

ROYAL DOCKS

WESTERN BEACH APARTMENTS

WATERFRONT STUDIOS

TO WEST SILVERTOWN DLR

NORTH WOOLWICH ROAD

TO ROYAL DOCKS & ROYAL VICTORIA

BLOCK B RESI LOBBY

INDUSTRIAL

BLOCK A RESI LOBBY

RETAIL

SILVER STREET

PARK



## Submitted Scheme - Ground Floor Level June 2019

At Phase 1, the building exists temporarily as a standalone building until Phases 2 and 3 are in operation. The scheme is therefore designed to have active frontages accessible off North Woolwich Road and is shown as a “Ground Floor Temporary Condition”. In the future phases, the building will have active frontages from the south-west when the new street elevates to the mezzanine level.

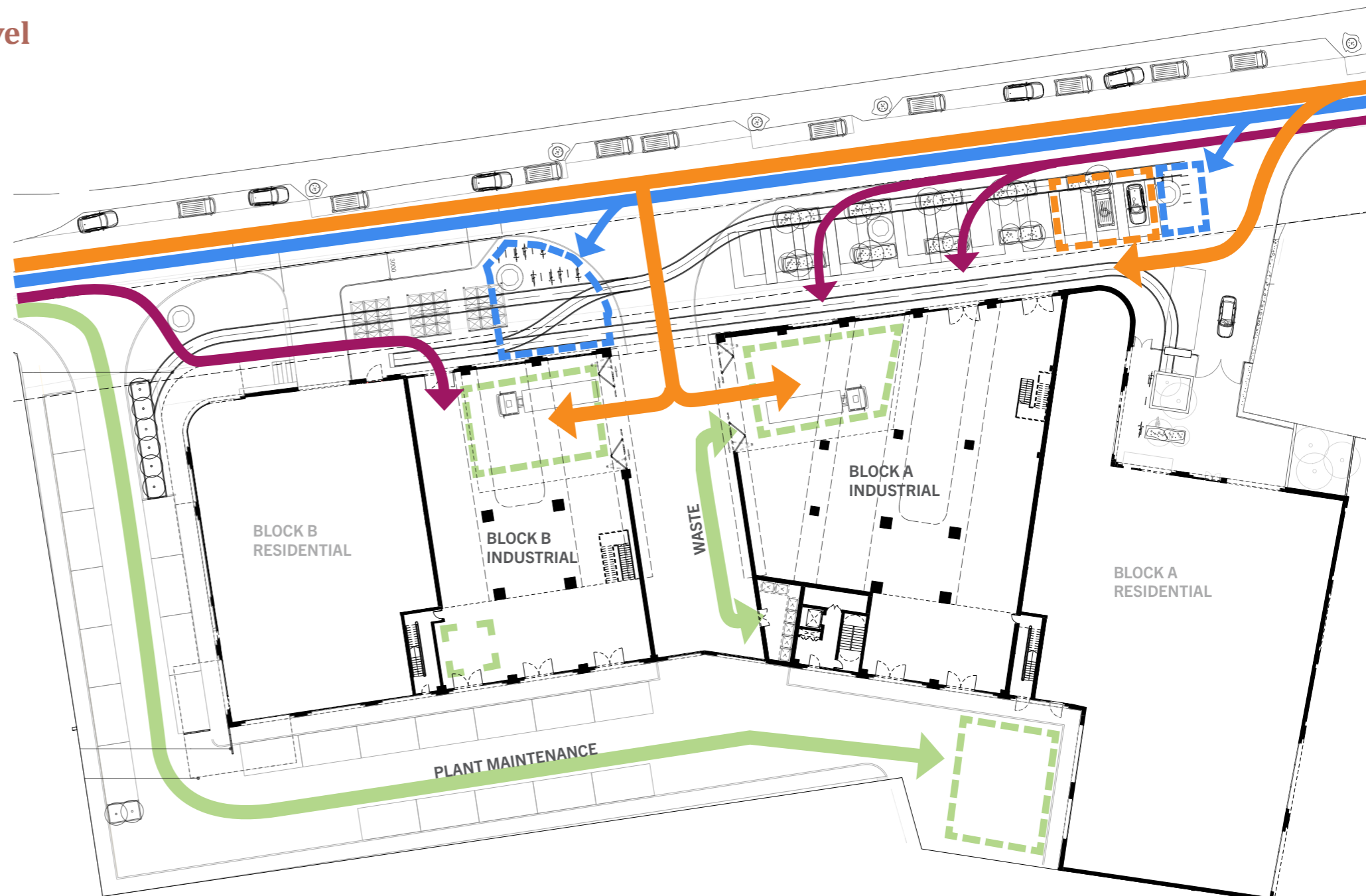
### Industrial Accommodation + Access

3,417 sqm GEA of industrial accommodation was accessible straight from North Woolwich Road into a dedicated service yard. Each unit has a loading bay with 6.5m clear headroom space (8m up to the soffit). Access to a mezzanine in each unit is via an open staircase. The units will be provided shell and core.







Externally, vehicle parking and secure cycle spaces for long-stay and short-stay tenants is available in the public realm. This meets the requirements for all non-residential uses.

### Servicing

The main plant room is located on the ground floor for easy and direct access through the service route. It serves the residential and the industrial uses.



Submitted Scheme - Ground Floor 'Temporary Condition'

-  Industrial Vehicle Access
-  Industrial Pedestrian Access
-  Industrial Cycle Access
-  Servicing Access
-  Car Parking Spaces
-  Cycle Parking Spaces

## Amended Scheme - Ground Floor Level May 2020

The amended scheme has the same accommodation and access strategies, albeit with a much improved public realm. The changes are shown in the adjacent diagram.

### Industrial Access

Access to the now 3,608 sqm GEA of industrial accommodation is very much unchanged. The service yard now gives access to a slightly smaller type of vehicle, which allows for a more efficient yard area. Vehicle parking (2 spaces) and secure cycle spaces for long-stay (17) and short-stay (16) tenants is available in the public realm.

### Cycle Highway

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 is illustrated to explain how the cycle lane will be implemented in the context of the Phase 1 proposals in the future. North Woolwich Road has no designate parking along the Phase 1 site, meaning there is no loss of real parking spaces.

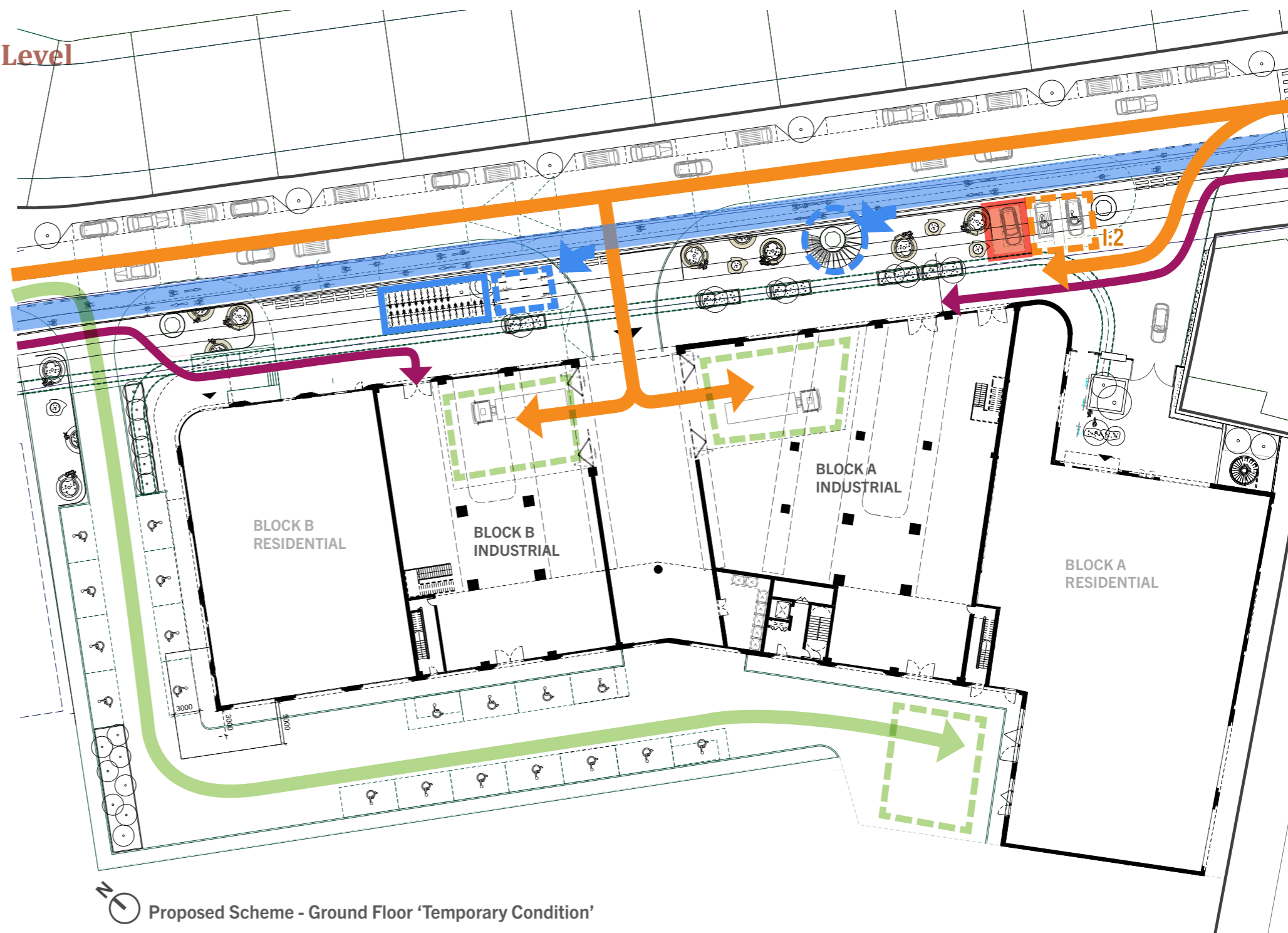
A TfL cycle hire dock has also been incorporated under the DLR at this intersection of industrial, residential and leisure uses (Public Park at phases 2+).

### Car Club

One additional car club space is to be located under the DLR as part of a site-wide strategy to improve accessibility.

### Servicing

As before, the main plant room is located on the ground floor for easy and direct access through the service route. It serves the residential and the industrial uses.



**Proposed Scheme - Ground Floor 'Temporary Condition'**

Industrial/Retail Vehicle Access	Cycle Highway
Industrial/Retail Pedestrian Access	Car Parking Spaces
Industrial/Retail Cycle Access	Car Club Spaces
Servicing Access	Cycle Parking Spaces
	Cycle Dock

## Submitted Scheme - Mezzanine Level June 2019

At Phase 2, the mezzanine level will have direct access from the new road, Silver Street, creating a lively environment with active frontages. The mezzanine level accommodates two retail units and various light industrial units, as well as a new residential entrance for Block A.

### Industrial Accommodation + Access

The industrial units at this level can be let as seven smaller units or two large units with direct access onto the street.

### Retail Accommodation + Access

The mezzanine level accommodates two 67sqm retail units on the north-west corner facing the new public park. These are totally independent units.

### Servicing

As the new public street is constructed at the mezzanine level, the 'service route' shown on the ground floor will become engulfed into the new podium housing the car parking for phases 1, 2 and 3. The service route will therefore be relocated onto the new street have access to the double height plant room from Makers Yard, a shared space for pedestrian, cyclists and occasional service vehicles.



# Amended Scheme - Mezzanine Level May 2020

In the amended scheme, the mezzanine level strategy is unchanged.

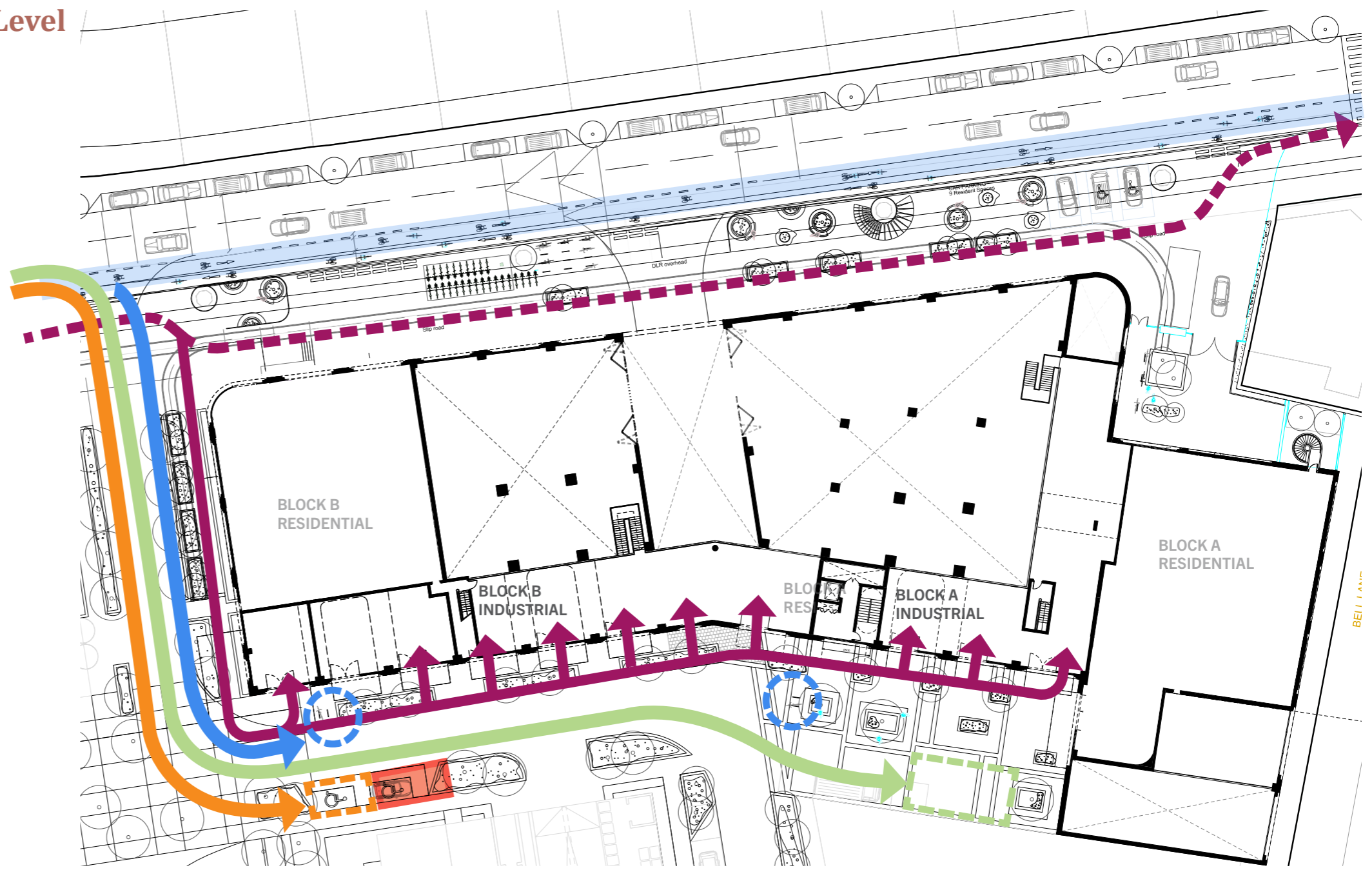
**Industrial Accommodation + Access**  
The industrial accommodation has increased significantly at mezzanine level to create a continuous row of accessible units from the new street.

**Retail Accommodation + Access**  
The retail provision at mezzanine level still accommodates two independent retail units on the north-west corner facing the new public park. These are now larger in size, offering a small unit and a medium sized unit.










A commercial car parking space (1) and a number of cycle spaces (8) are located on the street directly in front of the units at the mezzanine level for proximity.

**Car Club**  
One additional car club spaces is also now proposed on street level.

**Servicing**  
The servicing strategy in the amended scheme has stayed the same, offering access to the double height plant room from Makers Yard, a clearly marked shared space for pedestrians, cyclists and occasional service vehicles.



**Proposed Scheme - Mezzanine Level**

	Industrial/Retail Vehicle Access		Cycle Highway
	Industrial/Retail Pedestrian Access		Car Parking Spaces
	Industrial/Retail Cycle Access		Car Club Spaces
	Servicing Access		Cycle Parking Spaces
			Cycle Dock