

## 3.2 Industrial / Retail Accommodation + Access

Whilst there has been significant changes in the massing of the proposed scheme, the fundamental accommodation and access concept has remained intact. The changes described in this chapter are detailed changes made to the industrial and retail (commercial) provision, 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



Section showing industrial accommodation below and residential above

Residential Level Podium Landscaping in  
Emerging Masterplan Site, Aspirational Drawing

