

Notes
 Do not scale from this drawing.
 All dimensions are to be checked on site and any discrepancies noted in writing to the Project Manager. All dimensions are in millimeters unless noted otherwise.
 The design in this drawing has been prepared with limited survey information and limited input from structural, services and other consultants and should be read as design intent only.
 Key risk items on the design shown include but are not limited to DLR railway lines adjacent to the site, PSZ height restrictions, existing ground conditions due to the industrial nature of the existing site, ongoing Silver Town Tunnel works by TfL, proposed Underground lines below the site, high level transport infrastructure, and future arrangement of road networks adjacent to the site.

Rev.	Date	Description	Drawn	Checked
P02	17/04/20	REVISED SECTION	JMP	JMP
P03	15/05/20	REVISED LANDSCAPING TREES, ANNOTATIONS	JMP	JMP

NOTE:
 The temporary and permanent ground floor drawings have been designed to be consistent with each other where they overlap. Where the elements of the temporary and permanent ground floor drawings are inconsistent (namely the parking area to the rear of Buildings A and B), the temporary solution (if constructed) will be replaced by the permanent solution which will be constructed at the same time as Phase 2. The proposals for Phase 2 are also current consistent with the permanent solution for Phase 1. In the event that the Phase 2 proposals change as a result of further reserved matter application (RMA) discussions, resulting in the need for Phase 1 to be adjusted, this will be resolved by securing agreement from LBN through determination of a non-material or minor material amendment application(s).

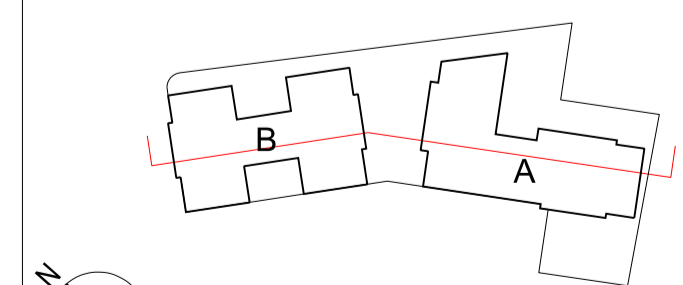
The Proposals have been designed to enable TfL / LBN to construct a new cycle lane along the southside of North Woolwich Road / Dock Road. These works are not being undertaken by the Applicants but will be secured through a Section 276 Agreement. The Phase 1 drawings to be formally approved through this planning application do not show this cycle lane. They will only show the Phase 1 proposals and the any temporary Section 276 works that will be implemented ahead of the cycle lane works. Although the cycle lane will not be shown on the Phase 1 approved drawings, it is illustrated in the drawings contained within the DAS to explain how this cycle lane will be implemented in the context of the Phase 1 proposals in the future.

MAXIMUM AOD HEIGHT:
 The maximum AOD levels of Block A and B shown include possibility for any lift overruns at roof level. These will be reconsidered in order to minimise them as much as possible during the detail and construction stages.

*Maximum building height has been set to allow for safe crainage below the London City Airport Public Safety Zone (PSZ)

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Key Plan



Thames Side West Masterplan
 PHASE 1
 LONG SECTION CC

Scale At A1:	1:250	Job Number:	2018
Date:	31/03/2020	Drawn:	JMP
Drawing Status:	FOR PLANNING	Checked:	JMP
Drawing Number:	2018-JMP-P1-CC-DRA-A-5200	Revised:	P03

