Reed green PPC finish
AL-01LV	Aluminium: Horizontal louvres ventilation panel - Reed green PPC finish
AL-01P	Aluminium: Cassette panel with secret fix - Reed green PPC finish
AL-02	Aluminium: Ochre PPC finish
AL-02L	Aluminium: Horizontal louvres/Louvres doors - Ochre PPC finish
AL-03	Aluminium: Silver PPC finish
BR-01	Brick: Light buff mix with light grey joints - horizontal stretcher bond
BR-02	Brick: Medium buff mix with light grey joints - horizontal stretcher bond
BR-03	Brick: Dark buff mix with medium grey joints - horizontal stretcher bond
BR-03D	Reveal Brick detail: Dark buff mix with light grey joints - horizontal stretcher bond
BR-04	Brick: 3 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-05	Brick: 3 courses light buff mix with light grey joints / 1 course medium buff mix with light grey joints - horizontal stretcher bond
BR-06	Brick: 3 courses light buff mix with light grey joints / 1 course dark buff mix with light grey joints - horizontal stretcher bond
BR-07	Brick: 3 courses medium buff mix with light grey joints / 1 course light buff mix with light grey joints - horizontal stretcher bond
BR-08	Brick: 1 courses dark buff mix with medium grey joints / 1 course light buff mix with medium grey joints - horizontal stretcher bond
BR-09	Brick: Dark green glazed with light grey joints - horizontal stack bond
BR-09V	Brick: Dark green glazed with light grey joints - vertical stack bond
BR-10	Brick: Dark red glazed with light grey joints - horizontal stack bond
BR-10V	Brick: Dark red glazed with light grey joints - vertical stack bond
GL-01	Glass
ST-01	Steel: Reed green PPC finish
ST-02	Steel: Ochre PPC finish

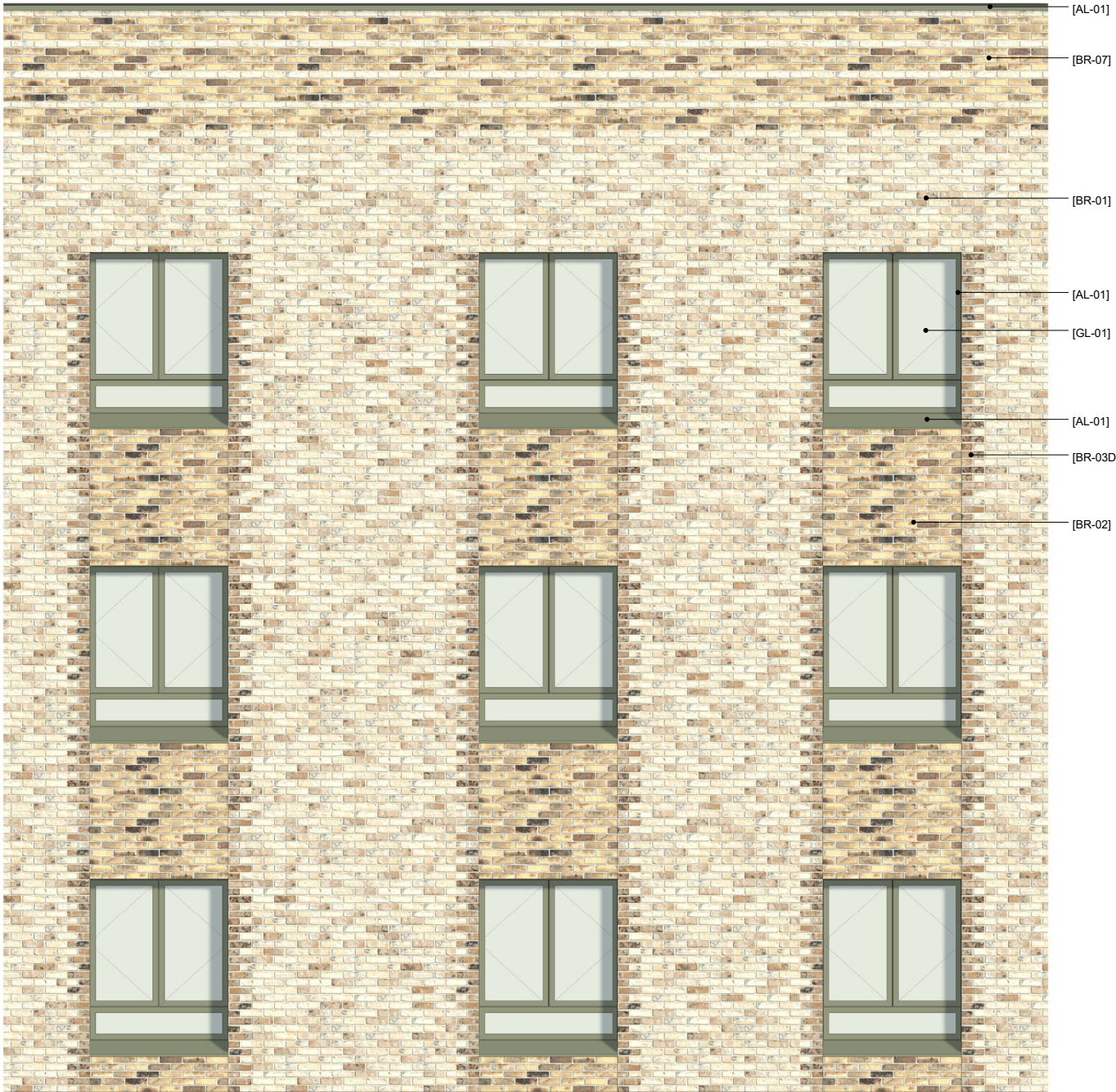


Fig. 86 Building E Top

Appearance

7.5. Elevations

The drawings opposite show the effect of the combination of design strategies and building scale for each of the four elevations.

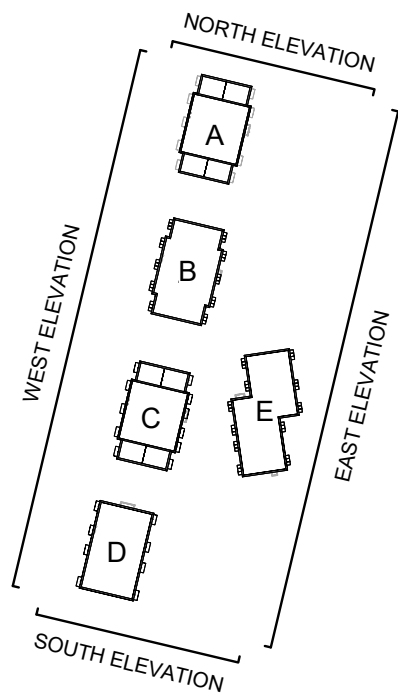


Fig. 89 Key plan indicating location of elevations



Fig. 87 North elevation



Fig. 88 South elevation



Fig. 90 East Elevation



Fig. 91 West elevation

Appearance

7.6. CGIs

Illustrative CGI views are distributed throughout this document. An overview of these is provided opposite. In the first two key views the landscape reflects the submitted proposals. Six additional views are provided, these show the landscape indicatively.



Fig. 92 View of Central Green from across Beverley Brook, looking south



Fig. 93 View of Brookside cycle and footpath, looking south

Appearance



Fig. 94 View of Building A from north



Fig. 95 View of Central Green from across Beverley Brook, looking south



Fig. 96 View of pedestrian and cycle route along Beverley Brook looking north



Fig. 97 View of southern arrival, looking north



Fig. 98 View of courtyard between Buildings C and E, looking north to Central Green



Fig. 99 View of western edge looking north



Fig. 100 View of southern arrival, looking north (landscape indicative)

8. Access

Access

8.1. Access

The site is well connected to surrounding amenities and has a PTAL that ranges from 0 to 2 (following recalculation by Icen).

The site lies approximately 500m south of Motspur Park Station with Worcester Park Station around 1km to the south and Malden Manor to the west. The estimated walking time to Motspur Park Station is around 5-10 minutes, with services running to London Waterloo in approximately 25 minutes. The proposed pedestrian cycle route running north-south will connect into the existing cycle network.

- Title boundary
- Town Centres
- Commercial Areas
- Sport Facilities
- Schools
- Main vehicular connections
- Railway stations
- Borough boundaries
- Public / Train connections

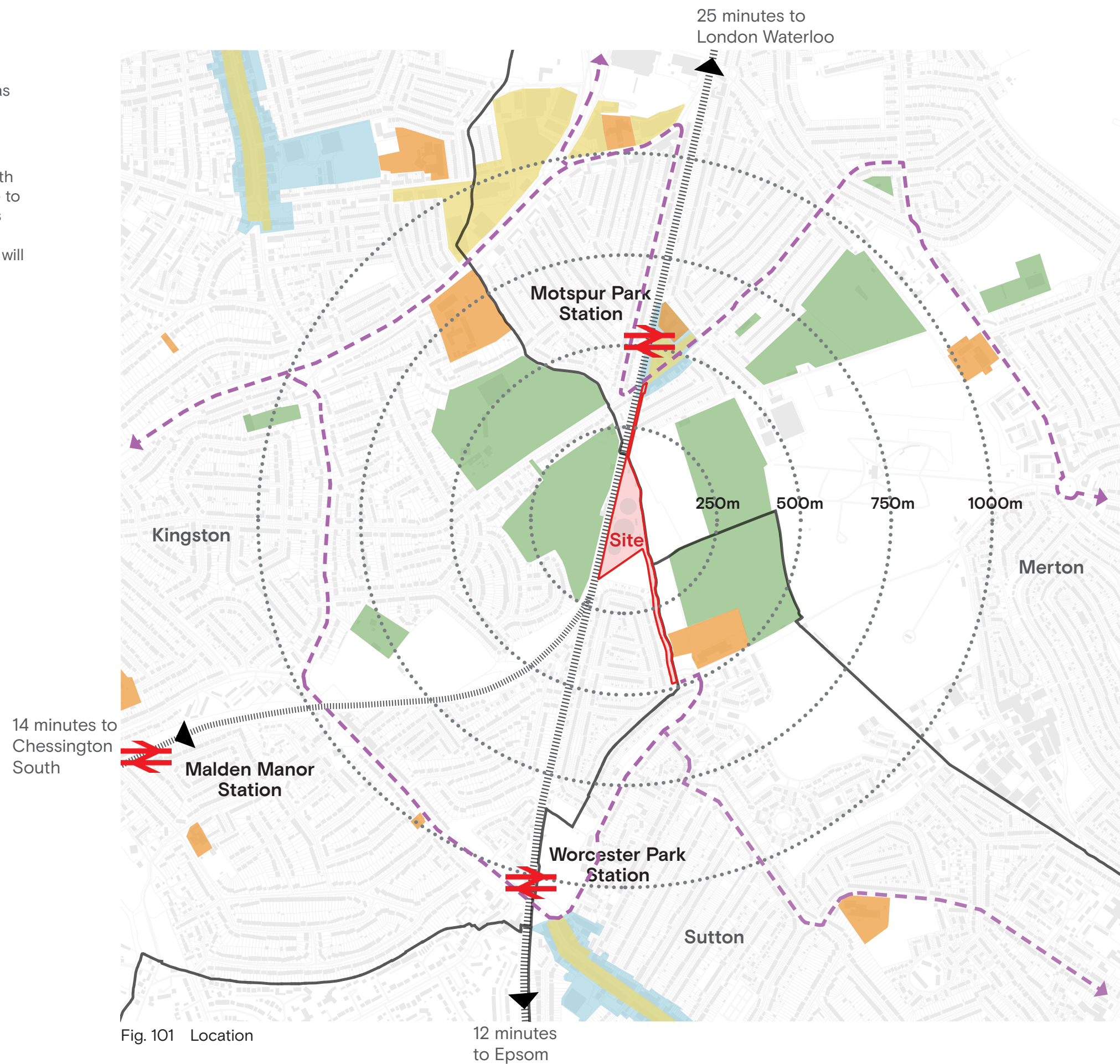


Fig. 101 Location

8.2. Vehicular access and parking strategy

Primary vehicular access is from the south from Kingshill Avenue. Emergency vehicular access only will be provided from the north, together with pedestrian and cycle access. The southern access route also provides pedestrian and cycle access.

The scheme provides a total of 3 service bays: 2 for deliveries for the development and waste collection and 1 for dedicated SGN use.

Car parking is provided predominantly along the western edge of the proposal, with an additional 4 spaces provided between buildings C & D.






A total of 89no. parking spaces are provided equating to a parking ratio of 15.2%

18no. Accessible parking spaces are provided equating to a parking ratio of 3%.

A lower parking provision aligns with London policy and encourages sustainable travel. A ratio of 0.15 spaces per dwelling supports this shift while still accommodating residents who require a car. Further details are set out in the Transport Assessment.

Parking space type	
Standard Parking Bay (no.)	71
Accessible Parking Bay (no.)	18
C3 Parking Total Provided (no.)	89

Fig. 102 Parking schedule

- Key:
-  Accessible Parking Bay
 -  Standard Parking Bay
 -  Vehicle Route
 -  S1 Service Bay (for development)
 -  S2 Service Bay (for dedicated SGN use)



Parking Strategy

Access

8.3. Cycle access and storage

The proposal complies with the London Cycling Design Standards based on a typically provided split of cycle parking:

- 5% Accessible cycles
- 20% are provided as Sheffield stands
- 75% as double tier stands

Sheffield stands are provided below double tier stands. They're included in the total number of cycles quoted below.


Cycles Required		
Cycles total (no.)	1,035	
Including: Cycles Accessible (no.)	52	5.0%

Fig. 103 Required Cycles schedule


Cycles Provided		
Cycles Total (no.)	1,035	
Including: Cycles Accessible (no.)	55	5.3%

Fig. 104 Provided Cycles schedule


Key:




 Cycles access point




 Cycle parking Double Tier



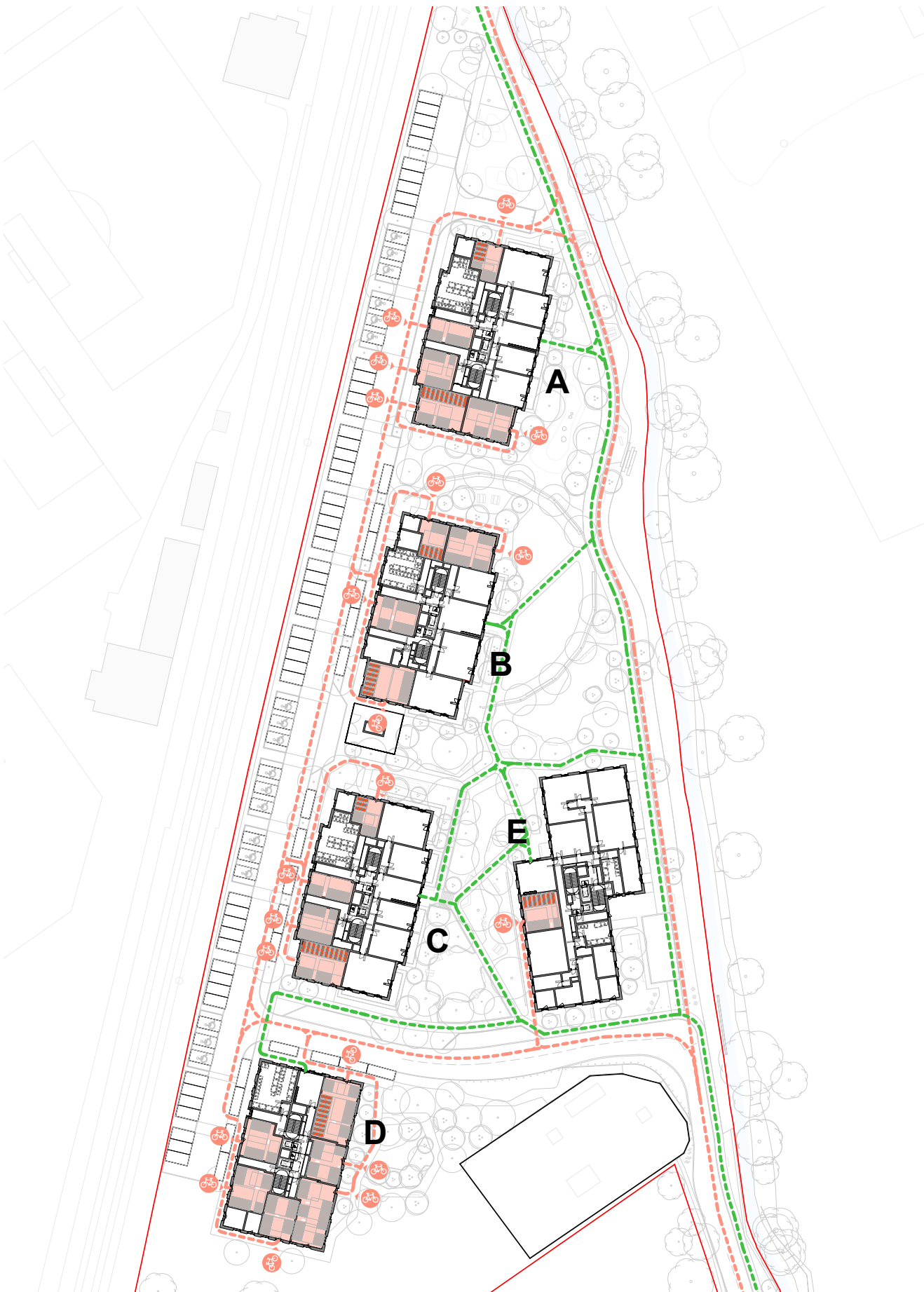
 Cycles parking Large / Accessible cycles



 Key Cycle Route



 Key Pedestrian Route



Cycle Storage Strategy

8.4. Waste Strategy

The waste strategy for the proposals has been developed with regard to RBK’s guidance document – ‘Recycling and Waste Technical Planning Guidance (2021)’. The guidance recommends that storage is provided for four separate waste streams, based on arisings of 30l / home + 70l per bedroom. Divided as follows:

- Residual, 40% with weekly collection
- Dry recycling, 30% with fortnightly collection
- Paper / Card, 20% with fortnightly collection
- Food Waste, 10% with weekly collection.

Dedicated waste stores are provided in each building, with kerbside collection as illustrated on the adjacent diagram.

Bulky waste stores are provided in buildings B & E.

	Residual waste 1100l Eurobin reqd. (no.)	Dry Recycling waste 1100l Eurobin reqd. (no.)	Paper Card waste 360l Wheelie bin reqd. (no.)	Food waste 240l Wheelie bin reqd. (no.)
Core				
A1	8	6	13	10
B1	7	5	10	8
C1	8	6	12	9
D1	7	5	10	8
E1	4	3	6	5
Total	34	25	51	40

Fig. 105 Bin provision schedule

Key:

C3 Waste General 1100l Eurobin

C3 Waste Dry Mixed Recycling 1100l Eurobin

C3 Waste Paper/Cardboard 360l Wheelie bin

C3 Waste Food 240l Wheelie bin

Bulky waste store

Refuse Vehicle (12m length)

Refuse Vehicle Route

Bin collection drag route

Indicative bin collection zone for Block E (site management)

Bin drag route to bin collection zone Block E (site management)

Cycle Storage Strategy

Access

8.5. Inclusive Access

Overview

The development responds to The London Plan policies D5 ‘Inclusive Design’, D7 ‘Accessible Housing’ and GG1 ‘Building Strong and Inclusive Communities’ and OPDC Local Plan Policy D2 ‘Accessible and Inclusive design’ to achieve an accessible and inclusive environment that will meet the needs of all Londoners.

Accessing the site

Step-free access is proposed to be provided to all parts of the site and the landscaping has been developed to ameliorate level changes across and provide safe and accessible routes to all parts of the development. Where graded routes are provided these are to be 1:21 or less steep and align with the recommendations within BS 8300:1-2018.

Paths will be firm, slip-resistant, and have reasonably smooth surface treatments. Where there are different materials along the access routes, these will have level and even surfaces. Further detail on landscaping is to be addressed as part of detail design.

Entrances

Building entrances are indicated on the adjacent diagram. Step-free access will be provided into the residential building entrance lobbies via their respective entrance doors, designed to meet M4(3) requirements, providing a minimum clear opening width of 850mm for a single leaf and a clear 300mm nib to the leading edge of the door.






Entrances are to be designed to meet M4(3) providing a clear 1500mm by 1500mm level landing directly outside the principal entrances and a minimum of 1200mm by 1200mm covering for weather protection at the principal communal entrance.

Horizontal circulation

All communal circulation routes are to comply with AD M Volume 1 and provide a minimum clear 1500mm width. Where lobbies are to be provided a minimum of 1500mm is to be provided in-between door swings.

All communal doors along approach routes are to provide a minimum clear opening width of 850mm and a minimum clear 300mm nib to the pull side of the door, with 200mm nibs to the push side of the door.

Key:

-  Accessible Parking Bay
-  Lifts
-  Wheelchair Turning Circle
-  Wheelchair Accessible Routing
-  Residential Wheelchair Access

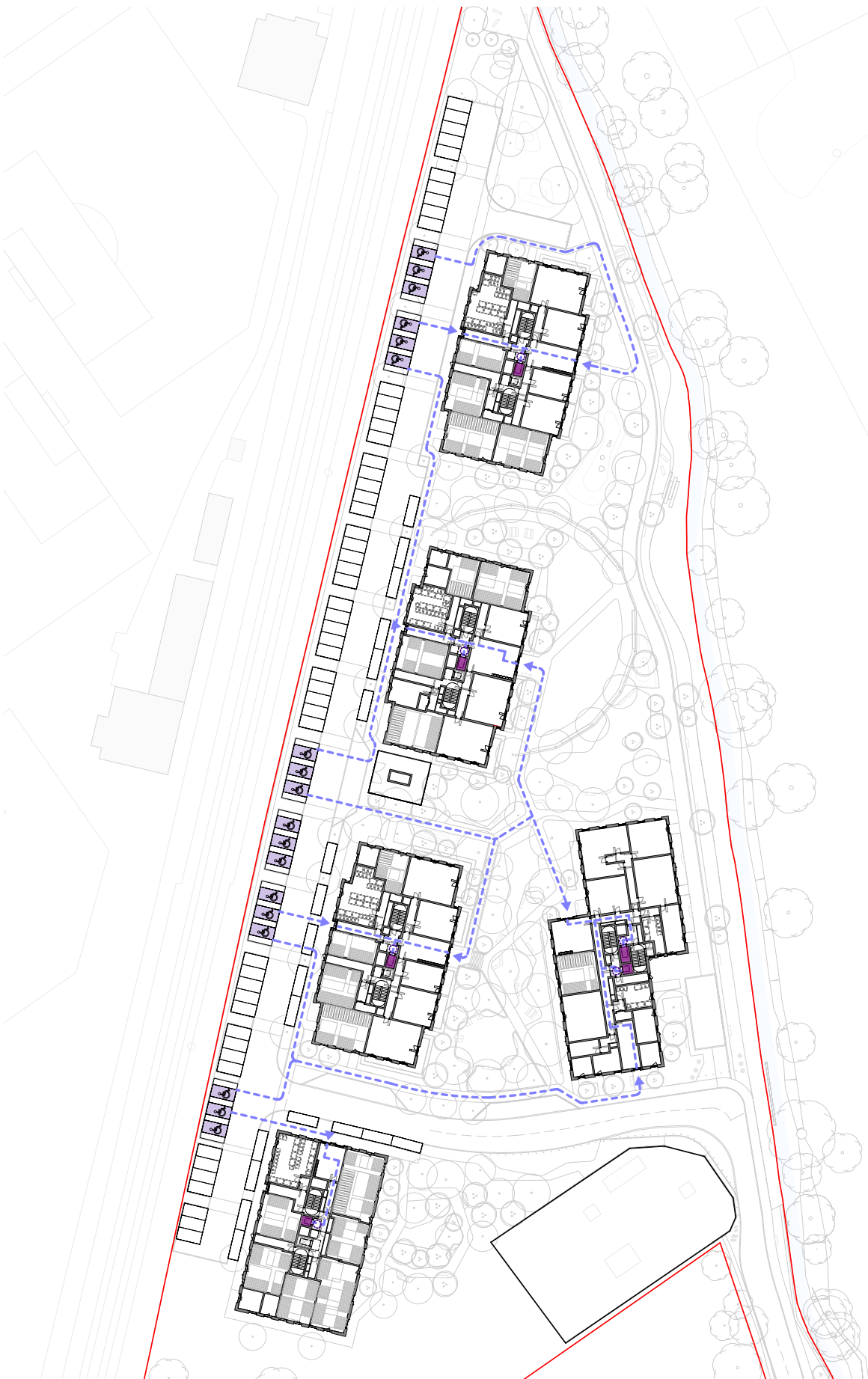


Fig. 106 Site layout showing ground floor – Inclusive access provisions

Access

Where access is provided into units, all principal private entrance doors are to provide a clear opening width of 850mm and a minimum clear landing of 1500mm by 1500mm directly outside doors for M4(3) wheelchair units and at least 1200mm by 1200mm for M4(2) units.

Vertical circulation

Step-free access is provided to every floor level. Passenger lifts are designed to accord with the requirements of M4(3) and BS EN 81:70 and provide a minimum car size of 1100mm wide by 1400mm deep with a clear minimum 1500mm by 1500mm space directly outside the lift door.

Stairs are to comply with the requirements of AD K.

8.6. Accessible homes

- All wheelchair units are 1B2P and 2B3P
- PS / AI units are M4(3) Adaptable
- AR units are M4(3) Accessible

The proposals meet the London Plan requirements, with:

- 10% M4(3) wheelchair units (59no.)
- 90% M4(2) units (527no.)

- PS - 1B2P M4(3) Adaptable
- PS - 2B3P M4(3) Adaptable
- AI - 2B3P M4(3) Adaptable
- AR - 2B3P M4(3) Accessible



Access

8.7. Typical Unit layouts

Conformance trackers have been provided to detail the level of compliance for the residential units in meeting key elements of Approved Document M Building Regulations Volume 1 ‘Dwellings’, in particular the optional requirements of M4(2) Accessible and adaptable dwellings and M4(3) Wheelchair user dwellings; as well as the for the wheelchair studios in building A in meeting key elements of Approved Document M Building Regulations – Access to and use of Buildings Vol 2: Buildings Other Than Dwellings, 2015

The ‘diagram key’ column provides reference to key provision of ADM Vol 1 and 2 being provided on typical typology layouts, indicated on the unit layouts.

Optional M4(2) Requirements Accessible and Adaptable

The table and unit layout opposite demonstrate the level of compliance with key elements of the ‘optional requirement’ of Building Regulations M4(2) provision.

M4(2)	Diagram key	Description	Summary of design provisions	Status	Comments
Section 2A Approach to Dwelling					
2.06 - 2.09		Approach routes: general	The approach route should adopt the shallowest gradient and be stepfree.		Approach route will be safe, convenient and provide step free access.
2.10		External and internal ramps	Ramps should be between 1:12 and 1:20 and meet Diagram 2.1.		Ramps will meet the required criteria
2.11		External steps forming part of an additional route	Steps with rises between 150-170mm and goings 280-425mm, minimum width of 900mm with handrail.		Steps will meet the required criteria.
2.12		Parking space	One standard parking bay close to the communal entrance of each core. Bay has a clear access zone of 900mm.		Parking space will meet the required criteria.
2.13		Drop-off space	Drop-off close to the principal communal entrance.	N/A	
2.14		Principal communal entrance	The principal communal entrance is to be accessible		Communal entrances will meet the required criteria.
2.15		Other communal doors	Other communal entrance is to be accessible.		Other communal entrance will meed the required criteria.
2.16		Communal lifts	The lift is equivalent to or meets the requirements of BS EN 81-70.		Communal lifts meet the provisions of M4(2) and BS EN 81-70 subject to specification.
2.17		Communal stairs	Stairs should meet the requirement of Part K.		Communal stairs provided will meet the requirement.
2B: Private entrances and spaces within the dwelling					
2.20	A	Principal private entrance	The principal private entrance is to be accessible.		An accessible private entrance will be provided.
2.21	B	Other external doors	Other external doors are to be accessible.		All units meet this criteria.
2.22	C	Doors and hall widths	Doors and corridors should comply with Diagram 2.3 and Table 2.1.		All doors and hall widths will meet the provisions.
2.23		Private stairs and changes of level	Stair should allow for installation of a stair-lift and meet Park K for private stairs.	N/A	
2.24	D	Living, kitchen and eating areas	Within the entrance storey there is a living area and glazing starts at a max of 850mm.		Meets required criteria. Window handle heights detailed at design development stages.
2.25	E	Bedrooms	Every bedroom provides a clear access route of 750mm and 750mm around the beds.		All units meet the requirement.
2.26		Sanitary facilities: general provisions	All walls, ducts and boxings to the sanitary facilities should be strong enough for future adaption.		Nothing precludes this from being met and will be addressed at detailed design.
2.27 - 2.28	F	WC facilities on the entrance level	Entrance storey WC and basin.		All units meet this criteria.
2.29	G	Bathrooms	An accessible bathroom on the same storey as the principal bedrooms.		An accessible bathroom will be provided.
2.30		Services and controls	Services and controls are accessible to people with reduced reach.		Nothing precludes this from being met and will be addressed during detailed design.

Fig. 107 Part M4(2) compliance tracker

Element met

Not Applicable or Element not yet met (nothing precludes this from being met and will be addressed during detailed design)

x

Diagram Key

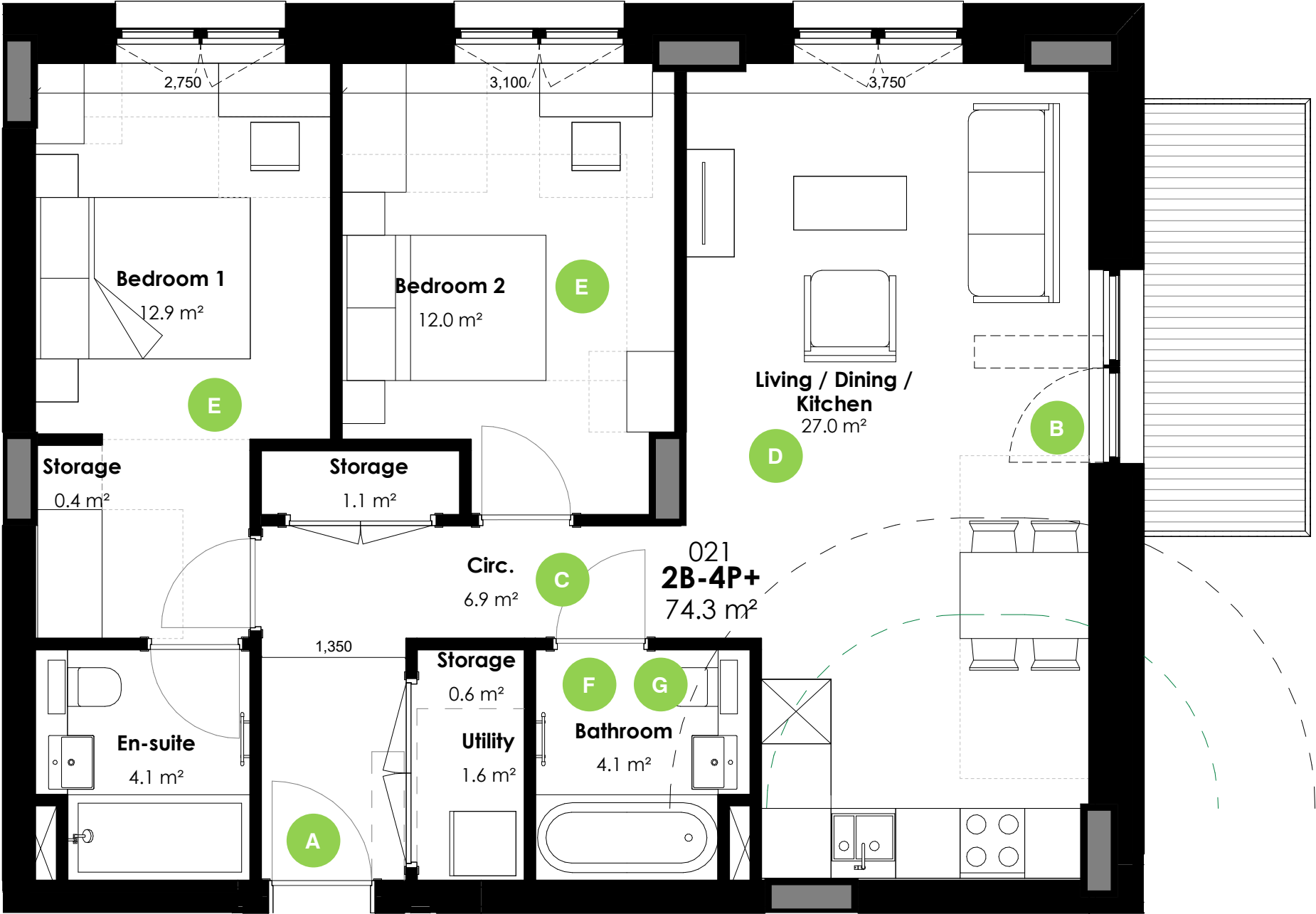


Fig. 108 Apartment designed to meet the requirements of Part M4(2)

Access

Optional Requirement M4(3) wheelchair user dwellings

The table and unit layout opposite demonstrate the level of compliance with key elements of the ‘optional requirement’ Building Regulation M4 (3) 2(b) (wheelchair accessible) provision.

Element met

Not Applicable or Element not yet met (nothing precludes this from being met and will be addressed during detailed design)

x

Diagram Key

M4(3)	Diagram key	Description	Summary of design provisions	Status	Comments
Section 3A Approach to Dwelling					
3.07 - 3.08		Approach routes: general	The approach route is accessible and step-free.		Approach route will meet requirement.
3.10		External and internal ramps	Ramps have a gradient between 1:15 and 1:20 comply with Diagram 3.1.		Ramps will meet the required criteria.
3.11		External steps forming part of an additional route	Step risers between 150-170mm and goings between 280-425mm, a clear width of 900mm with handrail.		Steps will meet the required criteria.
3.12		Parking space	A standard parking bay with a minimum of 1200mm zone to one side and foot of the bay.		Parking space will meet the required criteria.
3.13		Drop-off space	Where provided it is to be located close to the principal communal entrance.	N/A	
3.14		Principal communal entrance	The principal communal entrance is to be accessible.		Accessible communal entrances will be provided.
3.15		Other communal doors	Other communal entrance is to be accessible.		Other communal entrance will meet the required criteria.
3.16		Communal lifts	The lift is equivalent to or meets the requirements of BS EN 81:70.		Communal lifts meet the provisions of M4(3) and BS EN 81-70 subject to specification.
3.17		Communal stairs	Stairs should meet the requirement of Part K for general access stairs.		Communal stairs will meet the provisions of M4(3) and Part K.
3B: Private entrances and spaces within, and connected to, the dwelling.					
3.22	A	Principle private entrance	The principal private entrance is to be accessible.		The M4(3) Unit meets this criteria.
3.23	B	Other external doors	Other external doors are to be accessible.		Other external doors will meet the requirement.
3.24	C	Doors and hall widths	Doors width and corridors comply with Diagrams 3.4 and 3.5.		Doors and corridors will meet the provision.
3.25	D	Wheelchair storage and transfer space	A dwelling should have a storage and transfer space.		The M4(3) Unit meets this criteria.
3.26	E	General storage space	The dwelling built in storage space should comply with Table 3.1.		The M4(3) Unit provides storage spaces and the total area complies with Table 3.1.
3.28		Through-floor lifting device (Adaptable)	It should be easy to install a lift.	N/A	
3.29		Through-floor lifting device (Accessible)	A suitable through floor lifting or lifting platform is provided.	N/A	
3.30		Private stairs and changes of level	Access to all rooms and facilities on the entrance storey are step-free.	N/A	
3.31	F	Living areas	Within the entrance storey there is a living area and space meets table 3.2.		Living areas will meet the required criteria.
3.32 - 3.34	G	Kitchen and eating areas (Adaptable)	The kitchen should meet Table 3.3.		The kitchens will meet this criteria.
3.32 - 3.34		Kitchen and eating areas (Accessible)	The kitchen should meet Table 3.4.		The kitchens will meet this criteria.
3.35	H	Bedrooms	One bedroom should be close to an accessible bathroom. All bedrooms should be accessible to wheelchair users.		The bedrooms will meet this criteria.
3.36		Sanitary facilities: general provisions	All walls, ducts and boxings to AL sanitary facilities must be strong for adaptations. Ceiling structure to accessible bathrooms and WC/cloak rooms is strong enough to allow the fitting of hoist.		Nothing precludes this from being met and will be addressed during detailed design.
3.37 - 3.40		Entrance level WC (Adaptable)	Entrance level WC, basin and installed level access shower.		
	I	Entrance level WC (Accessible)	Entrance level WC, basin and shower comply with the spatial provisions of diagram 3.11.		Entrance level WC facilities will meet criteria.
3.41 - 3.43		Bathroom facilities (Adaptable)	Bathrooms should meet the spatial requirements of Diagram 3.10, and demonstrate they can meet Diagram 3.11.		The wheelchair user dwellings are classed as 'Accessible'.
3.41 - 3.43	J	Bathroom facilities (Accessible)	Bathroom should comply with the spatial provisions of Diagram 3.11.		Bathroom facilities are to be spatially capable of achieving the accessible requirements.
3.44		Services and controls	Services and controls are accessible to people who have reduced reach.		Nothing precludes this from being met and will be addressed during detailed design.
3.45	k	Private outdoor space	Private outdoor space is to be accessible to a wheelchair user.		Meets required criteria where private outdoor space is provided.

Fig. 109 Part M4(3) compliance tracker



Fig. 110 Apartment designed to meet the requirements of Part M4(3)



Fig. 111 View of pedestrian and cycle route along Beverley Brook looking north (landscape indicative)

9. Sustainability

Sustainability

9.1. Overview

The Motspur Park Gas Holders regeneration follows the London Plan (2021) energy hierarchy and zero-carbon approach for major developments, delivering substantial on-site carbon reductions and offsetting any regulated residuals in line with Royal Borough of Kingston policy. The all-electric strategy removes local combustion and associated NO_x, while operational carbon will continue to fall as the UK grid decarbonises.

A Whole Life Carbon (WLC) Assessment has been prepared in accordance with EN 15978 and the RICS WLCA Standard (2023), covering modules A1–A5, B1–B7, C1–C4 and D. The site is well served by public transport and active-travel links (Motspur Park station and several bus routes within walking/cycling distance). The landscape is designed as blue-green infrastructure: new tree planting, strengthened ecological corridors along Beverley Brook, and integrated SuDS. Biosolar roofs will be used where viable to maximise combined energy and biodiversity benefits.

9.2. Energy

The development is 100% electric with no fossil-fuel plant. Each dwelling will be served by an individual exhaust air heat pump (EAHP) that uses indoor extract air as the heat source to deliver low-temperature space heating and highly efficient domestic hot water. The EAHPs integrate the building's mechanical extract from wet rooms; supply air is via background ventilators and openable windows (no separate MVHR is proposed). Suitable roof areas will host photovoltaics, including biosolar systems, and all lighting will be high-efficacy LED with automatic controls. Fabric performance (airtightness, thermal bridging control and U-values beyond Part L limits) underpins demand reduction. In line with the London Plan, regulated residual emissions after on-site measures will be mitigated via a carbon-offset contribution to achieve a policy-compliant zero-carbon outcome for regulated energy.

9.3. Overheating

Overheating has been addressed using Approved Document O with CIBSE TM59-aligned dynamic modelling. The strategy prioritises passive measures: apartment orientation and layout, controlled glazing ratios with appropriate g-values, fixed/external shading where required, thermal mass, night-time purge and secure openable windows to promote cross-ventilation. Mechanical extract via the EAHPs supports purge effectiveness. Selected EAHP units will have a tempered-air mode that can modestly pre-condition supply air in summer

(not comfort cooling) to improve resilience under future climate files. Part O compliance will be demonstrated with a hybrid natural/mechanical approach that avoids reliance on active cooling in typical apartments.

9.4. Water

The design minimises internal/external water use and surface-water impact:

- Target 105 litres/person/day with efficient sanitaryware and flow regulation.
- Smart sub-metering and leak detection for cores/blocks and major landlord supplies.
- SuDS (bioretention planters, rain gardens, permeable paving and controlled discharge) to attenuate flows and improve water quality.
- Construction water use monitored against project-level targets.

9.5. Sustainable Transport

The location supports low car-use living with ready access to rail and bus services. Cycle parking will meet or exceed London Plan standards for residents and visitors, with secure long-stay stores and convenient short-stay stands. Blue-badge parking is prioritised; active and passive EV charging will be delivered in accordance with policy. A permeable layout, legible wayfinding and even, low-glare lighting promote walking and cycling, including strengthened north-south permeability.

9.6. Health and Wellbeing

Homes are designed for good daylight, acoustic comfort (particularly to the railway edge), inclusive access and high-quality private/communal amenity. Low-VOC materials will support indoor air quality. The public realm adopts Secured by Design principles with clear sightlines and uniform lighting. Urban greening, doorstep play and diverse planting support mental and physical wellbeing.

9.7. Waste and Materials

A Circular Economy approach will be followed (London Plan SI 7):

- Pre-demolition audit of gas-holder structures to prioritise salvage and high-value recycling (notably steel).
- Responsible sourcing with preference for products holding EPDs; all timber FSC/PEFC certified.

- A Construction Resource Management Plan will target reduction, reuse and high recycling rates for excavation, demolition and construction arisings.

- Operational waste: secure, dedicated storage for general waste, recyclables and food waste, coordinated with RBK collection.

9.8. Ecology

The scheme is landscape- and ecology-led along Beverley Brook and adjacent SINCS. External lighting is designed to keep key corridors at ≤ 1 lux where practicable (warm spectrum, full cut-off) to protect commuting/foraging bats. The Biodiversity Net Gain assessment demonstrates +34.32% habitat units, +100% hedgerow units and +16.97% watercourse units, delivered through native tree/shrub planting, species-rich grassland, brook-edge enhancements, bird/bat boxes and biodiverse/biosolar roofs. Protected- and invasive-species measures will follow the EclA (e.g., sensitive reptile clearance, woodland-edge enhancement, Japanese knotweed management). A Habitat Management & Monitoring Plan will secure long-term stewardship. The design targets a high Urban Greening Factor in line with the London Plan.

9.9. BREEAM / Residential Quality

Where BREEAM New Construction applies to non-residential/ ancillary areas, the project will target BREEAM 'Excellent'. For the residential components, the scheme will follow best-practice residential sustainability and may be assessed under an appropriate homes quality standard (subject to scope) with targets agreed at the next stage.

9.10. Air Quality

Eliminating on-site combustion removes building-related NO_x during normal operation. The landscape increases canopy cover and filters particulates, while SuDS improve run-off quality to Beverley Brook. A Construction Environmental Management Plan (CEMP) will control dust and emissions (NRMM compliance, water suppression, wheel-wash, no-idling), protect the adjacent SINCS/LNR and manage construction traffic. Reduced private car parking and strong active-travel provision further mitigate transport-related emissions.



Fig. 112 Central public space showing proposed ecological planting



Fig. 113 View of western edge looking north (landscape indicative)

10. Supplementary information

Supplementary information

10.1. Designing out crime

A Secured by Design Meeting with Designing Out Crime Officers from RB Kington and LB Merton was held on 31 July 2025 . The table opposite lists the key concerns from officers and the design team’s responses.

Concerns & questions	Design team response
Concern about parking along western edge: enclosed, limited overlooking, potential theft risk	Additional secondary entrance lobbies are introduced to create more overlooking of the road A 24h concierge on-site will help manage antisocial behaviour
Requirement for safety-rated barriers at pedestrian/cycle access to north and south to prevent vehicle entry.	Barriers are introduced in these locations. Refer to Landscape Statement for more detail
Officers raised concern over Marina Avenue connection (crime leakage risk)	RBK design team encourages creating this connection to increase permeability and connect communities
Officers recommended fixed boundary around O-4 playspace for child safety and cohesion	Majority of playspace is woodland-integrated, but some enclosed space will be provided
Officers requested secondary lobby (airlock) doors at entrances	Internal access controls including lifts will enhance security, so secondary doors not required. Officers accepted this could mitigate the need for secondary entrances
Limit the number of users with access to a cycle store. No electric cycle charging in cycle stores	The cycle stores are limited in size to limit the total number of users per store Electric cyle charging will not be possible in the cycle stores
Officers suggested no changing rooms (ease of CCTV) in residential amenity areas and a booking system for the workspace	Access will be controlled; confirmed management details will follow at detailed design
Officers raised concerns about lighting under tree canopy; suggested bollard/bench underlighting	A lighting strategy is part of the planning submission. This strategy has special focus on creating safe spaces and routes in the public realm at night
Officers recommended site-wide CCTV and strongly supported ANPR	CCTV will be implemented ANPR to be considered at detail design stage
Officers will conduct crime analysis after planning submission	Noted
Officers anticipated the following planning conditions: (1) Pre-commencement security details; (2) Pre-occupation review of delivery per phase and completion.	Noted

10.2. Public art strategy

The public art strategy is to integrate art as sculptural objects in the landscape.

The art strategy is based on the theme of 'memory' and utilises landscape design and elements to refer to the industrial history of the site.

The form of the large gasholder and motifs based on the industrial structures are part of the landscape design. These elements are highlighted on the masterplan drawing opposite.

More detail on these elements can be found within the landscape statement.



Fig. 115 Main gasholder marked in the landscape



Fig. 114 Gateways and thresholds are marked by sculptural objects referencing the gasholder structure



Fig. 116 View of courtyard between Buildings C and E, looking north to Central Green (landscape indicative)

11. Summary & Conclusion

Summary & Conclusion



Process

The scheme has been developed through a design-led process in line with GLA guidance. It has been shaped through pre-application engagement with RBK, GLA, LBM, TfL and the Environment Agency, two Design Review Panel sessions, and a three-phase public consultation. An SCI and a separate Planning Statement accompany the application.

Layout and massing

The layout is landscape led. Built form is focused to the west by the railway. The Beverley Brook and SINC remain as a continuous green corridor with a largely car free route running north to south. Height is concentrated to the north and west and steps down towards the brook and Sir Joseph Hood Memorial Playing Fields. This maintains openness, preserves long views and improves public access.

Public realm and green infrastructure

Re-graded brook edges, woodland extension and new planting stitch the site into wider green/blue networks. Three public spaces line the eastern route, with two quieter resident gardens within the blocks. SuDS are integrated through streets and spaces.

Homes and residential quality

The proposal delivers 589 homes in five buildings, the tallest at 16 storeys. Blocks are oriented east to west to maximise daylight. There are no north-facing single aspect homes and 70.3% are dual or enhanced aspect. Homes meet space and accessibility standards with private balconies or terraces and landscaped communal amenity.

Access and movement

Movement is rail led, walking and cycling first. Motspur Park Station is about 500 m to the north. Vehicular access is from the south. The northern connection prioritises pedestrians and cyclists with emergency access only. Parking, including Blue Badge bays, is on the western edge. Cycle parking meets the London Cycling Design Standards.

The Planning Statement sets out the policy case. In summary, the proposal delivers optimisation of brownfield land within Metropolitan Open Land, maintains and enhances openness along the brook, provides urban greening and biodiversity gains, and delivers high quality homes in line with the London Plan and local policy.

In conclusion, the proposal delivers a clear balance between footprint and open space. It reads as a set piece within the MOL backdrop and secures tangible public benefits. The design is robust, deliverable and appropriate for approval subject to standard conditions and obligations.

Planning policy

A separate Planning Statement addresses policy in full. In summary, the scheme optimises capacity on brownfield land within MOL, maintains and enhances openness along the brook, improves public access and ecology, and delivers high-quality new homes in line with the London Plan and local policy.

Conclusion

In conclusion, the proposal delivers a clear balance between footprint and open space. It reads as a set piece within the MOL backdrop and secures tangible public benefits. The design is robust, deliverable and appropriate for approval subject to standard conditions and obligations.

