

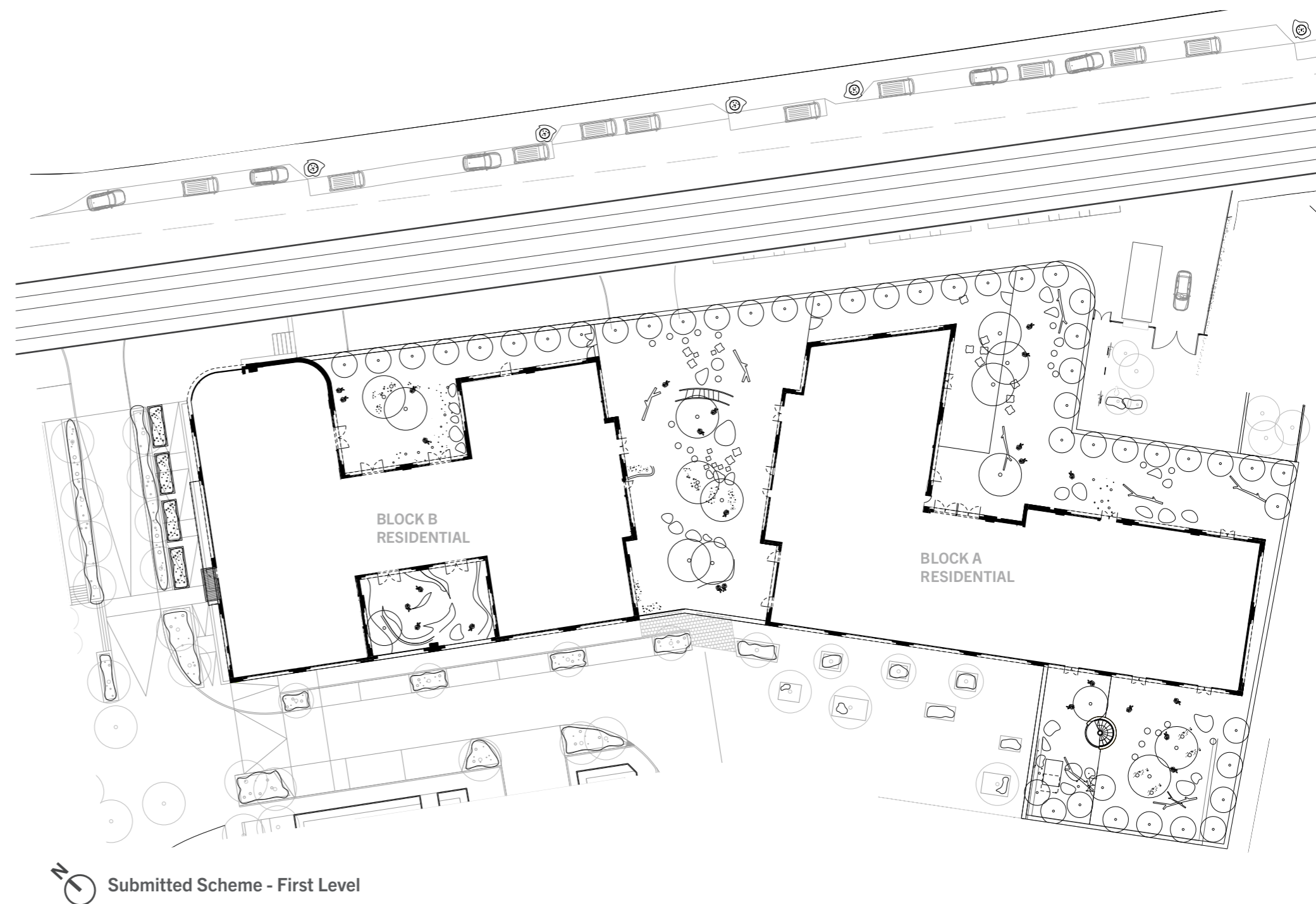
Submitted Scheme - Podium Level June 2019

Submitted Scheme - First Floor

An important part of the co-location philosophy is the use of the first floor as a buffer level to provide residents with an expansive external amenity space and a series of ancillary accommodation. There were no industrial or retail uses proposed in this level.

Servicing

The residential control rooms for the plant are located on the buffer level with access from the residential cores. No industrial servicing is proposed on this level.



Amended Scheme - Podium Level May 2020

Amended Scheme - First Floor

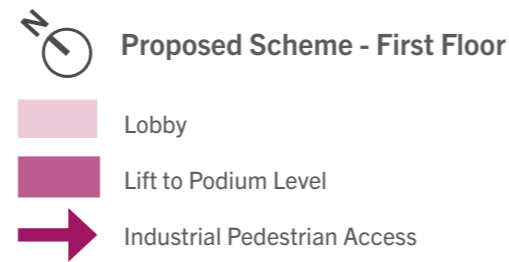
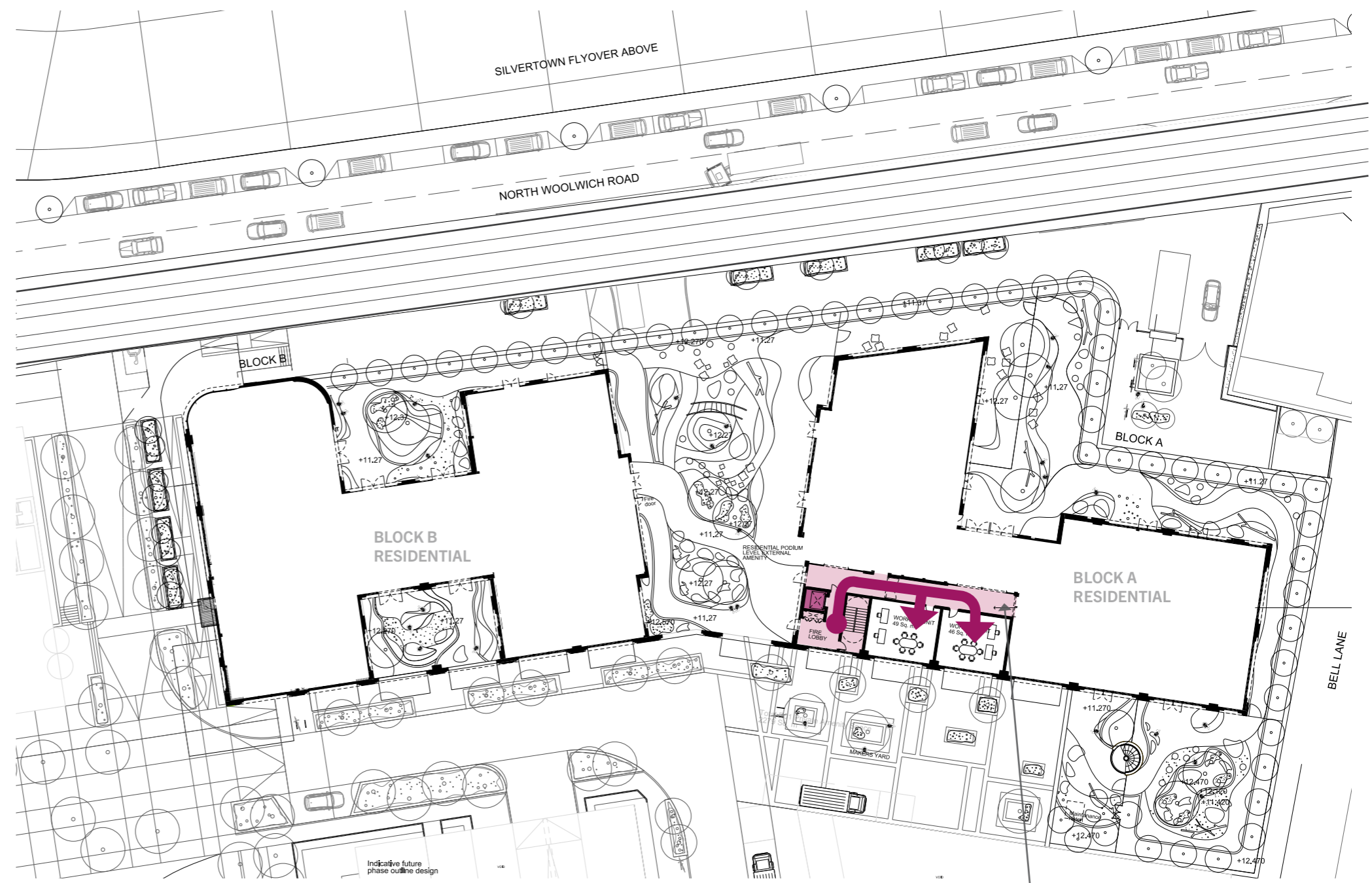
The amended scheme continues to propose a buffer level between the residential and industrial uses. However, due to the large area available at this level, there is an opportunity to accommodate two small workspace units that are compatible with residential ancillary uses on the same level.

Industrial Accommodation + Access

Two small flexible workspaces are available at this level with access straight off Maker's Yard. As such, access to the core and to the secure corridor on the first level is controlled using a fob and key system, only made available to the tenants of these workspaces. This security system will be part of the overall security and CCTV strategy.

Servicing

No industrial servicing is proposed on this level.



BLOCK A INDUSTRIAL
Secure Corridor with key/fob access only to workspace units

3.3 Residential Access and Accommodation

True to the original concept, the Residential accommodation has remained unchanged in its concept. As in the previous chapter, the changes described in this chapter are detailed changes made to the residential access strategy, in an attempt to ultimately improve the architectural and public realm quality of the scheme.

The following pages will show a comparison between the submitted scheme in the June 2019 Addendum and the Amended scheme proposed for this third Addendum for the GLA.

The June 2019 submitted scheme is shown on the left page and the amended April 2020 scheme is shown on the right page of each spread, along with a written description of the improvements that are being proposed.

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 278 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 278 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



Interior view of a corner apartment, Block A

Residential Level Podium Landscaping in
Emerging Masterplan Site 

ROYAL DOCKS

WESTERN BEACH
APARTMENTS

WATERFRONT STUDIOS

NORTH WOOLWICH ROAD

TO WEST
SILVERTOWN DLR

TO ROYAL DOCKS &
ROYAL VICTORIA

DLR

BLOCK B LOBBY

GYM

CRÈCHE

BLOCK A LOBBY

COMMUNITY
HALL

SILVER STREET

PARK



Submitted Scheme - Ground Floor Level June 2019

Submitted Scheme - Ground Level

The ground floor residential accommodation is limited to allow access for residents. These are book-ended so that minimal cross-over with industrial uses is required.

Residential Accommodation + Access

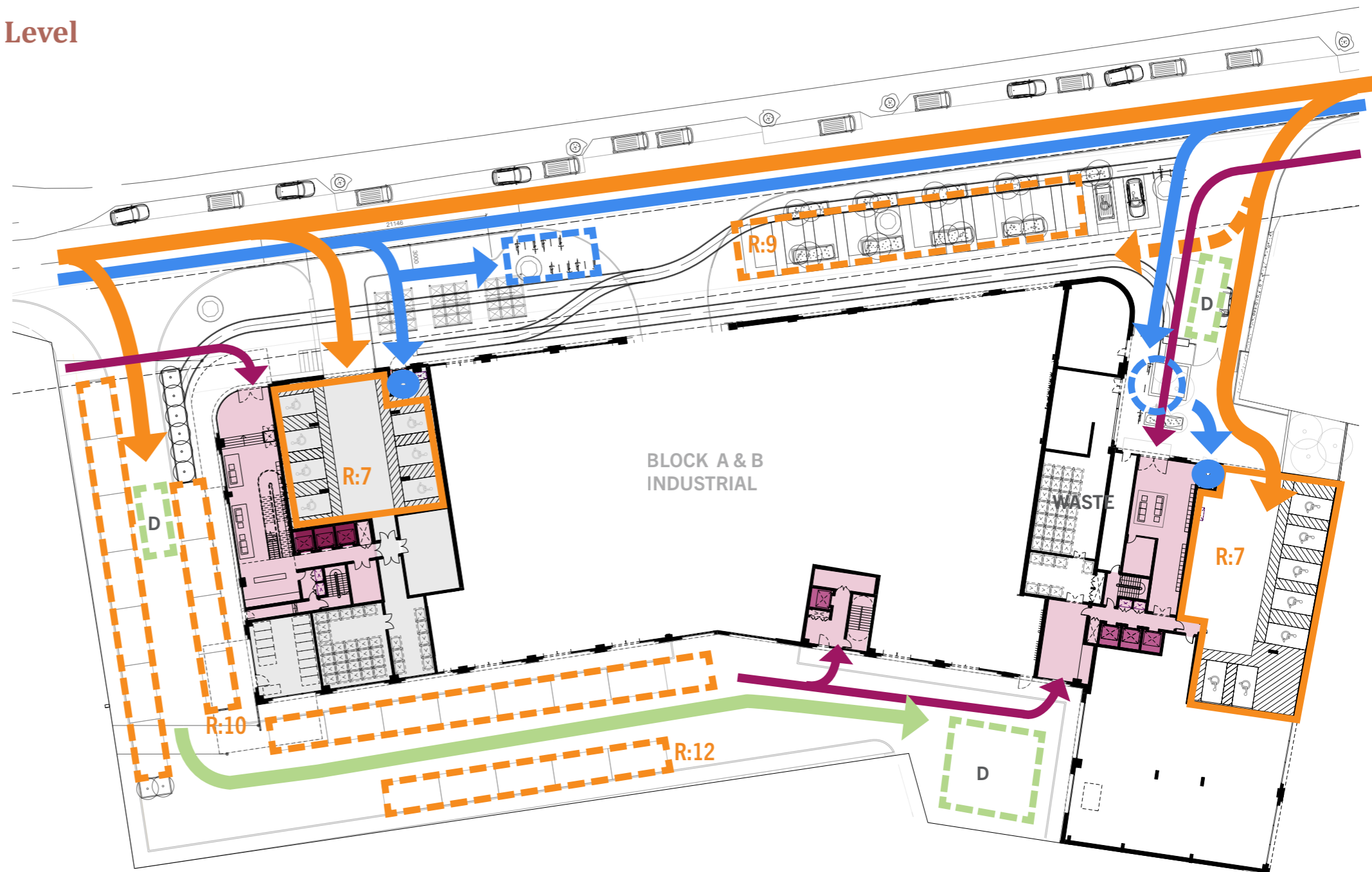
The approach to Block A is via a secure courtyard reserved for the sole use of residents and their allowed guests. Vehicle access will only be allowed to seven accessible car spaces (3%) within the secure garage, and thus is foreseen to be minimal. This arrangement offers the opportunity for the courtyard to be a safe and landscaped space.

Block B residential lobby sits on the corner of North Woolwich Road and the new service route, which in the Phase 2+ is the new residential road. Seven (3%) accessible car spaces and long-stay cycle spaces are accessed via the slip road in a secure garage. Short stay cycles are provided in the public realm.













The remaining 7% parking bays are made available below the DLR and on the service route. At Phase 2+ these spaces will be re-located to the podium basement level, allowing the public realm to be permanently landscaped.

Servicing

Service vehicles will have drop-off bays just outside the gates of Block A and along the service road in front of Block B. The service route also gives access to the plant room at the rear of the site.



Proposed Scheme - Ground Floor Temporary Condition

-  Vehicle Access
-  Pedestrian Access
-  Cycle Access
-  Cycle Highway
-  Service Access
-  On Plot Car Parking Spaces 3%
-  External Car Parking Spaces (5%)
-  Short Stay Cycle Parking Spaces
-  Cycle Lift to Secure Long Stay Cycle Store
-  Drop-off & Service Bay
-  Residential Lobby
-  Lift to Podium Level

Amended Scheme - Ground Floor Level May 2020

Amended Scheme - Ground Level

As in the submitted scheme, the ground floor residential accommodation is limited to access for residents in a book-ended layout.

Residential Accommodation + Access

The approaches to both Block A and Block B residential lobbies are unchanged, with the notable difference in the vehicular and waste strategy for Block B, and a reduction of total residential car spaces required to 8% - 32 spaces total (from 10%).

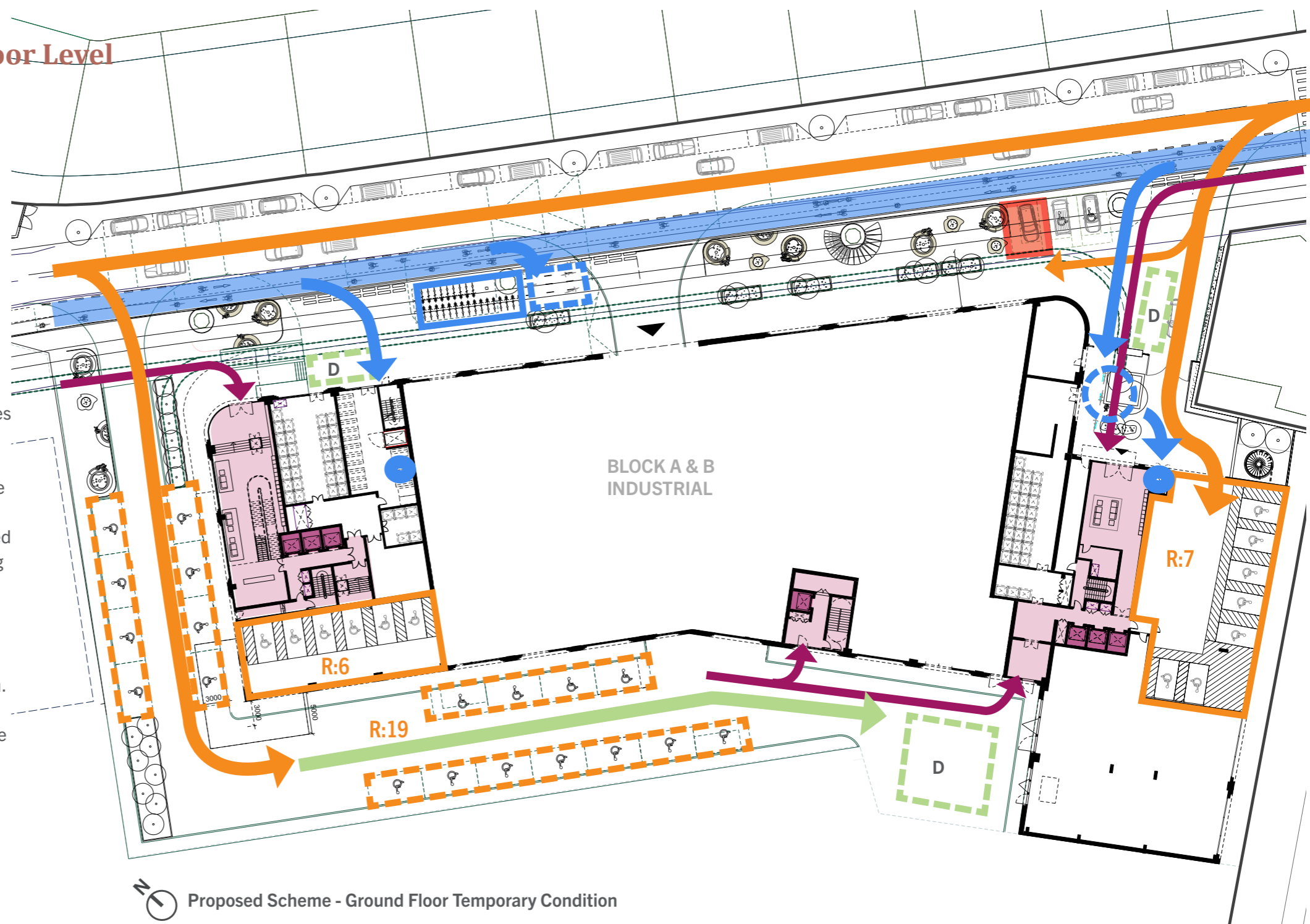
Six on-plot accessible car spaces for Block B (3%) are now accessed via the service route towards the back of the building. This allows for the bins to be re-located towards the North Woolwich Road side of the building with direct access for the waste collectors - and thus removing the need for an external collection point. Long-stay cycle spaces are still accessible through a cycle lift to the mezzanine cycle store on both blocks and short stay cycles are provided in the public realm.

The remaining 5% of parking bays are available on the rear service route. These external spaces will be re-located to the podium basement level in Phase 2+.

The new Car Club space and the public Cycle Dock will make the site more accessible to residents and visitors.

Servicing

Service vehicles will have drop-off bays near residential entrances as before and the service route gives access to the plant room at the rear of the site.



Proposed Scheme - Ground Floor Temporary Condition

- Vehicle Access
- Pedestrian Access
- Cycle Access
- Cycle Highway
- Service Access
- On Plot Car Parking Spaces 3%
- External Car Parking Spaces (5%)
- Short Stay Cycle Parking Spaces
- Cycle Lift to Secure Long Stay Cycle Store
- Drop-off & Service Bay
- Residential Lobby
- Lift to Podium Level

Submitted Scheme - Mezzanine Level June 2019

Submitted Scheme - Mezzanine Level
The mezzanine level provides residential cycle stores and access to and from these via the cores. When the new mezzanine level street is incorporated in Phases 2+, it will provide a main and alternative residential entrance for Block A from the public realm.

Residential Accommodation + Access
The new residential entrance will offer residents coming from the west and north, an alternative entrance to Block A. Situated on the main access to The Landings, it is conveniently placed for easy access from the Public Park and along the main circulation routes.

Maker's Yard is designed as a high quality shared surface for residents and makers of the small industrial units along the street.

All the Long Stay cycle spaces for residents are accommodated at this level.

Servicing
When the mezzanine level is built, service vehicles will be able to access the plant room (in Block A) via Maker's Yard.



- Submitted Scheme - Mezzanine Level**
- Vehicle Access
 - Pedestrian Access
 - Cycle Access
 - Cycle Highway
 - Service Access
 - On Plot Car Parking Spaces 3%
 - External Car Parking Spaces (5%)
 - Short Stay Cycle Parking Spaces
 - Cycle Lift to Secure Long Stay Cycle Store
 - Drop-off & Service Bay
 - Residential Lobby
 - Lift to Podium Level