

May 2020



## 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 redevelopment 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. This 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's (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan & Partners, Patel Taylor and the wider project team (listed, right) 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 Greater London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

This document is one of a suite of planning application documents submitted to LBN, including an Environmental Statement. The planning application is available to review at LBN's office or using LBN's online services:

Search for planning application reference number 18/03557/OUT at: <https://pa.newham.gov.uk/online-applications/search.do?action=simple>

The planning application can also be viewed on the GLA's website at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings>

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## ACCESS STATEMENT



**SYSTRA**

# THAMESIDE WEST, NEWHAM

## ACCESS STATEMENT

### IDENTIFICATION TABLE

<b>Client/Project owner</b>	Silvertown Homes Limited and GLA Land and Property
<b>Project</b>	Thameside West, Newham
<b>Study</b>	Access Statement
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# 1. INTRODUCTION

## 1.1 Context

1.1.1 SYSTRA Limited (SYSTRA) has been appointed by Silvertown Homes Limited (SHL) and GLA Land & Property (GLAP) (the Applicant) to prepare an Access Statement in support of a hybrid planning application concerning the redevelopment of Thameside West, Newham (the Site). The local planning authority is the London Borough of Newham (LBN).

1.1.2 The combined (outline and detailed) planning applications comprise of the following:

- Up to 5,000 residential units;
- Approximately 15,000 sqm (GEA) of flexible employment floorspace (Classes B1c, B2 and B8);
- Approximately 4,441 sqm (GEA) of flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8);
- Approximately 7,368 sqm (GEA) of flexible retail floorspace (Classes A1 to A4);
- Approximately 7,055 sqm (GEA) of community and leisure floorspace (Classes D1 and D2);
- 505 car parking spaces;
- Approximately 9,833 cycle parking spaces;
- Max 26 storeys height (97.90 max AOD).

1.1.3 The detailed application, termed Phase 1, comprises of the following:

- 401 residential units;
- 3,608sqm (GEA) of flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8);
- 230 sqm (GEA) of flexible retail floorspace (Classes A1 to A4);
- Up to 32 residential car parking spaces, three non-residential spaces, one car club space;
- 720 cycle parking spaces; and
- Max 21 storeys height.

1.1.4 A hybrid planning application was submitted to LBN in December 2018 by the Applicants. This application proposed the phased construction of a major mixed use development. Phase 1 of the development was submitted in full detail and all other phases of the development, as well as a new river wall, were submitted in outline (with all matters reserved). The planning application was validated by LBN in January 2019 under reference 18/03557/OUT.

1.1.5 The Applicants submitted two sets of amendments to the proposed development and supporting planning application material to LBN on 17th May 2019 and 28<sup>th</sup> June respectively.

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

- Significant reduction in the massing of Building A;
- Decreasing the overall height of Building B;
- Internal and external amendments to the Buildings A and B;
- Amendments to the landscape proposals and reduction in amount of car and cycle parking proposed for Buildings A & B;
- Decreasing the overall height of Building C;

- Reducing the massing of Building D (focusing on the wings adjacent to the Allnex site) to form a stepping down in massing and the massing redistributed to Buildings N, M and J;
- Adjusting the heights of Buildings E & F and the position of the lower podium to improve proximity between the buildings and to improve the outlook of residential units;
- Increased separation distances in Buildings H, K, L and P (Thameside Crescent) to ensure separation distances between habitable rooms for single aspect units achieve a minimum of 18m;
- Buildings S and T have increased in height;
- Increased separation distances between Buildings Q and U to improve views and access from the Station Square to the riverside walkway; and
- Reduction in height of lower parts of Buildings Q & U to increase separation distances.

## 1.2 Inclusive Design Principles

1.2.1 The principles of inclusive design are underpinned by the social model of disability, which supports the view that it is the attitude of society at large, and organisational and environmental structures, that restrict an individual's participation in mainstream activities.

1.2.2 The solution to this problem is, in part, to change the environment, to remove the barriers to full participation and ensure new developments are designed inclusively from the outset to ensure that developments can be used safely, easily and with dignity by all. All new developments should be convenient to use and welcoming with no disabling barriers, so everyone can use them independently, without undue effort, separation or special treatment.

1.2.3 The proposed development therefore aspires to be:

- *Welcoming* with no disabling barriers that might exclude people;
- *Inclusive* so everyone can use it safely and easily;
- *Legible* to ensure ease of movement and wayfinding;
- *Convenient* so everyone can use it without too much effort or separation;
- *Adaptable* to respond to changing needs; and
- *Flexible* so different people can use it in different ways.

## 1.3 Purpose of Access Statement

1.3.1 The purpose of the Access Statement is to explain how the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the development proposals, whether relevant best practice standards have been complied with, and how inclusion will be maintained and managed. The Access Statement process is key to ensuring that the built environment is safe, accessible and convenient and enables everyone to access jobs, opportunities and facilities.

## 2. POLICY AND DESIGN GUIDANCE

### 2.1 Context

2.1.1 This Access Statement responds to inclusive design policy and guidance at a national, regional and local level, as detailed in this section.

### 2.2 Relevant Planning Policy

2.2.1 Planning Policy relevant to the Proposed Development includes:

- The National Planning Policy Framework (NPPF) (July 2018);
- The Intend to Publish London Plan (December 2019);
- The London Plan (2016);
- The Mayor's Transport Strategy (March 2018);
- The London Plan Supplementary Planning Guidance (SPG) Shaping Neighbourhoods, Accessible London: Achieving an Inclusive Environment (October 2014);
- Greater London Authority (GLA) SPG (March 2016): Housing; and
- London Borough of Newham Local Plan (December 2018).

2.2.2 The GLA now considers the Draft New London Plan to carry weight when determining planning applications, therefore relevant excerpts are included in this list. Where the Draft New London Plan and the current adopted London Plan differ in policy, this is made clear.

- All new development in London should achieve the highest standards of accessible and inclusive design and support the principles of inclusive design (Adopted London Plan, policy 7.2, Intend to Publish London Plan, Policy D3, Accessible London Implementation Point 8).
- Housing needs to be flexible to meet a wide range of varying needs, with the provision of specialist accommodation where necessary (LBN Local Plan Policy H3).
- All new residential developments will ensure that 10% of dwellings provided are wheelchair accessible or easily adaptable for residents who are wheelchair users (Intend to Publish London Plan Policy D5, LBN Local Plan Policy H1.)
- Design and access statements submitted with development proposals should provide relevant information to demonstrate the proposal meets the design requirements of the London Plan (Intend to Publish London Plan, Policy D2).
- Three per cent of dwellings must have a disabled persons parking bay available from outset. In addition, it must be demonstrated on plan how an additional seven per cent of dwellings could be provided with a designated disabled persons parking bay in future upon request (Intend to Publish London Plan, Policy 6.1G).
- Non-residential elements of a development should provide at least one on or off street disabled persons parking bay. Any development providing off-street parking should provide at least two bays designated for Blue Badge holders (Adopted London Plan, para 6A.2). *The Intend to Publish London Plan removes the minimum required provision of two bays (Policy T6.5).*
- The Intend to Publish London Plan (para. 10.6.18) requires at least one blue badge parking space to be provided for all proposals even if no general parking is provided.
- Where non-residential parking is provided the provision of disabled bays is based on a percentage of the total number of parking bays (5% disabled and 5% enlarged bays for workplaces and education, 6% disabled bays and 4% enlarged bays for retail uses) (Intend to Publish London Plan para. 10.6.18). The provision of disabled bays should be regularly monitored and reviewed to ensure the level is adequate and that

enforcement is effective (Adopted London Plan, para. 6A.3, Intend to Publish London Plan, para. 10.6.18).

- Spaces designated for use by disabled people should be located on firm, level ground and as close as feasible to the accessible entrance to the building (Adopted London Plan, para. 6A.3, Intend to Publish London Plan, Policy T6.5).
- Communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be accessible to all residents including children and wheelchair users and located on a hard, level surface (GLA Housing SPG, Standard 22).
- The layout and design of development and social infrastructure facilities should be guided by principles of inclusive design and should be accessible to all sections of the community, including disabled and older people and families with young children (GLA Housing SPG, Policy 7.2).
- The redesign of estates should maximise active frontages and minimise inactive frontages where buildings face publicly accessible space in order to increase natural surveillance and activity (GLA Housing SPG, Standard 10).
- 90 per cent of London's future housing should be built to Building Regulation requirement 'M4 (2): Accessible and adaptable dwellings' and 10 per cent should be built to Building Regulation requirement 'M4 (3): Wheelchair user dwellings' (Adopted London Plan, Policy 3.8, Intend to Publish London Plan, Policy D5).
- Where any part of an approach route including the vertical circulation in the common parts of a block of flats is shared between dwellings of different categories (i.e. M4(2) and M4(3)), the design provisions of the highest numbered category of dwelling served should be applied, to ensure that people can visit their neighbours with ease and are not limited by the design of communal areas (Intend to Publish London Plan, para. 3.5.2).
- Step free access should be provided to areas of amenity space and unnecessary changes in level should be avoided as these could form barriers for some people (SPG Accessible London para. 4.2.26).
- The London Cycle Design Standards (2016) recommends that at least 5 percent of all spaces should be capable of accommodating a larger cycle. This enables people to park adapted/ cargo cycles.
- Developers are encouraged to provide mobility storage / charging areas for residents within suitably sized communal areas, for example adjacent to cycle storage in separate lockable areas (SPG Accessible London, Implementation Point 24).

## 2.3 Relevant Design Guidance

2.3.1 Design guidance and regulations relevant to the Proposed Development include:

- Approved Document Part M (AD Part M), 2015 incorporating 2016 amendments Edition, Access To and Use of Buildings- Volume 1: Dwellings;
- Approved Document Part M (AD Part M), 2015 Edition, Access to and Use of Buildings- Volume 2: Buildings Other Than Dwellings;
- British Standard 8300 (2018) Part 1: External environment, Code of Practice for Design of Buildings and their Approaches to meet the needs of Disabled People;
- British Standard 8300 (2018) Part 2: Buildings, Code of Practice for Design of Buildings and their Approaches to meet the needs of Disabled People;
- British Standard 9999 (2017), Code of practice for fire safety in the design, management and use of buildings;
- Department for Transport (DfT) (2005), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure;
- GLA (2007), Wheelchair Accessible Housing: Best Practice Guidance;

- DfT (2018), The Inclusive Transport Strategy: Achieving Equal Access for Disabled People;
- DfT (2007), Manual for Streets (MfS);
- DfT (1995), Transport Advisory Leaflet 05/95: Parking for Disabled People;
- DfT (2007), Guidance on the Use of Tactile Paving Surfaces;
- Royal National Institute for the Blind (RNIB) (2015), Street Furniture; and
- Guide Dogs for the Blind Association (GDBA) (2010), Inclusive Streets: Design principles for blind and partially sighted people.

2.3.2 A review of inclusive design guidance has shown specific minimum design requirements for residential buildings, car parking and the streetscape. A summary of some key requirements is provided below:

- The approved Part M (2015 incorporating 2016 amendments) provides guidance about how to comply with requirements M4(1), M4(2) and M4(3) of the Building Regulations which correlate to visitable dwellings, accessible and adaptable dwellings and wheelchair user dwellings respectively (AD Part M 2015);
- M4(2) and M4(3) are 'optional requirements' as defined in the Building Regulations. An optional requirement only applies where a condition that one or more dwellings should meet the relevant optional requirements is imposed on a new development as part of the process of granting planning permission. Where no condition is imposed, dwellings only need to meet the requirements of M4(1) (AD Part M, 2015 para. 0.3);
- M4(2) compliance will be met where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. M4(3) compliance will ensure that a unit can demonstrate that the dwelling is capable of meeting the functional and spatial provisions for a wheelchair adaptable or wheelchair accessible dwelling (AD Part M, 2015);
- Parking spaces designated for use by disabled people to serve non-residential land uses, should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between the designated spaces and at the rear outside the traffic zone, to enable the disabled driver or passenger to get in or out of a vehicle and access the boot safely (AD Part M, Vol. 2 2015, diagram 2);
- Within a communal parking area, parking spaces for residential land uses should be a standard parking bay with an additional minimum clear access zone of 1200mm to both sides (AD Part M 2015, Vol. 1, para. 3.12b);
- Spaces for blue badge holders should be provided as close as possible, preferably within 50m of the facilities served by the car park with level or ramped access, and undercover if possible (DfT, 2005);
- As far as possible, access should be level from the boundary of the site, and from any car parking designated for disabled people, to the principal entrance (AD Part M Volume 2, para. 1.6);
- A safe means of escape for disabled people should be provided with safe refuges and/or fire-fighting lifts (BS9999, 2017);
- All public areas, including lavatory accommodation, public telephones and external terraces should be accessible (AD Part M 2015 para. 4.14);
- Street furniture should be provided in a consistent pattern and not create obstructions on the footway. They should have good contrasting features and at the same time not cause glare as can be the case with stainless steel (GDBA, 2010);
- Streets should be kept clear of obstacles and clutter, assisting those with visual impairments when using the space (RNIB, 2015); and

- Material, features and street furniture should have good tonal and colour contrast to enhance visibility for blind and partially sighted people with some residual vision (GDBA, 2010).

## 2.4 Summary

- 2.4.1 The Proposed Development has responded to inclusive design policy and guidance as the range of land uses on the Site have been designed to be accessible for all, catering for a range of impairments.

### 3. DEVELOPMENT PROPOSALS

#### 3.1 General

3.1.1 The Site is located in the Silvertown area of the Docklands, to the west of the Royal Victoria Dock. It is bounded by the River Lea to the west, the River Thames to the south and the A1020 Silvertown Way/North Woolwich Road flyover to the north and east.

3.1.2 The Phase 1 Detailed Application Site is located in the eastern corner of the wider Masterplan. It is bounded by the A1020 Silvertown Way/North Woolwich Road flyover and a side road also named North Woolwich Road to the north, with derelict industrial land to the south, east and west. Bell Lane runs adjacent to the south eastern boundary. Park Way and Silver Road, both internal site roads will run adjacent to the Site's north west and south west boundaries respectively. West Silvertown Docklands Light Railway (DLR) station is located approximately 500m to the east of Phase 1. **Figure 1** below shows the locations of both the wider Masterplan and Phase 1 Sites.

Figure 1. Site Location



3.1.3 The detailed application comprises of the following:

- 401 residential units;
- 3,608sqm (GEA) of flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8);
- 230 sqm (GEA) of flexible retail floorspace (Classes A1 to A4);
- Up to 32 residential car parking spaces, three non-residential spaces, one car club space;
- 753 cycle parking spaces; and
- Max 21 storeys height.

3.1.4 The same inclusive design and accessibility principles discussed in this section will apply to all further plots within the outline application. These will be considered at the respective reserved matters stages.

**3.2 Residential Land Uses**

3.2.1 Phase 1 includes 401 residential units in four cores, with a maximum building height of 21 storeys. 49% of units (195) are designated as Affordable/Social Rent and 51% (206) as Private Rent. The breakdown of unit size is shown in **Table 1** below.

**Table 1. Phase 1 Site Residential Unit Mix**

	TOTAL	
UNIT SIZE	NUMBER OF UNITS	PERCENTAGE
Studio	1	0%
1 Bedroom	184	46%
2 Bedroom	157	39%
3 Bedroom	57	14%
4 Bedroom	2	0%
<b>Total</b>	<b>401</b>	<b>100%</b>

**3.3 M4(2) ‘Accessible and Adaptable Dwellings’**

3.3.1 Of the 401 Phase 1 units, 360 (90%) will comply with Part M4(2) standards providing wide doorways and circulation space, an entrance level accessible bathroom and window heights in living spaces starting no higher than 850mm above floor level, or at the minimum height necessary to comply with the requirements of Part K for guarding to windows. **Figure 2** to **Figure 6** below provide example M4(2) unit layouts. Architect drawings of the example M4(2) unit layouts are included at **Appendix A**.

Figure 2. M4(2) Unit Layout – 1.2.G (1B2P)

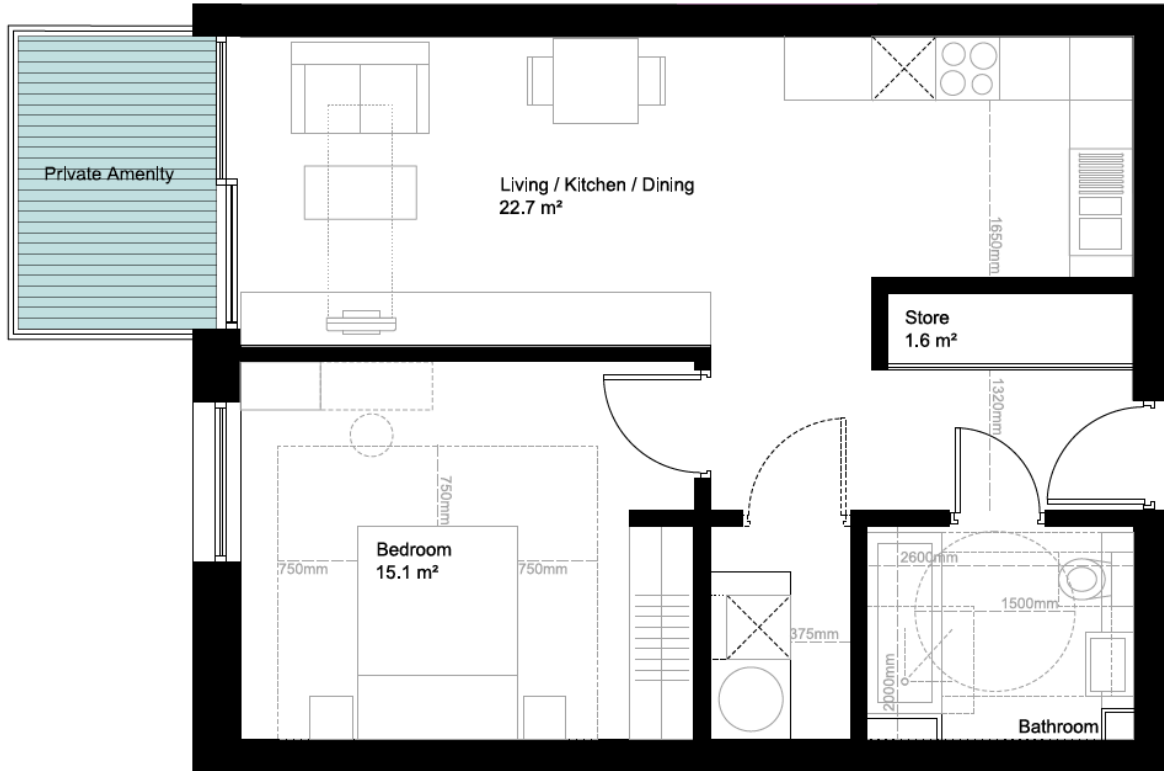


Figure 3. M4(2) Unit Layout – 2.2.G (2B3P)

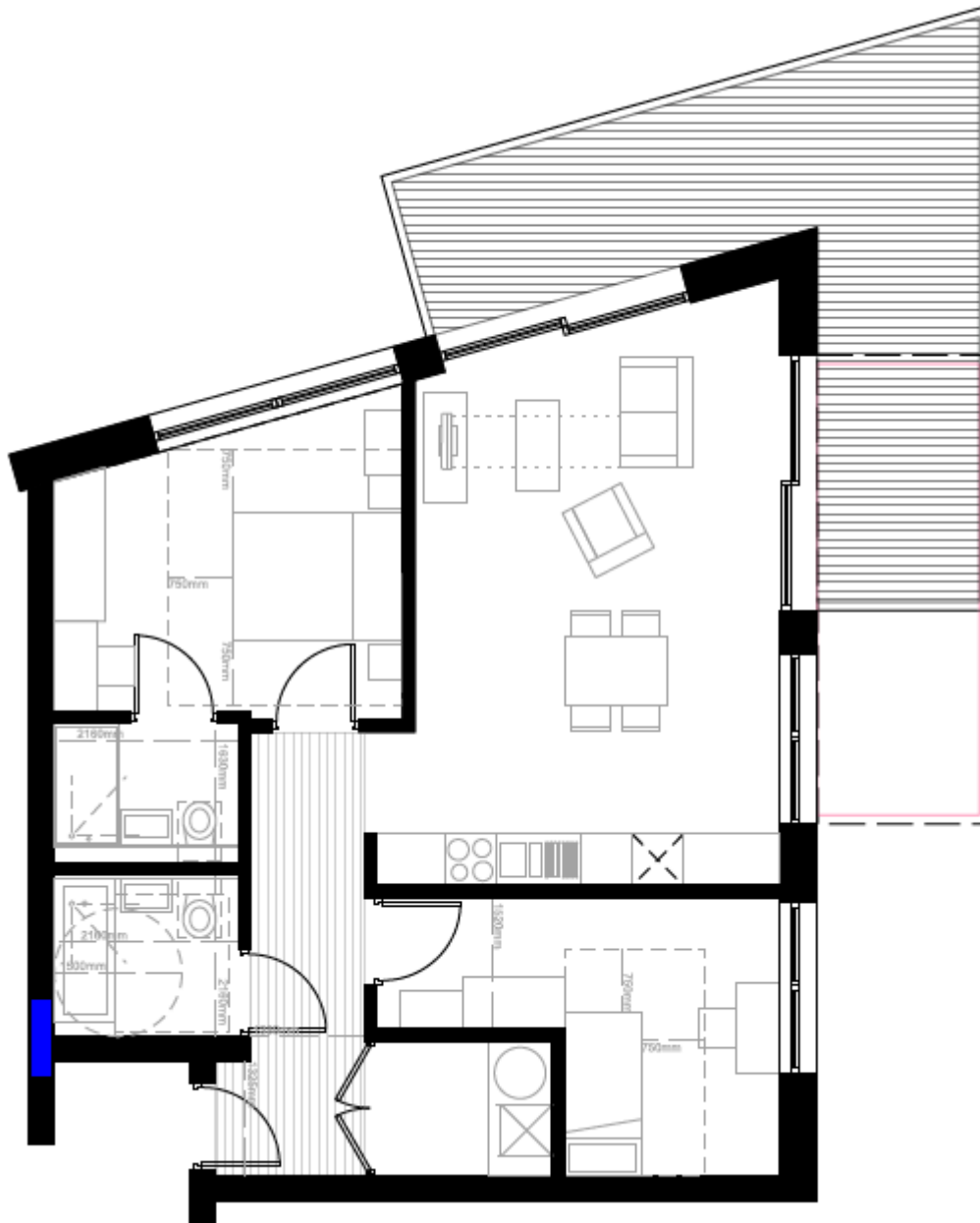


Figure 4. M4(2) Unit Layout – 2.2.E (2B4P)

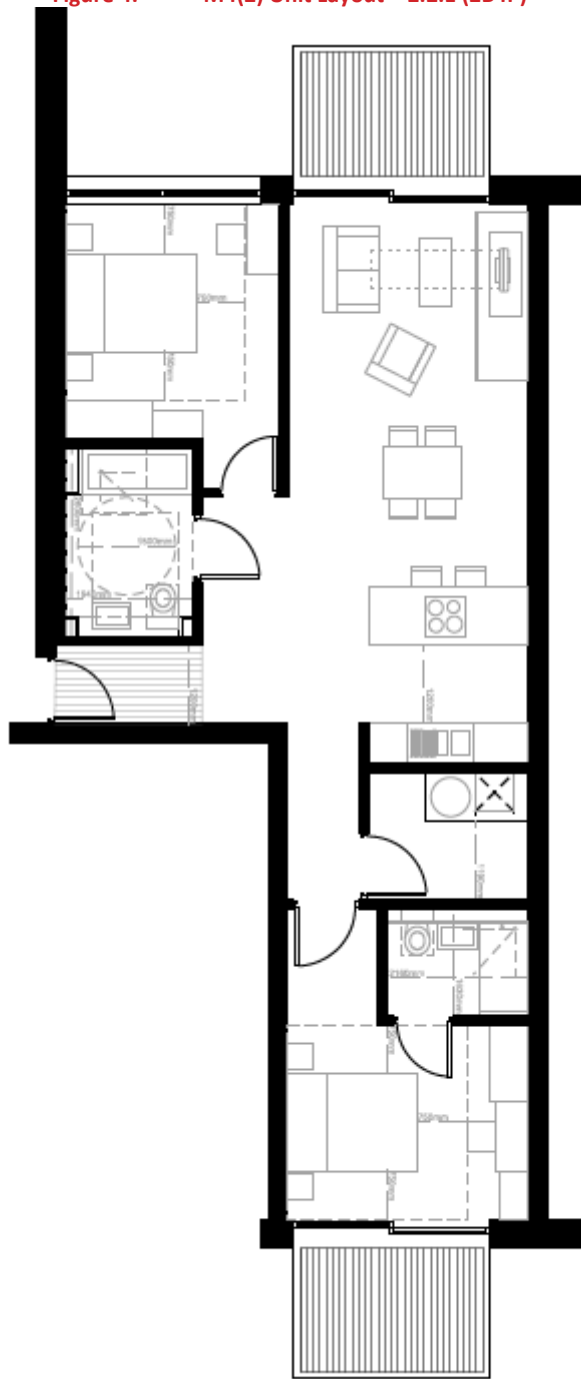


Figure 5. M4(2) Unit Layout – 4.3.C (3B6P)



**Figure 6. M4(2) Unit Layout 18.03 (4B8P)**



3.3.2 **Table 2** lists the key standards for an M4(2) ‘Accessible and Adaptable’ dwelling, as specified in Part M4(2). The M4(2) unit layouts are designed in accordance with Part M requirements, as outlined in **Table 2** below.

**Table 2. M4(2) Accessible and Adaptable Dwellings**

Criteria		Compliant
Approach route	The approach route should be step-free, with a minimum clear width of 900mm in private areas and 1200mm in communal areas. Gateways should have a minimum clear opening width of 850mm.	Yes
External ramps	The gradient should be between 1:20 and 1:12. Every flight should have a minimum clear width of 900mm. A landing a minimum 1200mm long should be provided.	Yes
External steps	Every flight should have a minimum clear width of 900mm, and have top, bottom and where necessary intermediate landings, with a minimum length of 900mm.	Yes
Car parking	In communal areas, at least one parking bay should be provided close to the communal entrance of each core and should have a minimum clear access zone of 900mm on one side.	Yes
Drop-off	Any drop off area is close to the principal communal entrance.	Yes

Criteria		Compliant
Communal entrance	There should be a level landing of minimum 1500x1500mm directly outside the entrance. The door should have a minimum clear opening width of 850mm.	Yes
Communal lifts	There should be a clear landing of minimum 1500x1500mm directly in front of the lift door at every level. The lift car is a minimum of 1100x1400mm and its doors have a minimum clear opening width of 800mm.	Yes
Communal stairs	The stair should meet the requirements of Part K for a general stair.	Yes
Private entrance	There should be a level external landing of minimum 1200x1200mm and the entrance door should have a minimum clear opening width of 850mm.	Yes
Internal doorways and hallways	The minimum clear width of every hall or landing should be 900mm, which is not reduced below 750mm where there are localised obstructions. The minimum doorway width should be suitable for the width of hallway, as outlined in Table 2.1 in AD Part M.	<b>Unit 4.3.C – Sliding door to ensuite provides 650mm effective doorway width.</b>
Private stairs	Access to all rooms on the entrance storey should be step-free. The minimum clear width of the stair should be 850mm.	Yes
Living, kitchen and eating areas	A living area should be provided on the entrance level. A minimum clear space of 1200mm should be provided in front of and between all kitchen units and appliances.	Yes
Bedrooms	Every bedroom should have a clear access route a minimum 750mm wide from the doorway to the window. The principal double bedroom should have a clear access zone a minimum 750mm wide to both sides and the foot of the bed. All other double bedrooms should have a minimum 750mm wide clear access zone to one side and the foot of the bed. All single and twin bedrooms should have a minimum 750mm clear access zone to one side of each bed.	<b>Yes – some secondary bedrooms omit a piece of furniture which is provided in other bedrooms.</b>
WC facilities on the entrance storey	A step free WC and basin should be provided on every entrance storey. The WC should meet the standards required for a building with its number of storeys. A minimum 750mm clear access zone should be provided in front of the WC in the accessible bathroom. Doors should open outwards.	Yes
Bathrooms	A bathroom containing a WC, basin and a bath should be located on the same floor as the principal double bedroom. A 750mm clear access zone in front of WCs should be provided. Doors should open outwards. The accessible bathroom should have a 750mm radius clear access turning circle, clear of any stack or drainage positions.	<b>Some bathroom sinks measure 600 by 400mm, slightly below the 600 by 450mm required by Part M.</b>
Services and controls	Switches, controls and door handles should have their centre line between 450-1200mm above floor level. Consumer units should be mounted so that the switches are 1350-1450mm above floor level.	Yes

### 3.4 M4(3) 'Wheelchair User Dwellings'

3.4.1 A total of 41 residential units are designed to meet M4(3) wheelchair user dwelling standards, meeting the 10% minimum threshold required for M4(3) units. The M4(3) units are provided in both Blocks A and B, over a range of floors, allowing future occupiers a choice of location.

- 3.4.2 All M4(3) units will be built as M4(3) Adaptable from outset. The required adaption between M4(3) adaptable and adapted can be achieved easily, without structural changes. Of the M4(3) units, 21 will be designated as Private Rent and 20 as Affordable/Social Rent.
- 3.4.3 **Table 3** below provides a breakdown of the M4(3) unit sizes across Phase 1. A mixture of one, two and three bedroom M4(3) units are provided, allowing for single occupancy or occupancy alongside a carer or family. Architect drawings of the M4(3) unit layouts are included at **Appendix B**.

**Table 3. M4(3) Unit Mix across Phase 1 Site**

UNIT SIZE	TOTAL NO. UNITS	PERCENTAGE
1 Bedroom	26	63%
2 Bedroom	3	7%
3 Bedroom	12	29%
<b>Total</b>	<b>41</b>	<b>100%</b>

- 3.4.4 **Figure 7 to Figure 12** show a selection of M4(3) unit typical layouts, demonstrating how the units have been designed to accommodate the spatial requirement of M4(3) standards. This selection displays the M4(3) units in their Accessible layout.
- 3.4.5 For the Wheelchair adaptable dwellings, the required adaptations only include lengthening the kitchen worktop length, relocation of the sink to allow WC side transfer, installation of grab rails and removal of the bath and fitting of a level access shower, for which the drainage is already installed. The required adaptations are minimal and can be achieved quickly and easily. The position of the sink and the extended kitchen worktop length requirements are shown on the example unit layouts below demonstrating compliance with M4(3) requirements.

Figure 7. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 1.4.A (1B2P)

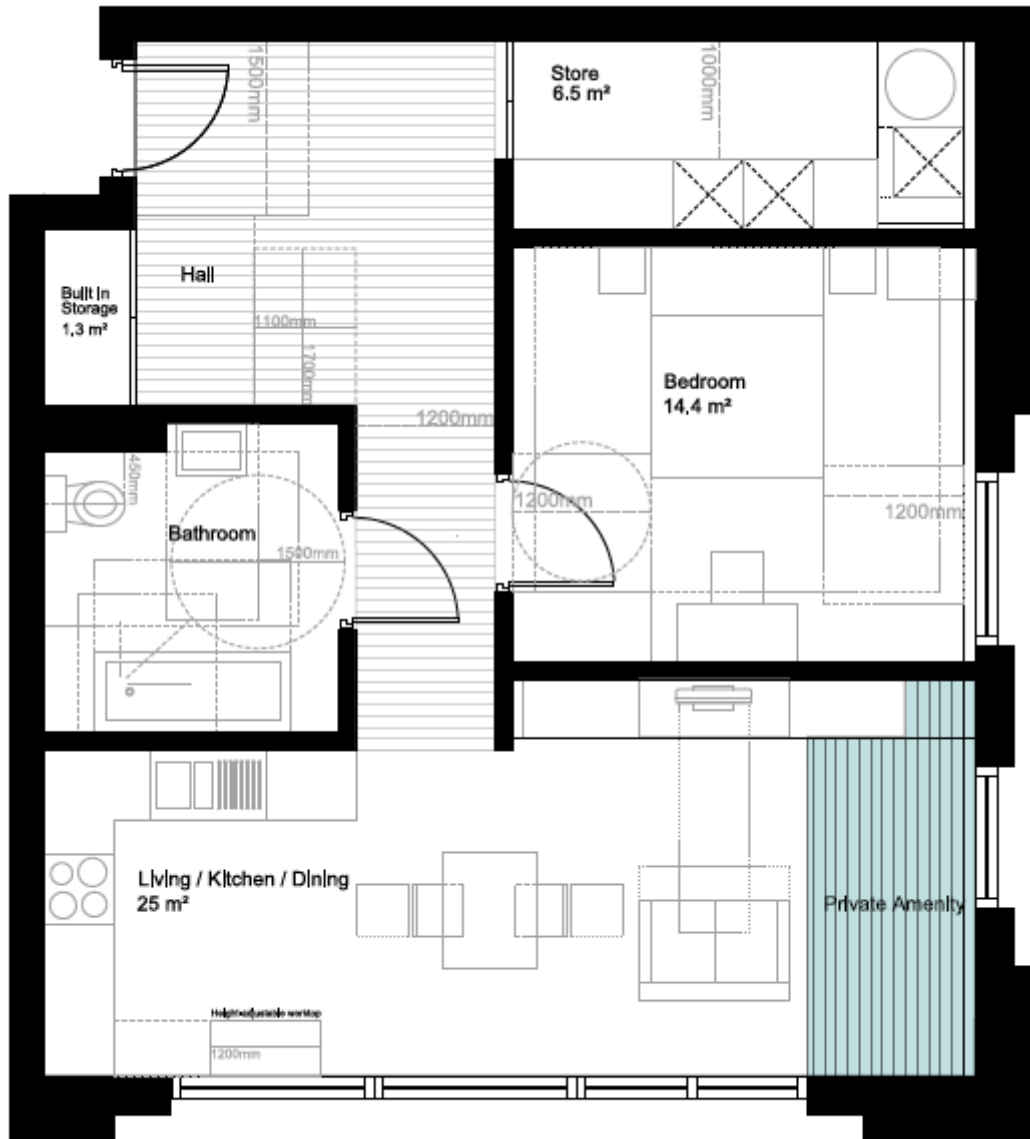


Figure 8. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 1.2.H (1B2P)



Figure 9. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 2.3.H (1B2P)

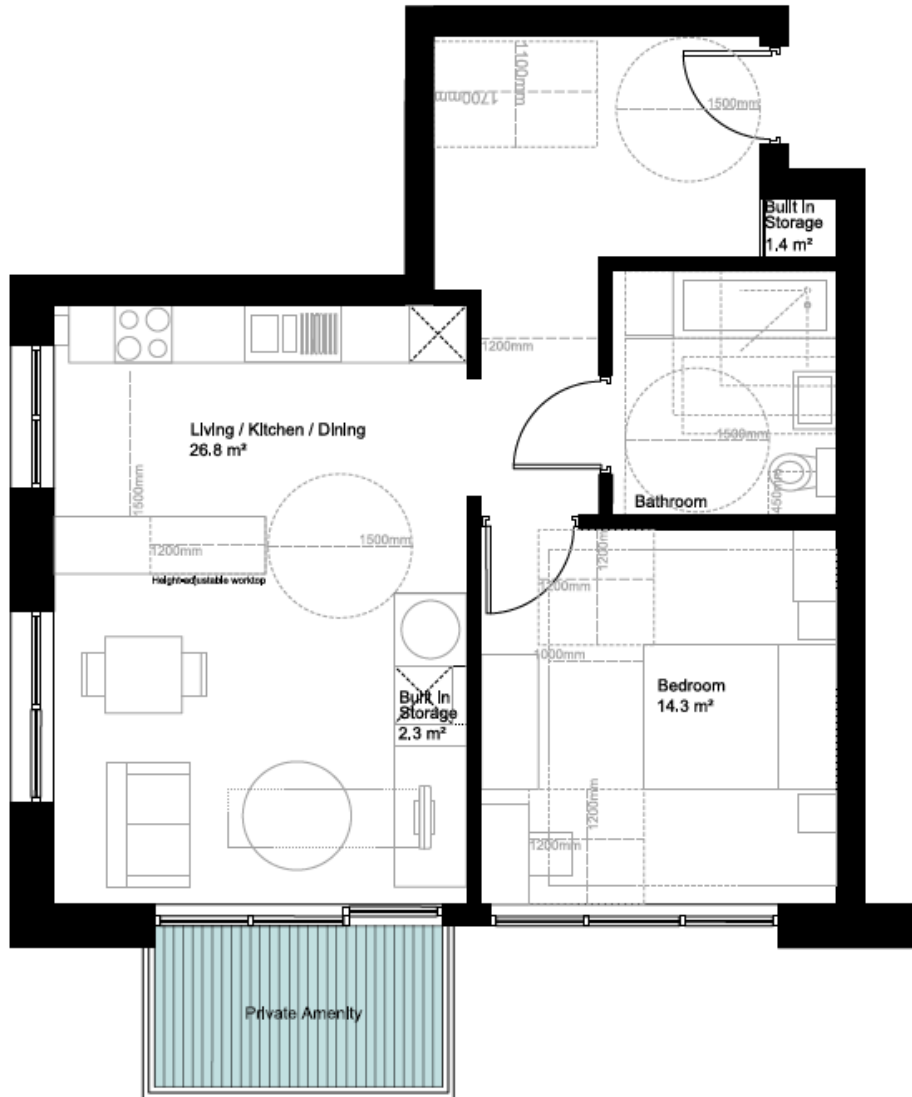


Figure 10. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 2.1.B (1B2P)

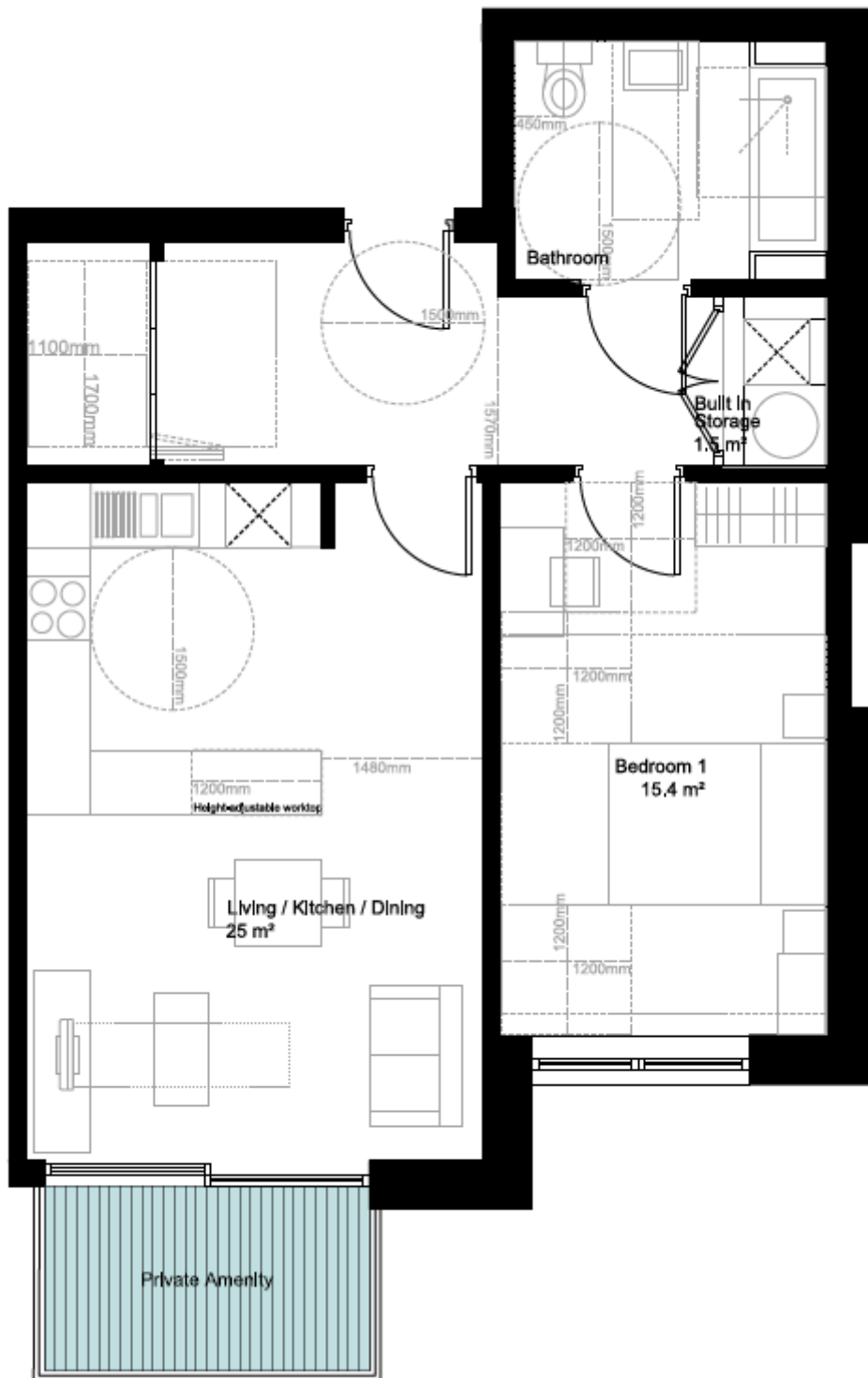


Figure 11. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 2.3.X (2B4P)

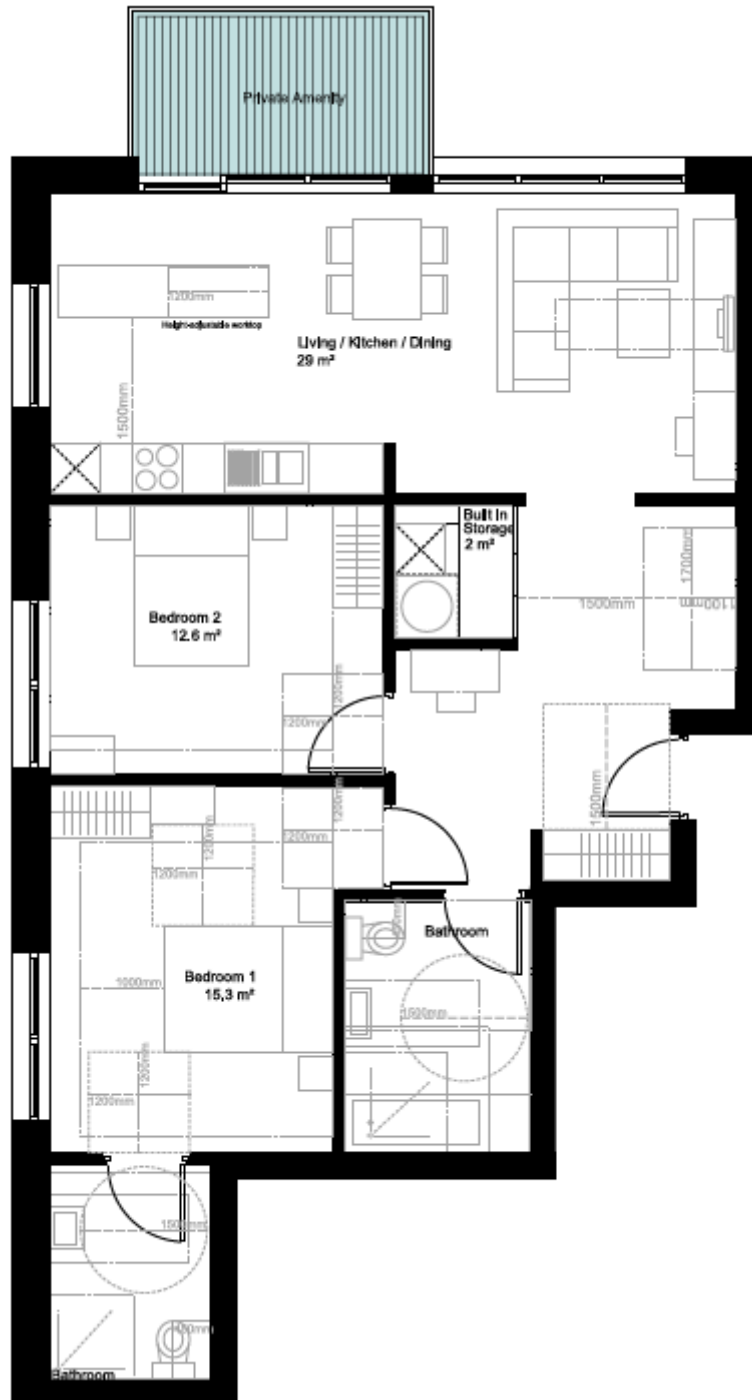
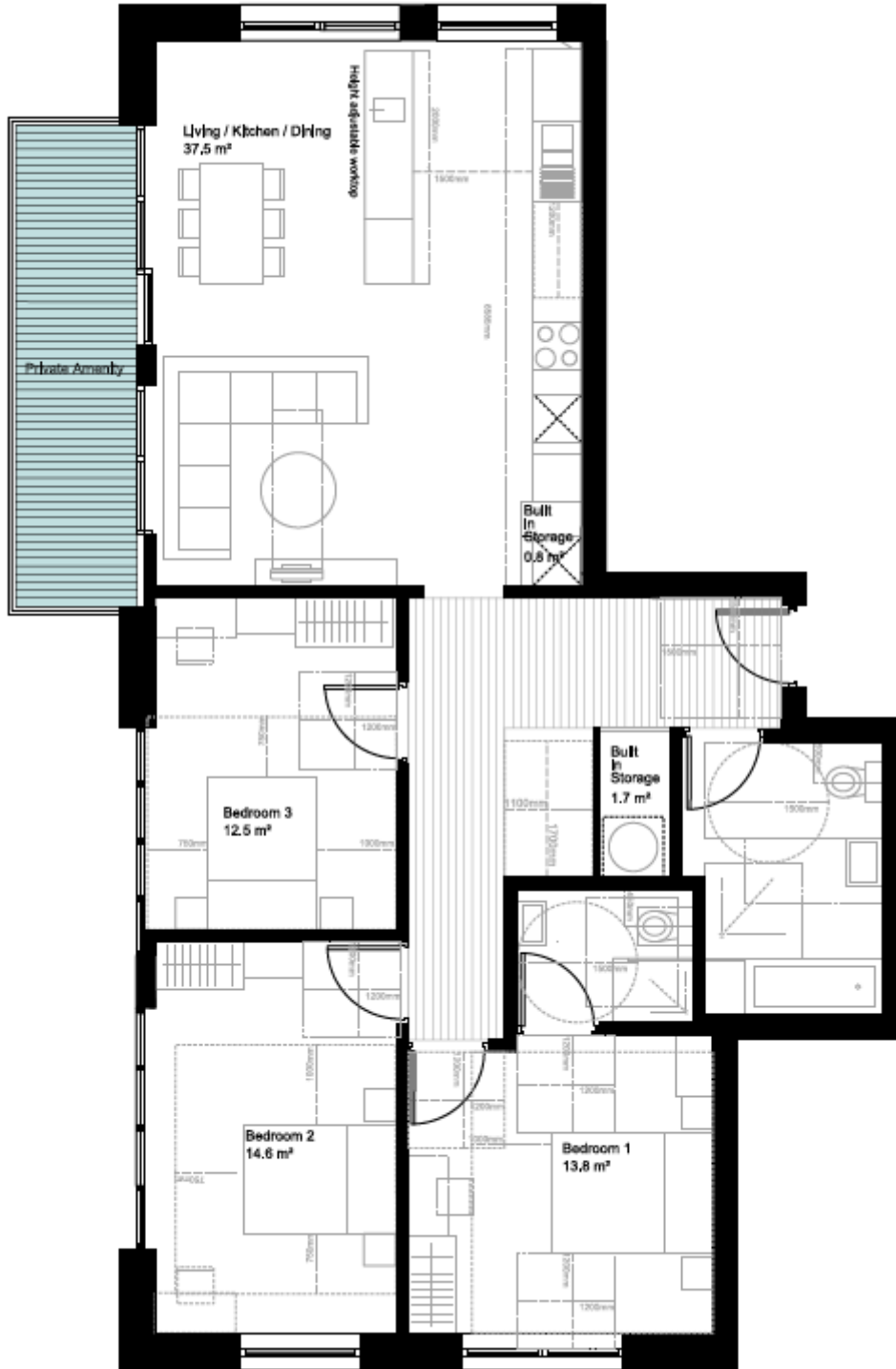


Figure 12. M4(3) Adaptable Unit Layout (showing Accessible conversion) – 1.4.M (3B6P)



3.4.6 **Table 4** lists the key standards for wheelchair accessible housing, as specified in Part M4(3) which provides a list of the key requirements. The M4(3) unit layouts are designed in accordance with Part M requirements, as outlined in **Table 4** below.

**Table 4. M4(3) Wheelchair User Dwellings**

M4(3) Unit Requirements		Number of Bedspaces				Compliant
		1	2	3	4	
Approach Route	The approach route should be step-free, with a minimum clear width of 1200mm in both private and communal areas. A passing space of minimum 1500x1500mm should be provided at each end. Gateways should have a minimum clear opening width of 850mm.					Yes
External ramps	The gradient should be between 1:20 and 1:15 and the length of flights is dependent on the gradient. Every flight should have a minimum clear width of 1200mm.					Yes
External steps	Every flight should have a minimum clear width of 900mm, and have top, bottom and where necessary intermediate landings, with a minimum length of 900mm. Single steps should be avoided.					Yes
Car parking	In communal areas parking bays should have a minimum clear access zone of 1200mm to both sides. Parking in private areas should be standard bays with a minimum clear access zone of 1200mm to one side and the rear.					Yes
Drop-off	Any drop off area is close to the principal communal entrance.					Yes
Communal entrance	There should be a level landing of minimum 1500x1500mm directly outside the entrance. The door should have a minimum clear opening width of 850mm. A clear turning circle 1500mm in diameter should be provided inside the entrance area.					Yes
Communal lifts	There should be a clear landing of minimum 1500x1500mm directly in front of the lift door at every level. The lift car is a minimum of 1100x1400mm and its doors have a minimum clear opening width of 800mm.					Yes
Private entrance	There should be a level external landing of minimum 1500x1500mm and the entrance door should have a minimum clear opening width of 850mm. A clear turning circle 1500mm in diameter should be provided inside the entrance area.					Yes
Internal doorways and hallways	The minimum clear width of every hall or landing should be 1050mm, or 1200mm where the approach to a doorway is not head-on. The minimum doorway width is 850mm.					Yes
Wheelchair Storage	A minimum 1100x1700mm space should be available on the entrance storey, preferably close to the principal private entrance. It should have a clear zone in front of it a minimum 1200mm wide along the long edge of the wheelchair store.					Yes
General Storage	Minimum built-in storage requirements should be met (m <sup>2</sup> ) *Note: requirements are per bedroom rather than per bedspace.	1.5	2	2.5	3	Yes

M4(3) Unit Requirements		Number of Bedspaces				Compliant
Through-floor lifting device provision	Provision for a liftway a minimum 1100x1650mm internally linking circulation areas at every floor in the dwelling should be made. Where the dwelling is 'adaptable', this space should be able to be provided without structural alteration. A minimum 1500mm clear turning circle can be provided in front of the liftway.					Yes
Private stairs	Access to all rooms on the entrance storey should be step-free. The minimum clear width of the stair should be 850mm. A power socket should be provided for future stair lift provision.					Yes
Floor areas	Minimum combined floor area for living, dining and kitchen space (m <sup>2</sup> )	NA	25	27	29	Yes
Kitchen worktop lengths	Minimum length of kitchen worktop, including fittings and appliance – wheelchair adaptable (mm)	NA	4330	4730	4730	Yes
	Minimum length of kitchen worktop, including fittings and appliance – wheelchair accessible (mm)	NA	6130	6530	6530	Yes – washing machine is located in separate storage cupboard for some units
Height adjustable worktop	The worktop includes a continuous section that is height adjustable (or capable of being refixed at alternative height) with no white goods beneath it. Minimum 300mm worktop each side of a corner where height adjustable section is in a corner.					Yes
Clear access zones	There is a minimum clear access zone 1500mm wide in front of and between all kitchen units and appliances.					Yes
Furniture – Living Space	Arm chair or number of sofa seats (850mm x 850mm)	NA	2	3	1	Yes
	3 seat settee (850mm x 1850mm)	NA	NA	NA	1	
	TV	NA	1	1	1	
	Storage Units (500 x mm length shown)	NA	1000	1000	1500	
Furniture – Dining Space	Dining Chair	NA	2	3	4	Yes
	Dining Table (800 by length shown mm)	NA	800	1000	1200	
Access to window	Every bedroom can provide a minimum 750mm clear access route from the doorway to the window.					Yes
Manoeuvring zone	Every bedroom can provide a minimum 1200x1200mm manoeuvring space inside the doorway, clear of the bed and the door (when the door is in closed position).					Yes
Hoist	The ceiling structure to every bedroom is strong enough to allow for the fitting of an overhead hoist capable of carrying a load of 200kg.					Yes

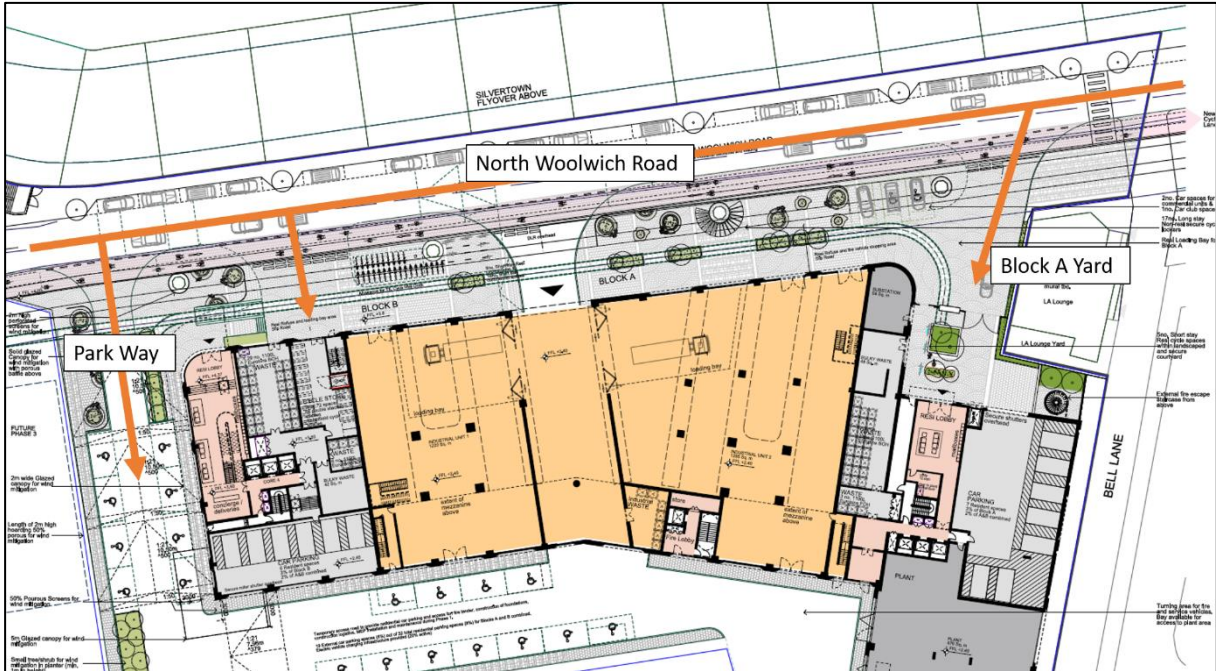
M4(3) Unit Requirements		Number of Bedspaces				Compliant
Principal Double Bedroom	Minimum floor area of 13.5m <sup>2</sup> . Minimum 3m wide. 1000mm clear access zone to both sides and foot of the bed and in front of all furniture 1200mm by 1200mm manoeuvring space of both sides of the bed.					Yes
Other Bedrooms	Double/Twin – Minimum floor area 12.5m <sup>2</sup> . Double – 1000mm clear access zone to one side and foot of double bed and in front of all furniture. Single – Minimum floor area 8.5m <sup>2</sup> . Single – 1000mm clear access zone to one side of each bed and in front of all furniture.					Yes
Furniture – Double Bedroom	Principal bedroom Double Bed (2000mm x 1500mm)	NA	1	1	1	Yes – Desks provided outside of bedrooms for Unit 2.3.X (2B4P)
	Other bedroom Double Bed (1900mm x1350mm)	NA	1	1	1	
	Single Bed (1900mm x 900mm) (2 no. in twin)	NA	2	2	2	
	Bedside Table (400mm x 400mm)	NA	2	2	2	
	Desk and Chair (500mm x 1050mm)	NA	1	1	1	
	Chest of Drawers (450mm x 750mm)	NA	1	1	1	
	Double Wardrobe (600mm x 1200mm)	NA	1	1	1	
Furniture - Twin Bedroom	Single Bed (2 number in twin) (1900mm x 900mm)	NA	NA	NA	2	Yes
	Bedside Table (400mm x 400mm)	NA	NA	NA	2	
	Chest of Drawers (450mm x 750mm)	NA	NA	NA	1	
	Table and Chair (500mm x 1050mm)	NA	NA	NA	1	
	Double Wardrobe (600mm x 1200mm)	NA	NA	NA	1	
Furniture - Single Bedroom	Single Bed (2 number in twin) (1900mm x 900mm)	NA	NA	1	1	Yes
	Bedside Table (400mm x 400mm)	NA	NA	1	1	
	Chest of Drawers (450mm x 750mm)	NA	NA	1	1	

M4(3) Unit Requirements		Number of Bedspaces				Compliant
Minimum Sanitary Requirements (single story dwellings)	Table and Chair (500mm x 1050mm)	NA	NA	1	1	Yes
	Double Wardrobe (600mm x 1200mm)	NA	NA	1	1	
	2 or 3 Bedspaces - Bathroom with level access shower 4 Bedspaces - Bathroom with level access shower and separate WC/cloakroom 5 Bedspaces or more - Bathroom with level access shower and separate WC/cloakroom. Wheelchair accessible dwellings must also provide both a level access shower and a bath.					
Doors	Bathroom doors open outwards				Yes – Main bathroom door for Unit 1.4.M (3B6P) opens inwards to accommodate leading and following edge door nibs.	
Turning Circle	Bathrooms provide a minimum 1500mm clear turning circle				Yes	
Bathroom – clear access zones (Wheelchair Adaptable)	1100mm x 700mm clear access zone beside the bath				Yes	
	1100mm x 700mm clear space in front of the basin (maximum 200mm encroachment of wash basin)					
	1100mm clear space provided in front of WC					
	1500mm diameter turning circle which may overlap fully with shower					
	450mm-500mm between the centreline of the WC and the nearside wall.					
Bathroom – clear access zones (Wheelchair Accessible)	1700mm by 800mm clear access zone beside bath				Yes	
	1650mm x 800mm clear access zone, measured from the back of the basin.					
	1500mm turning circle may overlap 500mm maximum with level access shower.					
	450mm-500mm between the centreline of the WC and the nearside wall.					
WC/ Cloakroom	750mm clear space in front of the WC. 450mm between the WC centre line and adjacent wall.				Yes	
Services	Switches, controls and at least one window handle should have their centre line between 700-1000mm above floor level. Handles to all other windows should be 450-1200mm above floor level.				Yes	
Private Outdoor Space	Every outdoor space has a clear width of 1500mm.				Yes	
	Every door to a private external space that is connected to a dwelling has a minimum clear opening width of 850mm.					

**3.5 Residential Drop-off**

- 3.5.1 Passenger vehicle pick-up/drop-off will take place on street along North Woolwich Road and Park Way for Block B, as well as in the yard in front of the Block A parking area. A gate with key card access will prevent unauthorised access by non-site traffic to the Block A yard.
- 3.5.2 Appropriate dropped kerb facilities are provided where required, which allow for pick-up / drop-off to be undertaken within 50m of the residential entrances.
- 3.5.3 North Woolwich Road is expected to have low traffic volumes and speeds. This route is anticipated to largely serve development traffic associated with the Site, therefore on-street pick-up/drop-off is considered a suitable strategy for Phase 1.
- 3.5.4 Further information concerning residential drop-off can be found in the Transport Assessment. **Figure 13** shows the locations of the intended drop-off areas in orange.

**Figure 13. Residential Unit Drop-off Location**



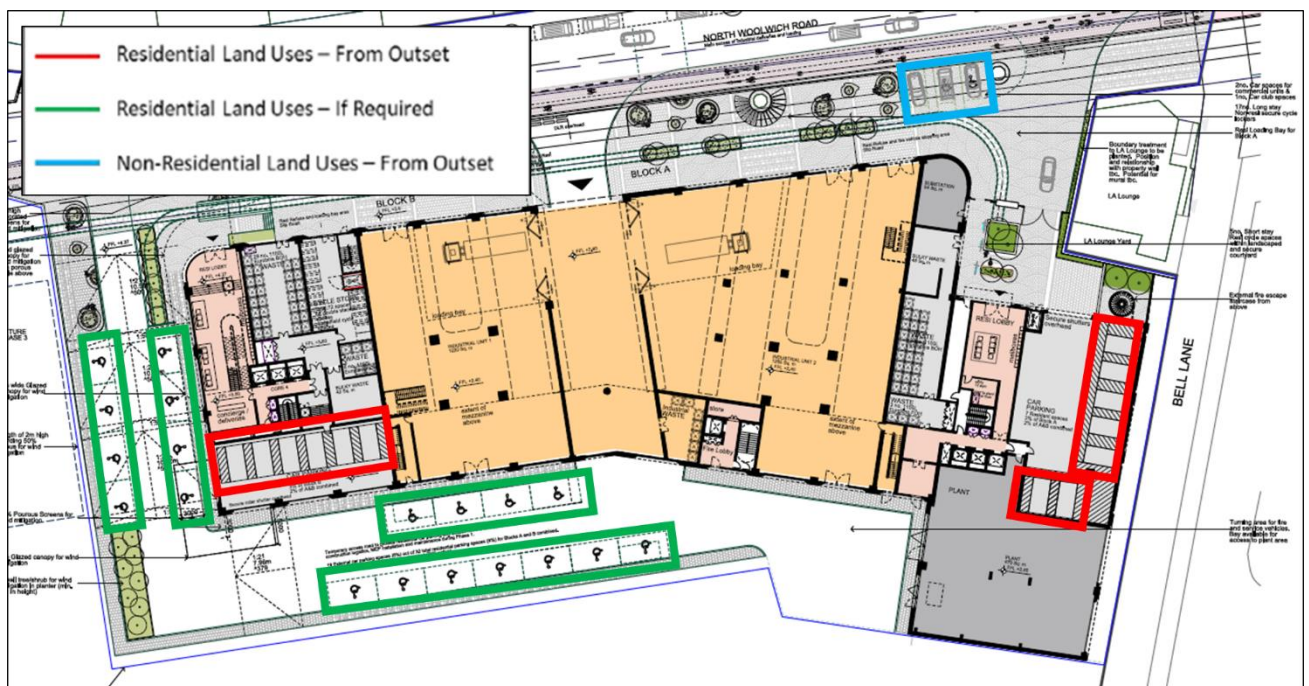
**3.6 Residential Parking**

- 3.6.1 The Site is a car free development, however in line with the Draft London Plan, sufficient accessible parking is provided for the Site from outset. A total of 13 accessible parking spaces are provided from outset for the Phase 1 residential units, located at ground floor level. Lift access is provided from the ground floor parking to residential units on the 1<sup>st</sup> floor and above via the Block A south east and the Block B north west lift cores.
- 3.6.2 The Intend to Publish London Plan (2019) requires the number of accessible parking spaces available from outset to equate to 3% of the total unit numbers. As the proposed development includes 401 units, of which 41 are M4(3) wheelchair accessible/adaptable, this equates to 13 accessible parking spaces. These spaces feature a 1.2m clear access zone to both sides of the parking spaces allowing additional space for a disabled driver or pedestrian to access the vehicle. The accessible parking provided from outset therefore meets the requirements of the Intend to Publish London Plan (2019).
- 3.6.3 As M4(3) units become occupied by wheelchair users who require a parking space, further accessible parking spaces will be provided on street and designated as the demand arises. These spaces will only be available to blue badge holders. Up to a further 19 accessible parking

spaces will be provided on-street along the service road adjacent to Block B, as shown in **Figure 11** below, totalling a future maximum provision of 32 accessible parking spaces for Phase 1. Upon completion of future masterplan phases, these additional accessible spaces will move to the new basement level and be accessed from the adjacent masterplan phase. This layout can be seen in **Appendix C**.

- 3.6.4 All Phase 1 parking spaces in both temporary and future layouts will be located within 50m of either block entrance.
- 3.6.5 The parking spaces will be leased by the Applicant rather than being tied to specific units, giving the Applicant the ability to allocate spaces based on the individual requirements of residents.
- 3.6.6 A minimum clear headroom distance of 2.6m is provided for all parking spaces and vehicle access routes, accommodating larger vehicle types such as “high top” conversions and vans used by disabled people in wheelchairs in the vehicle.
- 3.6.7 The locations of the outset and future parking spaces prior to the completion of future phases are shown in **Figure 11**.

**Figure 14. Residential Parking at Ground Floor Level**



- 3.6.8 In addition, an accessible car club parking space is provided off North Woolwich Road, in front of Block A.
- 3.6.9 As the Site is well connected to public transport, and is in close proximity to a number of sustainable transport modes, there is no provision of standard residential parking within Phase 1.

### 3.7 Cycle Parking

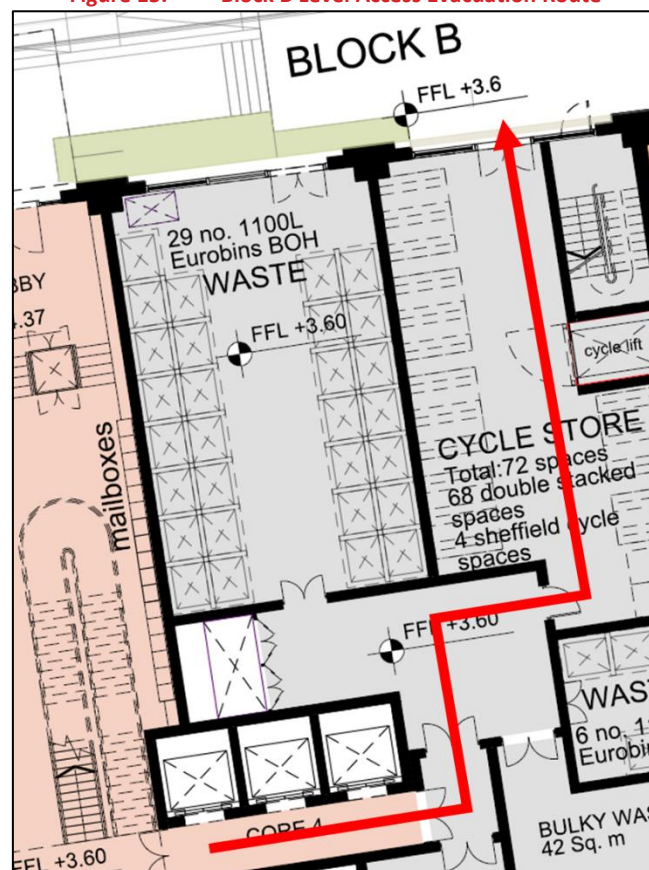
- 3.7.1 Policy T5 of the Draft New London Plan requires development proposals to demonstrate cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- 3.7.2 709 long-stay residential cycle parking spaces are provided as part of the Phase 1 development, 5% of which are Sheffield style stands that allow larger cycles to be parked. In

addition, 11 short-stay residential cycle parking spaces are provided, located around the public realm.

### 3.8 Safe Means of Escape

- 3.8.1 All four cores of the development provide a minimum of two lifts each, allowing for access should one lift be undergoing maintenance. All lifts are designed to meet the minimum required lift car of 1,100mm wide and 1,400mm deep (AD Part M, 2015, para. 3.16). One lift in each core will be a fire-fighting lift and hence operable up until the point at which the fire brigade arrives on Site. A fire-fighting lift will serve every storey of the development.
- 3.8.2 A “stay put” strategy will be in place for residents, with each unit fitted with a sprinkler system in the event of a fire.
- 3.8.3 A platform lift is located within the Block B residential entrance lobby, which must be navigated for those requiring level access to travel from the ground floor lift core to the main entrance. In case of an emergency, an alternative route is available through the cycle store, which provides level access. Clear signage will be installed to mark this route and all doors requiring to be navigated will be fire protected and clear of obstructions. This route is marked in red within **Figure 15**. Those requiring level access to evacuate from Block B will also be able to route through the ground floor lobby and be assisted by a member of staff to navigate the stair using an evacuation chair and exit the building, as an alternative.

**Figure 15. Block B Level Access Evacuation Route**



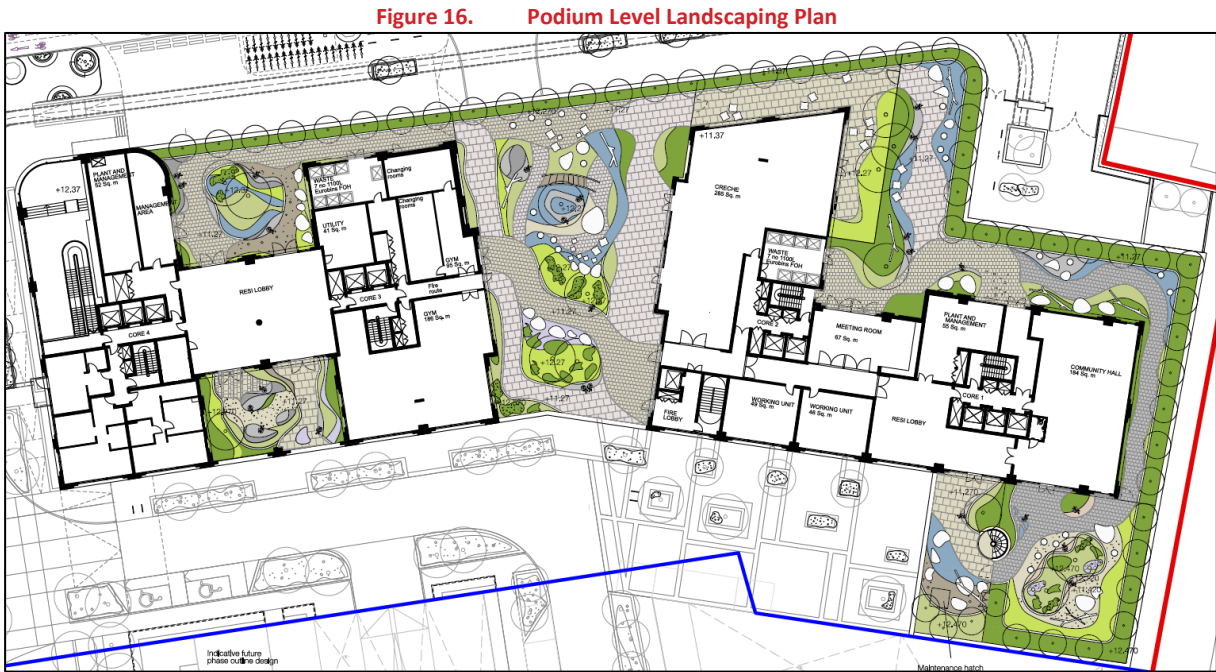
- 3.8.4 The arrangement of the industrial units means that one core each in Block A and B terminate at the first floor. Occupants evacuating through these cores will need to leave at the first floor and transfer to the lifts in the other core within the block or through a dedicated escape stair. All floors above the first floor are served by each lift in the main cores.

### 3.9 Non-Residential Land Uses, Drop-off & Parking

- 3.9.1 Two ground floor industrial employment units are incorporated in Phase 1. Both of these units will be designed to meet Approved Document Part M (AD Part M), 2015 Edition, Access To and Use of Buildings- Volume 2: Buildings Other Than Dwellings as a minimum.
- 3.9.2 Space is provided at ground level on the south side of Block B for two retail units within Phase 1. These units will form part of the Phase 2 Reserved Matters application, remaining empty in the meantime.
- 3.9.3 The London Plan (2016, para. 6A.2) and Intend to Publish London Plan (Policy T6.5A) states that non-residential elements of a development should provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided. Consequently two accessible parking spaces are provided for the ground floor industrial units. These spaces feature a 1.2m clear access zone to each side as well as the rear of the space, allowing safe access to every door and boot of the vehicle. Drop-off for the two ground floor industrial units will take place on North Woolwich Road.
- 3.9.4 There will be provision for a future additional accessible parking space for the retail units, with this retail space becoming active upon completion of Phase 2. Sufficient parking is therefore provided for the non-residential elements of Phase 1.
- 3.9.5 For the non-residential land uses, 17 long-stay and 16 short-stay cycle parking spaces are located to the north of Blocks A & B.

### 3.10 Landscaping and Public Realm

- 3.10.1 The podium level landscape plan is shown in **Figure 16** below. The landscaping creates a welcoming inclusive environment. All landscaped areas will be well lit to enhance personal perceptions of security.



- 3.10.2 Spacious external amenity space at podium level are provided for the residents of Phase 1 which provide level access from every lift core.
- 3.10.3 The Phase 1 ground level landscaping plan is shown in **Appendix D**. This features mobile planters which allow for the relocation of landscaping features when required. Distinctive

surfacing giving the impression of tram lines is featured on the North Woolwich Road and Park Way facades. This will be laid flush with the surrounding paving.

- 3.10.4 Within the residential amenity area, seating with backrests and arm rests will be provided at a minimum of 50m intervals in accordance with DfT Guidance on Inclusive Mobility (2005). Play spaces will be incorporated, these have been designed to allow inclusive play, with level access.

### **3.11 Summary**

- 3.11.1 In summary, the residential and non-residential elements of the development have responded to inclusive design principles to create, a welcoming inclusive environment.
- 3.11.2 Of the 401 residential units, 41 are designed to meet M4(3) wheelchair adaptable standards with a simple adaption process required for the units to meet wheelchair accessible standards. The landscaping is designed to be inclusive, welcoming and meet the needs of a variety of users.

## 4. WIDER TRANSPORT LINKS

### 4.1 General

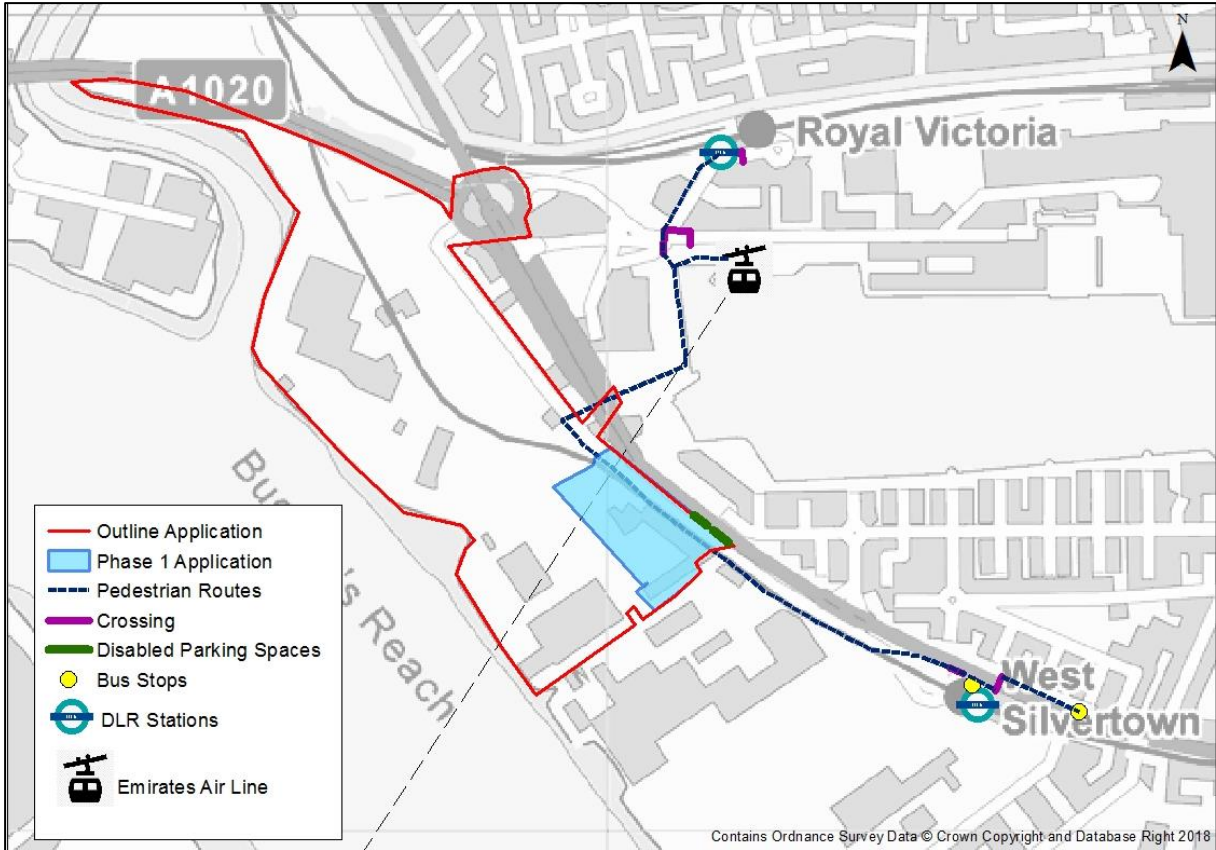
4.1.1 This section summarises the connectivity of the Site by a choice of transport modes with specific reference to the requirements of vulnerable and disabled users. The information presented is based on desktop research and a site visit undertaken on Wednesday 7<sup>th</sup> November 2018.

### 4.2 Site Description & Location

4.2.1 The Phase 1 Detailed Application Site is located in the eastern corner of the wider Masterplan. It is bounded by the A1020 Silvertown Way/North Woolwich Road flyover and a side road also named North Woolwich Road to the north, with derelict industrial land to the south, east and west. Bell Lane runs adjacent to the south eastern boundary. Park Way and Silver Road, both internal site roads will run adjacent to the Site's north west and south west boundaries respectively. West Silvertown Docklands Light Railway (DLR) station is located approximately 500m to the east of Phase 1.

4.2.2 **Figure 17** shows a connectivity plan of the local area within the vicinity of the Site, which should be referred to throughout this section. This demonstrates suggested pedestrian routes to public transport services for step-free access suitable for disabled users, including considerations for pedestrian crossing facilities, within the vicinity of the Site.

Figure 17. Site Connectivity Plan



4.3 Rail Services

Docklands Light Railway (DLR)

- 4.3.1 The Site is located within walking distance of two DLR stations. The DLR is highly accessible with step-free access available from street to train at all stations.
- 4.3.2 West Silvertown DLR station is located approximately 500m to the east of the Site, along North Woolwich Road. The station provides direct connections to Bank in Central London, Stratford and London City Airport. The station has step-free access from platform to street through a 17-person (max) lift on each platform, shown in **Figure 18**, with wayfinding signage present at street level. There is a minimal step of less than 50mm between trains and the platform.

Figure 18. Lift at West Silvertown Station



- 4.3.3 Royal Victoria DLR station is located approximately 700m (an eight minute walk at 4.8kph) to the north of the Site. This station provides direct connections to Tower Gateway in Central London, the ExCel Exhibition Centre and Beckton. Further connections to Stratford, London City Airport and Bank are available through changing at Canning Town station. Royal Victoria DLR station has step-free access from platform to street through an eight-person (max) lift on each platform, shown in **Figure 19**. The station has a minimal step of less than 50mm between trains and the platform.

**Figure 19. Lift at Royal Victoria Station**



- 4.3.4 A safeguarding exists for a new DLR station to be constructed on the Thames Wharf site, forming part of the outline application. This new station will provide lifts to enable step-free access between street and train.
- 4.3.5 Further information concerning pedestrian routes to the DLR stations and safe access arrangements to the Site during the construction process can be found in the Pedestrian Audit and Construction Logistics Plan documents submitted alongside this report.

**Elizabeth Line (Crossrail)**

- 4.3.6 A new Elizabeth Line station is planned adjacent to Custom House DLR Station, approximately 1.2km (a 15 minute walk at 4.8kph) from the Site. This interchange station will provide step-free access from street to platform. Elizabeth Line services will provide a direct connection to Central London stations including Liverpool Street and Paddington, as well as Heathrow Airport. At the time of writing, Elizabeth Line services are anticipated to commence in 2021.

**4.4 Cable Car Services**

- 4.4.1 Emirates Royal Docks Cable Car (Emirates Air Line) station is located approximately 450m (a five minute walk at 4.8kph) to the north of the Site, connecting to the Greenwich Peninsula south of the River Thames. The Emirates Air Line provides step-free access, with lifts provided from street to cable car level within Royal Docks station. There is a minimal step of less than 50mm between the cable car and platform.

**4.5 Bus Services**

- 4.5.1 As all bus routes within London are fully accessible to wheelchair users, with ramps and designated spaces for wheelchairs included on buses, this mode of transport will provide excellent provision for disabled residents.
- 4.5.2 The Site is served by the 474 bus service, with the closest bus stop being located directly outside West Silvertown DLR Station, 200m east of the Site. Connections are available to Canning Town station, London City Airport and Manor Park National Rail station, with a frequency of up to one service every 10-13 minutes. Stops are also located on the A1011 Silvertown Way Flyover, approximately 600m to the north of the Site.
- 4.5.3 The bus stops in the vicinity of the Site provide a shelter, seating and flagpole with timetable information, as shown in **Figure 20**.

**Figure 20. Bus Stop outside West Silvertown DLR Station**



- 4.5.4 It is noted that a new pair of bus stops will be provided to the north west of the Site on Dock Road, as part of the outline masterplan proposals.

**4.6 Pedestrian Infrastructure**

**A1020 Silvertown Way/North Woolwich Road**

- 4.6.1 The A1020 Silvertown Way runs adjacent to the northern boundary of the Site and forms the main artery route along the southern side of the Royal Victoria Dock. Smooth, level footways over 2m in width are provided on both sides of the carriageway. The bus stop on the north footway of A1020 Silvertown Way reduces the effective footway width to 1.6m, with vegetation also providing some obstruction.

4.6.2 Two pelican crossings are present in the immediate vicinity of the Site and West Silvertown DLR station. The first crosses North Woolwich Road on the south side of the junction with the A1020 Silvertown Way (shown in **Figure 21**). The second crosses the A1020 Silvertown Way outside West Silvertown DLR station. Both crossings provide tactile paving and dropped kerbs, along with rotating cones to ensure safe crossing by visually impaired users.

**Figure 21. Pelican Crossing at A1020 Silvertown Way/North Woolwich Road junction.**



**North Woolwich Road/Dock Road (minor road)**

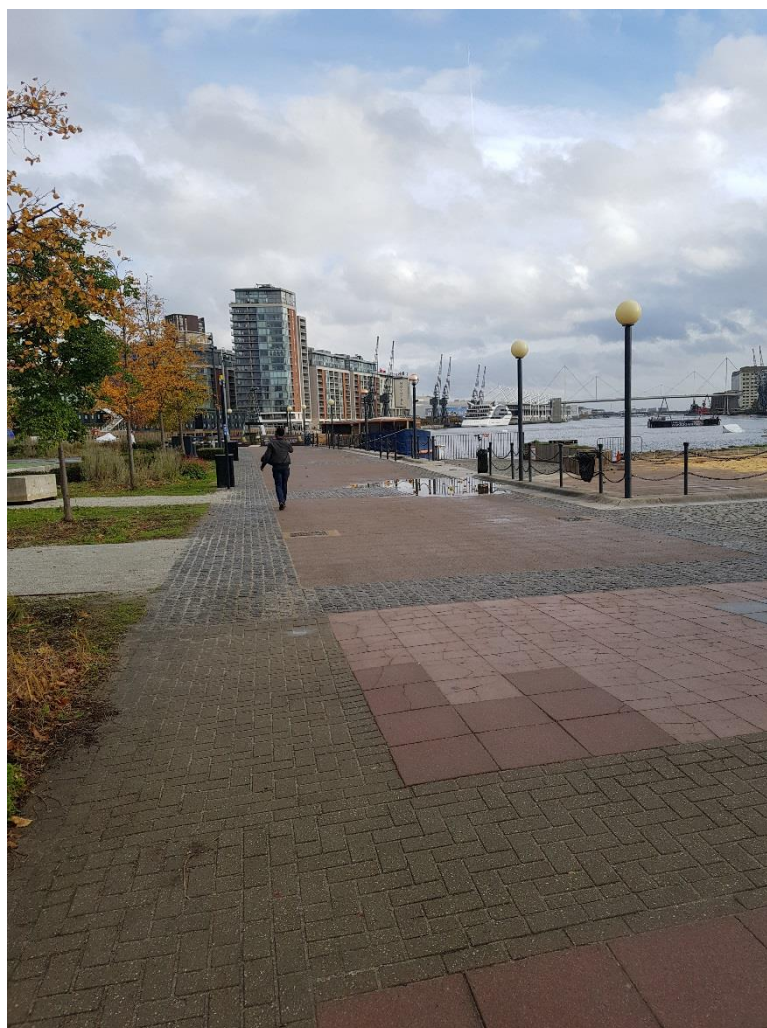
4.6.3 North Woolwich Road is a minor road running parallel to the northern boundary of the Site, routing northwest from the junction with the A1020 Silvertown Way immediately to the east of the Site. Industrial land use and storage units are located on both sides further to the northwest, where the road continues as Dock Road. Large industrial bins and other clutter from the storage units on North Woolwich Road provide obstructions to the footway, however it is generally smooth, level and of adequate width. North Woolwich Road forms part of the most direct route to Royal Victoria DLR station.

**Royal Victoria Dock**

4.6.4 The pedestrian route to the Royal Victoria Dock passes through an underpass beneath A1020 Silvertown Way. This section of the route provides a smooth paved footway, with a slight gradient on approach to the dock.

4.6.5 The footway continues on the west side of Royal Victoria Dock. The footway itself is wide, well-lit and smooth. Seating with backrests and armrests is provided on one side, allowing for resting points if required, making for a pleasant pedestrian environment, enhanced by the dock and vegetation. **Figure 22** shows the footway adjacent to the west side of the dock.

**Figure 22. Footway adjacent to west side of Royal Victoria Dock**



### **Western Gateway**

- 4.6.6 Western Gateway runs east-west to the south of Royal Victoria DLR station, and links the Lower Lea Crossing with the ExCel Exhibition Centre. Smooth, wide footways are present on both sides of the carriageway.
- 4.6.7 Western Gateway connects with Seagull Lane at a signalised junction. Pelican crossings are present on all crossing points, with tactile paving, dropped kerbs and rotating cones provided to ensure safe crossing by visually impaired users.
- 4.6.8 Emirates Royal Victoria Cable Car station can be accessed via the southern footway of Western Gateway.

### **Seagull Lane**

- 4.6.9 Seagull Lane is a two way road and provides the main route to Royal Victoria Dock DLR station. Smooth, wide footways are present, however road signage creates obstruction points. Vehicle access roads are present on the east footway with tactile paving present to assist visually impaired pedestrians when required. A zebra crossing is located on Seagull Lane, providing access to Royal Victoria DLR station from the south footway (**Figure 23**).

**Figure 23. Zebra Crossing on Seagull Lane/ Royal Victoria DLR Station**



## **4.7 Cycling Infrastructure**

- 4.7.1 A distance of 5km or a 15-minute cycle ride at 320 meters per minute (12mph) is generally considered to be a suitable cycling distance for most people (Analysis for Cycling Potential, TfL, 2016). It takes approximately one minute to cycle from the Site to West Silvertown DLR station and four minutes to Royal Victoria DLR Station. It is noted both West Silvertown and Royal Victoria DLR Stations currently do not provide dedicated cycle parking facilities.
- 4.7.2 National Cycle Network Route 13 runs through the Site on Dock Road. It connects the site to the Canary Wharf area towards the west, and exits the Site towards the Royal Docks before heading east. When complete, this route will connect Tower Bridge in London with Fakenham in Norfolk. The route is currently 125 miles long.
- 4.7.3 There is also a Local cycling route nearby that runs from the Royal Docks to Newham, connecting the Site towards the north.
- 4.7.4 LBN's Active Newham Cycling Route Map classifies Western Gateway as a recommended off-road cycle route, providing a cycle connection to Emirates Royal Victoria Cable Car station and the ExCel Exhibition Centre.
- 4.7.5 The A1020 Silvertown Way is classified as a recommended on-road cycle route to the north of Western Gateway, towards Canning Town station.

**4.8 Silvertown Tunnel**

4.8.1 The Silvertown Tunnel is a planned dual two-lane highway tunnel connection under the River Thames, between the Greenwich Peninsula and Silvertown. The tunnel will emerge at the A1020 Lower Lea Crossing/A1020 Silvertown Way/Western Gateway/Dock Road roundabout, located approximately 400m to the north west of the Site. The Silvertown Tunnel is anticipated to significantly enhance the strategic highway connections in the wider vicinity of the Site and is anticipated to be open from 2024.

**4.9 Parking and Loading**

4.9.1 Unrestricted on-street parking is available on both sides of the carriageway on North Woolwich Road running northwest from the Site. Double yellow lines are present on North Woolwich Road approximately 200m further to the northwest along the western edge, preventing parking on this side. The section of North Woolwich Road between the A1020 Silvertown Way and the Site has double yellow lines on both sides.

4.9.2 Two disabled parking bays provided on the north side of North Woolwich Road, in close proximity to the Site. There is also opportunity for loading along North Woolwich Road adjacent to the industrial storage units, with 'loading only' bay markings present.

**4.10 Summary**

4.10.1 In summary, the Site is located within walking distance of two DLR stations, which both provide step-free access. The Site is served by the 474 bus service, with the closest stop being 200m east of the Site, providing connectivity to Canning Town Station and other areas within east London.

4.10.2 Pedestrian and cycling routes are generally designed to a high standard, in accordance with or in excess of inclusive design standards and guidance.

4.10.3 Two on-street disabled parking spaces are currently provided on North Woolwich Road, in close proximity to the Site.

4.10.4 Overall the Site benefits from a range of accessible modes of transport within walking distance, therefore providing a choice in travel for residents, employees and visitors.

## 5. SUMMARY AND CONCLUSION

- 5.1.1 SYSTRA has been appointed on behalf of Silvertown Homes Limited and GLA Land & Property to prepare an Access Statement in support of a hybrid planning application concerning the redevelopment of Thameside West, Newham.
- 5.1.2 The detailed application for Phase 1 comprises 401 residential units, employment space, up to 32 residential car parking spaces, three non-residential car parking spaces, one car club space, 720 cycle parking spaces, private and communal amenity space and public realm enhancements.
- 5.1.3 The Proposed Development has responded to inclusive design policy and guidance as the range of land uses on the Site have been designed to be accessible for all, catering for a range of impairments.
- 5.1.4 Phase 1 provides 401 residential units in four cores, with a maximum building height of 21 storeys. The Phase 1 scheme includes 49% of units (195) designated as Affordable/Social Rent and 51% (195) as Private Rent.
- 5.1.5 Of the 401 units, 90% (360) will comply with Part M4(2) standards with wide doorways and circulation space, an entrance level accessible bathroom and window heights in living spaces starting no higher than 850mm above floor level, or at the minimum height necessary to comply with the requirements of Part K for guarding to windows.
- 5.1.6 A total of 10% (41) of the units are designed to meet M4(3) wheelchair user dwellings standards, meeting the 10% threshold required for the M4(3) units. All M4(3) units will be built as adaptable from outset. When required, the adaption of a unit between M4(3) Adaptable and Adapted can be achieved easily, without structural changes.
- 5.1.7 Pick-up/drop-off will take place on place on street along North Woolwich Road, Park Way and the yard in front of the Block A parking area, within 50 metres of the residential entrance to each core.
- 5.1.8 A total of 13 accessible parking spaces, with 1.2m clear access zone to both sides, are provided for the Phase 1 residential units from outset, complying with the requirements of the Intend to Publish London Plan. Lift access to the parking area is provided via the Block A east and the Block B west lift cores. Provision for an additional 19 accessible parking spaces is available should the demand arise.
- 5.1.9 All cores of the development provide a minimum of two lifts each, allowing for access should one lift be undergoing maintenance. One lift in each core will be a fire-fighting lift and hence operable up until the point at which the fire brigade arrive on Site. Each unit is fitted with a sprinkler system in the event of a fire.
- 5.1.10 Employment space is incorporated in Phase 1. This will be designed to meet Approved Document Part M (AD Part M), 2015 Edition, Access To and Use of Buildings- Volume 2: Buildings Other Than Dwellings as a minimum.
- 5.1.11 The landscaping has been designed to be inclusive, welcoming and to meet the needs of a variety of users.
- 5.1.12 Within the residential amenity areas, seating with backrests and arm rests will be provided at a minimum of 50m intervals in accordance with DfT guidance on Inclusive mobility (2005). The seating walls include backrests and armrests to assist those with mobility impairments. Play space will be incorporated which has been designed to allow inclusive play.

- 5.1.13 The Site benefits from a range of accessible modes of transport, providing a choice to residents, staff members and visitors as to how to travel to/from as well as around the area.
- 5.1.14 This Access Statement has demonstrated compliance with inclusive design requirements and has explained how the Proposed Development will create an inclusive and accessible environment for all users, regardless of disability.

# APPENDIX A: M4(2) EXAMPLE UNIT LAYOUTS

Thameside West, Newham

Access Statement

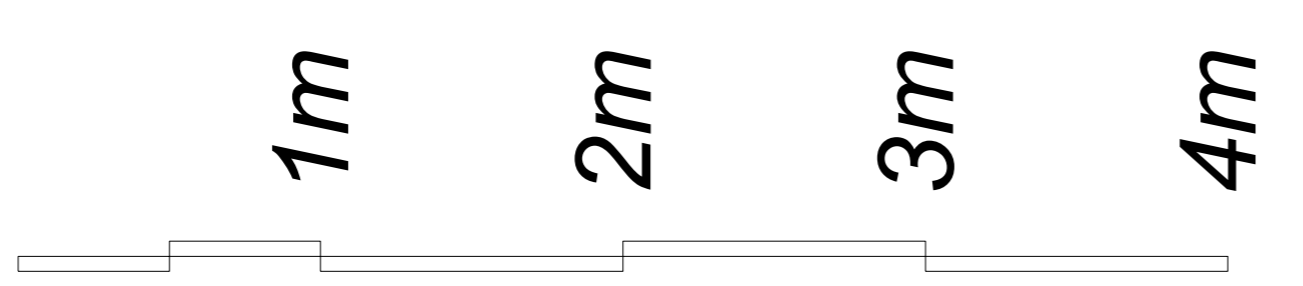
Report

108253

15/05/2020

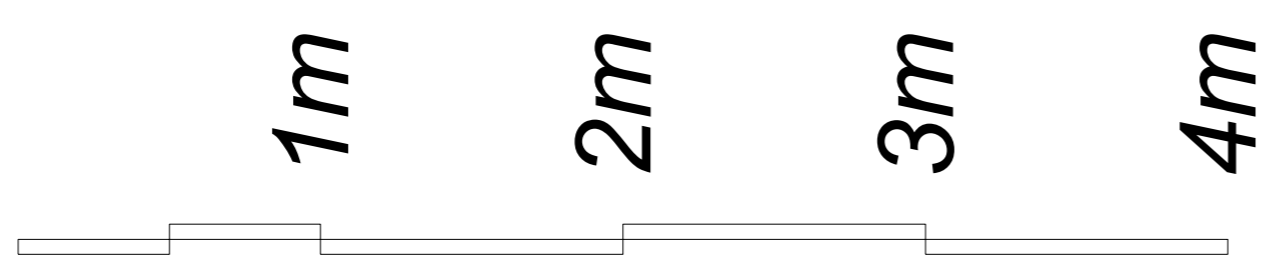


Unit 1.2G  
M4(2)  
1 Bedroom  
2 Bedspaces  
55 Sq. m



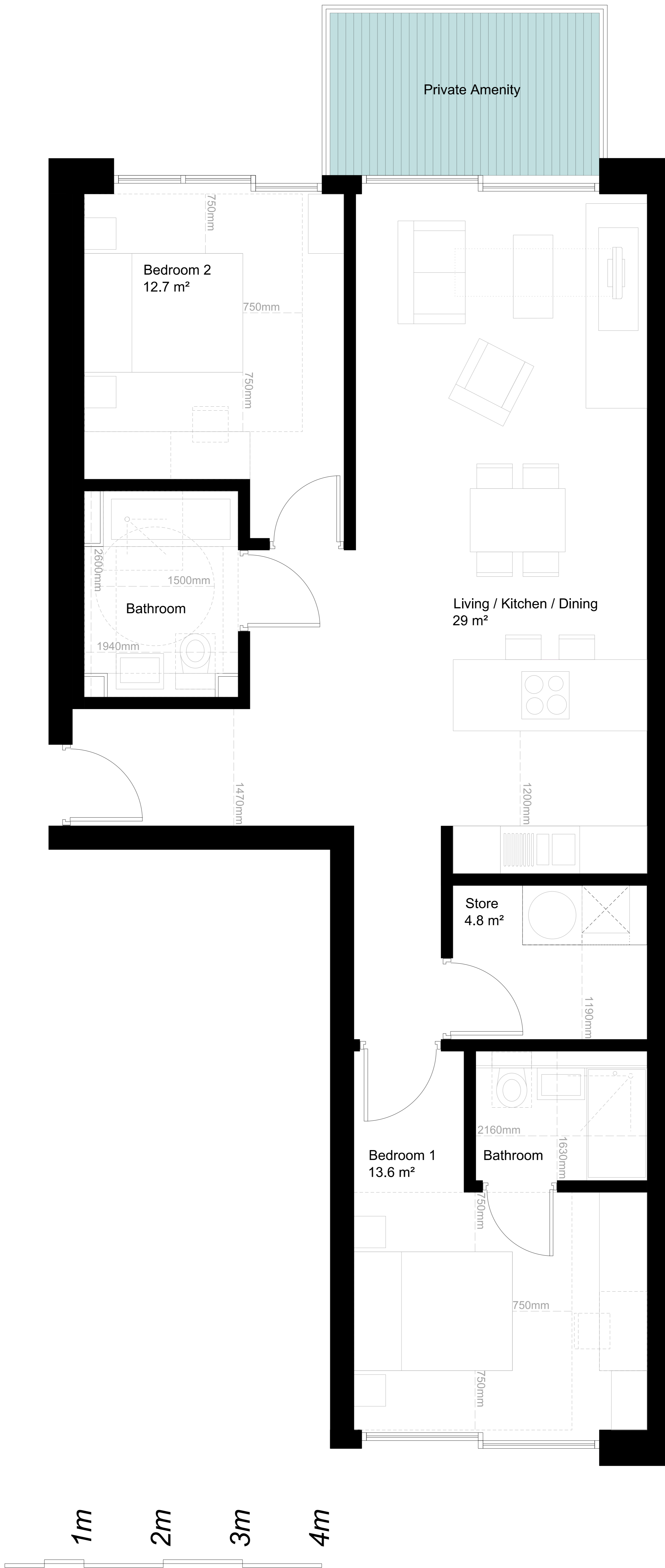


Unit 2.2G  
M4(2)  
2 Bedroom  
3 Bedspaces



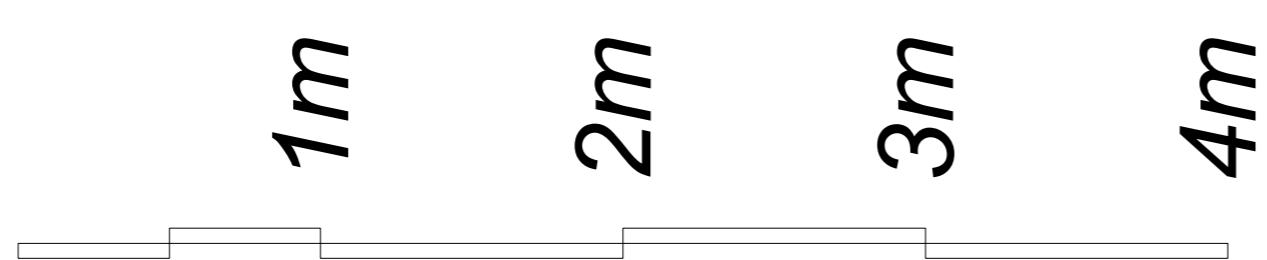
Unit 2.2E  
M4(2)  
2 Bedroom  
4 Bedspaces

85 Sq. m





Unit 4.3C  
M4(2)  
3 Bedroom  
6 Bedspaces





**UNIT 18.03**  
**M4(2)**  
**4 BEDROOMS**  
**8 BEDSPACES**

# APPENDIX B: M4(3) EXAMPLE UNIT LAYOUTS

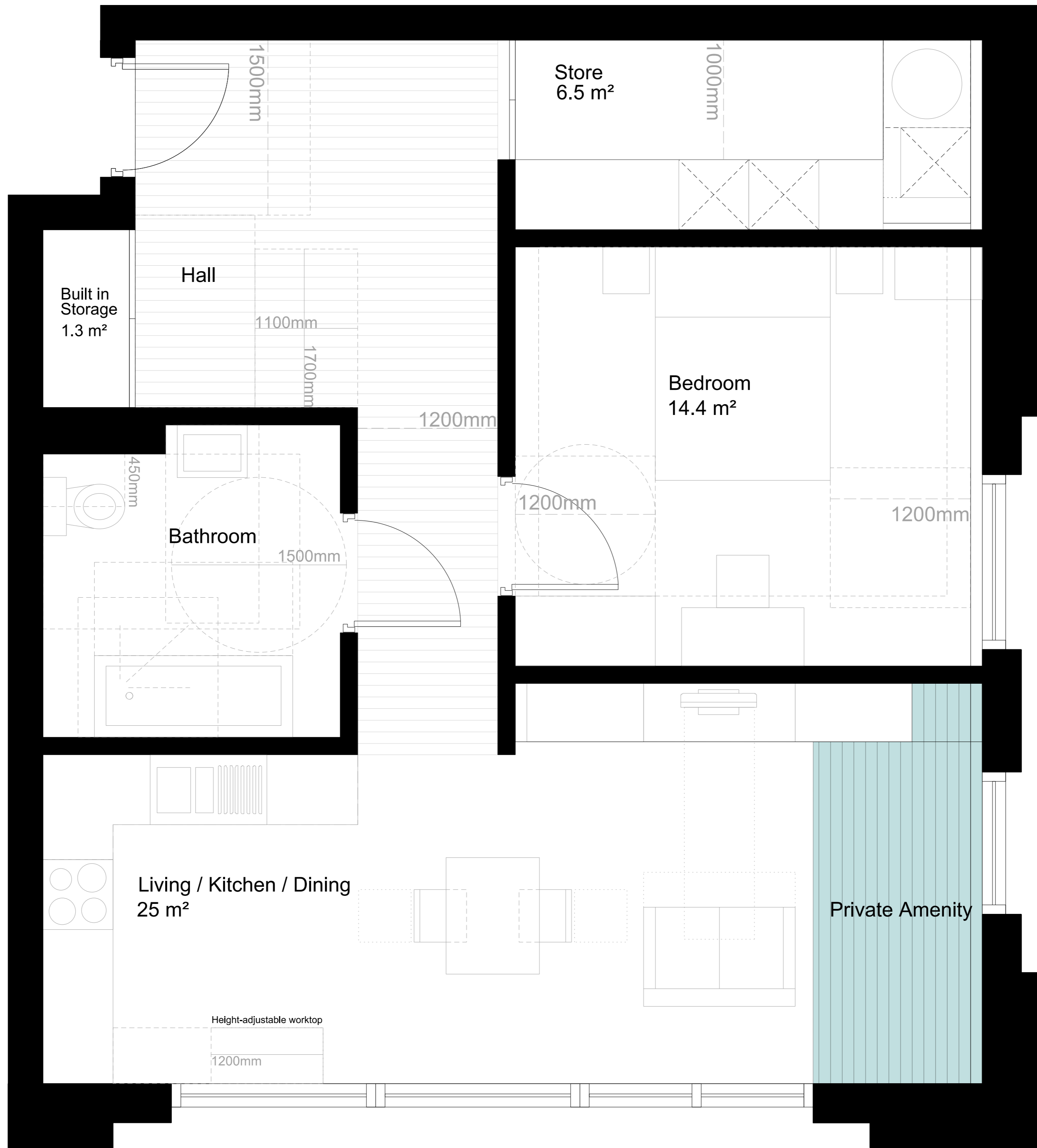
Thameside West, Newham

Access Statement

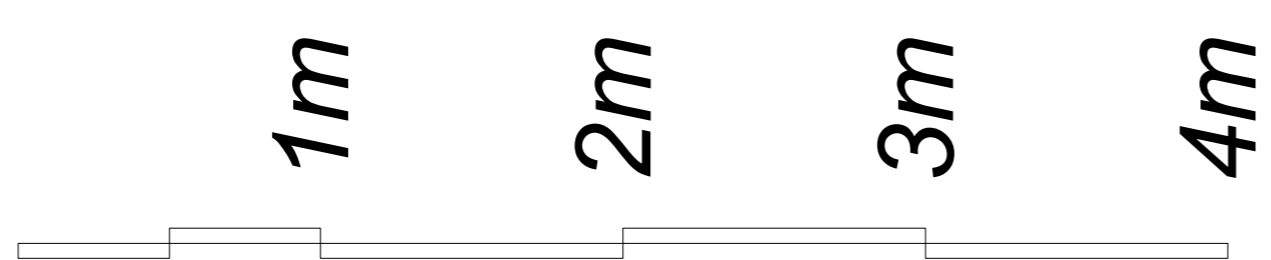
Report

108253

15/05/2020

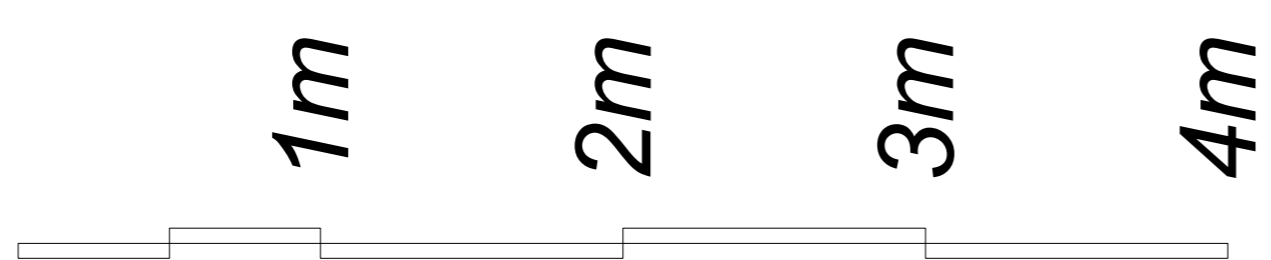


Unit 1.4A  
M4(3)  
1 Bedroom  
2 Bedspaces



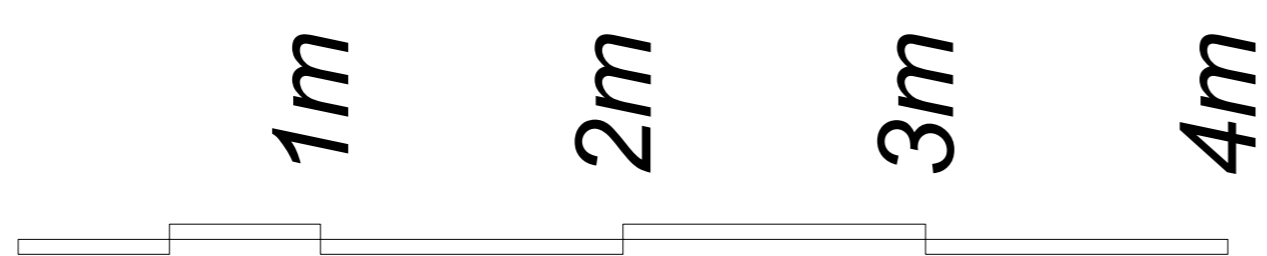


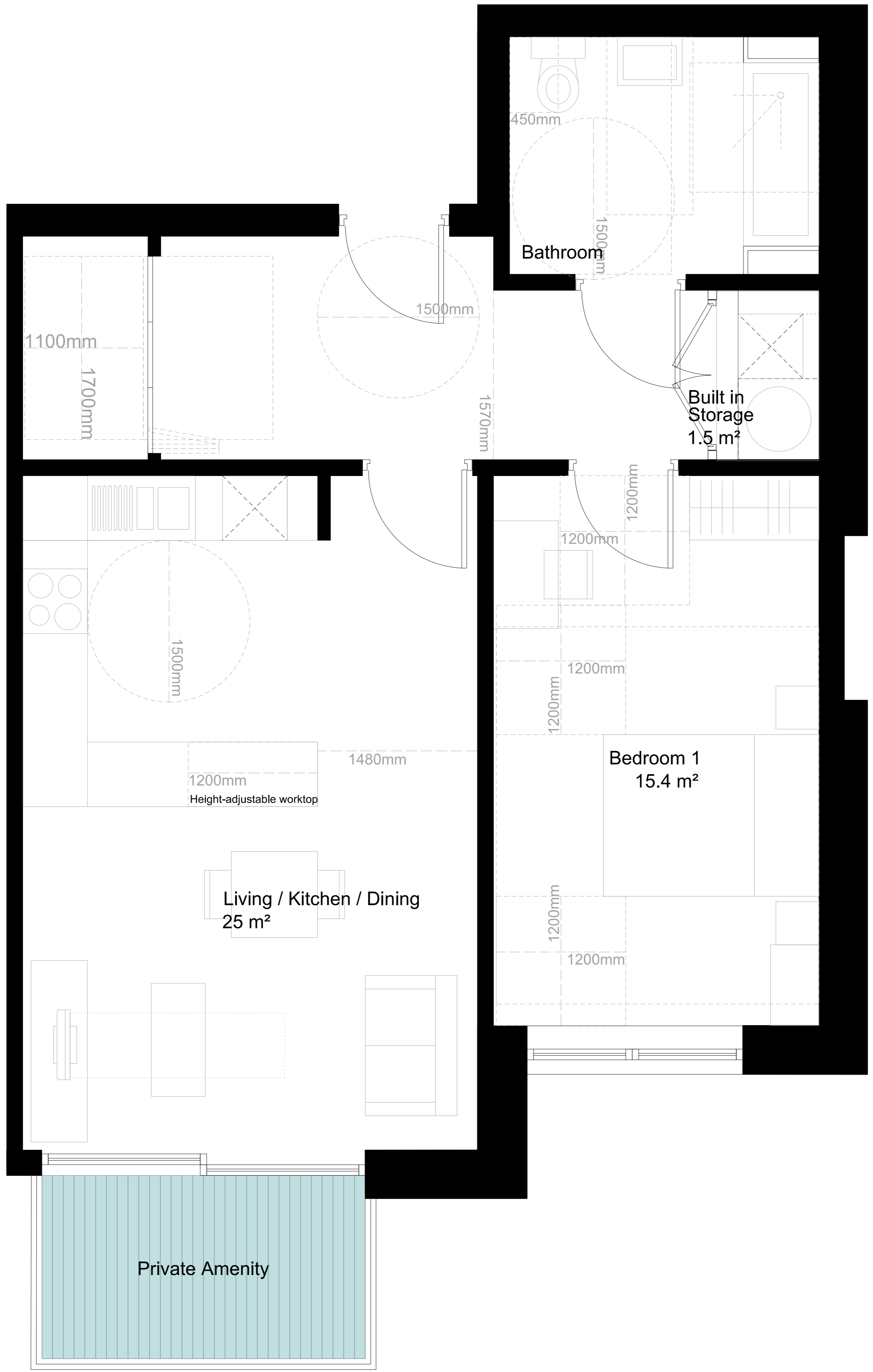
Unit 1.2H  
M4(3)  
1 Bedroom  
2 Bedspaces





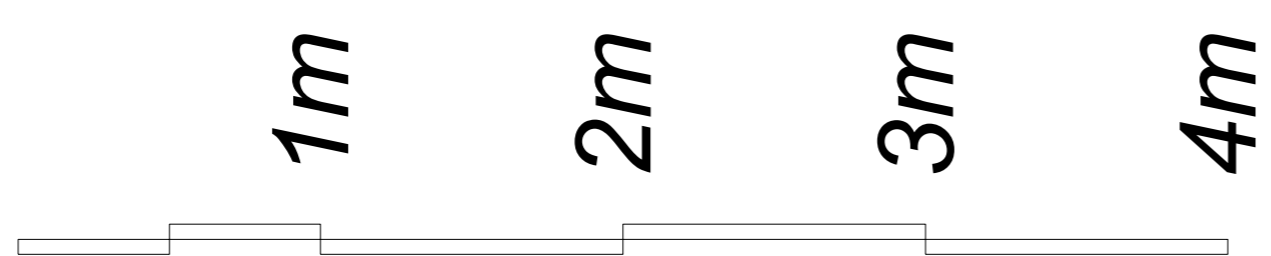
Unit 2.3H  
M4(3)  
1 Bedroom  
2 Bedspaces  
61 Sq. m

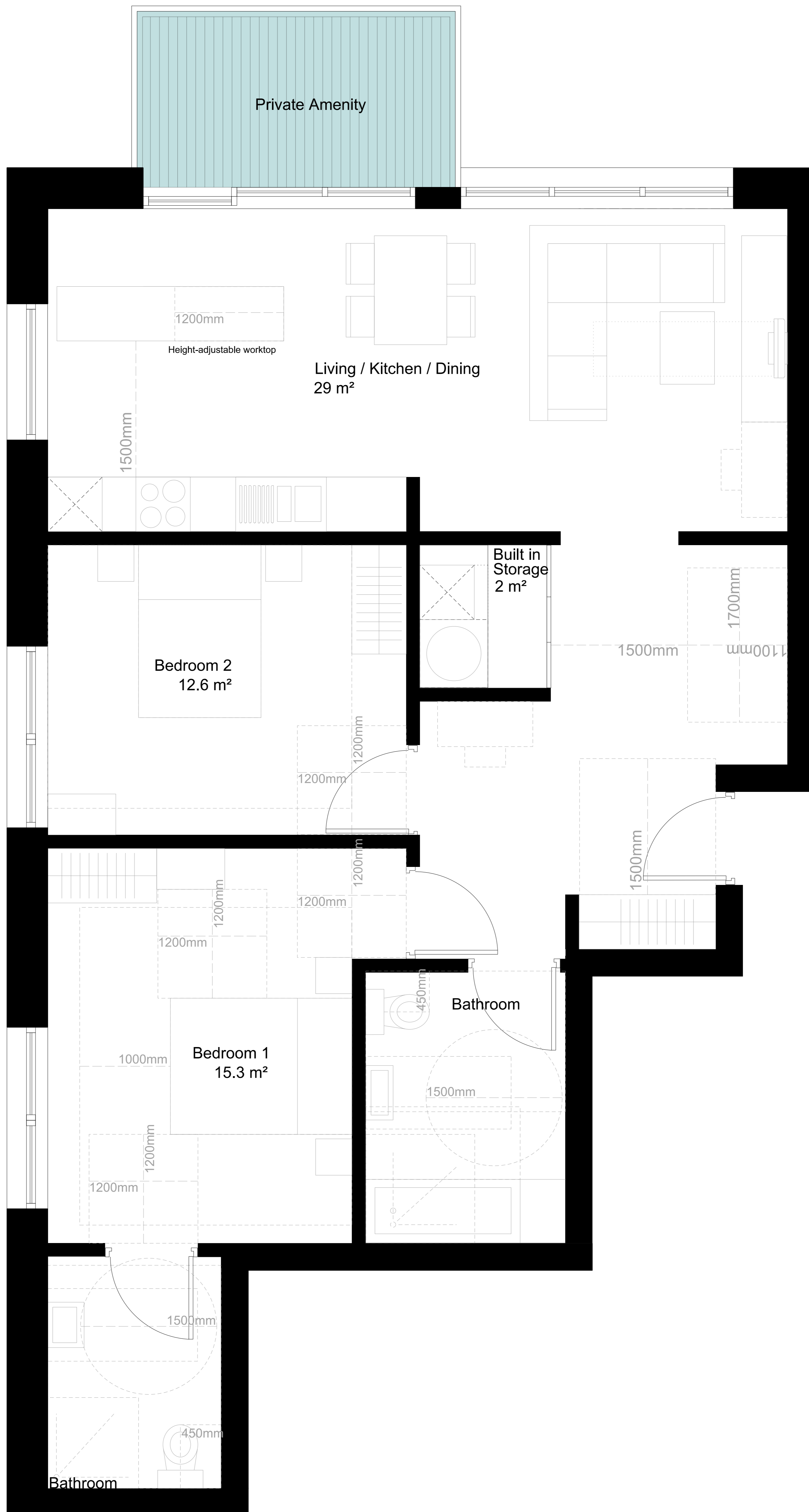




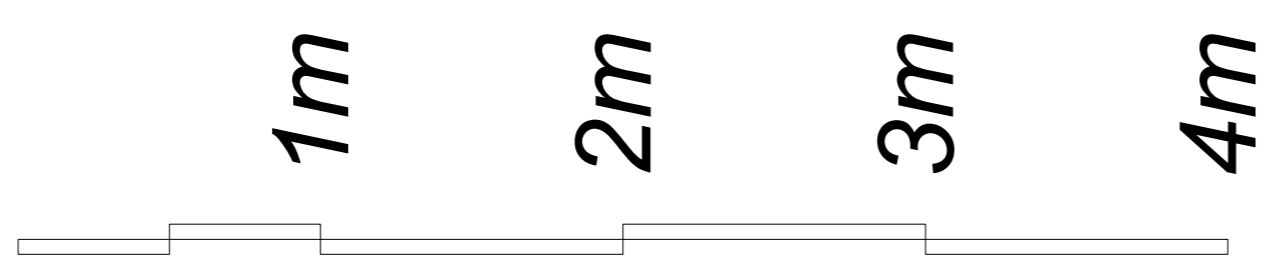
Unit 2.1B  
M4(3)  
1 Bedroom  
2 Bedspaces

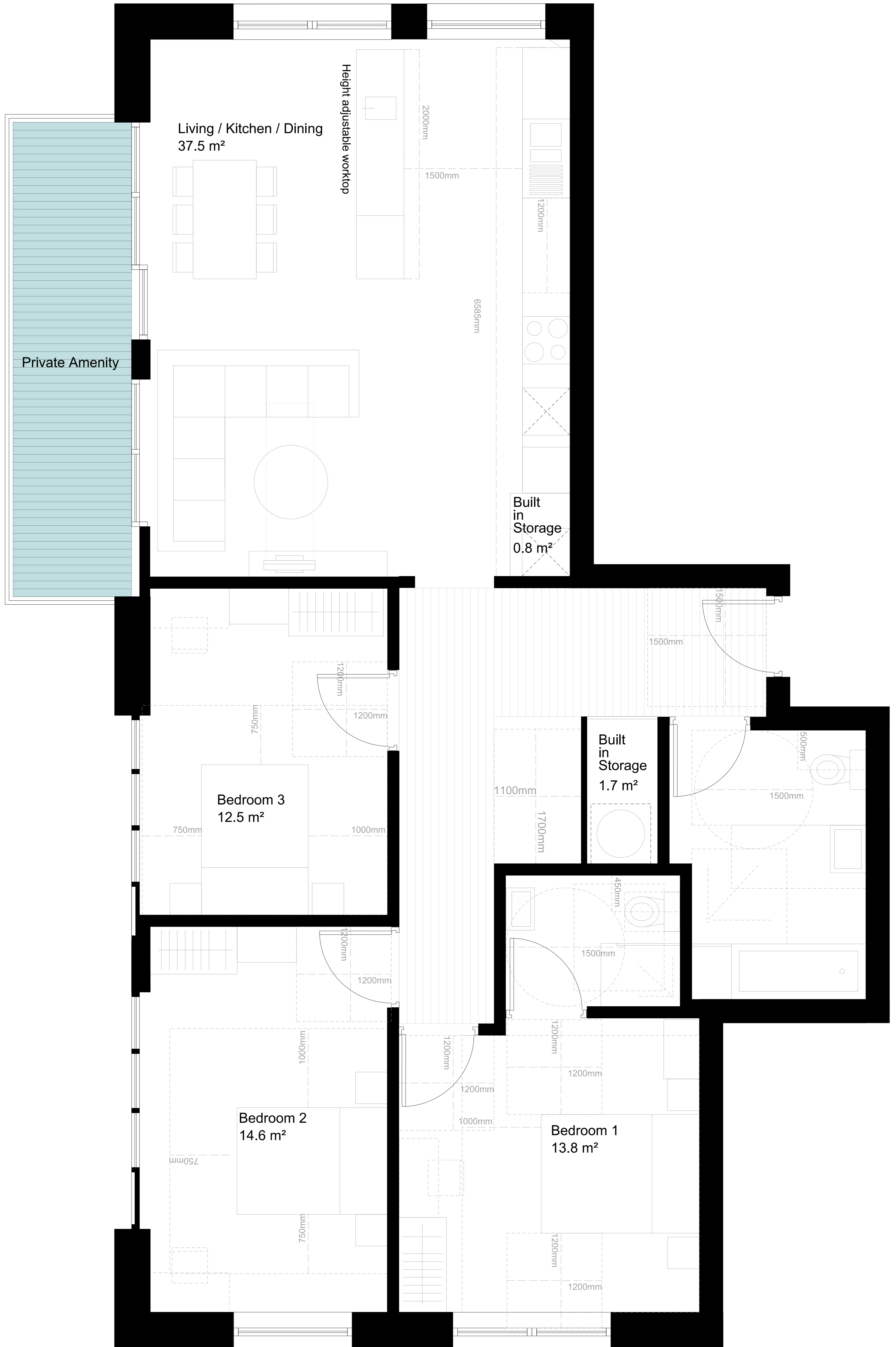
64 Sq. m



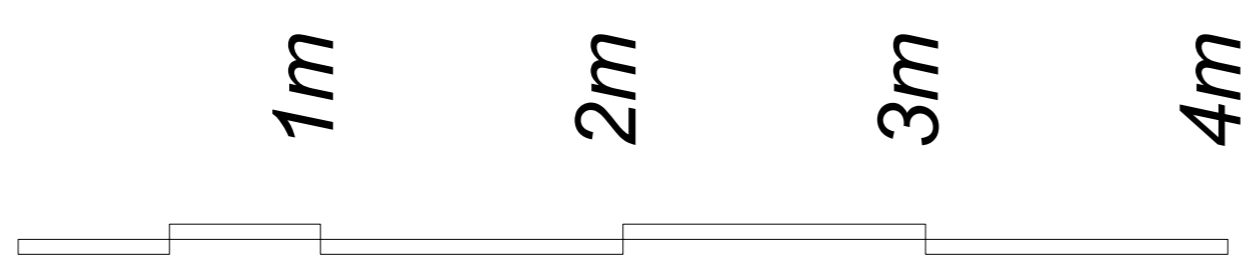


Unit 2.3x  
M4(3)  
2 Bedroom  
4 Bedspaces





Unit 1.4M  
M4(3)  
3 Bedroom  
6 Bedspaces  
109 Sq. m



# APPENDIX C: PHASE 1 FUTURE CAR PARKING LAYOUT



Project Logo

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.

Rev.	Date	Description	Drawn	Checked
P02	16/05/19	REVISED LANDSCAPING & RESIDENTIAL LOBBY PLANS	JMP	JMP
P03	28/06/19	REVISED LANDSCAPE DESIGN	JMP	JMP
P04	17/04/20	REVISED LAYOUT	JMP	JMP
P05	20/04/20	UPDATED LANDSCAPE INFORMATION	JMP	JMP

New Cycle Lane

2no. Car spaces for commercial units & 1no. Car club spaces

17no. Long stay Nonresi secure cycle lockers

Resi Loading area for Block A

Boundary Treatment to LA Lounge to be planted. Position and relationship with property wall tbc. Potential for mural tbc.

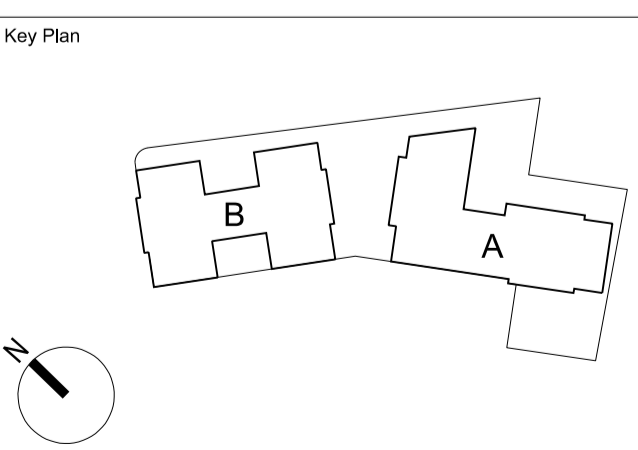
5no. Short stay Resi cycle spaces within landscaped and secure courtyard

External fire escape staircase from above

Below ground level parking to provide 19no. Residential car spaces (8%) of the total 32 spaces for Blocks A and B combined (8%) and to give new access to on-plot parking in Block B

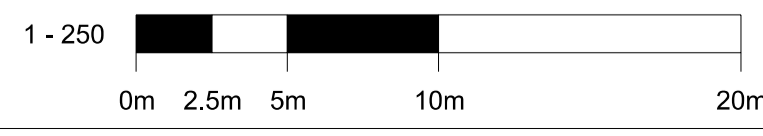
- Key**
- Industrial
  - Lobby
  - Service
  - Plant
  - Masterplan Site Boundary

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Thames Side West PH 1  
 Masterplan  
 GROUND FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT

Scale At A1: 1:250 Job Number: 2018  
 Date: 31/03/2020 Drawing: JMP  
 Drawing Status: FOR PLANNING Checked: JMP  
 Drawing Number: 2018-JMP-P1-GF-DR-A-3010 Revison: P05



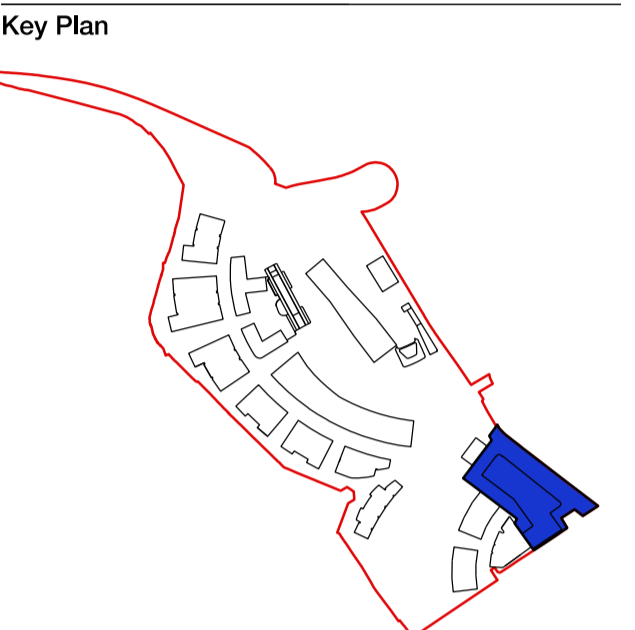
# APPENDIX D: PHASE 1 GROUND FLOOR LANDSCAPING PLAN

Thameside West, Newham	
Access Statement	108253
Report	15/05/2020



**General Notes**  
 DO NOT SCALE. All dimensions must be checked on site, errors are to be reported.  
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 Contractors must ensure that cross referenced drawings and specifications noted on these drawings are checked on a regular basis to ensure that the latest revisions are used.

- Key**
- Thameside West planning application boundary
  - Detailed and Outline application boundary



- Landscape Key**
- |   |  |
|---|--|
| Planting type 1                                 | Planting type 2                                      |
| Paving type 1                                   | Paving type 5  |
| Paving type 2                                   | Paving type 6  |
| Paving type 3                                   | Paving type 7  |
| Paving type 4                                   | Paving type 8  |
| Flush banding                                   | Flush banding  |
| Asphalt, Road                                   | Raised planters                                      |
| Proposed Tree                                   | Cycle racks Short stay                               |
| Existing DLR column retained                    | Cycle lockers Long stay                              |
| Seating within raised planters                  | High metal railing / gate access                     |
| Mobile 'goods wagon' planter on flush tramlines | Front garden fencing                                 |
| Cycle lands                                     | Mobile planter along north edge of North Woolwich Rd |

**Issue Record**

By	Chk	Date
P01	First issue - For client approval	RM - 13.05.2020

**Title**  
 Phase 1 Landscape  
 GF/Mezzanine - Long Term  
 North Woolwich Road retained

**Project**  
 Thameside West Landscape

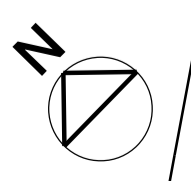
**Scale**  
 1:250 @ A1

**Status**  
 S2 - For Information

**Revision**  
 P01

**Drawing Number**  
 522-PT-PH1-GF-DR-L-PL-1001

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The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a distinctive design where the 'S' and 'Y' are connected at the top, and the 'T' has a unique, slightly curved top bar.

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[WWW.THAMESIDEWEST-PLANS.CO.UK](http://WWW.THAMESIDEWEST-PLANS.CO.UK)