

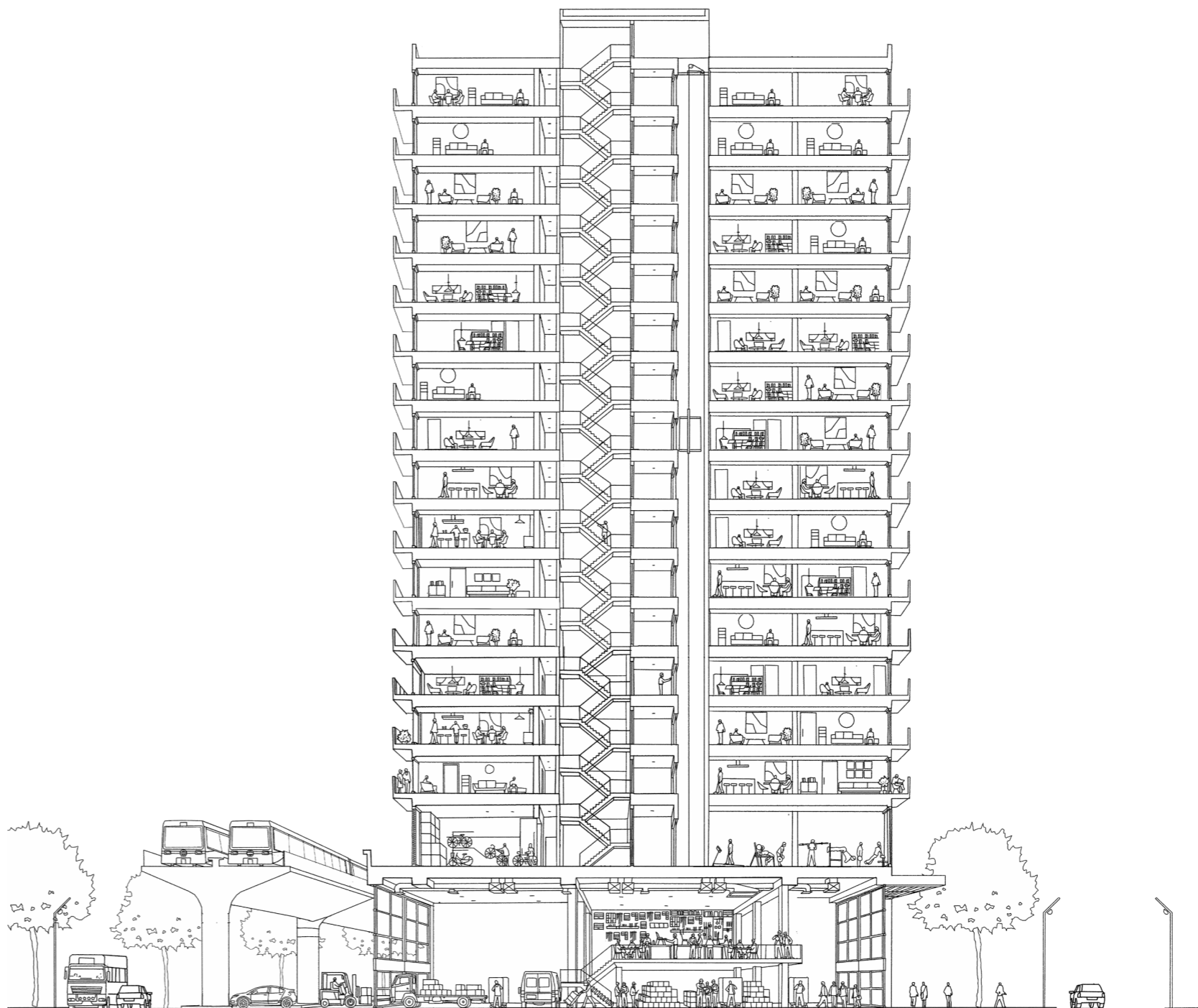
Preface

This document describes the key changes made to the Detail Planning Application for the Phase 1A Residential/Industrial Co-Location development at Thameside West submitted to the London Borough of Newham (LBN) in December 2018 by Silvertown Homes Ltd and Greater London Authority Land and Property (GLAP). These changes were made in consultation with the Planning Team at the GLA following a series of workshops and reviews from December 2019 to February 2020.

The fundamental approach to this detail consultation has been to improve this innovative proposal and respond positively to concerns regarding the original Detail Application cited by LBN whilst at all times trying to remain faithful to the original design intent and expression of this unusual building typology and critical initiating phase of the wider masterplan for Thameside West. The process has resulted in significant revisions of the design's massing and organisation but in many respects the architectural expression of the building, its materiality and detail have not undergone radical change. Indeed, if anything the GLA have encouraged a greater consistency and consolidation of its key features to guarantee the quality and distinctiveness of the design. This co-location of residential accommodation above active and contemporary light industrial use is a challenging, ambitious and important proposal for future development in London which aims to optimise strategic housing delivery and bring genuine local employment within this use class into the Borough. We believe the revised proposals described in this report have improved the original design in detail and also remained true to its original Vision.

May 2020

This GLA Addendum document has been prepared by John McAslan + Partners for the applicant to supplement the submitted Design and Access Statement Vol.2. Phase 1, located on the former site of the Carlsberg Tetley building in E16 has been submitted in full detail and all other phases, as well as the river wall, have been submitted in outline (with all matters reserved) validated on the 09th of January 2019, Application No. 18/03557/OUT. This document is the GLA Revision, and is to be read with supporting documentation prepared by the consultant team. The first addendum was submitted in May 2019 and the second in June 2019. This document should be read in conjunction with the original DAS and all its subsequent addendums.





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Preamble

Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) have submitted a hybrid planning application to the London Borough of Newham (LBN) for the development of the Thameside West site, accessed off Dock Road in Newham (the Site).

SHL is a property development company and joint land owners of the Site. SHL has over 65 years combined experience at delivering high quality regeneration projects across London. GLAP is a subsidiary corporation of the Greater London Authority (GLA) and took over assets and liabilities from the London Development Agency (LDA) in 2012. GLAP is primarily focused on delivering genuinely affordable homes and jobs for London.

The proposal is to construct a new high-quality residential-led mixed-use development comprising new homes, new industrial floorspace, a new local centre, a new primary school and nursery school, new community facilities, a new public park (with associated outdoor play facilities), enhanced SINC and over 800m of new riverside walk along the River Thames with ecological / biodiversity enhancements. The development has been designed to focus its community hub around the delivery of a new Dockland Light Rail (DLR) station that is proposed to be constructed on the Site by Transport for London (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan + Partners, Patel Taylor and the wider project team taking into account comments provided by local residents during summer and public exhibition events and comments provided during pre-application discussions with a variety of statutory and non-statutory interests, including LBN and its Design Review Panel (DRP), the Great London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

Search for planning application reference number 18/03557/OUT at:

<https://pa.newham.gov.uk/online-applications/search.do?action=simple>



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1.0

Executive Summary



1.1 Schedule of Changes

Background Context

“A hybrid planning application was submitted to London Borough of Newham (LBN) in December 2018 by Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) (the “Applicants”). This application proposed the phased construction of a major mixed use development on land at Thameside West, Dock Road, London E16 (the “Site”). Phase 1 of the development is submitted in full detail and all other phases of the development, as well as a new river wall, are submitted in outline (with all matters reserved). The planning application was validated by LBN in January 2019 under reference 18/03557/OUT.

The Applicants submitted amendments to the proposed development and supporting planning application material to LBN on 17th May 2019, which included:

- Amendments to the external appearance of the Phase 1 development;
- Altering the phasing of the development to bring forward the industrial phase of the development into Phase 3;
- Altering the description of development in relation to the industrial use classes proposed;
- Updating the traffic modelling;
- Updating the noise and air quality assessments to include the scenario of the retention of the Thames Wharf Safe guarded Wharf and other neighbouring wharves;
- Updating the Chapters of the Environmental Statement (ES) to take account of the comments received by statutory consultees; and
- Other minor amendments.

The Applicants now propose to make a second set of amendments to the proposed development and supporting planning application material, which comprise of:

- Reducing the massing of buildings E (- 2 and – 5 storeys) and F (- 1 storey) and increasing the massing of the lower elements of buildings Q (+1 storey), R (+1 and +2 storeys), S (+1 and +2 storeys), T (+1 storey) and U (+1 storey);
- Undertake amendments to the elevation treatment of buildings A and B (but no massing changes);
- Marginally increasing the height of building V;
- Alterations to the ancillary uses proposed at podium level in buildings A and B; and
- Alterations to the podium level and ground level landscaping within Phase 1

Note regarding the Approved Drawing Set:

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).

Schedule of Changes

The Applicants now propose to make a third set of amendments to the proposed development and supporting planning application material, which comprise: of

- Block A has reduced 6 storeys on core 1
- Block B has gained 2 storeys on core 3
- Block B has reduced 4 storeys on core 4
- The footprint of residential block a has been reduced, increasing amenity area at podium level
- Residential block A has been moved further away from SIL site, improving outlook and quality of residential units
- All single-aspect flats facing each other are at a minimum 18m apart.
- Typical residential floor layouts have been amended
- Total area and number of residential units has been reduced (401 units, from 460)
- Affordable housing provision has been marginally reduced (46.5% from 49.7%)
- Residential cycle stores in blocks A and B are now accessible from the new residential street at Phase 2+
- Ground floor layout of block B has been amended to provide direct access to bin store and external collection point has been removed.
- Mezzanine floor of block B has been amended internally and commercial units increased in GEA
- Public realm along North Woolwich Road has been significantly improved and a cycle lane has been incorporated.
- Number of car parking spaces have been reduced in line with loss of residential units
- Balconies have been better defined, proximity and privacy between balconies has been improved

1.2 GLA Workshop Design Development

GLA Workshops

Following an initial review by the Great London Authority (GLA) in their capacity as the new local authority, the design for both the masterplan and Phase 1 has evolved to resolve and improve the items that were raised by the two main authorities:

- GLA focused policy and items for review as outlined by the GLA
- Reasons for refusal as outlined by London Borough of Newham

The bulk of this design development was carried out through 6 workshops with the GLA officers. Newham officers and the chair of the Newham Design Review Panel were also invited to attend these meetings and were informed of the changes through the process. After the 6th workshop there was a further study on the City Airport Aviation Restrictions - this had a final impact on the massing of Phase 1 to ensure full compliance.

The dates of the workshops and significant changes to the scheme are listed out on the adjacent diagram.



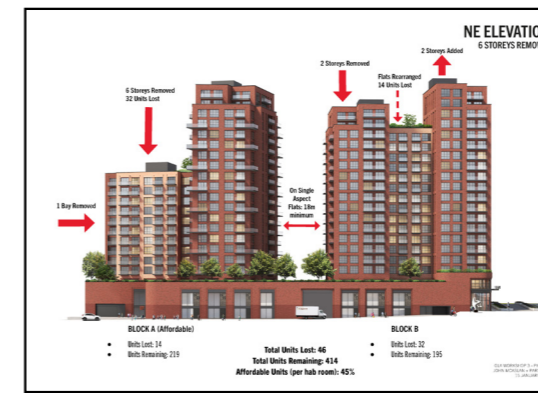
GLA Workshop 01
11th December 2019

- Overview and clarifications of the scheme and reasons for refusal by LBN



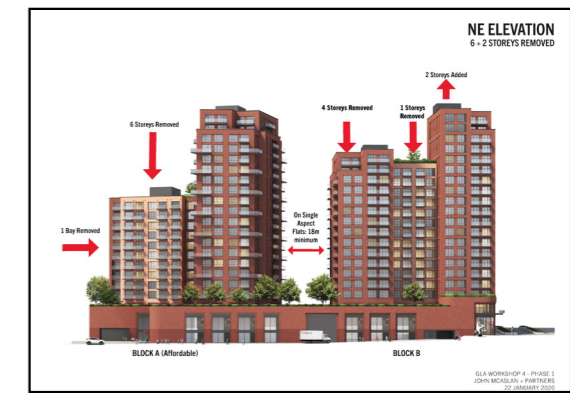
GLA Workshop 02
9th January 2020

- 8 levels reduced from Block A core 1
- 1 bay removed from Block A core 1
- Blocks A and B moved 18m away from each other
- Total 58 units lost off Phase 1



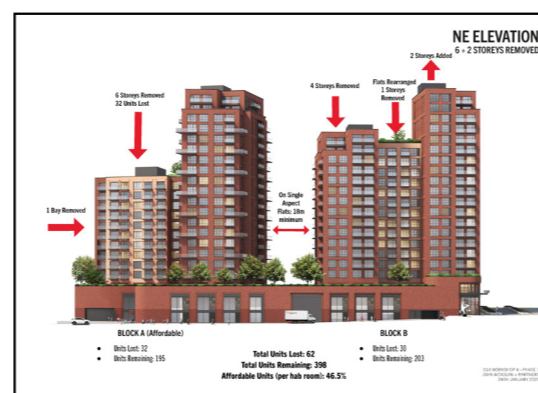
GLA Workshop 03
15th January 2020

- 6 levels reduced from Block A core 1
- Massing on Block B cores 3 and 4 flipped
- Balconies re-arranged to improve privacy
- Total 46 units lost on Phase 1
- TfL cycle path included into public realm



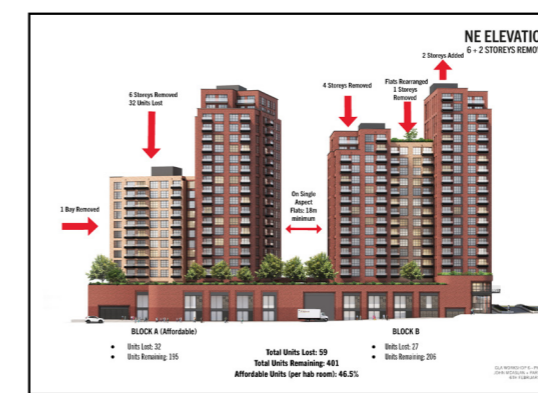
GLA Workshop 04
22nd January 2020

- GLA agrees to reduced massing from Block A
- 2 levels reduced from Block B Core 3
- Total 58-62 units lost on Phase 1
- Public realm much improved



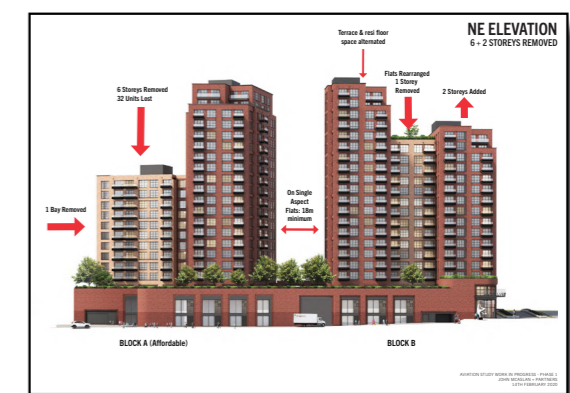
GLA Workshop 05
28th January 2020

- GLA agrees to reduced massing from Block B
- GLA agrees to principle of affordable provision
- Parking in Block B swapped with bins store to remove need for waste point in public realm
- Public realm much improved
- Total 62 units lost on Phase 1



GLA Workshop 06
6th February 2020

- GLA agrees to massing changes
- GLA agrees to internal layout changes
- GLA agrees to residential layout changes / unit mix/ affordable provision in principle
- GLA agrees to balcony typology changes subject to wind analysis
- Total 59 units lost on Phase 1



Aviation Study
6th February 2020

- Massing on Block B cores 3 and 4 flipped and massing on terraces at penthouse levels adjusted
- GLA agrees to massing changes

1.3 Design Evolution

The design changes in consultation with the GLA are carefully documented in the following pages of the report and we believe have resulted in a significant de-cluttering of the public realm adjacent to the building ,an improvement of its internal planning arrangements, a reduced and more elegant massing and silhouette and an improvement to disabled parking and cycle access. All of these amendments will make the building a better neighbour in relation to its visibility and environmental impact on adjacent properties and enhance keys local views.

The changes have resulted in a reduction in overall areas and flat numbers which have been reallocated and rebalanced within the wider Masterplan in consultation with Foster and Partners. The consultation process has also reviewed and verified the principles of the fire access, evacuation and building resistance to spread of flame strategy by an independent specialist fire consultant which is a critical requirement for all new residential developments to demonstrate in the London and the UK to guarantee public safety and security of the building in use.

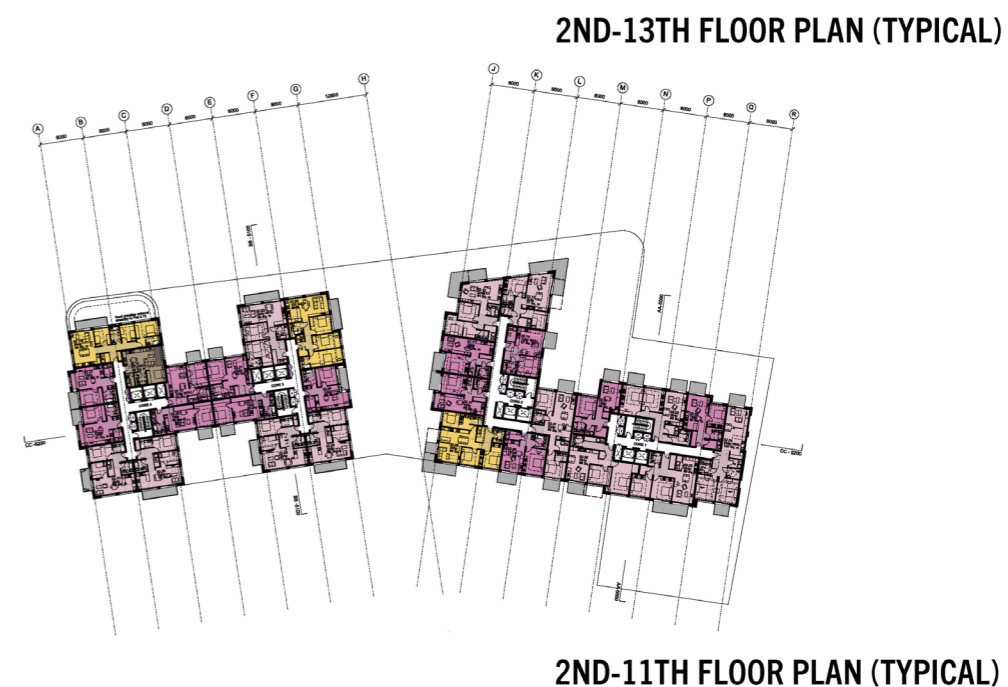
All of these changes have been accommodated whilst retaining the core organisational and architectural principles established in the original development and in every instance have corrected, enhanced and elevated the design to fully realise its remarkable and innovative agenda and purpose.

SUBMITTED SCHEME - JUNE 2019

Elevations and Massing



Layout Changes



PROPOSED SCHEME - MAY 2020

