

Chapter 7 is a technical dossier that describes the masterplan's connectivity with the local and wider area. It specifies plans for accessing and servicing, including the fire strategy for each of the character areas.

7.01 Pedestrian Access Strategy

The Illustrative masterplan will be well connected to existing transport infrastructure and local services serving the site.

The site is severed in several locations by the existing transport infrastructure. The Silvertown flyover has limited crossing points below, as does the DLR and the new tunnel creates a further divide on the north - south axis.

Pedestrian free, unrestricted movement is encouraged and improved across the masterplan. Site connections have been enhanced to maximise the capacity, visibility and enjoyment of the site entrance points connecting to the broader communities.

Pedestrians can move freely throughout the development, with all open space being publicly accessible and with a maximum gradient of 1:21. Ramp access is provided to the west bound DLR station, whilst lift access is provided to both station sides.

Entry to all buildings will have level access.



Ground Floor Plan

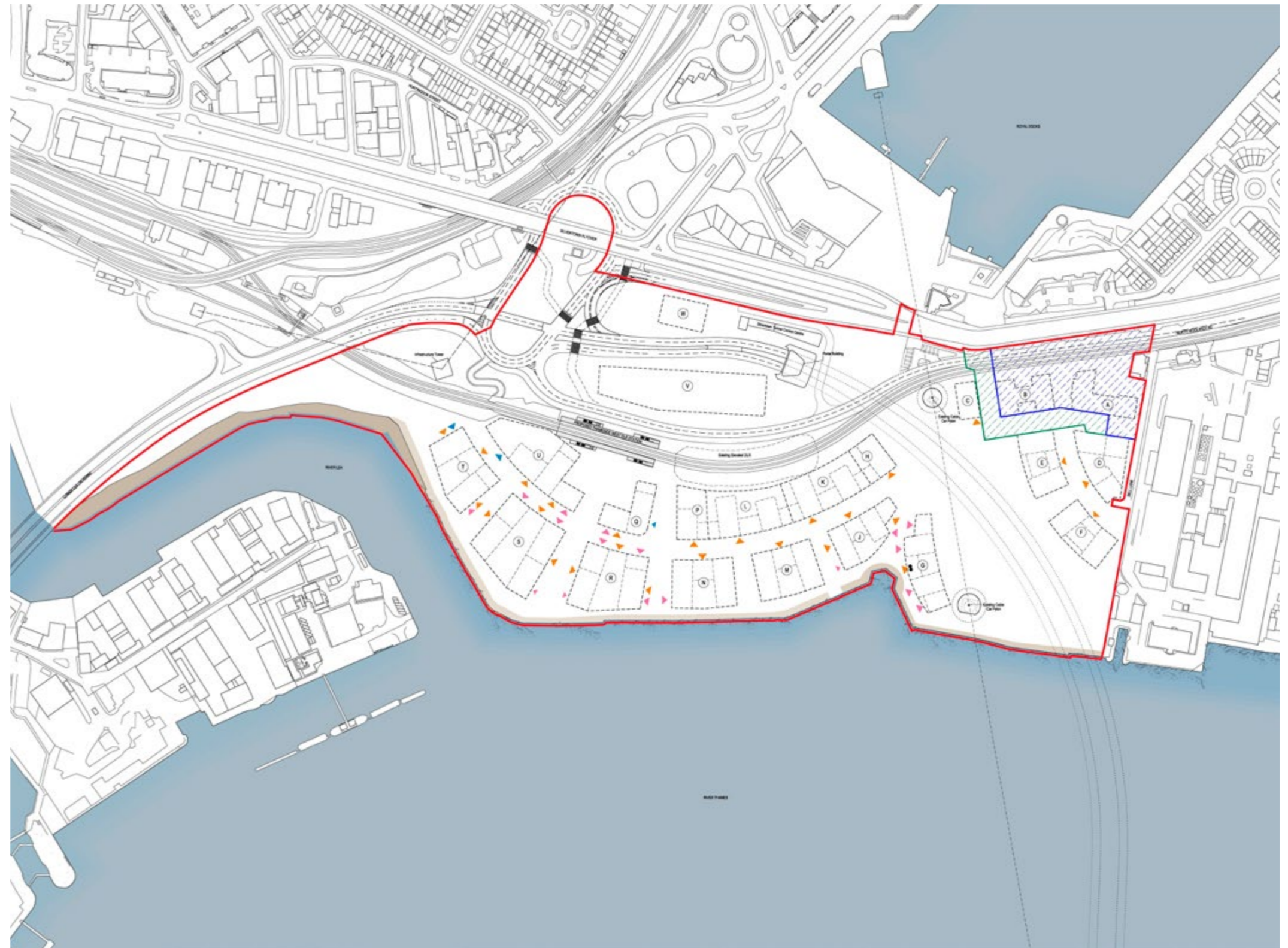
7.01 Pedestrian Access Strategy

The masterplan allows for the needs of all people at different stages of life, so that people can use it safely, easily and with dignity regardless of their age, disability, or gender.





The arrival sequence to all buildings has been designed with consideration to clear lines of sight and accessibility.

All entrances to residential buildings are provided with level access off the main residential streets.

Community and commercial entrances are also located with level access and in prominent locations within the masterplan.



Key

-  Planning Application Boundary
-  Possible Residential Access
-  Controlled Access for other uses
-  Possible Commercial Access

Ground Floor Access Plan

7.02 Vehicular Access Strategy

The main access road serving Thameside West is the existing Dock Road, which connects to the wider Royal Docks area. Vehicle movement will be restricted across the masterplan.





Thameside Crescent and Lea Crescent run through the centre of the scheme and play an important role connecting the main areas of public realm. Thameside Crescent is the main access point for the Crescent, Quay and Wharf Buildings. Thameside Crescent is accessed from Dock Road via Thames Way, to the south of station plaza and Dock way to the north of Dock Park. Park Way serves the Landings and Parkside and is also accessed off Dock Road. The design of this road has been developed to allow for extension into any future developments.

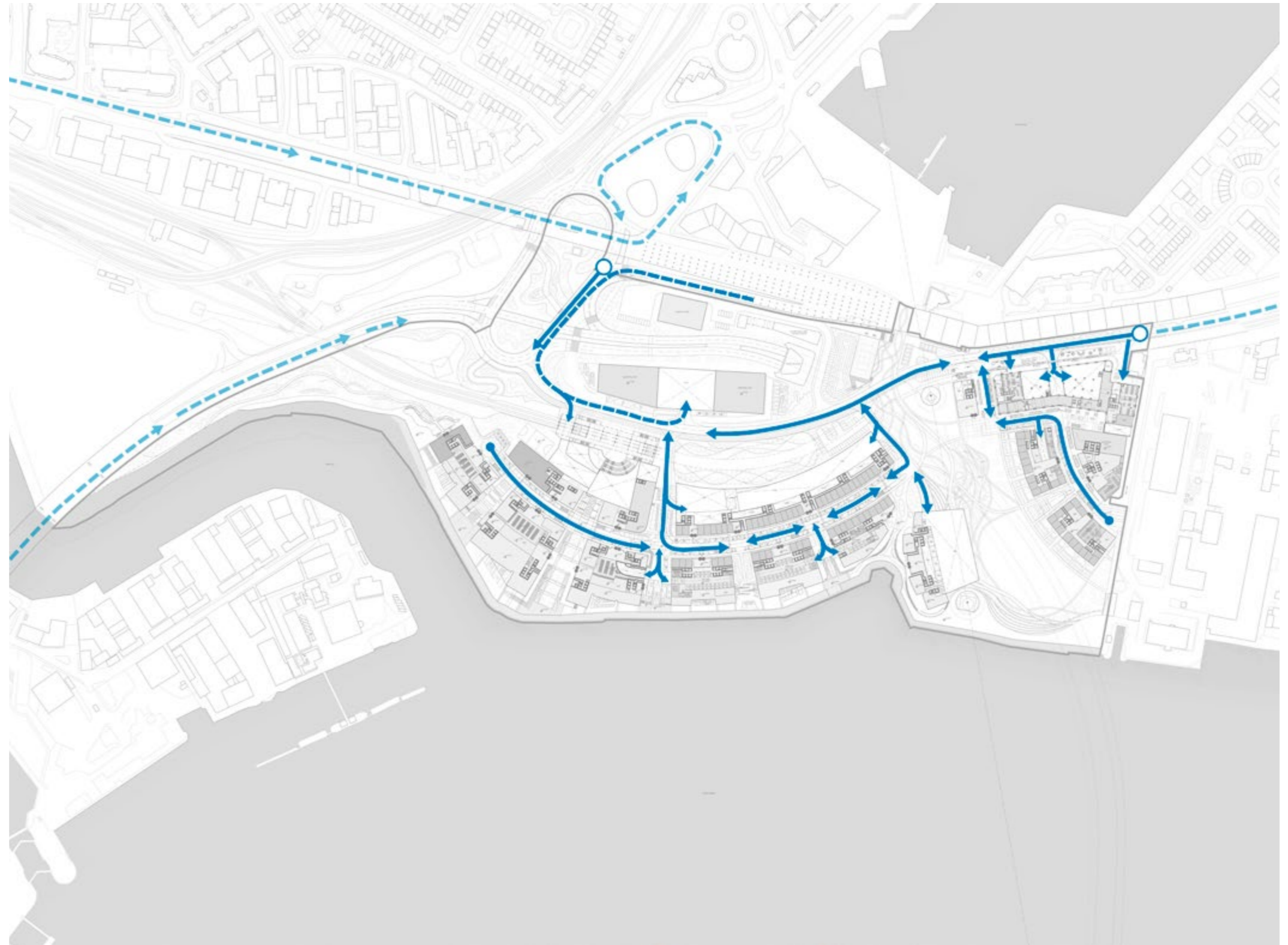
It is expected that the site's PTAL rating will improve, with the addition of the Silvertown tunnel, new bus routes and the new Thames Wharf DLR station.

The masterplan has a residential accessible car parking provision of 9.5% across the site from the outset. Additional residential car parking could be provided on-street, if required in the future. Careful consideration was given to concealing the parking within podiums to maximise the active frontage at street level. This was achieved by either wrapping the back of house area with commercial or residential accommodation or through optimization of the varied site levels across the site.

20% of residential car parking spaces will have active charging points from the outset, and passive charging infrastructure will be provided for all remaining spaces. It is proposed that car club spaces will be provided as part of the overall parking allocation for the site (and not in addition to) and will be available to all users of the development.

Key

-  Industrial Vehicle Access
-  Vehicle Access
-  Vehicle Points of Access to the site
-  Parking Spaces



Ground Floor Vehicular Access Plan

7.03 Vehicular Parking Strategy

Total car parking consists of:

Riverside Quarter

Plots **Q R S T U**

Residential parking required at 8% - 157
Residential parking provided on plot - 164
(7 additional spaces above 8%)

Commercial parking provided on street - 6
Car club spaces provided on street - 1
Loading bay / drop-off on street - 5

Victoria Wharf

Plot **J G**

Residential parking required at 8% - 44
Residential parking provided on plot - 52
(8 additional spaces above 8%)

Commercial parking provided on street - 2
Car club spaces provided on street - 1
Loading bay / drop-off on street - 1

The Quays

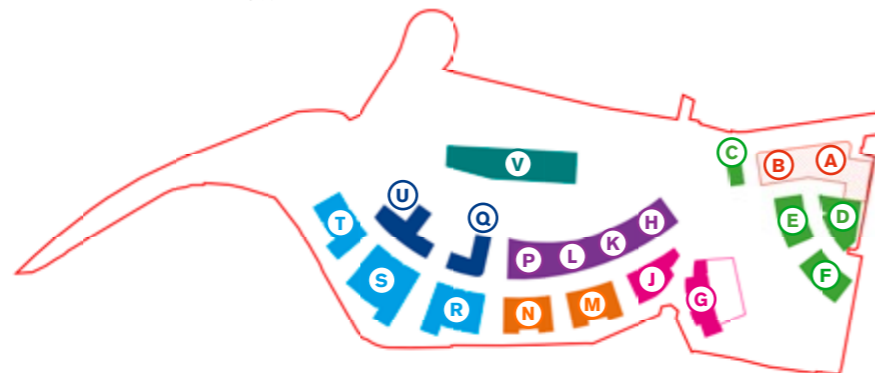
Plots **N M**

Residential parking required at 8% - 42
Residential parking provided on plot - 28
(5% provided on plot)
Residential parking provided on street - 14
(3% provided on street)

Commercial parking provided on street - 1
Car club spaces provided on street - 1
Loading bay / drop-off on street - 2

Key Plan

- Riverside Quarter + Station Plaza Parking
- Thameside Crescent Parking
- The Quays Parking
- Victoria Wharf Parking
- Parkside Parking
- The Landings Parking
- Thameside East



Parkside

Plots **C D E F**

Residential parking required at 8% - 76
Residential parking provided on plot - 96
(20 additional spaces above 8%)

Commercial parking provided on street - 1
Car club spaces provided on street - 1
Loading bay / drop-off on street - 4

Thameside Crescent

Plots **P L K H**

Residential parking required at 8% - 51
Residential parking provided on plot - 69
(18 additional spaces above 8%)

Commercial parking provided on street - 0
Car club spaces provided on street - 1
Loading bay / drop-off on street - 0

The Landings (Permanent Condition)

Plots **A B**

Residential parking required at 8% - 32
Residential parking provided on plot - 41
(17 additional spaces above 8%)

Commercial parking provided on street - 3
Car club spaces provided on street - 1
Loading bay / drop-off on street - 2

Thameside East

Plot **V**

Industrial street parking - 11
Total - 11



Lower Ground Plan



Ground Plan

Lower Ground Level Parking

- 164 Parking Spaces
- 48 Parking Spaces
- 96 Parking Spaces
- 41 Parking Spaces
(Incl. 28 in Parkside podium)
- 69 Parking Spaces
- 11 Parking Spaces

Ground Level Parking

- 4 Parking Spaces
- **N:** 26 Parking Spaces (incl. 10 on Street)
- **M:** 20 Parking Spaces (incl. 4 on Street)
- 6 Car Club Spaces
- 13 Commercial Spaces
- 14 Loading bay / Drop-off Spaces
- 4 Blue Badge Spaces

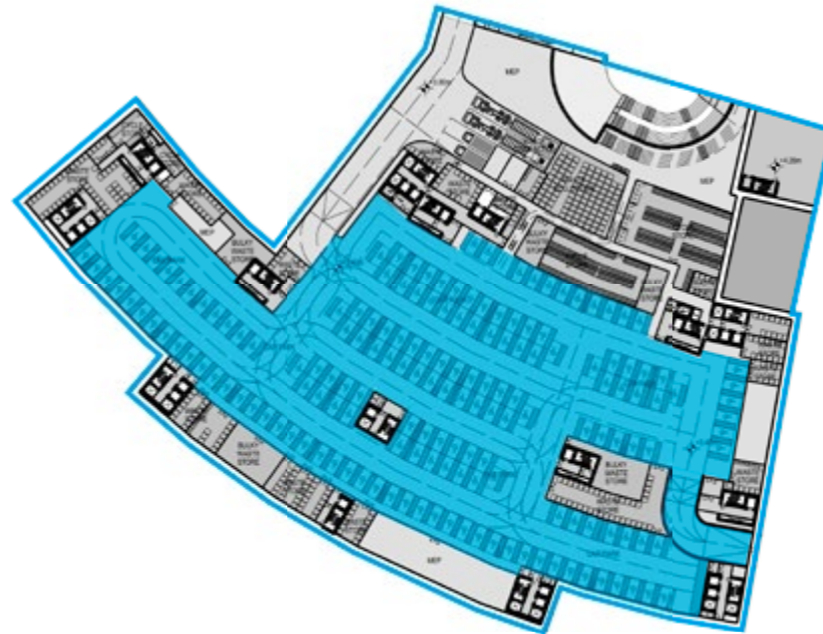
7.04 Vehicular Parking

Riverside Quarter & Station Plaza

Plots **Q R S T U**

The Riverside Quarter and Station Plaza parking is accessed from a ramp at the western end of Dock Garden 2.

Where possible all parking is located within podiums to maximise active frontage and minimise at grade parking. There is a limited amount of parking at grade for residents, school/nursery parents and commercial users.



Lower Ground Floor Plan

The Quays

Plots **N M**

Maximising the river frontage to The Quays is extremely important to maintain an animated river walk. Parking is provided within the small podiums, with 6 spaces allocated within Thameside Crescent Podium. Additional spaces are also designated on street to achieve the .010 accessible parking requirement

Access to the parking is provided through Dock Garden 2 (Plot N) and Dock Garden 4 (Plot M).



Ground Floor Plan

Thameside Crescent

Plots **P L K H**

Access to Thameside Crescent parking is off Dock Way. The parking for the Thameside Crescent buildings is all located within the podium.

The parking provides a buffer to the DLR whilst residential uses conceal the back of house areas and animate Thameside Crescent.

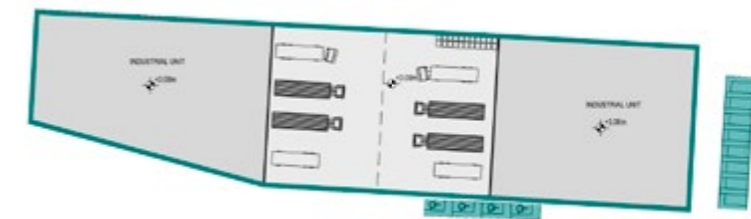


Ground Floor Plan

Thameside East

Plots **V**

Thameside East is accessed from Dock Road. Parking is provided at grade along the western face of the building.



Ground Floor Plan

Key

- █ Riverside Quarter + Station Plaza Parking
- █ Thameside Crescent Parking
- █ The Quays Parking
- █ Victoria Wharf Parking
- █ Parkside Parking
- █ The Landings Parking
- █ Thameside East Parking

Ground Floor Plan

7.04 Vehicular Parking

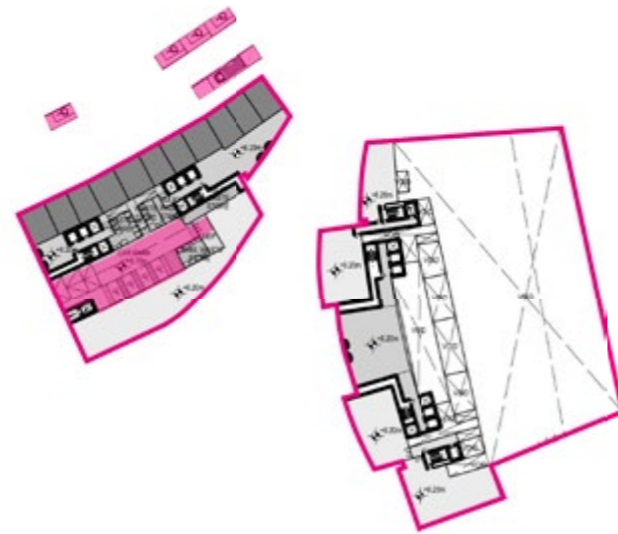
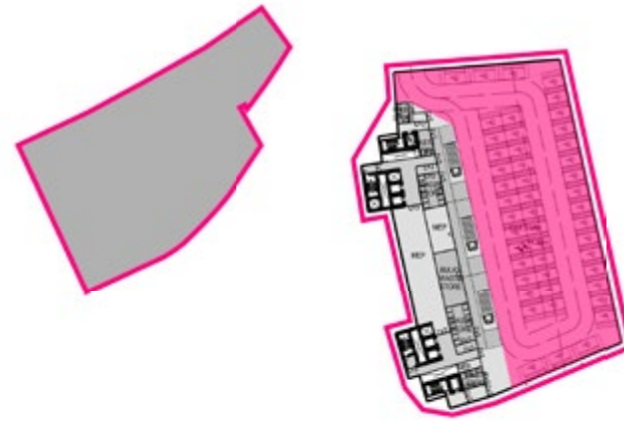
Victoria Wharf

Plots **J** **G**

Victoria Wharf is a key area of public realm and at grade animation will ensure a well used plaza. Plot G also has retail addressing Dock Park.

Parking for Victoria Wharf is predominantly located within the podium with a minor quantity at grade.

Plot G parking is accessed via a ramp at the junction of Thameside Crescent and Victoria Wharf. Plot J parking is accessed from Dock Garden 4.



Key

- Riverside Quarter + Station Plaza Parking
- Thameside Crescent Parking
- The Quays Parking
- Victoria Wharf Parking
- Parkside Parking
- The Landings Parking
- Thameside East Parking

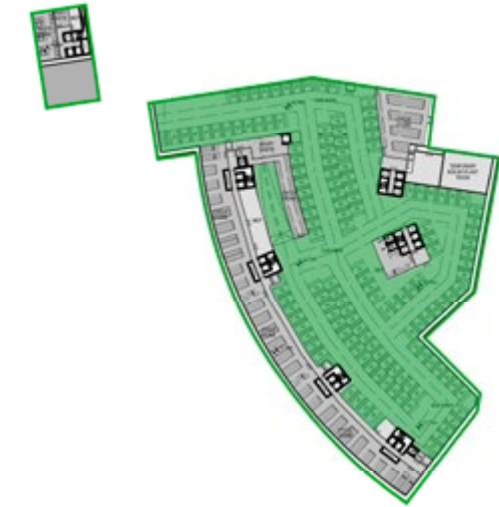
Parkside

Plots **C** **D** **E** **F**

The parking for the Parkside buildings is predominantly located within the podium with a small quantity at grade.

Some parking provision has been provided in the basement for the second phased delivery of Plots A and B.

Podium parking is accessed from Silver Street.



The Landings

Plots **A** **B**

Phase 01 has on street parking for the Landings (Plots A and B). Parking will be accessed from North Woolwich Road. During Phase 02 some of the parking will be located into the podium level.



7.04 Vehicular Parking - Street Level

Limited parking is provided on site as appropriate in relation to the PTAL numbers generated with the creation of a new DLR station and enhanced cycle/pedestrian links.

Residential long-stay parking spaces are primarily located in podium level car parks as highlighted previously.

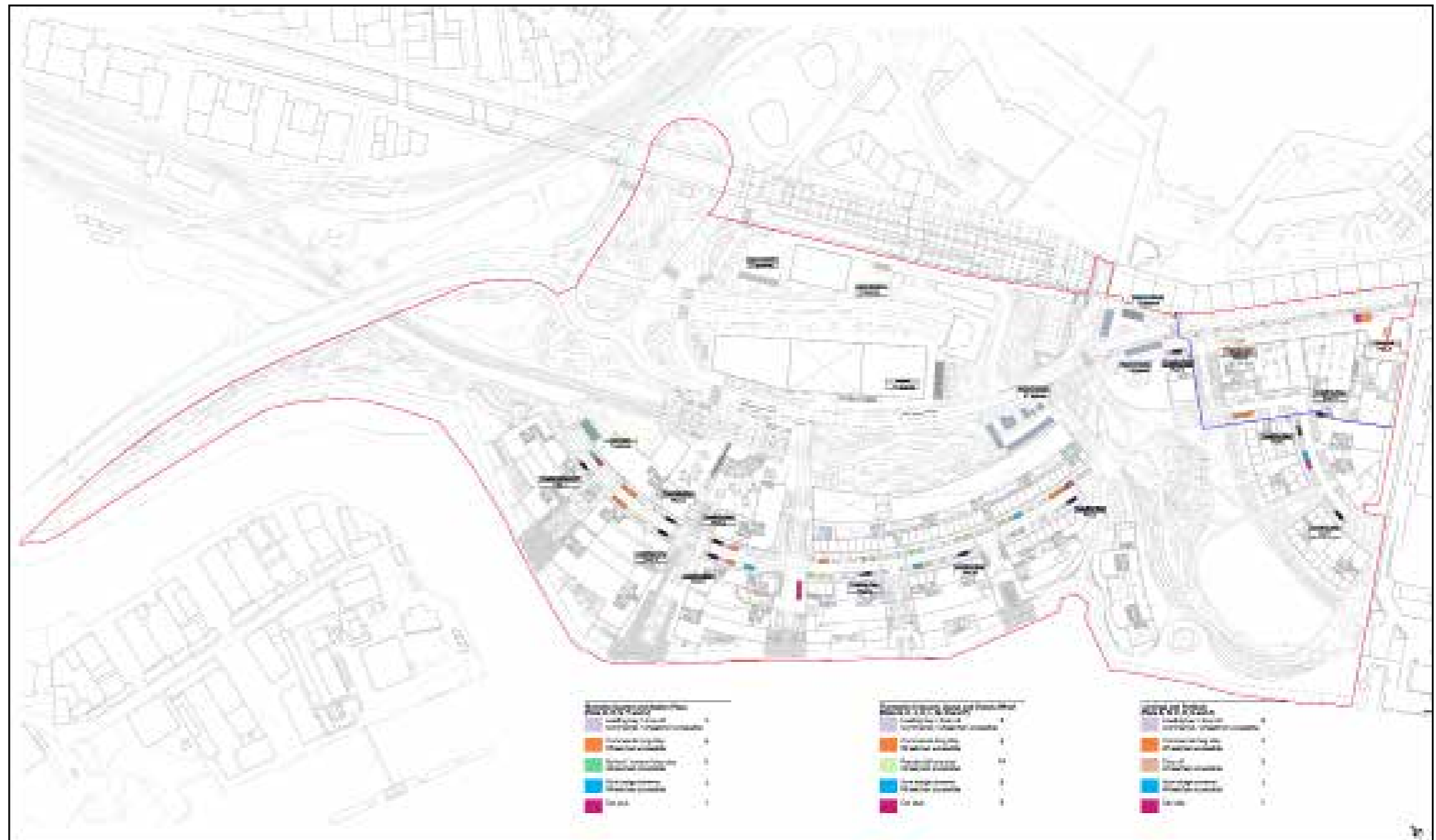
Existing parking for Waterfront studios has also been reallocated along with some for industrial units and the TfL tunnel maintenance staff.

In line with TfL / GLA guidance, street parking is limited to create a pedestrian and cycle friendly public realm and allow for street planting. This street parking is distributed across the site along the primary servicing routes, and located within close proximity to building core entrances.

Excepting reprovision of Waterfront Studios' parking, street parking spaces within is all wheelchair compliant, and provides for:

- Flexible loading / residential drop-off bays
- Car-club bays (a maximum of 6no to operator needs)
- Commercial and retail bays
- Blue-badge visitor short-stay bays
- Residential long-stay parking where podium space is not available due to location

Once the final number of disabled residents is set, the number of residential long-stay spaces may decrease to suit, and the streetscape paths and planters will be increased to allow for more tree and shrub planting.



Parking in the public realm



7.05 Waste Collection and Servicing Strategy

Waste Strategy

In line with LBN's (2014) Waste Management Guidance for Architects and Property Developers, the BS 5906:2005 formula has been used to determine the capacity for residual waste, with recycling allocated as an additional 25-30% on top of this. Both streams will be stored in large 1,100 litre bins in 'front-of-house' bin rooms.

LBN's guidance stipulates that the total floor area provided for the storage of bulky waste should equate to 10m² per 50 residential units.

The proposal is for the bins from market units in Victoria Wharf, The Quays, and Riverside Quarter to be moved to compactors three times a week. This bin movement is to be carried out by the FM team. Waste from remaining units are to be stored in bins and collected on a weekly basis. Sufficient space is provided in bin rooms for storage of waste that arises between collections.

As far as the LBN collection crew movement of waste bins, care has been taken so that LBN operatives are never required to drag full bins further than 10 meters.

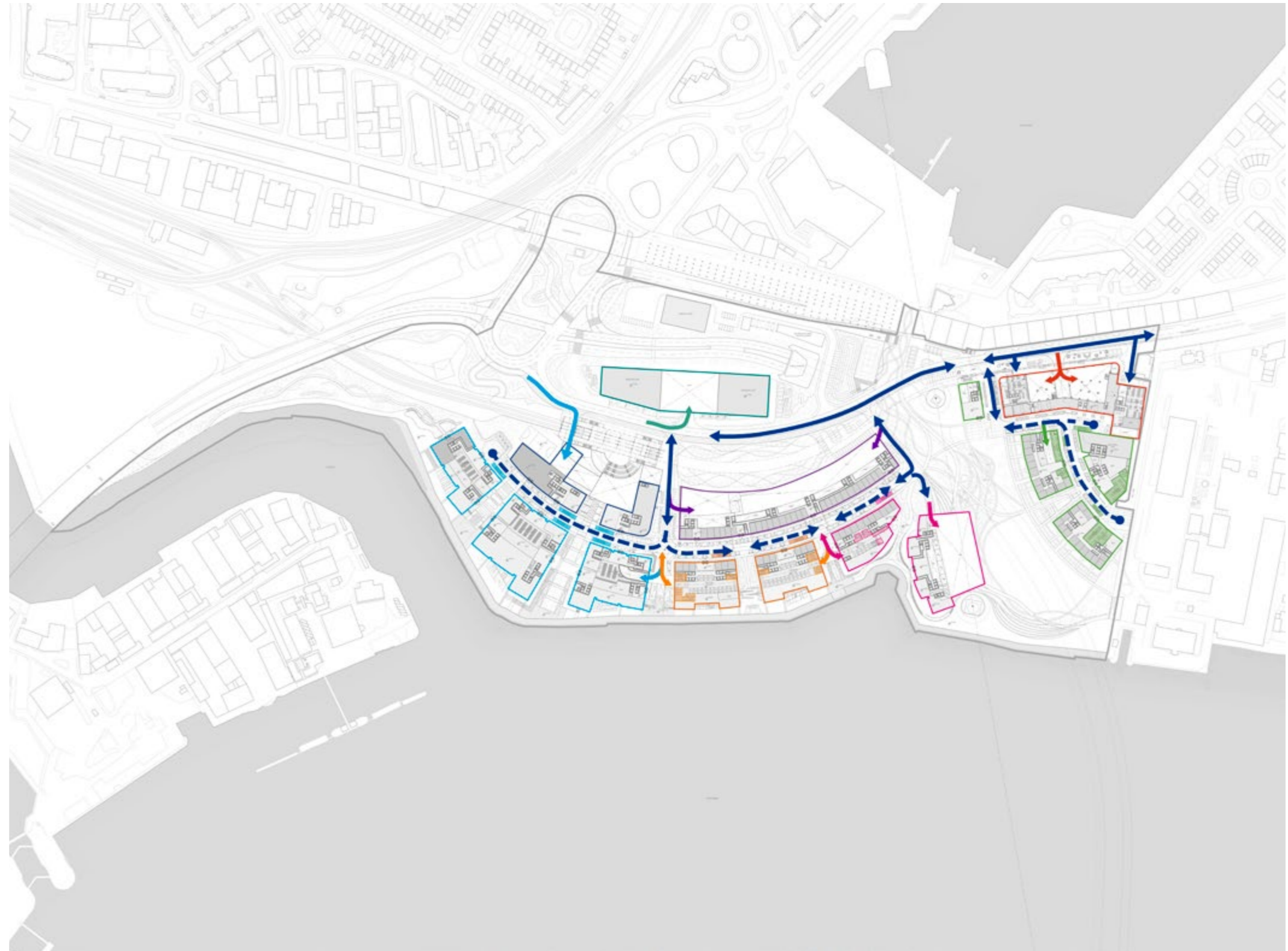
Servicing Strategy

Service bays are located across the illustrative masterplan to serve each plot. This will allow for servicing buildings, with delivery vehicles and taxis space to stop for short periods of time.

Service for Thameside East will be accessed directly from Dock Road and loading points are located inside the industrial buildings. Taxi and delivery drop off will occur at ground floor level.

Drop off points are available across the site for servicing. The central spine road acts as a access route at ground level. Known as Leaside Crescent and Thameside Crescent, this corridor crosses the site from east to west, and communicates Leaway Park with Victoria Wharf.

Leaside Crescent and Thameside Crescent are accessed from Dock Road, through Thames Way which provides direct access from Dock Road to the waterfront.



Ground Floor Plan

7.05 Waste Collection and Servicing Strategy

Total residential waste consists of*:

Riverside Quarter

Plots **Q R S T U**

Total number of bins= 226 (resi)

Total waste area= 1919 m²

Bulky waste area= 391 m²



Parkside

Plots **C D E F**

Total number of bins= 182 (resi)

Total waste area= 1012 m²

Bulky waste area= 188 m²



Victoria Wharf

Plot **J G**

Total number of bins= 33 (resi)

Total waste area= 328 m²

Bulky waste area= 108 m²



Thameside Crescent

Plots **P L K H**

Total number of bins= 123 (resi)

Total waste area= 924 m²

Bulky waste area= 129 m²



The Quays

Plots **N M**

Total number of bins= 33 (resi)

Total waste area= 353 m²

Bulky waste area= 104 m²



The Landings

Plots **A B**

Total number of bins= 72 (resi)

Total waste area= 529 m²

Bulky waste area= 80 m²



Thameside East

Plot **V**

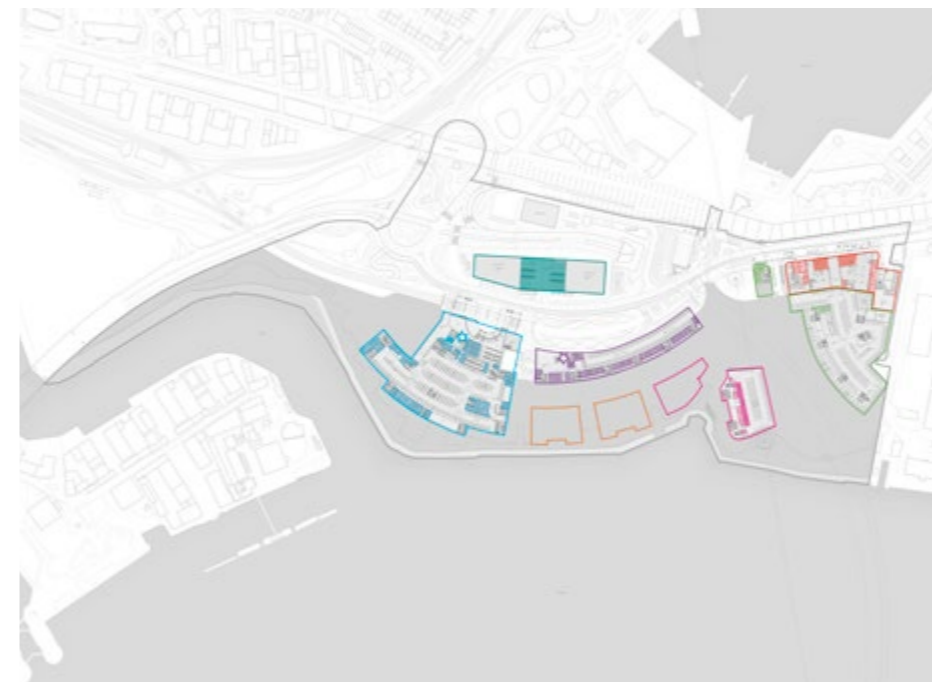
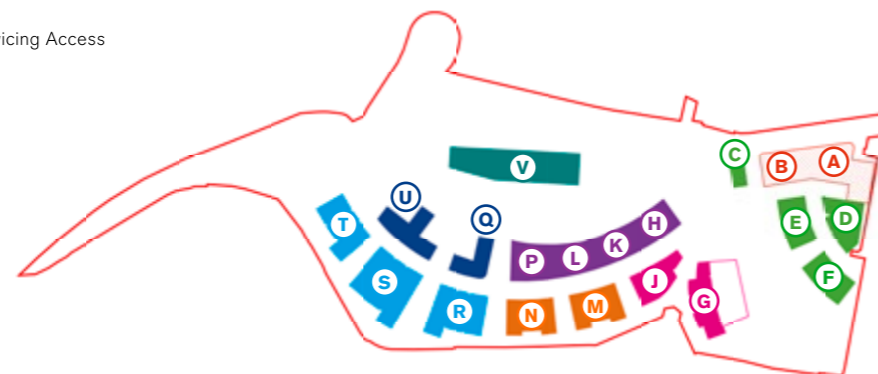
Total number of bins= 22

Total waste area= 50 m²



Key

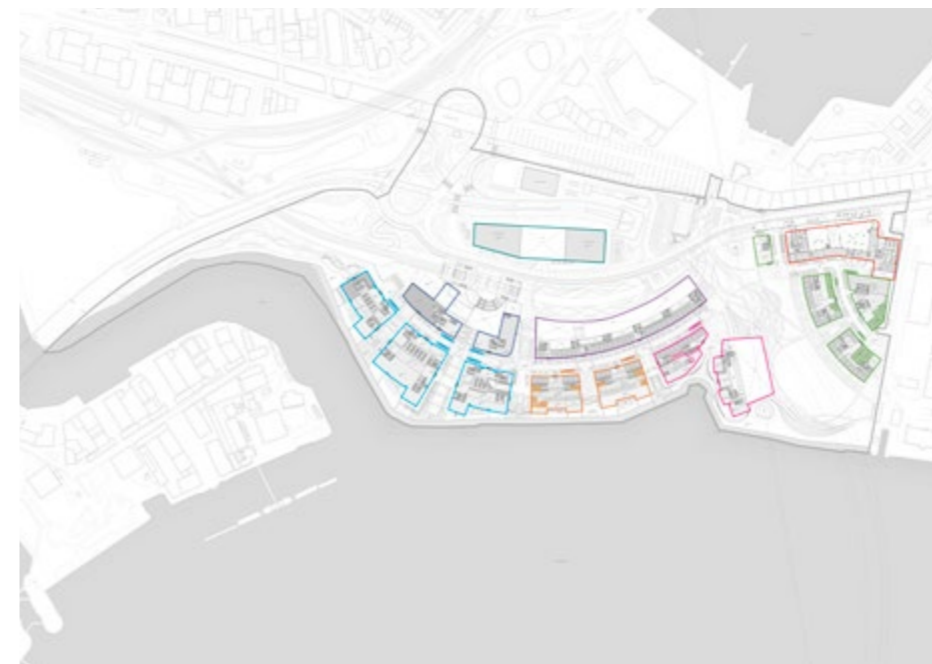
- █ Riverside Quarter + Station Plaza Waste & Servicing Access
- █ Thameside Crescent Waste & Servicing Access
- █ The Quays Waste & Servicing Access
- █ Victoria Wharf Waste & Servicing Access
- █ Parkside Waste & Servicing Access
- █ The Landings Waste & Servicing Access
- █ Thameside East Waste & Servicing Access



Lower Ground Plan

Lower Ground Level Waste

- █ 1919m² waste (226bins) - 391m² bulky waste
- █ 924m² waste (123bins) - 129m² bulky waste
- █ 147m² waste (33bins) - 56m² bulky waste
- █ 99m² bulky waste
- █ 529m² waste (72bins) - 80m² bulky waste
- █ 50m² waste (22 bins)
- ★ Waste Compactor



Ground Plan

Ground Level Waste

- █ 181m² waste - 52m² bulky waste
- █ 353m² waste (33bins) - 104m² bulky waste
- █ 913m² waste (182bins) - 89m² bulky waste

*Final number of waste bins and waste areas are pending detailed design at Reserved Matters Application stage.

7.06 Waste Collection and Servicing Strategy

Riverside Quarter & Station Plaza

Plots **Q R S T U**

Access to the Riverside Quarter and Station Plaza waste compactor/collection area is via an access ramp off Dock Road and under the Station Plaza. Waste will be moved to the compactor/collection area from the 'front-of-house' bin rooms and bulky waste stores at lower ground level by the building management team.

Residents will all place their waste and recycling in easily accessible front of house bin rooms.

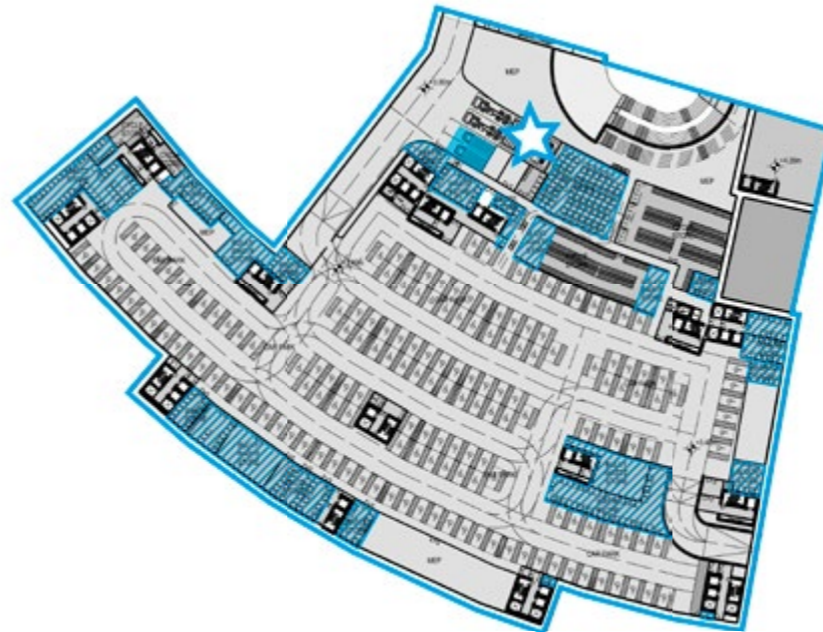
Servicing

Dedicated loading bays for the Riverside Quarter and Station Plaza are located on the lower ground level of the Riverside Quarter car park and are accessible from Dock Road.

The Trade Gardens and retail activity on Riverside Quarter's waterfront are serviced via the Lea Crescent at ground level. Delivery and taxi drop offs for all plots, will also be at ground floor level.

Key

- Riverside Servicing
- Thameside Crescent Servicing
- The Quays Servicing
- Victoria Wharf Servicing
- Parkside Servicing
- The Landings Servicing
- Waste Compactor
- Waste Room



Lower Ground Floor Plan



Ground Floor Plan

The Quays

Plot **N M**

Bins from Victoria Wharf and The Quays 'front-of-house' bin rooms will be moved by management to compactors in Thameside Crescent and collected from this waste compactor/collection area.

Dedicated loading points for deliveries and servicing in The Quays are located at ground floor level on Thameside Crescent for both plots M and N.

Thameside Crescent

Plot **P L K H**

Access to Thameside Crescent waste compactor/collection area is via an access ramp to the north of the building.

A number of 'front-of-house' bin rooms along with bulky waste storage are also located on this level. The remaining Thameside Crescent 'front-of-house' bin rooms are all located on the level above adjacent to the residential cores.

Servicing

Loading bays for servicing Thameside Crescent are provided on the lower ground level of Thameside Crescent car park with podium access to the residential cores.

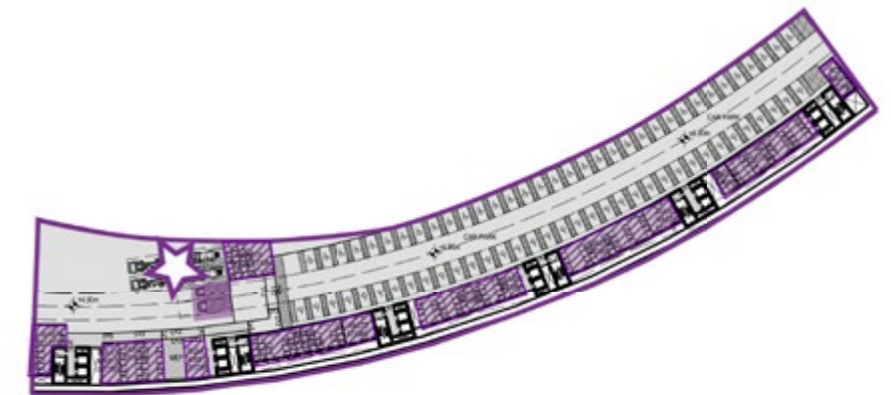
Thameside East

Plot **V**

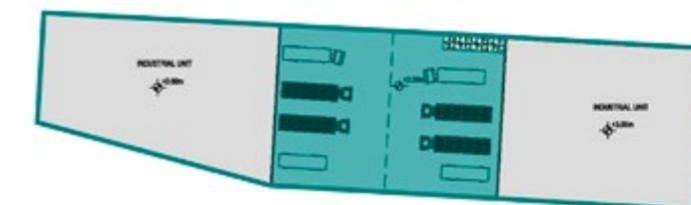
Thames East waste rooms and the central loading bay within the plot will be accessed from Dock Road.



Ground Floor Plan



Ground Floor Plan



Ground Floor Plan

7.06 Waste Collection and Servicing Strategy

Victoria Wharf

Plots **J** **G**

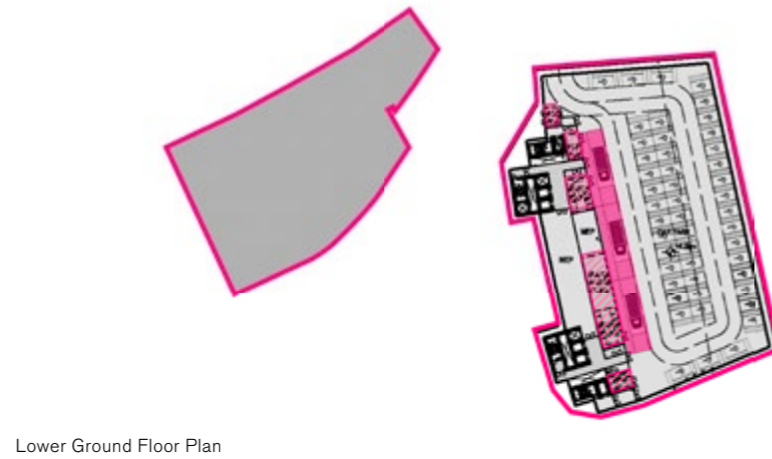
Access to the Victoria Wharf waste rooms is via an access ramp that serves the parking in the podium. Bins from the Victoria Wharf bin rooms will be moved to the Thameside Crescent compactors and collected from this waste compactor/collection area.

Dedicated loading points for deliveries and servicing in Plot J are located on Thameside Crescent and accessed at street level.

Servicing

Loading bays are provided on the lower ground level of Victoria Wharf. The loading bays serve both the retail and residential developments.

The service bays are accessed via an access ramp that serves the parking in the podium, and which connects to the Thameside Crescent and Dock Gateway vehicle routes.



Key

- Riverside Servicing
- Thameside Crescent Servicing
- The Quays Servicing
- Victoria Wharf Servicing
- Parkside Servicing
- The Landings Servicing
- Waste Compactor
- Waste Room

Parkside

Plots **C** **D** **E** **F**

There are no waste compactors in this area.

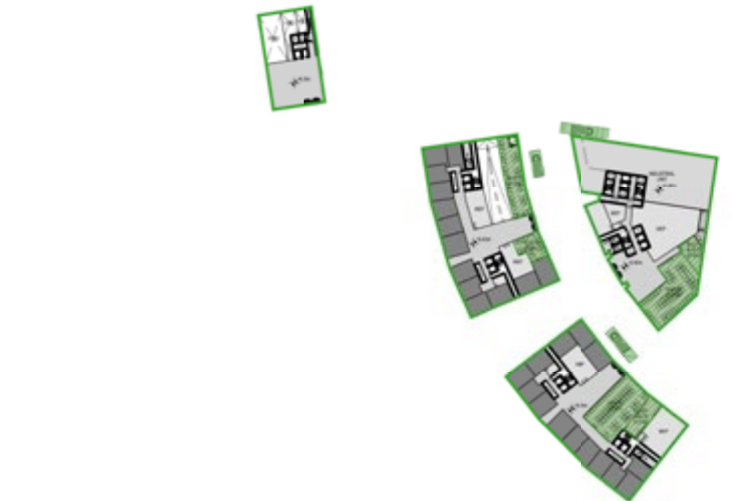
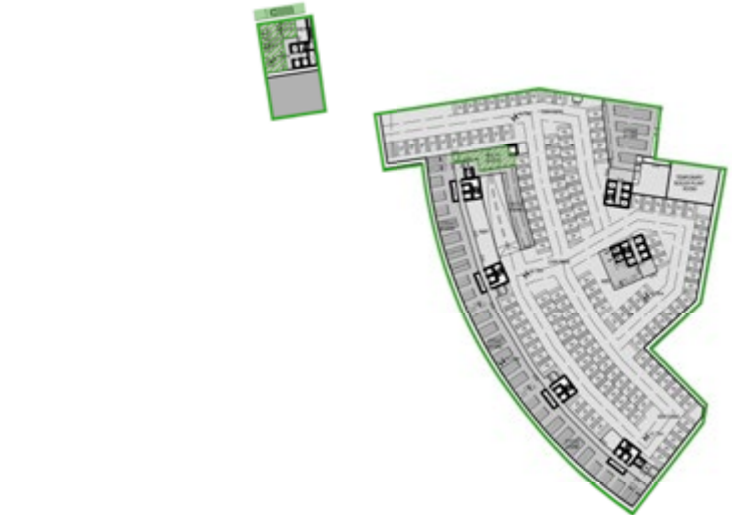
The bin rooms and bulky waste storage for the Parkside buildings are accessed directly from the street.

Loading bays are located at street level for waste vehicles.

Servicing

Servicing for the landing buildings is at street level for all buildings

Servicing is accessed via Park Way, then Silver Street and finishing at Parkside Crescent. Drop off points for servicing the Parkside Buildings are located adjacent to the entrances.



The Landings

Plots **A** **B**

Residential waste from Phase 1 will be collected from a kerbside layby off North Woolwich Road and the courtyard area adjacent to the Block A waste room.



7.07 Cycle Access Strategy

Healthy living is promoted across the masterplan with walking and cycling encouragement.

Cyclists will have access to all roads and streets within the masterplan.

Outside of the site, cyclist will have direct links to the cycle highway on Dock Road and the new Cycle Superhighway 3 linking to Tower Gateway and Lancaster Gate at the heart of the city.

With a potential bridge across the River Lea connecting Newham to Tower Hamlets, residents could reach Canary Wharf in under 15 minutes and Tower Bridge under 30 minutes.






The proposed DLR station will be a node for cyclists that wish to travel with their bicycles on the DLR to the centre of London.

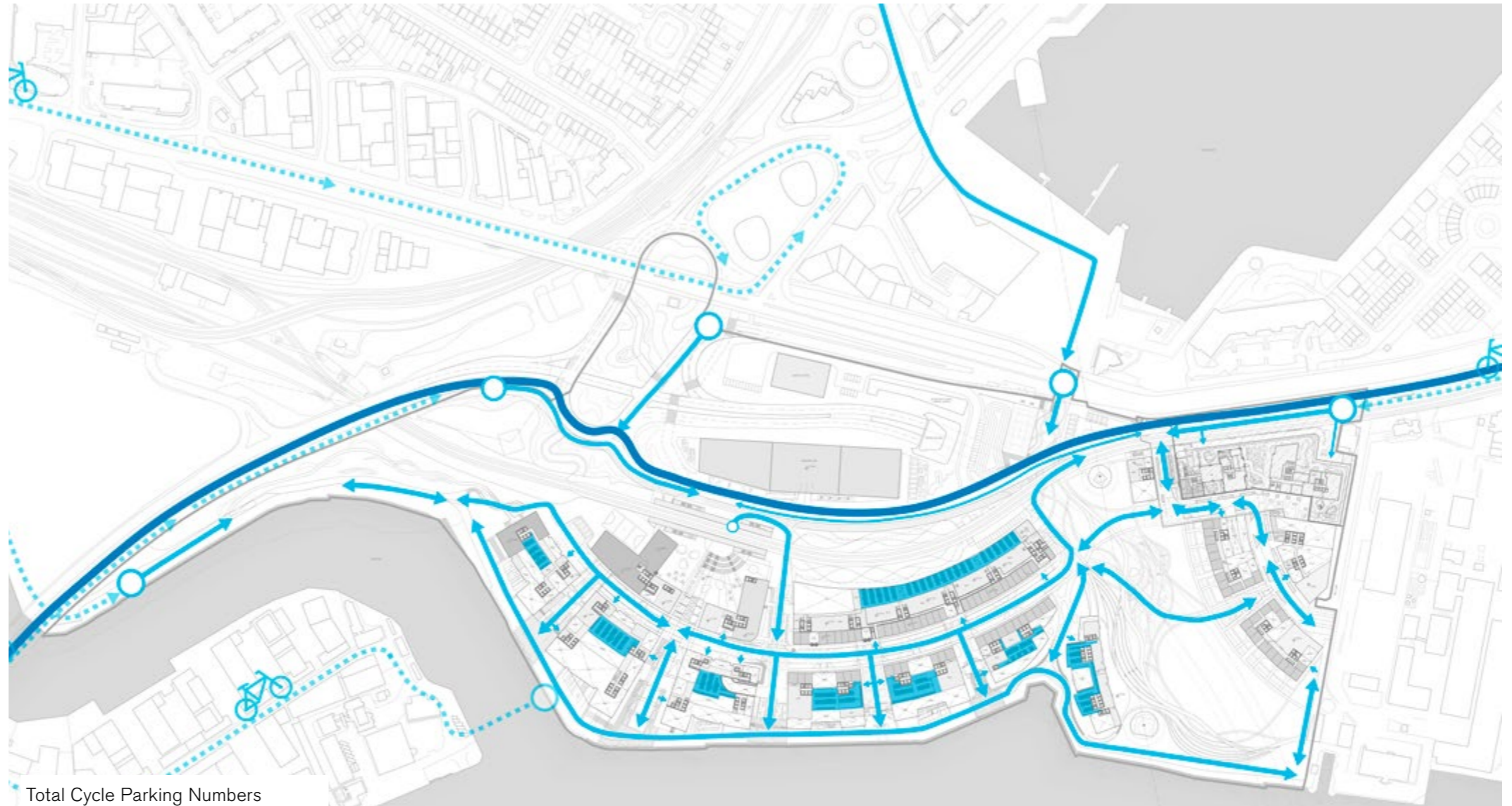
All lifts required within the public realm will be designed to carry oversized trikes, mobility scooters and bicycles. The only lift public realm access requirement is for the proposed DLR station. All other level changes are accommodated by ramps.

The illustrative masterplan cycle parking requirements are defined for each land use and for long and short stay. From the total number of cycles storage 5% are identified as Sheffield stands.

Cycle provision are calculated as set out by the Draft London Plan, December 2017.

Key

-  Cycle Access to Thameside West
-  Cycle Access in Thameside West
-  TFL Proposed Cycle Superhighway
-  Access Points onto site via Cycles
-  Cycle Storage



Total Cycle Parking Numbers

Plot	Residential		Non-residential		Total
	Short Stay	Long Stay	Short Stay	Long Stay	
A	5	338	2	8	353
B	6	371	14	9	400
C	4	253	0	0	257
D	6	404	2	4	416
E	7	468	0	0	475
F	9	571	0	0	580
G	8	560	63	8	639
J	6	382	21	3	412
M	6	358	0	0	364
N	8	543	23	3	577
H	4	272	0	0	276
K	6	399	0	0	405
L	6	406	0	0	412
P	3	160	0	0	163
Q	6	420	45	7	478
R	14	939	55	7	1015
S	15	1049	109	13	1186
T	11	747	25	3	786
U	5	374	38	5	422
Industrial Site	0	0	15	60	75
Nursery	0	0	0	37	37
Primary School	0	0	8	99	107
Total	135	9012	420	266	9833

*Final number of cycles and store areas are pending detailed design at Reserved Matters Application stage.

7.07 Cycle Access Strategy

Total cycles parking consists of*:

Riverside Quarter

Plots Q R S T U

Total number of cycles storage= 3580
Total number of cycles in sheffield stands = 179

(Excluding non-residential short stay)



Parkside

Plots C D E F

Total number of cycles storage= 1772
Total number of cycles in sheffield stands= 86

(Excluding non-residential short stay)



Victoria Wharf

Plot J G

Total number of cycles storage= 956
Total number of cycles in sheffield stands = 48

(Excluding non-residential short stay)



Thameside Crescent

Plots P L K H

Total number of cycles storage= 1255
Total number of cycles in sheffield stands= 63

(Excluding non-residential short stay)



The Quays

Plots N M

Total number of cycles storage= 914
Total number of cycles in sheffield stands = 46

(Excluding non-residential short stay)



The Landings

Plots A B

Total number of cycles storage= 720
Total number of cycles in sheffield stands= 36

(Excluding non-residential short stay)



Thameside East

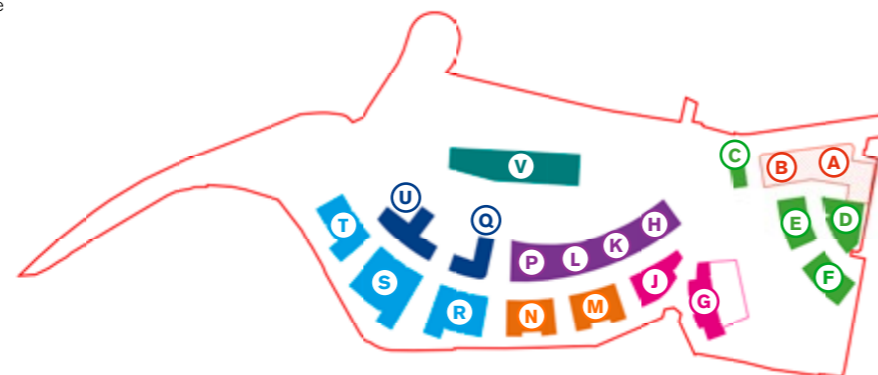
Plot V

Total number of cycles in sheffield stands= 75



Key

- Riverside Quarter + Station Plaza Cycle Storage
- Thameside Crescent Waste Cycle Storage
- The Quays Cycle Storage
- Victoria Wharf Cycle Storage
- Parkside Cycle Storage
- The Landings Cycle Storage
- Thameside East Cycle Storage



Lower Ground Plan

Lower Ground Level Cycles

- 840 cycle storage
42 cycles in sheffield stands
- 1692 cycle storage
56 cycles in sheffield stands
- 75 cycles in sheffield stands
- 30 cycles in sheffield stands



Ground Plan

Ground Level Cycles

- 1392 cycle storage
70 cycles in sheffield stands
- 14 cycles in sheffield stands
- 24 cycles in sheffield stands
- 30 cycles in sheffield stands
- 690 cycle storage
6 cycles in sheffield stands



First Floor Plan

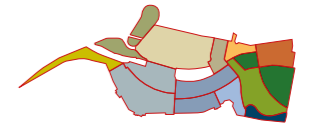
First Level Cycles

- 1348 cycle storage
67 cycles in sheffield stands
- 900 cycle storage
32 cycles in sheffield stands
- 1231 cycle storage
39 cycles in sheffield stands
- 956 cycle storage
48 cycles in sheffield stands

*Final number of cycles and store areas are pending detailed design at Reserved Matters Application stage.

7.08 Cycles

On street cycle parking



Short stay cycle parking will be provided in the public realm for Residential visitor and Nonresidential uses. A minimum number of spaces to be provided in adjacency to each building plot is described below, with the illustrative position within the masterplan landscape indicated on the adjacent figure.

For flexibility in the determination of potential commercial units a study has been carried out to show that the public realm is capable of being adapted to locate the appropriate number of parking spaces. This would be determined at RMA stage detail design.

Plot	Residential	Nonresidential	Total
A	5	2	7
B	6	14	20
C	4	0	4
D	6	2	8
E	7	0	7
F	9	0	9
G	8	63	71
H	6	21	27
J	6	0	6
K	8	23	31
L	4	0	4
M	6	0	6
N	6	0	6
P	3	0	3
Q	6	45	51
R	14	55	69
S	15	109	124
T	11	25	36
U	5	38	43
Industrial site	0	15	15
Nursery	0	0	0
Primary School	0	8	8
ALL	135	420	555



Cycle parking in the public realm

- Small cluster 1-24 spaces
- Medium cluster 25-49 spaces
- Medium cluster 25-49 spaces

7.08 Cycles

On street cycle parking strategy



Plot 'S' Indicative Landscape Masterplan



Plot 'S' Maximum cycle requirements if flexible units become retail

7.09 Fire Strategy

Fire tender access is proposed across all vehicle routes within the illustrative masterplan. In addition, areas of the landscape, including the riverside walk will be available for fire tender access when required.

To satisfy Building Regulations guidance all the apartment buildings in Thameside West at detailed design stage will be sprinklered.

In the lower levels, amenity spaces, residential entrance foyers and similar areas will also be sprinklered to maximise flexibility with the design of those areas and the interface with the residential stairs/lifts.

Each plot within the scheme will have access to a designated commercial sprinkler tank.

In the event of a fire incident, fire vehicles will be able to park within 18m and within sight of the inlet connection to a dry fire main.



Wet risers instead of dry risers will be provided in buildings with a top floor height exceeding 50m height above vehicle access level. As fire vehicle access will be needed to within 18m and in sight of the emergency replenishment of the suction tank for the main.

Continuous stairs from the core to the car park levels have 3 doors of separation between the car park and staircase shaft.

A 45m hose coverage from parking position for perimeter access will be provided in all buildings of Thameside West.

Retail spaces will have a separate stair for fire egress and external glazing is limited to stop radiant fire spread.

Key

-  Vehicle Turning Point
-  Fire Tender



7.10 Accessibility

Inclusive Design Principles

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 individuals' participation in mainstream activities.

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.

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.

Levels

The site is subject to a level change of approximately +8m, from the highest point of +9m AOD between Plots Q and U, to +1.25m AOD to the west of Plots V and W. Proposed ground floor levels of each plot respond to the change in topography across the site enabling level access. Where the level change results in a gradient of steeper than 1:20, ramps with level landings between flights at appropriate intervals will be provided. These will not be steeper than 1:15 and will meet Building Regulations Part M4 requirements.

Residential Dwellings

All residential dwellings will at a minimum meet Building Regulations Part M4 – Dwellings: Category 2 standards. 10% of the residential dwellings will be designed to be Part M4 Category 3 Wheelchair Accessible, or easily adaptable for wheelchair users, in accordance with the London Plan. The wheelchair units will be provided across a variety of blocks and floors, allowing future occupiers a choice of location.

Wheelchair units designated as Affordable/Social Rent and Shared Ownership will be built as adapted from the outset. Wheelchair units designated as Private Rent will be built as M4(3) Adaptable standards. The required adaptation between adaptable and adapted can be achieved easily, without structural changes.

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 wheelchair unit requirements.

Non-residential Land Uses

Non-residential land uses include: flexible employment space; retail space; and community and leisure areas. These will be designed to meet Approved Document Part M4, 2015 Edition, Access To and Use of Buildings - Volume 2: Buildings Other Than Dwellings as a minimum.

Parking and Drop-off

An accessible space will be provided for 3% of the total number of residential units from the outset. In addition, it will be demonstrated how an additional 7% of residential units could be provided with a designated accessible parking space in future if necessary, to be provided as soon as demand for such a space arises.

These spaces will feature a 1.2m clear access zone to both sides of the parking spaces (and at the rear if located on-street), allowing additional space for a disabled driver or pedestrian to access the vehicle. Providing parking in line with the above complies with the requirements of the Draft New London Plan regarding residential accessible parking. The non-residential elements of the development will provide at least one accessible on- or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided, in line with the requirements of the London Plan (2016, para. 6A.2) and Draft New London Plan (Policy T6.5A)

Landscaping & Public Realm

The landscaping across the site creates a welcoming inclusive environment. All landscaped areas will be well lit to enhance personal perceptions of security. Spacious external amenity spaces are provided for the site's occupants which provide level access from every residential lift core. Within 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). Play spaces will be incorporated, these have been designed to allow inclusive play, with level access.