

5.5 Microclimate and Wind

Buro Happold

Wind Assessment

A Wind Tunnel Assessment has been carried out for the proposed development detail phase 01 and outline future phases maximum parameters. The physical model was built at 1:400 scale and two boards were required to contain the full development.

The tested configurations were defined as follows:

For Board 1, which includes Phase 1, we had initially suggested the following configurations for testing:

- C1 Baseline 2018
- C2 Phase 1 and existing surrounds.
- C3 Phase 1 and later phases in existing surrounds.
- C4 Phase 1 and later phases in cumulative surrounds.

For board 2 we had initially proposed

- C1 Baseline 2018
- C2 Phase 1 and later phases in existing surrounds.
- C3I Phase 1 and later phases in cumulative surrounds.

The methodology for quantifying the pedestrian level wind environment was carried out including the following steps:

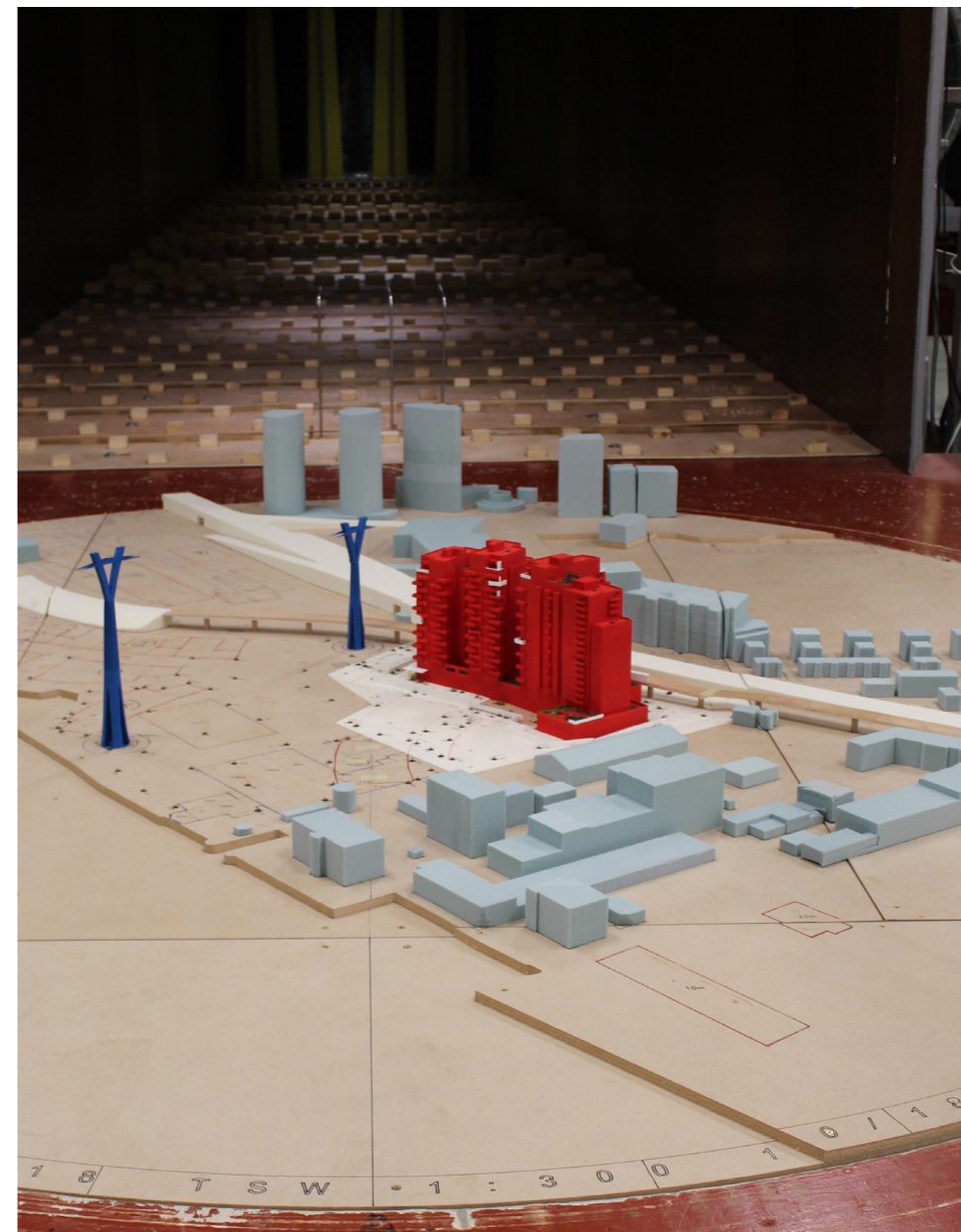
1. Measure the wind speeds at pedestrian level in the wind tunnel relative to a reference wind speed;
2. Adjust standard meteorological data to account for conditions at the Site;
3. Combine these to obtain the expected frequency and magnitude of wind speeds at pedestrian level; and

4. Compare the results with the Criteria to 'grade' conditions around the Site.

The test included the gust turbulence and a boundary layer created with the appropriate roughness of the site surroundings. Wind measurements were made using Irwin probes. For pedestrian mean wind speed and the peak wind speed are measured at selected location at the site at a 15m height above ground level.

Pedestrian wind comfort and safety has been assessed using the Lawson Comfort Criteria, which have been established for over thirty years. This criteria identifies the suitability for the different planned activities. Wind effects were determined based on meteorological statistical combined data from three different airports weather stations.

Locations where safety or comfort conditions are not suitable have been identified and addressed by developing a mitigation strategy. One off-site safety found on North Woolwich Road breaches the criteria by a total of 2.5 hr. where compliance is 2.2 hr. Further wind tunnel testing will be required to mitigate this effect.



Wind Mitigation Measures

Mitigation has been tested to address adverse wind effects at pedestrian level, podium level, terraces and balconies. Residual effects after mitigation implemented are determined to be negligible to minor, therefore, suitable for the planned activities.

The mitigation measures included to reduce wind acceleration at the identified locations is described as follows:

Ground floor measures

- Corner solid canopies over entrances on the north east elevation to deal with speeding winds around the building corners, and a continuous 2m canopy along this facade, and baffles as required (locations 276, 281).
- A 2.0m 50% porous sculpture/landscaping art piece under the DLR
- Two full height screens also along the pedestrian foot-way on the corner of the North and South West elevations (location 280)
- A 4m tall 50% hoarding along the north and partially south west elevations, elsewhere this is 2m tall, solid.
- Shrubbery and trees strategically located along the North elevations to protect pedestrians (locations 276 and 219)
- The south west elevation will have canopies over all mezzanine level units to pre-empt the wind mitigation required at the ground floor of Phase 2.

Landscaped Podium measures

- Parapets to the rear of play area are raised to 2.5m to accommodate trees and vegetation along southern boundary (location 359)
- Balustrades along the whole deck are raised to 1.3 metres at a minimum, often these go beyond 2m.
- A total of 5no. 4m trees around seating areas in the central podium.

Balcony measures

- Balconies to the north west corner of Block B (372 and 375) have full height solid panels and 1.5m balustrades to protect from high wind speeds
- Balconies to south west corner of Block B adjacent to the central podium (373) are repositioned away from the corner.
- Removal of all corner balconies on Blocks A and B will further improve comfort levels on balconies

Roof Terrace Measures - Block A

- 1.5m high perforated panels / balustrades around the communal terrace
- 3no. large full grown trees 5m tall along flank wall
- Restrictions to the uses of the terrace (seating only placed where wind speeds are comfortable)



Block B - Balconies with glazed wind mitigation screen

5.6 Servicing Strategy

Meinhardt UK

A Delivery and Servicing Management Plan (DSMP) and a site wide servicing demand assessment for revised residential massing technical note has been prepared which outlines the principles implemented at the site including the responsibilities of the on-site management of vehicles, the encouragement of freight consolidation and on-going monitoring measures of the operation of deliveries and servicing. Vehicle access will be provided, as shown in chapters 3.2 and 3.3 and swept path analysis showing the typical service vehicles anticipated on-site are contained within the Transport Assessment

Deliveries

The light industrial units have been designed to incorporate an internal service yard to accommodate 4 no. 10m rigid axle HGVs, with enough room for turning within the yard. See Meinhardt's tracking report for more detail. The yard itself can be closed off during the night for security. The DSMP proposes the use of these 4 loading bays for deliveries of the whole site.

An additional residential loading bay has been provided in front of Block A for smaller delivery vehicles. The loading bays provided as part of the Phase 1 development will be managed in line with the site's Delivery & servicing management plan.

Plant Maintenance

It is anticipated that all plant replacement will be arranged through the ground floor service vehicle area to the rear of the building which is provided with vehicular access.

The service vehicle area is shared between the industrial unit access and the residential buildings. All plant areas at ground floor have either direct door access to the service vehicle area or via dedicated service corridors, as indicated in the plant replacement drawings. Vehicle routes for plant replacement and general

maintenance access will follow the service and fire tender routes to the respective service vehicle area at ground floor.

There is plans for lifting large mezzanine level plant through the access hatch at level 1.

Design Principles: Separation Strategy

The sectional arrangement of Phase 1 allows the residential uses to be protected from industrial activity through

- The reinforced concrete transfer structure: which provides a substantial enclosure to industrial activity noise separation and vibration damping due to its inherent characteristics
- The separation of ventilation routes the need for ground floor plant which locates noisy plant away from residential uses and under the transfer structure
- The need to have ancillary control plant rooms for residential uses which are allocated on a buffer floor.

Energy Strategy

An energy strategy, domestic hot water, space heating and electrical demand analysis has being been carried out for the proposed masterplan redevelopment by others, taking into account the planned construction phasing, to determine the most feasible solutions for the masterplan.

The strategy outlined below is developed in accordance with the overall masterplan energy strategies with specific reference to Phase 1. Nonetheless, the strategies follow the GLA energy strategy whereby central heating and hot water generation across the development are proposed.

Phase 1 is a standalone centralised energy centre with the provision to future connect to the masterplan wide heat network during the later phases, when they come online.

Servicing Strategy: Residential

For Phase 1 of the development, it is proposed to provide direct gas fired boilers within the ground floor energy centre to best match to domestic hot water and space heating demand.

Future connection allowance will be included for heating network connections derived from the main central energy centre, with plate heat exchanger space allowance within the plant room.

The residential elements of the development will be designed to draw all energy requirements, both heating and domestic hot water together with electrical and potable water demand from the central energy centre for Phase 1.

To ensure each unit can operate autonomously, heat interface units (HIU) and mechanical heat recovery units (MVHR) will be provided within a dedicated MEP utility cupboard. This will provide heating, cooling and ventilation to the habitable spaces and wet-rooms. Supply and extract for the MVHR will be via the façade on a unit-by-unit termination.

All apartments will be provided with direct billing meters to each utility company for electricity, water and drainage, while energy check meters will allow billing for heating and hot water.

Servicing Strategy: Non-Residential

The non-residential elements of the development will be designed to draw all energy requirements, both heating and domestic hot water together with electrical and potable water demand from the central energy centre for Phase 1.

Each unit will be developed as a standalone unit to allow shell and core delivery. Connections to the Phase 1 heat network will be provided for domestic water; incoming tenants will size and install their own heat interface unit to meet the units demand. The tenant will install mechanical heat recovery units (MVHR) connected to extract termination points provided via a louvred band provided as part of the perimeter envelope.

As MVHR alone is demonstrated not to prevent overheating on its own, spatial provision will be made for external condensers or heat pumps to be provided to supplement the cooling demand.

Servicing Strategy: Industrial

The industrial units within the development will be designed to draw all energy requirements, both heating and domestic hot water together with electrical and potable water demand from independent plant rooms for Phase 1.

Each unit will be developed as a standalone unit to allow shell and core delivery. Connections to the Phase 1 heat network will be provided for domestic water; incoming tenants will size and install their own heat interface unit to meet the units demand.

Ventilation to the industrial units has been considered with provisions provided to allow supply air to be drawn from the park side of the development and extract air discharge to the loading bays.

As the units are identified as light industrial, it is therefore not envisaged they will be discharging polluted exhaust, therefore no provision has been included for an exhaust duct to be taken to roof for discharge. The incoming tenant will provide appropriate exhaust filtration and treatment following detailed design analysis to ensure no toxic exhaust is being emitted.

Ventilation Strategy: Residential

Each dwelling will be provided with a high efficiency mechanical ventilation system with heat recovery (MVHR). The system shall deliver a continuous supply of air (trickle mode) to control air quality within the apartment and prevent mould growth. When the bathroom / toilet or kitchen is used, the system increases the ventilation speed (boost mode) to provide odour and moisture extraction.

Tempered fresh air will generally be delivered into the living / dining rooms and bedrooms through either linear bar grilles or supply air valves.

Extract air will be drawn from each 'wet' room such as kitchens and bathrooms through adjustable air valves. The ventilation unit will be complete with an automatic summer bypass facility to prevent heat recovery during the warmer ambient conditions. The system shall be controlled via a proprietary wall-mounted controller, which allows 24h / 7 day temperature and time control.

Where air quality and noise levels indicate openable windows are

not suitable for purge ventilation, the MVHR unit within these apartments will be provided with a manual override to allow the unit to entered into 'Purge-Mode'. Purge-mode will operate the MVHR fan at a higher duty to achieve 4 air changes per hour over short periods of time. After a pre-set period the MVHR unit will revert back to normal operation.

Ventilation Strategy: Non-Residential

The retail and commercial spaces (A1-A4) and light industrial units (B1b, B1c, B2, and B8) will be completed as 'Shell and Core' and are subject to tenant design. Louvre provision has been included at high level in each unit to allow the tenant to provide a suitable mechanical ventilation system with high efficiency heat recovery where deemed appropriate in accordance with Approved Document F.

5.7 Daylight and Sunlight Anstey Horne

Anstey Horne have assessed the levels of daylight, sunlight and overshadowing within the proposed development. The design of the blocks within the detailed phase seeks to maximise the daylight, sunlight and overshadowing levels. The overall daylight levels in both Blocks A and B show very good adherence to the BRE guidelines, with 95% and 90% adherence to the guidelines respectively. The design of the detailed phase takes into account the importance of balconies which provide much-needed private amenity space for future occupants, this will be an inevitable trade-off for a full adherence to the guidelines. Overall, the design of the detailed phase seeks to maximise levels of daylight within the proposed development.

Anstey Horne have assessed the levels of sunlight within the proposed development. There will be a lower level of adherence to the sunlight guidelines for the rooms tested. Nonetheless, the BRE guideline recommends that the assessment criteria must be applied flexibly, especially when considering the mitigating factors such as the provision of private balconies and valuable amenity space in urban living.

The design of the detailed phase seeks to maximise available amenity space. Anstey Horne assessed the levels of sunlight that will be received by such amenity areas. The two-hour-sun-on-ground contour drawing indicates that the designated amenity areas will receive at least 2 hours of sunlight to 50% of their areas on 21st March and therefore satisfy the guidelines.



6.0

Revised Schedules + Drawings



6.1 Revised Area Schedules

2018 - THAMESIDE WEST

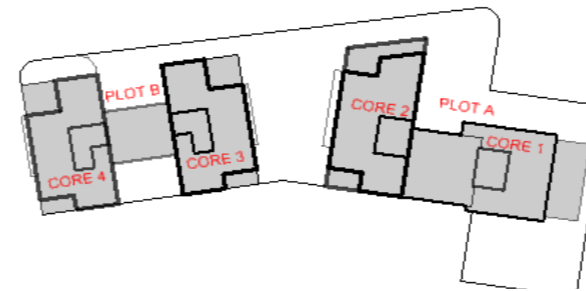
OVERALL AREA SCHEDULE

Rev.02 01/04/2020

KEY	1b2p	1 bed apartment	R	Residential
	2b3p	2 bed apartment	NR	Non-Residential
	2b4p	2 bed apartment	A	Ancillary
	3b4p	3 bed apartment	IND	Industrial
	3b5p	3 bed apartment	RT	Retail
	3b6p	3 bed apartment		
	4b7p	4 bed apartment		
	4b8p	4 bed apartment		
	studio	studio		
	bike	Bike Storage		
	bins	Bin Storage		
	plant	Plant Room		

JOHN McASLAN + PARTNERS

7-9 William Road
London NW1 3ER
T +44 (0)20 7313 6000
F +44 (0)20 7313 6001
www.mcaslan.co.uk



BLOCK	LEVELS	INDUSTRIAL (B1, B2 restricted, including back of house)		RETAIL (Including back of house)		NON-RESIDENTIAL BIKES AND CARS			PLANT ROOM *** (Area which is already included within RESIDENTIAL ANCILLARY)		RESIDENTIAL ANCILLARY (Service and Community uses including lobbies, cycle and car parking and waste rooms, including Plant Rooms)					RESIDENTIAL ACCOMMODATION (Includes corridors and cores on residential levels, excludes all types of balconies and terraces)					TOTAL GIA (measured from internal walls)	TOTAL GEA (measured from external face of walls, exclude all types of balconies and terraces)		
		GIA sqm	GEA sqm	GIA sqm	GEA sqm	Car Spaces on Street	Cycles Short Stay	Cycles Long Stay	GIA sqm	GEA sqm	GIA sqm	GEA sqm	Bins	Cycles Short Stay	Cycles Long Stay	Cars Spaces within Building	Cars Spaces on Street	NIA sqm	GIA sqm	GEA sqm	UNITS	PRIVATE AMENITY (balconies)	GIA sqm	GEA sqm
A	GF	1262	1337						530		1400	1533											2688	2870
	Mezzanine	432	468						131		947	1257											1380	2870
	1	95	114			1	2	8	55		1023	1167	33	5	338	7	9						1130	1284
	02-19																	13774	17214	18464	195	1352	17214	18464
	Roofs																							
B	GF	1220	1283								783	862											2000	2146
	Mezzanine	341	406	198	230						577	628											960	2146
	1					2	11	9	52		990	1132	39	6	371	6	10	165	160	199	3	15	1020	1330
	02-19																	14570	17784	19288	203	1443	17784	19288
	Roofs																							
TOTAL		3350	3608	198	230	3	13	17	768		5720	6579	72	11	709	13	19	28509	35158	37951	401	2810	44176	50398

BLOCK	INDUSTRIAL & RETAIL USES COMBINED (B1, B2 restricted and Retail, including back of house and internal walls)		
	LEVELS	GIA sqm	GEA sqm
A & B	GF	2482	2620
	Mezzanine	971	1110
	1	198	114
	Total	3651	3844

2018 - THAMESIDE WEST PHASE 1 30.03.2020

UNIT MIX By Building Core
Revision: 02

**Unit Mix by Core + Tenure
Rev.02**

Building	Core	Category	Unit Type	Quantity	Total Residential Levels	Total Habitable Room	Total No. of Units	Total Residential NIA	Per Block Total Residential GIA	Per Block Total Residential GEA	Block Efficiency
BLOCK A CORE 01											
Affordable		R	studio	0	9	140	60	4120m ²	17214m ²	18464m ²	0.80
			1b2p	40							
			2b3p	0							
			2b4p	20							
			2b3p duplex	0							
			3b4p	0							
			3b5p	0							
			3b6p	0							
			4b7p	0							
			4b8p	0							
Total				60							
BLOCK A CORE 02											
Affordable		R	studio	0	17	361	135	9654m ²			
			1b2p	64							
			2b3p	16							
			2b4p	34							
			2b3p duplex	1							
			3b4p	0							
			3b5p	0							
			3b6p	20							
			4b7p	0							
			4b8p	0							
Total				135							
BLOCK B CORE 03											
Private		R	studio	0	19	314	111	8018m ²	17944m ²	19487m ²	0.81
			1b2p	42							
			2b3p	29							
			2b4p	18							
			2b3p duplex	0							
			3b4p	0							
			3b5p	3							
			3b6p	18							
			4b7p	0							
			4b8p	1							
Total				111							
BLOCK B CORE 04											
Private		R	studio	1	15	266	95	6552m ²			
			1b2p	38							
			2b3p	24							
			2b4p	14							
			2b3p duplex	0							
			3b4p	0							
			3b5p	2							
			3b6p	13							
			4b6p	1							
			4b8p	2							
Total				95							
TOTAL				401							

Affordable Housing Building A	Unit Type	No. of Units	TOTAL NIA in m2
BLOCK A			
Shared Ownership levels 2-9	studio	0	7768
	1 bed	64	
	2 bed	40	
	3 bed	8	
	4 bed	0	
Shared Ownership_levels 10-11	studio	0	824
	1 bed	8	
	2 bed	4	
	3 bed	0	
	4 bed	0	
London Affordable Rent_levels 10-17	studio	0	4472
	1 bed	32	
	2 bed	24	
	3 bed	8	
	4 bed	0	
London Affordable Rent_levels 18&19	studio	0	710
	1 bed	0	
	2 bed	3	
	3 bed	4	
	4 bed	0	
Total		195	13774

THAMESIDE WEST PHASE 1 14.05.20
Rev. 03

NG A

Unit Accommodation Schedule
Block A - Rev.03

Level	Apartment number by Core	Core	Unit Type	Net Internal Area	Habitable Room	Tenure	Accessible Units	London Plan Design Standard	Excess of Design Standard	Total Unit / Level	Total NIA / Level	Private Amenity	London Plan Private Amenity	Excess Private Amenity	Unit Aspect (Single / Double / Triple)
NG A															
LEVEL 00															
LEVEL 02-09															
Core 1	02.01	A1	1b2p	58	2	LSO		50	8	14	971m ²	5.1	5	0.1	Single
	02.02	A1	2b4p	88	3	LSO		70	18			7	7	0	Single
	02.03	A1	1b2p	57	2	LSO		50	7			7	5	2	Single
	02.04	A1	1b2p	64	2	LSO	W	50	14			5.1	5	0.1	Single
	02.05	A1	1b2p	58	2	LSO		50	8			5.1	5	0.1	Single
	02.06	A1	2b4p	87	3	LSO		70	17			7	7	0	Single
Core 2	02.07	A2	2b4p	85	3	LSO		70	15	7	7	0	Double		
	02.08	A2	1b2p	57	2	LSO		50	7	5.1	5	0.1	Single		
	02.09	A2	3b6p	98	5	LSO		95	3	10.1	9	1.1	Double		
	02.10	A2	1b2p	52	2	LSO		50	2	5	5	0	Single		
	02.11	A2	1b2p	55	2	LSO		50	5	5.1	5	0.1	Single		
	02.12	A2	2b4p	80	3	LSO		70	10	7	7	0	Double		
	02.13	A2	2b3p	77	3	LSO		61	16	7.6	6	1.6	Double		
	02.14	A2	1b2p	55	2	LSO	W	50	5	5.1	5	0.1	Single		
LEVEL 10-11															
Core 1	10.01	A1	1b2p	58	2	LSO		50	8	14	971m ²	5.1	5	0.1	Single
	10.02	A1	2b4p	88	3	LSO		70	18			7	7	0	Single
	10.03	A1	1b2p	57	2	LSO		50	7			7	5	2	Single
	10.04	A1	1b2p	64	2	LSO	W	50	14			5.1	5	0.1	Single
	10.05	A1	1b2p	58	2	LSO		50	8			5.1	5	0.1	Single
	10.06	A1	2b4p	87	3	LSO		70	17			7	7	0	Single
Core 2	10.07	A2	2b4p	85	3	LAR		70	15	7	7	0	Double		
	10.08	A2	1b2p	57	2	LAR		50	7	5.1	5	0.1	Single		
	10.09	A2	3b6p	98	5	LAR		95	3	10.1	9	1.1	Double		
	10.10	A2	1b2p	52	2	LAR		50	2	5	5	0	Single		
	10.11	A2	1b2p	55	2	LAR		50	5	5.1	5	0.1	Single		
	10.12	A2	2b4p	80	3	LAR		70	10	7	7	0	Double		
	10.13	A2	2b3p	77	3	LAR		61	16	7.6	6	1.6	Double		
	10.14	A2	1b2p	55	2	LAR	W	50	5	5.1	5	0.1	Single		
LEVEL 12-17															
Core 2	12.01	A2	2b4p	85	3	LAR		70	15	8	559m ²	7	7	0	Double
	12.02	A2	1b2p	57	2	LAR		50	7			5.1	5	0.1	Single
	12.03	A2	3b6p	98	5	LAR		95	3			10.1	9	1.1	Double
	12.04	A2	1b2p	52	2	LAR		50	2			5	5	0	Single
	12.05	A2	1b2p	55	2	LAR		50	5			5.1	5	0.1	Single
	12.06	A2	2b4p	80	3	LAR		70	10			7	7	0	Double
	12.07	A2	2b3p	77	3	LAR		61	16			7.6	6	1.6	Double
	12.08	A2	1b2p	55	2	LAR		50	5			5.1	5	0.1	Single
	LEVEL 18														
Core 2	18.01	A2	2b4p	81	3	LAR		70	11	4	355m ²	44.6	7	37.6	Double
	18.02	A2	3b6p	119	5	LAR		95	24			26.5	9	17.5	Double
	18.03	A2	3b6p	113	5	LAR		95	18			28.2	9	19.2	Triple
	18.04	A2	2b3p duplex	42	3	LAR		70	14						Single
LEVEL 19															
Core 2	19.01	A2	2b4p	81	3	LAR		70	11	3	355m ²	21.5	7	14.5	Double
	19.02	A2	3b6p	119	5	LAR		95	24			11.3	9	2.3	Double
	19.03	A2	3b6p	113	5	LAR		95	18			17.7	9	8.7	Triple
	19.04	A2	2b3p duplex	42	3	LAR	Duplex - see level 18					7	7	0	Single

JOHN McASLAN + PARTNERS

7-9 William Road
London NW1 3ER
T +44 (0)20 7313 6000
F +44 (0)20 7313 6001
www.mcaslan.co.uk

2018 - THAMESIDE WEST PHASE 1 14.05.2020
Rev. 03

BUILDING B

Unit Accommodation Schedule Block B - Rev.03

Unit number by Building	Level	Apartment number by Core	Core	Unit Type	Net Internal Area	Habitable Room	Tenure	Accessible Units	London Plan Design Standard	Excess of Design Standard	Total Unit / Level	Total NIA / Level	Private Amenity	London Plan Private Amenity	Excess Private Amenity	Unit Aspect
BUILDING B																
LEVEL 00																
LEVEL 01																
Core 4	1.01	B4	studio	37	1	P			37	0	3	165m ²	5	5	0	Si
	1.02	B4	1b2p	57	2	P			50	7			5	5	0	Dc
	1.03	B4	1b2p	71	2	P	W		50	21			5	5	0	Si
LEVEL 02-13																
Core 3	02.01	B3	2b4p	75	3	P			70	5	14	944m ²	7	7	0	Dc
	02.02	B3	2b3p	69	3	P			61	8			6	6	0	Dc
	02.03	B3	1b2p	50	2	P			50	0			6	5	1	Dc
	02.04	B3	2b3p	70	3	P			61	9			6	6	0	Dc
	02.05	B3	1b2p	50	2	P			50	0			5	5	0	Si
	02.06	B3	3b6p	99	4	P			95	4			10	9	1	Dc
	02.07	B3	1b2p	61	2	P	W (L2-5)		50	11			5	5	0	Dc
Core 4	02.08	B4	2b4p	75	3	P			70	5			7	7	0	Dc
	02.09	B4	2b3p	69	3	P			61	8			6	6	0	Dc
	02.10	B4	1b2p	50	2	P			50	0			6	5	1	Dc
	02.11	B4	2b3p	67	3	P			61	6			6	6	0	Dc
	02.12	B4	1b2p	50	2	P			50	0			5	5	0	Si
	02.13	B4	1b2p	50	2	P			50	0			5	5	0	Si
	02.14	B4	3b6p	109	4	P	W		95	14			10	9	1	Ti
LEVEL 14																
Core 3	14.01	B3	2b4p	75	3	P			70	5	11	890m ²	7	7	0	Dc
	14.02	B3	2b3p	69	3	P			61	8			6	6	0	Dc
	14.03	B3	1b2p	50	2	P			50	0			6	5	1	Dc
	14.04	B3	2b3p	70	3	P			61	9			6	6	0	Dc
	14.05	B3	1b2p	50	2	P			50	0			5	5	0	Si
	14.06	B3	3b6p	99	5	P			95	4			10	9	1	Dc
	14.07	B3	1b2p	61	2	P			50	11			5	5	0	Dc
Core 4	14.08	B4	2b4p	75	3	P			70	5			7	7	0	Dc
	14.09	B4	4b6p	131	5	P			99	32			12	9	3	Ti
	14.10	B4	3b5p	101	5	P			86	15			37	8	29	Dc
	14.11	B4	3b6p	109	5	P			95	14			22.8	9	13.8	Ti
LEVEL 15																
Core 3	15.01	B3	2b4p	89	3	P	W		70	19	8	727m ²	7	7	0	Dc
	15.02	B3	2b3p	70	3	P			61	9			6	6	0	Dc
	15.03	B3	1b2p	50	5	P			50	0			5	5	0	Si
	15.04	B3	3b6p	100	5	P			95	5			10	9	1	Dc
	15.05	B3	3b5p	87	5	P			86	1			9.2	8	1.2	Dc
Core 4	15.06	B4	2b4p	92	5	P			70	21			7	7	0	Dc
	15.07	B4	3b5p	101	4	P			86	15			11	8	3	Dc
	15.08	B4	4b8p	138	5	P			117	21			11	11	0	Ti
LEVEL 16-17																
Core 3	16.01	B3	2b4p	89	3	P	W		70	19	5	396m ²	7	7	0	Dc
	16.02	B3	2b3p	70	3	P			61	9			6	6	0	Dc
	16.03	B3	1b2p	50	5	P			50	0			5	5	0	Si
	16.04	B3	3b6p	100	5	P			95	5			10	9	1	Dc
	16.05	B3	3b5p	87	5	P			86	1			9.2	8	1.2	Dc
LEVEL 18																
Core 3	18.01	B3	3b6p	116	5	P			95	21	3	334m ²	37	9	28	Ti
	18.02	B3	2b4p	80	3	P			70	10			9.4	7	2.4	Si
	18.03	B3	4b8p	138	5	P			117	21			21.5	11	10.5	Ti
LEVEL 19																
Core 3	19.01	B3	3b6p	116	5	P			95	21	3	334m ²	10	9	1	Ti
	19.02	B3	2b4p	80	3	P			70	10			9.4	7	2.4	Si
	19.03	B3	4b8p	138	5	P			117	21			11.5	11	0.5	Ti

6.2 Revised Drawings

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).

DRAWING NUMBER	DRAWING TITLE	SCALE	SIZE	REVISION											
LOCATION															
1	2018-JMP-P1-XX-DR-A-0001	PHASE 1 LOCATION PLAN IN TSW MASTERPLAN CONTEXT	1500	A1	-	01							02	03	04
PROPOSED SITE PLAN															
2	2018-JMP-P1-XX-DR-A-0010	PHASE 1 SITE PLAN	350	A1	-	01							02	03	04
PROPOSED GA PLANS															
3	2018-JMP-P1-GF-DR-A-3000	GROUND FLOOR PLAN - TEMPORARY CONDITION	250	A1	-	01	02	03	04	05	06				
4	2018-JMP-P1-GF-DR-A-3010	GROUND FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT	250	A1	-	01	02	03	04	05	06				
5	2018-JMP-P1-M1-DR-A-3110	MEZZANINE FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT	250	A1	-	01	02	03	04	05	06				
6	2018-JMP-P1-01-DR-A-3210	FIRST FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT	250	A1	-	01	02	03	04	05	06				
7	2018-JMP-P1-02-DR-A-3300	2ND-11TH FLOOR PLAN (TYPICAL)	250	A1	-	01				02	02				
8	2018-JMP-P1-12-DR-A-3400	12TH-13TH FLOOR PLAN (TYPICAL)	250	A1	-					-	-				
9	2018-JMP-P1-14-DR-A-3500	14TH FLOOR PLAN (TYPICAL)	250	A1	-	01				02	02				
10	2018-JMP-P1-15-DR-A-3510	15TH FLOOR PLAN (TYPICAL)	250	A1	-					-	-				
11	2018-JMP-P1-16-DR-A-3600	16TH-17TH FLOOR PLAN (TYPICAL)	250	A1	-	01				02	02				
12	2018-JMP-P1-18-DR-A-3700	18TH FLOOR PLAN	250	A1	-	01				02	02				
13	2018-JMP-P1-19-DR-A-3800	19TH FLOOR PLAN	250	A1	-	01				02	02				
14	2018-JMP-P1-RF-DR-A-3900	ROOF PLAN	250	A1	-	01				02	02				
PROPOSED ELEVATIONS															
15	2018-JMP-P1-SW-DR-A-4000	SOUTH-WEST ELEVATION	250	A1	-	01	02	03	04	04	05				
16	2018-JMP-P1-NE-DR-A-4200	NORTH-EAST ELEVATION	250	A1	-	01	02	03	04	04	05				
17	2018-JMP-P1-NW-DR-A-4300	NORTH-WEST ELEVATION	250	A1	-	01	02	03	04	04	05				
18	2018-JMP-P1-SE-DR-A-4400	SOUTH-EAST ELEVATION	250	A1	-	01	02	03	04	04	05				
19	2018-JMP-1A-NW-DR-A-4500	BUILDING A NORTH-WEST ELEVATION	250	A1	-	01	02	03	04	04	05				
20	2018-JMP-1B-SE-DR-A-4600	BUILDING B SOUTH-EAST ELEVATION	250	A1	-	01	02	03	04	04	05				
PROPOSED SECTIONS															
21	2018-JMP-1A-AA-DR-A-5000	BUILDING A - CROSS SECTION AA	250	A1	-	01				02	02				
22	2018-JMP-1B-BB-DR-A-5100	BUILDING B - CROSS-SECTION BB	250	A1	-	01				02	02				
23	2018-JMP-P1-CC-DR-A-5200	MP - LONG SECTION CC	250	A1	-	01				02	02				
D															
24	2018-JMP-1B-NW-DR-A-6000	BUILDING B - BAY 01 ENTRANCE	50	A1	-	01	02	03	04	04	04				
25	2018-JMP-1B-SW-DR-A-6100	BUILDING B - BAY 02	50	A1	-	01	02	03	04	04	04				
26	2018-JMP-1B-SW-DR-A-6200	BUILDING B - BAY 03	50	A1	-	01	02	03	04	04	04				
27	2018-JMP-1B-SW-DR-A-6300	BUILDING B - BAY 04 - Winter Garden	50	A1	-	01	04	04							
28	2018-JMP-1B-SW-DR-A-6400	BUILDING B - BAY 05 - Glazed Wind Mitigation Panels	50	A1	-					-	-				
29	2018-JMP-1B-SW-DR-A-6500	BUILDING B - BAY 06 - Privacy Panel	50	A1	-					-	-				
SCHEDULES															
1		AREA SCHEDULE			-	01							02	03	
DOCUMENTS															
1		DESIGN AND ACCESS STATEMENT VOL.2			-	01									
2		DESIGN AND ACCESS STATEMENT ADDENDUM DOCUMENT VOL.2							A						
3		GLA DESIGN AND ACCESS STATEMENT ADDENDUM DOCUMENT VOL.2												-	A
DISTRIBUTION															
Client	Silvertown Homes Ltd and GLA Land & Property				X	X	X	X	X	X	X	X	X	X	X
Planning Consultant	Barton Willmore				X	X	X	X	X	X	X	X	X	X	X
Purpose of Issue					PL	PL	PL	PL	PL	PL	PL	PL	PL	PL	PL
Method					E	E	E	E	E	E	E	E	E	E	E
Abbreviations															
PL = Planning , T= For Tender , C = For construction , C=Comment , I= Information , A=Approval , E=Email PR= Print CD=CD P=Paper Copy															

DRAWING ISSUE SHEET

Job Number
2018
Project Name
Thameside West : Phase 1
Reference
2018_TSW PHASE 1 DIS
Project Stage
Detail Planning Application

John McAslan + Partners

John McAslan + Partners Ltd
7-9 William Road
London NW1 3ER
Telephone: 020 7313 6000
Facsimile: 020 7221 8835
mailbox@mcaslan.co.uk
www.mcaslan.co.uk

Day	30	13	16	28	17	20	22	15
Month	11	12	05	06	04	04	04	05
Year	18	18	19	19	20	20	20	20
Issued by	JMP	JMP	JMP	JMP	JMP	JMP	JMP	JMP



Project Logo

Notes
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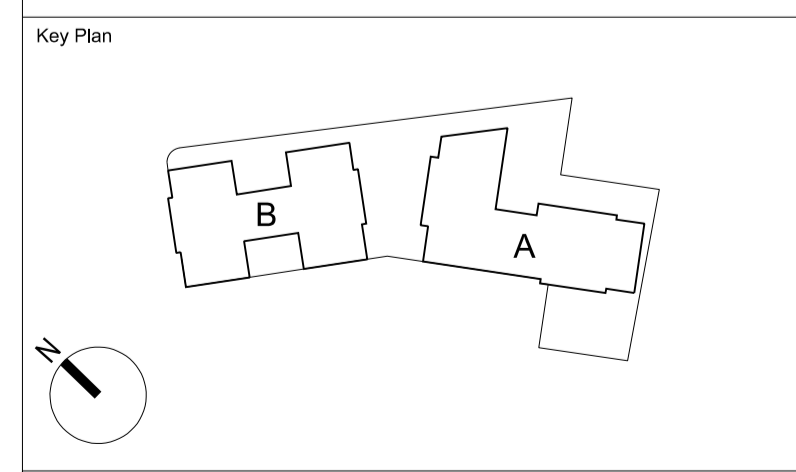
Key risk items on the design shown include but are not limited to DLR railway lines adjacent to the site, PS2 height restrictions, existing ground conditions due to the industrial nature of the existing site, ongoing Silver Town Tunnel works by TfL, proposed Underground lines below the site, high level transport infrastructure, and future arrangement of road networks adjacent to the site.

Rev.	Date	Description	Drawn	Checked
P01	13/12/18	REVISED ANNOTATION	JMP	JMP
P02	17/04/20	REVISED MP PLAN	JMP	JMP
P03	20/04/20	UPDATED MASTERPLAN	JMP	JMP
P04	15/05/20	REVISED LANDSCAPE INFORMATION	JMP	JMP

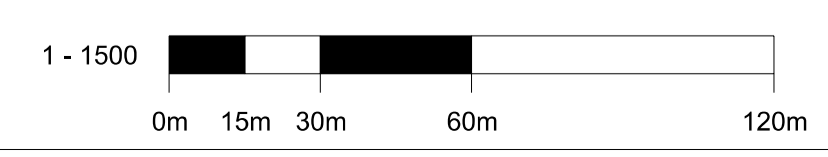
Key
 Application Site Boundary
 Masterplan Site Boundary

JOHN McASLAN + PARTNERS
 7-9 William Road
 London NW1 3ER
 T +44 (0)20 7313 6000
 F +44 (0)20 7313 6001
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Thames Side West Masterplan
 PHASE 1
 PHASE 1 LOCATION PLAN IN TSW MASTERPLAN CONTEXT



Scale At A1:	1:1500	Job Number:	2018
Date:	12/03/2020	Drawn:	JMP
Drawing Status:	FOR PLANNING	Checked:	JMP
Drawing Number:	2018-JMP-P1-XX-DR-A-001	Revised:	P04



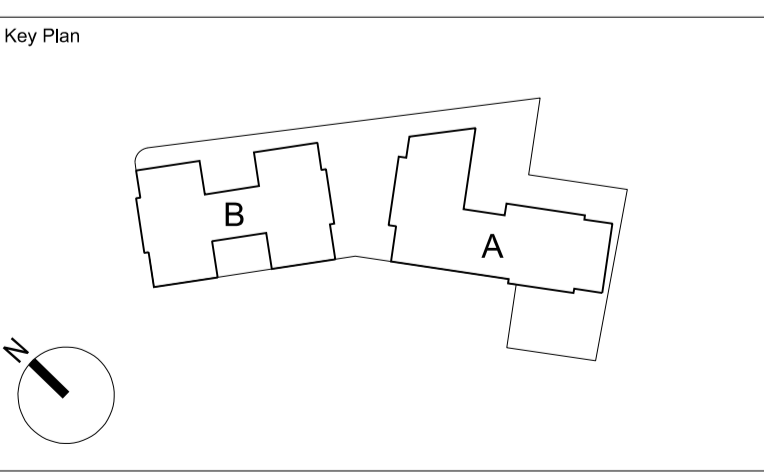
Project Logo

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Rev.	Date	Description	Drawn	Checked
P01	13/12/18	REVISED ANNOTATIONS	JMP	JMP
P02	17/04/20	REVISED ROOF PLAN	JMP	JMP
P03	20/04/20	UPDATED LANDSCAPE	JMP	JMP
P04	15/05/20	REVISED LANDSCAPE INFORMATION	JMP	JMP

Key
 Masterplan Site Boundary

JOHN McASLAN + PARTNERS
 7-9 William Road
 London NW1 3ER
 T +44 (0)20 7313 6000
 F +44 (0)20 7313 6001
 www.mcaslan.co.uk



Thames Side West Masterplan
 PHASE 1
 PHASE 1 SITE PLAN

Scale At A1:	1:350	Job Number:	2018
Date:	12/03/2020	Drawn:	JMP
Drawing Status:	FOR PLANNING	Checked:	JMP
Drawing Number:	2018-JMP-P1-XX-DR-A-0010	Revised:	P04





Project Logo

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Rev.	Date	Description	Drawn	Checked
P01	13/12/18	REVISED ANNOTATIONS	JMP	JMP
P02	16/05/19	REVISED WIND MITIGATION, LANDSCAPING & RESIDENTIAL LOBBY PLANS	JMP	JMP
P03	28/06/19	REVISED LANDSCAPE DESIGN	JMP	JMP
P04	17/04/20	REVISED LAYOUTS	JMP	JMP
P05	20/04/20	UPDATED LANDSCAPE INFORMATION	JMP	JMP
P06	15/05/20	UPDATED LANDSCAPE INFORMATION & NOTES	JMP	JMP

NOTE:

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

MAXIMUM AOD HEIGHT:

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

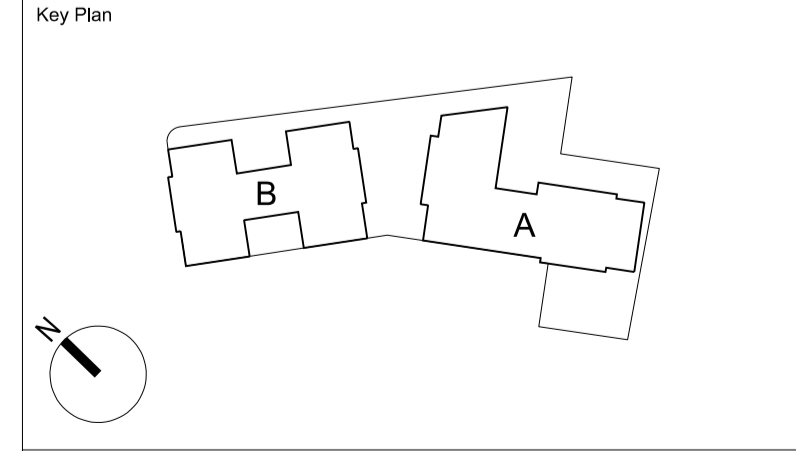
Key

- Application Site Boundary
- Industrial
- Lobby
- Service
- Plant
- Area to be used as additional 5% blue badge car parking (should more than 3% blue badge parking be demonstrated to be required for phase 1 up to 8% in total) and / or other uses ancillary to the residential floorspace (e.g. storage space, additional cycle storage, motorcycle storage space, scooter storage space)

JOHN McASLAN + PARTNERS

7-9 William Road
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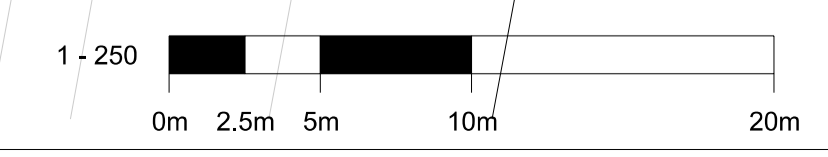
Thames Side West Masterplan
PHASE 1
GROUND FLOOR PLAN - PHASE 1 CONDITION

Scale At A1: 1:250 Job Number: 2018

Date: 31/03/2020 Drawing: JMP

Drawing Status: FOR INFORMATION Checked: JMP

Drawing Number: 2018-JMP-P1-GF-DR-A-3000 Revison: P06



- 2m high perforated screens for wind mitigation
- Solid glazed canopy for wind mitigation with porous baffles above
- FUTURE PHASE 3
- 2m wide Glazed canopy for wind mitigation
- Length of 2m high hoarding 50% porous for wind mitigation
- 50% Porous Screens for wind mitigation
- 5m Glazed canopy for wind mitigation
- Small tree/shrub for wind mitigation in planter (min. 1m in height)
- Length of 4m high solid hoarding for wind mitigation

- 2no. Car spaces for commercial units & 1no. Car club spaces
- 17no. Long stay Non-resi secure cycle lockers
- Resi Loading Bay for Block A
- 5no. Short stay Resi cycle spaces within landscaped and secure courtyard
- External fire escape staircase from above
- Turning area for fire and service vehicles. Bay available for access to plant area

FUTURE PHASE 2

Area to be used as additional 5% blue badge car parking (should more than 3% blue badge parking be demonstrated to be required for phase 1 up to 8% in total) and / or other uses ancillary to the residential floorspace (e.g. storage space, additional cycle storage, motorcycle storage space, scooter storage space)



Project Logo

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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
P06	15/05/20	UPDATED LANDSCAPE INFORMATION & NOTES	JMP	JMP

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

17no. Long stay Non-residential 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

NOTE:

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

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MAXIMUM AOD HEIGHT:

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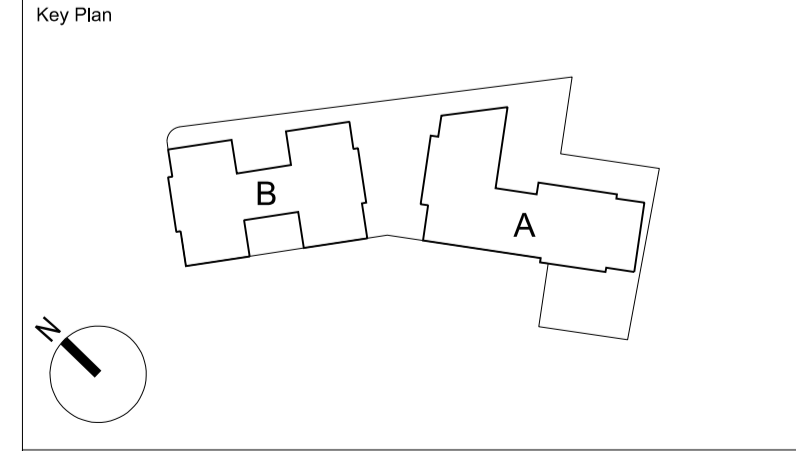
Key

- Industrial
- Lobby
- Service
- Plant
- Masterplan Site Boundary
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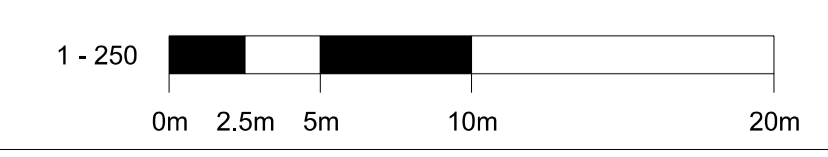
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Thames Side West Masterplan
PHASE 1
GROUND FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT

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	Revised:	P06





Project Logo

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Rev.	Date	Description	Drawn	Checked
P02	16/05/19	REVISED LANDSCAPE DESIGN AT GROUND FLOOR	JMP	JMP
P03	28/06/19	REVISED LANDSCAPE DESIGN AT GROUND FLOOR	JMP	JMP
P04	17/04/20	REVISED LAYOUT	JMP	JMP
P05	20/04/20	UPDATED LANDSCAPE INFORMATION	JMP	JMP
P06	15/05/20	UPDATED LANDSCAPE INFORMATION & NOTES	JMP	JMP

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Key

- Industrial
- Lobby
- Service
- Plant
- Retail
- Masterplan Site Boundary

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Key Plan

Indicative plans only, as part of outline scheme

Thames Side West Masterplan
 PHASE 1
 MEZZANINE FLOOR PLAN - IN EMERGING MASTERPLAN CONTEXT

Scale At A1: 1:250 Job Number: 2018
 Date: 31/03/2020 Drawing: JMP
 Drawing Status: FOR INFORMATION Checked: JMP
 Drawing Number: 2018-JMP-P1-M1-DR-A-3110 Revison: P06

