



Royal Wharf London

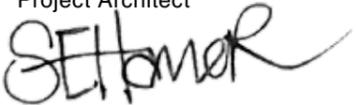
Design + Access Statement Plot 24

Report prepared by:



Revision History

Revision	Date	By	Checked	Note
00	150922	AC	SH	Draft
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CONTENTS

01. EXECUTIVE SUMMARY	5
02. INTRODUCTION	7
03. SITE CONTEXT	15
04. ROYAL WHARF OUTLINE MASTERPLAN	23
05. DESIGN CODE	31
06. CHARACTER LOCATION PLAN	46
07. DESIGN PROPOSALS PLOT 24	48
08. LANDSCAPE	91
09. ACCESS + ENVIRONMENT + COMMUNITY	106
10. SITE MAINTENANCE	119
11. CONCLUSION	125

Royal Wharf is a residential led mixed use scheme in the heart of the London Borough of Newham. The project proposes a significant opportunity to provide new family housing alongside small scale commercial, retail and leisure uses providing for the housing and amenity needs of the local community.

Submitted in October 2015, this document forms the design and access statement of the reserved matters planning application for building plot 24 (Phase 3). The plot has been designed within the outline parameters set out in the Section 73 application which was granted approval in July 2015 by LB Newham. (Application number: 15/00577/VAR)

This report summarises the design and access process undertaken when developing proposals for this key site. It records development of the building proposals from the initial concepts at masterplanning stage, through the building's relationship to the Royal Wharf masterplan design code and leads onto detailed design proposals; submitted as this reserved matters application.

In addition, this report records the process of LBN Design Review Panel (DRP) consultation and subsequent design development undertaken for

Plot 24, as recommended by the DRP. The outcome of the review process has had a positive effect on the plot design with the amended scheme providing greater consideration to a wider range of issues, sensitivities and opportunities particular to the locality.

The comprehensive development of Plot 24 will include a combined 199 no. new homes in a mixture of suites, 1, 2, and 3 bedroom apartments and mixed use space.

Royal Wharf will be an exemplary landmark development. In addition to the masterplan vision as a whole, the design strategy for Plot 24 aspires to realise the full potential of this unique opportunity, which combines a large site in single ownership next to the River Thames, benefitting from views to the Thames Barrier, Canary Wharf and the Millennium Dome, to be an attractive place in Newham to live, work and play.

Achieving this requires the clear and carefully considered integration of well-designed, high quality residential buildings with both house typologies and apartments alongside business workspace, local retail and a wide range of diverse community uses including leisure and fitness.

The proposed concept focuses on family living and places shaped by building edges to make a high quality residential setting protected from the scale and hustle of neighbouring roads and public transport routes. The sensitive deployment of materials and landscape will enhance the sense of place and allow attractive private outdoor spaces creating a place where people feel they can belong within a wider contextual setting framed by famous London landmarks and city parks.

The scheme proposals also aim to build upon and engage with existing and future designs for neighbouring sites; while also generating a successful individual and site specific urban strategy. This will be achieved by learning from significant examples of urban development, both historical and contemporary from within London and from further afield.

The design proposals comprise of a rich variety of architectural elevations, unified through common materials and detail language to emulate the range of textures and materials historically present in London. Each building's aesthetic, materials and design language draws on the Royal Wharf parameter plans and design code as well as the immediate context of the detail consented Phase 01 and Phase 02 proposals.

Within each plot a number of distinct elevations are proposed, each connected at ground level either by landscaping or an architecturally detailed junction. This ensures that an articulate plot massing, which is respectful to the adjacent context and maintains the range of elevation scales required for the plot, is achieved in balance.

This design and access statement may be read alongside the Minoco Masterplan Design and Access Statement (May 2011) and the addendum Royal Wharf Section 73: Phase 3 Design and Access Statement (March 2015) for further background information on the project in its wider planning and design context.

Design Team

Client	Oxley Wharf Property Ltd
Project Manager	Roundstone Development Mgt
Masterplanning Architect	Glenn Howells Architects
Plot Design Architect	Glenn Howells Architects
Planning Consultant	Rolfe Judd Planning
Environmental Consultant	Aecom
Transport Consultant	TPP
Landscape Architect	Townshend Landscape Architects
Structural Engineers	OCSC
M+E Engineers	OCSC
Daylight Assessor	eB7

Scope of the Design and Access Statement

This design and access statement has been prepared in context of, and to comply with the The Town and Country Planning (Development Management Procedure) (England) Order 2010 and the circular Guidance on changes to the development control system 01/2006.

This document provides information on the amount, layout, scale, access and the landscaping of the proposed development and should be read alongside previously consented Minoco Wharf outline masterplan application documents pursuant to approved planning permission 11/00856/OUT, the Section 73 application which was granted approval in July 2015 by LB Newham. (Application number: 15/00577/VAR)

We believe that place making is the key ingredient to creating a successful scheme and buildings will only prosper if people want to be around them. The combination of a unique location and a London setting provides a great opportunity for integrating Plot 24 into the previously consented masterplan proposals, bounded by high quality public realm within the emerging masterplan.

The design and access statement sets out to explain in detail the resolution of the design proposed. It clearly illustrates the commitment to design and quality in the design development process to ensure that the proposed scheme realises the full potential for this site.

The report is subdivided into the following broad chapter groupings which follow the chronology of the design process undertaken:

- Introduction
- Site Context
- Royal Wharf Outline Masterplan
- Design Code
- Design Proposals
- Character Location Plan
- Design Proposals Plot 24
- Landscape Proposals
- Access, Environment and Community
- Site Maintenance
- Conclusion

Consultation Process DRP

The Newham Design Review Panel (DRP) helps to improve the quality of urban design and architecture through the borough's planning process.

The panel advises on major developments in the borough and does not make planning decisions itself; but helps the council to get the best built environment for residents.

The panel includes a chair and up to three others taken from a group of 15 built environment professionals, including architects, urban designers and landscape architects.

Plot 24 was initially presented to the DRP on 9th June 2015. The plot was presented in full to the DRP on the 7th July 2015.

A brief synopsis of the panel's comments received during the 7th July 2015 review are recorded adjacent, with each comment having been responded to through the design process and included in the proposals presented in this report.

Summary

We are broadly supportive of the direction this project has taken. The at grade communal garden offers the potential for a more verdant landscape which will be visible from various vantage points within the public realm, and the generous glazed lobbies are a strong community gesture that will add value and identity to this plot.

We encouraged further refinement of the architecture, with particular reference to the slot in the main frontage.

We made the following detailed points for consideration and action by the design team:

Layout

We support the provision of the generous entrance lobbies, which due to their size could double up as communal sun lounge type spaces, and make a strong contribution to the individual identity of this plot within the masterplan area. The lobbies also offer glimpses into the courtyard from the street. Making direct physical connections between the lobbies and the courtyard would be beneficial to the use of both spaces.

We questioned the position of the entrance to the refuse store from the lobby.

This would be better directly from the street.

Landscape

The lack of any podium within this plot provides an excellent opportunity for landscaping and particularly the introduction of some larger trees, that will benefit both the residents and the public realm to the east where the end of the plot is open.

The colonnade is an interesting idea and provides some enclosure to the courtyard but also allows views in. Its detailed design will be a critical element of this plot's design. The opportunity to extend the planting beyond the line of the colonnade into the streets should be considered.

We questioned the lack of cycle parking provision within the plot itself and were unconvinced that residents would use cycle storage provided in the undercroft of other sites. Consideration should be given to incorporating some spaces within the courtyard.

We suggested introducing additional seating arranged so as to encourage community interaction and engender neighbourliness. The plans lacked detail regarding the extent of play provision within the courtyard. The proposals need to be more specific in this regard.

Architecture

The architecture is a variation on a similar theme to some of the earlier plots within the masterplan area.

The variety between the High Street and side elevations helps to reinforce the hierarchy of those streets and is supported. Some areas though require further refinement, specifically how the building meets the ground and the resolution of transition of the defensible plinth between the residential and mixed use element of the ground floor.

The gap in the main frontage feels somewhat forced and should be developed further. The treatment of this could be more inventive and different from the language of the rest of the plot. The brick spandrels feel a bit weak proportionally with the piers and we had a slight concerns about the detailing around the high level set backs which risked making the brickwork look insubstantial. Extending the brick language rather than using concrete may help in this respect.

The use of precast surrounds to the ground floor of the High Street to clearly identify its non- residential and more public function was welcomed. It is understood that a range of uses can be accommodated in this space. We consider retaining the non-residential uses on this frontage to be very important and whilst it may not be appropriate for retail at present it would be ideal for small business units.



Detailed CGI's Phase 01 and 02 Development

Phase 01 and 02

At present Phase 01, which received detailed approval as part of the 2012 planning permission, is currently under construction and reserved matters approval has been granted for the Plots 01, 03, 09, 11, 12, 15,16 and 22 within Phase 02 in 2014.

The images adjacent provide an illustration of how the Phase 01 and 02 buildings have been designed and the range of architecture and landscape proposed in this section of the development.

Brief

The client's brief to the design and planning team was to explore the following issues:

- Provide attractive family housing at a mix of tenures, that comply with the S106 requirements;
 - Accessible / walkable community heart to the development, reinforcing the parameters of the outline masterplan;
 - Provision of good space for future occupancy by a range of mixed use facilities;
 - Develop a design which sits well within its own site but also respects neighboring context, both within the Royals and adjacent communities;
 - Design an appropriate mix and range of unit types for the residential accommodation;
 - Develop a better understanding of real community value that can be provided within the plot design strategy;
 - Scale testing: models / visual montages;
 - Provide a viable sustainability strategy;
 - Address existing constraints;
 - Provide spaces to meet the required range of facilities and services that support a new community, while providing that community independent identity within the development;
- Develop a clear and appropriate open space strategy, both for public realm as for private amenity spaces;
 - Develop a clear connections strategy for each plot within its wider context;
 - Prepare easily understandable information;
 - Meet the cost plan and viability testing of the S106.

This document follows a logical progression through the issues above and in conclusion measures the proposals against the aspirations of the brief.

The photograph below illustrates the location of the Royal Wharf site within the London Borough of Newham (LBN). The masterplan site boundary is shown outlined in red



Location Plan

The Royals- An Introduction

The Royals site has been developing for over two centuries. First managed as areas of pasture maintained in a low lying flood plane the context changed dramatically in the 18th and 19th centuries.

Throughout the 18th and 19th centuries the industrial revolution necessitated land east of the city be developed into industrial factories and warehousing culminating in the development of the Royal Docks which remained in use through to the 1980s.

As trade declined and Britain's economic focus shifted the Royal Wharf area steadily lost its focus as a centre for import and export. This steady decline from an industrial led centre, has left a legacy of dereliction and vacant land which is only recently being positively addressed in proposals such as the Royal Wharf masterplan.

Now the Royals area is undergoing significant change. The former historic industrial land uses are relocating to more appropriate sites and a new mixed use community is emerging including significant residential developments, led by public investment in the DLR and attraction of a riverside setting.

The airport, ExCeL, Siemens and the University of East London are amongst the new businesses. Britannia Village, Barrier Point East, Barrier Park East, Tradewinds and the land east of ExCeL illustrate significant new residential developments alongside the Royal Wharf homes. A new mixed use community is emerging.

The Royal Wharf site in this context provides the opportunity to connect existing communities with new areas of development on both sides of North Woolwich Road while creating a diverse local and intensely active new urban quarter of London.

Transport and Connections

The Royal Docks have benefited from significant public investment in the DLR and Crossrail, which will provide excellent accessibility to Canary Wharf, central London and the southeast of England.

The closest Crossrail station will be at Custom House and is expected to be complemented with feeder bus services to provide access for current and future Newham residents and businesses. Latent provision has also been made for a future DLR station on the Woolwich branch to the west of the site.

London City Airport provides both national and international connections, along with related business opportunities.

Development at the Royal Wharf site will maximise the benefits of these nodes, linking with Canning Town and supporting the bus, cycle and river networks, encouraging a greater use of the waterway and riverside through improved pedestrian links and a potential extension to the current river bus routes.



- Britannia Village
- River Thames
- Peruvian Wharf
- Royal Victoria Dock
- Future Development Site
- Vanesta Wharf
- Minoco Wharf Oil Pontoon
- Sunshine Wharf
- Manhattan Wharf
- Deanston Wharf
- Thames Barrier
- Thames Barrier Park
- Minoco and Crescent Wharf
- Lyle Park
- DLR Viaduct
- North Woolwich Road
- Barrier Point Residential Development

Existing Site

The application site (Plot 24) covers approximately 0.74 hectares of brown field land and sits within the context of two former wharfs; Vanesta Wharf and Minoco and Crescent Wharf. None of the wharfs have the status of safeguarded wharfs. The western area of the wider site houses a number of warehouses and industrial buildings; all of which are either derelict and / or in a poor state of repair. The remainder of the wider site comprises cleared vacant land and unused temporary structures.

The site is situated in the London Borough of Newham (LBN) and all but the extreme eastern part of the site was previously in the administrative area of the London Thames Gateway Development Corporation (LTGDC). The River Thames is located to the south, Barrier Point Road to the east and North Woolwich Road to the north.

The wider site forms part of a series of underdeveloped low grade industrial sites that are situated along the River Thames from the mouth of the River Lea in the west to the Tate and Lyle plant in the east. West Silvertown DLR station is located to the north west of the site and the Thames Barrier is located to the south east.

The site is currently accessed from North Woolwich Road. This is the primary route connecting the Royals to Canning Town via Silvertown Way. Along North Woolwich Road to the East, Pontoon Dock, Docklands Light Railway station is located. The Thames Barrier is in close proximity to the south of the site where the river width reaches 550 metres.

The Barrier Point residential development comprising mainly 7 - 8 storeys with an 18 storey tower on the river front, is located to the east of the site on the former Prince Regents Wharf, overlooking Thames Barrier Park. The building is a white rendered linear block running the full length of its site with stepped terraces facing Barrier Park and is raised above a decked carpark by several metres.

Thames Barrier Park is a 9 hectare park which opened in 2000. It is owned and maintained by the London Development Agency and includes a riverside walk and a sunken landscaped garden overlooking the Thames Barrier. The park also incorporates formal and informal planting as well as a children's playground and a hard surfaced area for basketball.

The Kierbeck Business Complex, which consists of warehouses and industrial units used by small businesses and for storage is an indent into the northern perimeter of the site.

Deanston Wharf stands as a brick warehouse building running approximately 350m uninterrupted along the entire length of the western site boundary. The building is in a poor state of repair.

To the west of Venesta Wharf is Lyle Park, which was established in 1924, by Tate and Lyle for factory workers within the Royal Docks area. The park comprises open green space, play areas, a football pitch, tennis courts and formal and informal planting.

To the north of the site are located a number of warehouses and former industrial buildings, one of which is Grade II listed, Silo D. To the north west of the site, adjacent to the Silvertown Quays area, is located Britannia Village a residential development which also contains a primary school. This development began in 1994 and comprises private and social housing as well as community facilities such as a village hall and a health centre.



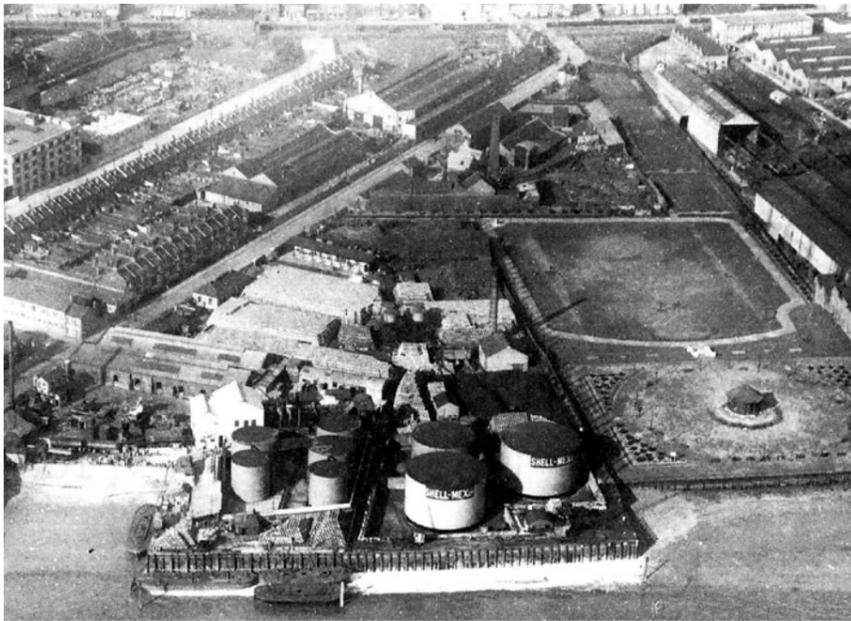
Knight's Road c1950



Aerial Photograph c1945



Aerial Photograph c1980



Lyle Park Aerial photograph c1940



Aerial Photograph c1940



Boxley Street c1959

Site History

The Royal Victoria Dock, opened in 1855, was the first dock built expressly for steam ships and the first to be connected to the national railway system through the North Woolwich branch of the Great North Eastern Railway. The Graving and Pontoon Docks were the first to use hydraulic power to raise ships out of the water for maintenance. The King George V Dock was opened in 1921, completing the Royal group of docks which formed the largest area of impounded water in the world.

The demand for land for factories here was encouraged. One of the first to arrive, in 1852, was Samuel Silver's waterproof clothing works which gave its name to the Silvertown district. C.J.Mare built an iron works and ship-building facility at Orchard Yard, which became the world renowned Thames Ironworks. Important among the industrialists were Henry Tate and Abram Lyle who brought their refineries to the area. All this and the Royal Victoria Dock, created employment and very soon there was a huge demand for housing to accommodate the workers and their families. Thus originated new settlements such as those at Hallsville, Canning Town and North Woolwich and before long there was housing in much of what is now Custom House, Silvertown and West Silvertown.

By the 1880s the area had become a major centre of industry attracting people from all over Britain to work in the factories, docks and the Beckton Gasworks. Minoco Wharf was in the mid 1890s, an oil storage depot operated by Shell Lubricants. The adjacent Crescent Wharf was established as a chemical works in the 1890s by Brunner Mond Ltd.

Many of these industries were unhealthy or dangerous. This was highlighted on 19th January 1917 when 50 tons of TNT blew up in the Brunner Mond & Co works in Crescent Wharf, which had been given over to making munitions for the First World War. The noise of the greatest explosion in London's history could be heard as far as Southampton and Norwich. Upwards of 70,000 buildings were damaged and 73 people were killed.

Traffic through the Royal Docks reached its peak in the 1950s and early 1960s. Following the development of containerisation, technological changes and with EEC membership, Britain's trade rapidly declined. The Royal Docks were closed for general cargo handling at the end of 1981.

Such was the situation in mid 1981 when the London Docklands Development Corporation was established to secure the regeneration of the area. This was a response to a huge decline in the economy of the area brought about by the progressive closure of the docks from the 1960s onwards.

Among the projects on the new Corporation's early agenda was the proposal to build London City Airport. This was put to the Corporation in November 1981. It was pursued with great determination and following a public inquiry in 1983 work started on building the new facility in 1986. The proposal to build London City Airport was a radical break with the past and opened in 1987.

In addition, there have been a number of other significant developments in this area of the Royal Docks most notably the Thames Barrier completed in 1984.

ExCeL, the large-scale exhibition Centre on the north side of the Royal Victoria Dock opened in November 2000. It represents London's largest single site exhibition centre, with 65,000 square metres of column-free exhibition space. The listed warehouses at ExCeL west were converted at the turn of 2002 / 03. They provide a theme pub and restaurant, a nightclub, offices and apartments.

Thames Barrier Park opened in November 2000. Key features are a sunken landscaped garden, the 'Green Dock', a riverside promenade, cafe and a children's play area. The sites fringing the park are allocated for residential development; Barrier Point to the West and Tradewinds to the East.



Outline Planning Application

Generally in London the opportunity for a joined-up riverside environment along the River Thames has largely been missed because high value development enclaves, mostly concentrate on the relationship of the site to the river and not the east-west connections. There are many examples of the failure of this approach in west London.

In east London there is the opportunity to realise what has been lost in the west, a 10-mile long tapestry of walkable developments on both sides of the river stretching from Southwark to beyond the Thames Barrier, taking advantage of under used land.

To realise this fantastic opportunity, we need a clear vision, bigger than individual developments creating isolated pockets of housing as the early enterprise zone Docklands residential developments did in the 1980s.

The Royal Wharf site is located both physically and strategically central to achieving the goals outlined above. To this regard a comprehensive outline planning masterplan framework was developed from October 2009 through to May 2011, for the Royal Wharf site to play its part in achieving this strategic vision.

The resulting planning approved masterplan was the clear output of a collaborative approach with the Greater London Authority (GLA), London Borough of Newham (LBN) as well as the London Thames Gateway Development Corporation (LTGDC), all of whom played a significant role in the development of the Royal Wharf site.

This collaborative approach to the design process allowed the structuring of a carefully prepared framework which embodied best practice in urban design, aimed to improve the quality of any resultant surrounding development, encourage more ownership and opportunity on the part of local communities and would lead to a better understanding of the site and development in its context.

Outline planning permission was granted by Newham Borough Council on 30th March 2012 for the overall Masterplan on the Royal Wharf site (previously known as Minoco). The consented masterplan for the Royal Wharf development covers 15 hectares and will provide a vibrant mixed use development with up to 3,385 homes, a new school, shops, offices and restaurants. The masterplan was subdivided into 26 plots broadly reflecting the disposition of the proposed development within the project. Seven of these development parcels were brought forward as part of a detailed planning application alongside the outline masterplan.

As the implementation of the planning permission moved on to Phase 03 of development on the site it became clear that the approved outline plots within this Phase required amendment to enable them to be effectively delivered. Approvals for these amendments were granted in July 2015. (Application reference: 15/00577/VAR)

With specific regard to the detailed proposals presented within this design + access statement, the enclosed designs have been developed in full accordance with the masterplan principles and design code of the Section 73. Design proposals for Plot 24 seek to reinforce the aims and objectives of the wider Royal Wharf vision.



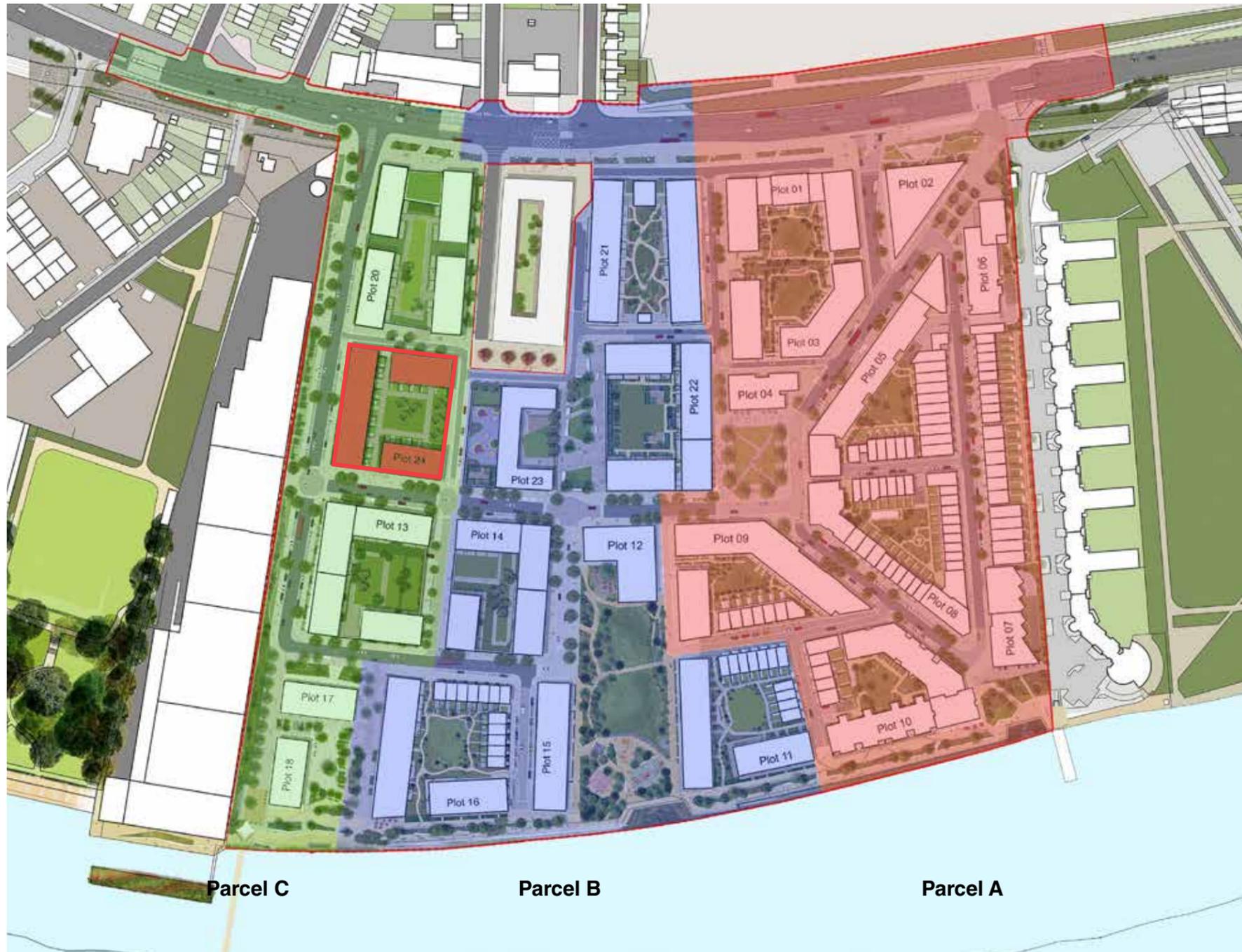
Masterplan Layout as approved under the
S73 Planning Application Ref: 15/00577/VAR
in July 2015.

Royal Wharf Development Schedule

The comprehensive redevelopment of the 17 Ha Royal Wharf site

(as approved under the S73 Planning Application Ref: 15/00577/VAR) to include:

- up to 337,900 m2 of residential (C3) floorspace in a mix of dwelling sizes, types and tenures
- up to 7,000 m2 of employment uses (B1)
- up to 3,250 m2 of retail floorspace (A1)
- up to 750 m2 of financial and professional floorspace (A2)
- up to 750 m2 of hot food / take away floorspace (A3 and A5)
- up to 750 m2 of pub and restaurant floorspace (A4)
- up to 9,600 m2 of “non residential institutional” floorspace to include a new primary school, creches / nursery schools and community facility (D1)
- up to 3,000 m2 of assembly and leisure floorspace to include gym and fitness centres (D2)
- new public realm including a hierarchy of open spaces including a riverside park
- creation of areas of private open space
- riverside walkway, including a link to the proposed Silvertown Pier
- two accesses on to North Woolwich Road
- internal access roads, footpaths and cycleways
- basement and undercroft car, motorcycle and cycle parking, plant, machinery and storage
- other supporting infrastructure.



Planning Parcel

The consented outline masterplan permission divides the overall masterplan site into 3no. Planning parcels for the purpose of establishing the affordable housing provision, illustrated adjacent as Parcels A, B and C.

As illustrated adjacent Plot 24 sits within Parcel C. The plot design team have designed to a clearly set target brief concerning tenure, mix and quantum of units across each plot, set by the outline planning S106. It is within this framework the plot design mix has been developed.

Details concerning specific plots are contained later in this document and a summary of the plot proposals within their planning parcel context has been provided within the planning statement supporting this application.

Strategic Planning Policies and Material Considerations

Relevant planning policies and material considerations for the Royal Wharf application are noted below:

Economic development	London Plan*; The Mayor's Economic Development Strategy For London (2010);	Transport	London Plan*; the Mayor's Transport Strategy; NPPF	Context	Noise Strategy; NPPF
Housing	London Plan*; NPPF; Housing SPG; Providing for Children and Young People's Play and Informal Recreation SPG; Housing Strategy; revised interim Housing SPG	Cross Rail	London Plan* Alteration; revised draft Cross Rail SPG (March 2010)	Environment	Planning for the Historic Environment; NPPF
Affordable Housing	London Plan*; NPPF; Housing SPG, Housing Strategy; revised interim Housing SPG	Parking	London Plan*; the Mayor's Transport Strategy; NPPF		Development and Flood Risk
Density	London Plan*; NPPF; Housing SPG; revised interim Housing SPG	Employment	London Plan*; NPPF; Industrial Capacity SPG	The London Plan 2011 (amended in 2013 and 2015) for consultation and London Borough of Newham Core Strategy draft are also a material considerations.	
Urban Design	London Plan*; NPPF	Access	London Plan*; NPPF; the Mayor's Energy Strategy; Mayor's draft Climate Change Mitigation and Adaptations Strategies; Mayor's draft Water Strategy; Sustainable Design and Construction SPG	Additionally the Newham UDP comments on economic development, housing, affordable housing, density, mix of uses, regeneration, transport and employment.	
Mix of Uses	London Plan*	Tall Buildings / Views	London Plan*; RPG3A, View Management Framework SPG, draft Revised View Management Framework SPG		
Regeneration	London Plan*; The Mayor's Economic Development Strategy For London (2010);	Ambient Noise	London Plan*; the Mayor's Ambient		

*London Plan 2011 (as amended in 2013 + 2015)

Purpose of Design Guidelines

As part of the Royal Wharf framework a detailed design code was prepared to support and supplement the urban design strategies of the Royal Wharf masterplan allowing architects, landscape architects and designers to maintain and engage in a design approach consistent and appropriate for this unique site. The code was written with the aim of enriching the development as a whole, through the development of a common and identifiable design language for the masterplan site.

The masterplan framework defines a clear hierarchy of built and open spaces providing a series of settings and themes to be articulated and reinforced through architectural and landscape proposals.

The purpose of this design code was to provide the following:

- Live design guidance to form the brief for architects and landscape architects
- An assessment aid for client, local authority and stakeholder design review.
- Document the aspirations of the Royal Wharf masterplan

Parameter Plans

Parameter Plans linked to the Environmental Statement established the high level spatial masterplan at Royal Wharf and identified an individual vision for each of the main places within the scheme. These parameter plans have been referenced alongside the Royal Wharf design code in the preparation of the Plot designs and used in support of the architectural, townscape and landscape proposals enclosed.

Parameter plans submitted as part of the outline application are listed below:

Parameter Plan 01	Outline Site Boundary
Parameter Plan 02	Existing Site Levels
Parameter Plan 03	Formation Level Plan
Parameter Plan 04	Flood Defence Level Plan
Parameter Plan 05	Proposed Upper Level Plan
Parameter Plan 06	Proposed Building Footprints
Parameter Plan 07	Proposed Minimum AOD Levels
Parameter Plan 08	Proposed Maximum AOD Levels
Parameter Plan 09	Public and Private Realm
Parameter Plan 10	Proposed Movement Plan

Status of Guidelines

Design code guidelines published as part of the Royal Wharf masterplan Outline Planning Application (May 2011) along with the Section 73 application which is currently being assessed by LB Newham (15/00577/VAR) have been used to form a suitable platform for the foundation of the enclosed design briefs and detailed architectural and landscape design proposals.

The design code was not written to be prescriptive to designers, but sought to inform a series of principles upon which designs may be viewed, critiqued and measured against as the masterplan aspirations are realised. It has therefore been used as a principal base for the plot design proposals which have also been prepared with reference to the following associated documents:

- Masterplan Development Specification (May 2011)
- Masterplan Design and Access Statement (May 2011)
- Masterplan Environmental Impact Assessment (May 2011)
- Section 73: Phase 3 Design and Access Statement (Addendum to Minoco Design and Access Statement and Design Code) February 2015.
- Section 73: Environmental Statement Review (February 2015)
- Masterplan Parameter Plans (March 2015)
- Transport Statement and Servicing Management Plan (March 2015)

Guidance Organisation + Hierarchy

The Royal Wharf design code is organised under the following headings:

Objectives

Objectives of the design guidance.

Framework

Site wide conditions to which buildings and landscape proposals should respond. It sets the context in terms of movement, open space structure and built form.

Settings

Identifies places within the masterplan that form specific conditions, and to which design guidance must operate at a local scale.

Interaction

The design guidance for settings across the masterplan indicated the implications for architectural expression of buildings in various locations.

This included the concept of 'marker' and 'background' buildings, in which the former are intended to be visually more important in the identification of routes, defining views or containing spaces. Background buildings and adjacent landscape designs form the principle means of achieving the masterplan vision by allowing the masterplan to be a landmark development and not a competing set of landmark buildings.

To achieve this relationship, it is essential that the process of design development within individual blocks demonstrates recognition of the specific conditions established by the design guidance.

To this regard the plot designs have been developed alongside the code to respond positively to the formal spatial relationships and frameworks established within the masterplan, as set out or implied by the design guidance.

Context

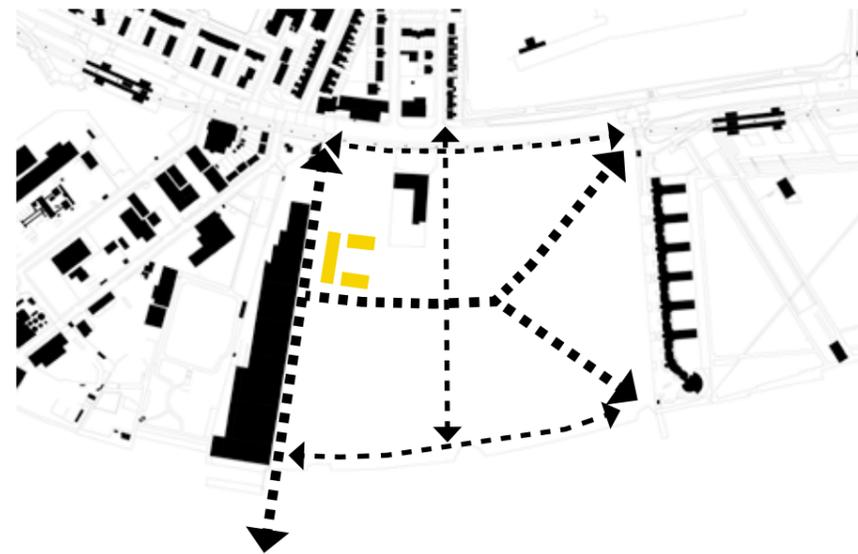
Generating a new site context is a key component of the masterplan framework. Specific criteria have been set by the masterplan to ensure plot design proposals respond to the Royal Wharf design code.

These framework items are as below, and each has been considered fully as part of the enclosed plot design. Where illustrated the proposed plot layouts have been annotated in yellow.

- Connection
- Major Spaces
- Build Form
- Urban Grain
- Sunlight + Daylight
- Drop Off
- Servicing
- Vehicular Movement
- Pedestrian Movement
- Public + Private Space
- Visual Links + Viewing Corridors

Connection

A number of strategic connections exist within the scheme. While the masterplan promotes a rich and varied tapestry of minor lanes and mews type environments the diagram below illustrates the principal strategic connections as defined by the masterplan framework which are responded to by the plot proposals. Legibility and ease of movement along these desire lines has be reinforced and protected.



Major Spaces

The clear and logical definition of the masterplans urban spaces is essential to the success of the scheme.

The diagram below illustrates how edges of major spaces have be defined with clarity in order to realise the urban framework for Royal Wharf. The hierarchy of these environments within the masterplan has been protected.

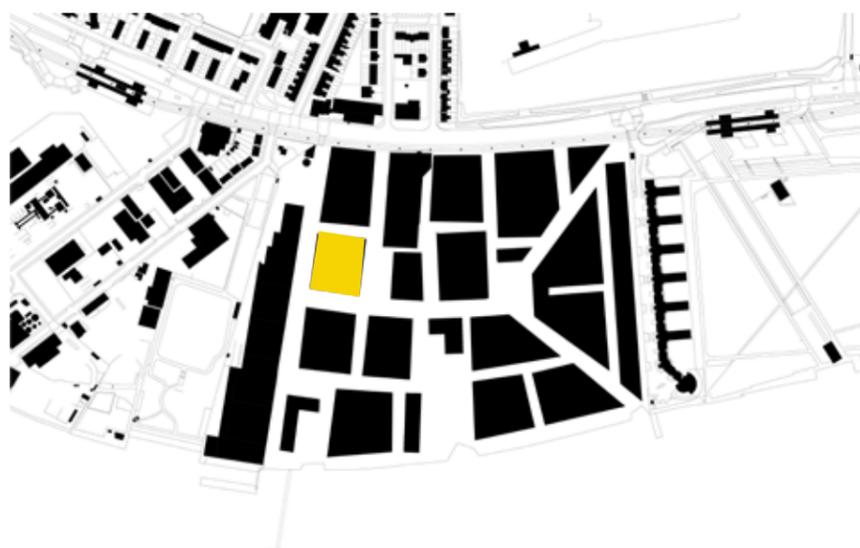


Built Form

The masterplan block plan and built form strategy is illustrated below.

The diagram illustrates the areas of the scheme that have been clearly established as urban built forms in order to define and fully articulate the streets and public spaces within the framework.

The proposed plot layouts respond to the principles of the built form strategy as illustrated below, seeking to maintain and enhance the streets and urban spaces generated by their buildings and landscapes.



Urban Grain

Within the context of the block diagram the masterplan recognises the need to break down the urban blocks and edges to promote permeability and allow visually accessible residential buildings to be delivered.

The diagram below illustrates how the masterplan and plot framework as proposed produces a fine urban grain in plan which avoids the plot being read as a large impenetrable urban block.



Sunlight + Daylight

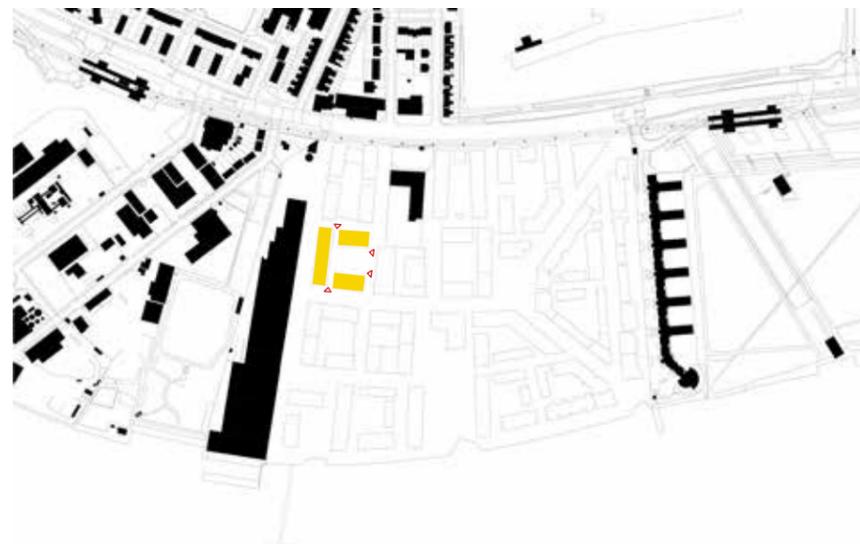
The Proposed Development is primarily made up of residential accommodation and for this reason has been considered for adequate levels of daylight and sunlight.

The supporting Royal Wharf EIA addendum for Plots 13 and 14 includes an internal daylight assessment alongside the sunlight assessment as well as a sun-path shadow study, examining the transient as well as permanent shadow on any existing surrounding amenity space and internal proposed amenity space.

Drop-Off

Drop-off access to all buildings and front doors is a key principle of the masterplan. It is the aspiration of the Royal Wharf scheme that each front door is accessible from a drop off zone or area of visitor parking allowing deliveries and residents to easily access their homes without the need to enter a basement or undercroft parking area.

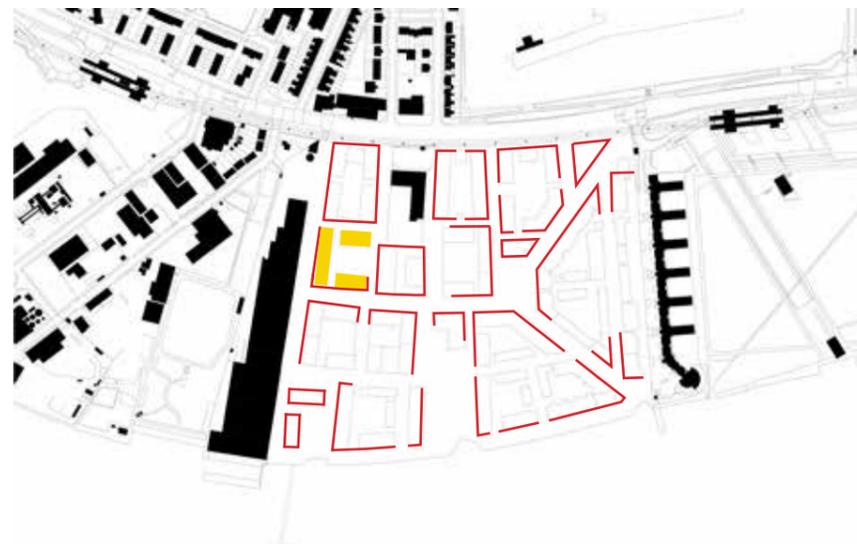
The diagram below illustrates how each plot entrance is easily assessible from local drop-off points within the scheme at ground level.



Servicing + Vehicular Access

Servicing for the residential apartments and commercial units is undertaken either from the on-street road network via front doors + residential cores. Frequencies of use are low per unit, the size of vehicles small and the length of stay for each vehicle short. The non-residential units will be managed to allow access from the principal streets at times which do not conflict with the main pedestrian movements.

The aspiration is to allow the main streets to operate in exactly the same way as a typical high street within London. Access for emergency vehicles and servicing of the residential, commercial and employment spaces is achieved across the site.



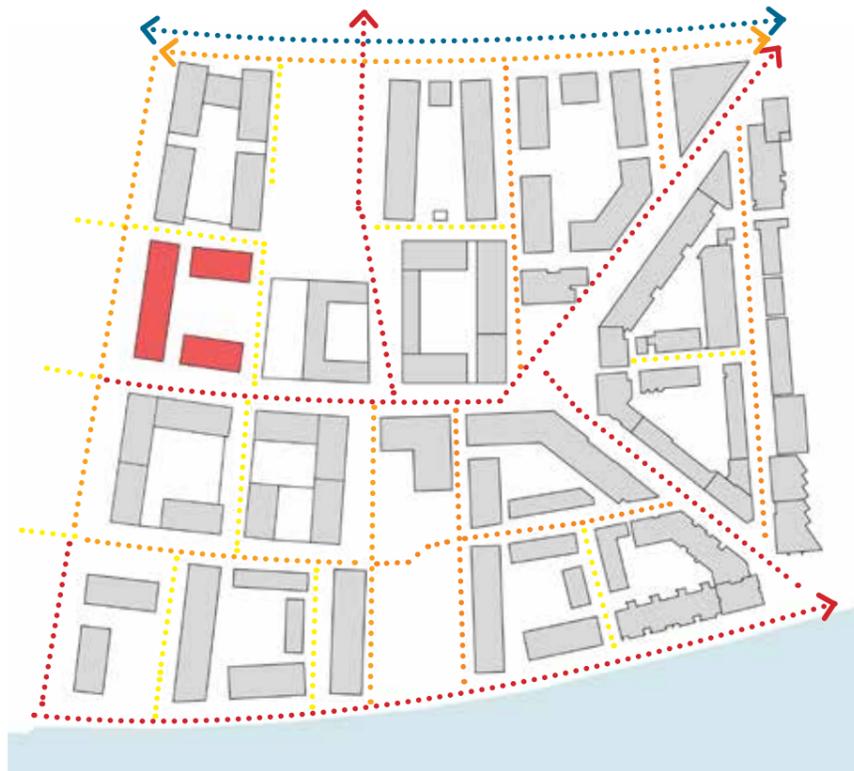
Vehicular Movement



- Primary
- Secondary
- Tertiary
- Restricted access/Pedestrian priority
- Main access road to site

Principles of vehicular movement established in the strategy above are reinforced by the plot design proposals.

Pedestrian Movement



- Primary
- Secondary
- Tertiary

Principles of pedestrian movement established in the strategy above are reinforced by the plot design proposals.

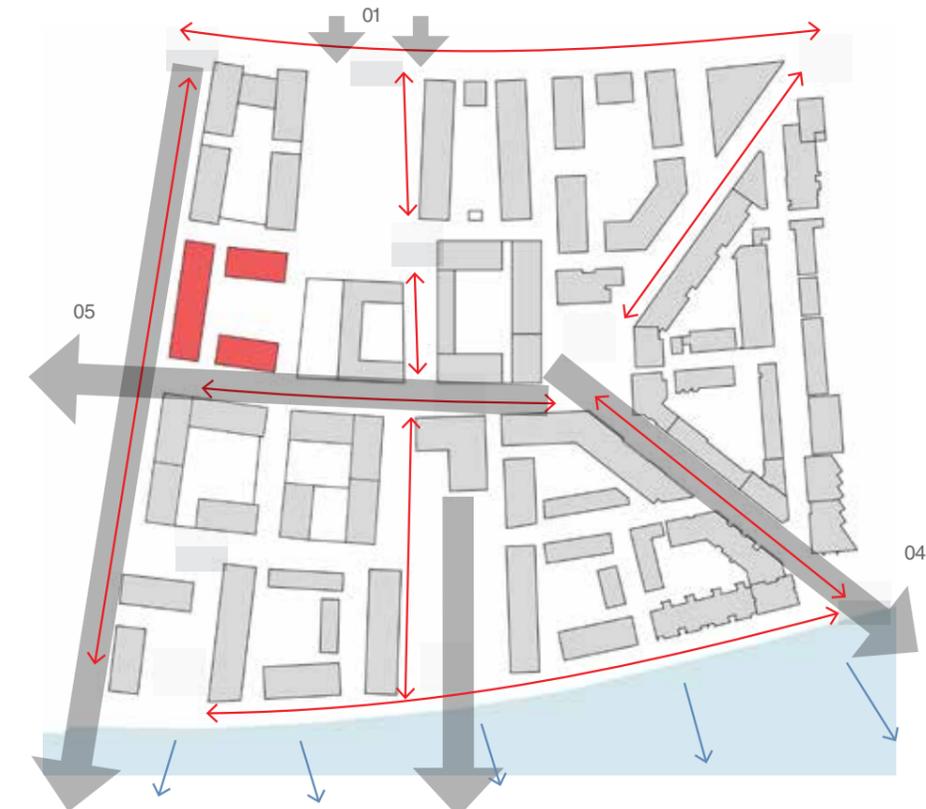
Public + Private Space



- Main Public Spaces
- Gateways
- Pocket Spaces
- Semi-private Spaces

Principles of public and private space established in the strategy above are reinforced by the plot design proposals.

Visual Links + Viewing Corridors



- Main focal points
- Visual nodes
- Protected Viewing Corridor
- Visual links
- Views across the river
- 01 Views in from Britannia Village
- 02 View to the Pier
- 03 View to the River
- 04 View to the Thames Barrier
- 05 View to Canary Wharf

Principles of the masterplan viewing corridors established in the strategy above are reinforced by the plot design proposals.

Synthesis of Urban Design, Architecture and Landscape

The Royal Wharf masterplan seeks to create a cohesive, diverse and varied townscape that synthesises the strategic masterplan principles with the urban, architectural and landscape design approaches.

To achieve this goal a dialogue has been established and maintained by the plot design team and the master planning team to ensure that plot designs were explored and tested at all scales applicable to achieving the townscape vision of the masterplan.

Additionally, the plot designs respond to the site's heritage and context as a unique riverside location in the London Borough of Newham, exploiting the finest grain of movement through the masterplan's urban spaces and high levels of tactility and articulation in its architecture and public realm.

The narrative device which unites these concepts is the idea of creating a series of legible experiences + journeys, comprising clarity of routes through the masterplan for visitors and residents of the scheme. The plot proposals seek to reinforce this goal in order to complement and reinforce the overall character of the development.

Hierarchy of Setting

The masterplan has a clear hierarchy of setting to order and provide visual clarity and subtle design divergence to the spaces formed by the overall zonal design framework.

Measuring against this spatial hierarchy, the plot designers have tested ideas against the location of place within the masterplan, in order to establish the legibility of overall scheme.

These place settings provide a backdrop of urban conditions throughout the Royal Wharf site to which the plot designs respond with expression and articulation specific to their location within the immediate and wider context.



Frontage

Building frontages will be key to the success of the plots. Strategically the masterplan aspires to create spaces defined by a range of differing building frontages to provide variety and character to each street and the development as a whole.

Buildings within the masterplan were desired to meet the ground with long lengths of facade broken down into master and subordinate orders with a clear hierarchy to the elevation. This principle has been reinforced by the plot design proposals illustrated within this document.

While plot land use is defined by the masterplan strategic parameters it is expected that the use of each plot may be read from its frontage which will articulate the facade and define the building character onto the street.

The principles set by the masterplan are illustrated adjacent in context of the new plot design proposals:

- Corner —
- Strong Edge —
- Publicly Permeable - - - - -
- Semi Private —
- Principal —



Flood Level and Formarion Level Land Use Plan

Flood Level and Formation Level Class Use

A ground floor land use plan for the Royal Wharf masterplan is illustrated left. The diagram illustrates the strategic principle of wrapping the northern edge of the site in a predominant run of B1 employment uses, allowing these functions to deal with a number of the technical challenges of the changing topography and proximity of the buildings to the DLR viaduct.

The proposed design of plot 24 complies with the use parameters for the flood and formation levels.

- Mixed Class Use
A1 to A5, B1, C3, D1 and D2
- Predominantly B1 Class Use
- Predominantly B1 / C3 Class Use
- Predominantly C3 Class Use
- Predominantly D1 Class Use



Upper Level Land Use Plan

Upper Level Class Use

An upper floor level land use plan for the masterplan has been illustrated left.

In this context the upper level residential use is defined as the predominant use over all the upper floors.

The diagram builds on the principles set out by the ground level uses plan but recognises that a number of the buildings need to be adaptable to residential uses at the upper levels.

This flexibility has allowed the detailed design of plots 13 and 14 to respond to certain site constraints with richness and sensitivity.

The design of plot 24 complies with the use parameters as illustrated.



Proposed Site Levels Plan

Proposed Site Levels

The EA flood levels of for the site has been set at +5.05m A.O.D. The proposed site levels strategy is principally defined by the aim to achieve a level of +5.05m A.O.D. grading up from the existing North Woolwich Road pavement levels; as soon as is feasible within a responsible and appropriate access strategy.

Rising above +5.05m A.O.D. allows the masterplan the flexibility to introduce terraced housing as well as a wider range of residential activities at the new masterplan ground level.

Illustrated by the adjacent diagram the thin red lines highlight the position on site where the contours achieve the flood defence level from the existing levels along North Woolwich Road. Continuing southwards the site levels continue to gently rise to a natural peak of +6.50m A.O.D. along the central east / west route, whereby the site levels gently fall to the rivers edge in a very natural and appropriate way for the site.

The proposed design of plot 24 complies with the designated criteria for the Proposed Site Levels parameters for the flood and formation levels.



Housing + Apartment Location Plan

The above plan illustrates uses at street level.



Housing / Apartment Mix

A housing / apartment plan for the masterplan has been illustrated in the diagram adjacent.

The diagram illustrates how housing within the masterplan framework may be developed to integrate with apartments as well as the mixed use buildings proposed for the site.

Where placed the housing has been grouped around mews / home zone streets protected within an massing of apartment buildings.

Designing the masterplan in this way allows for a rich mix of housing typologies and tenures to be developed within each character area.

The masterplan application documentation establishes a clear residential unit mix for the comprehensive masterplan site incorporating a range of tenures, unit sizes and typologies - this has been detailed in the development specification and design code.

The proposed design of plot 24 complies with the designated criteria for the Housing / Apartment Mix parameters.



Minimum Heights Plan

Minimum Heights AOD

In order for the masterplan to be a success a minimum level of built form needs to be achieved, to ensure enough people live in the area to animate the scheme but also to ensure streets and spaces receive an appropriate level of enclosure to form their edges.

The minimum heights strategy seeks to balance the need for occupancy density with an appropriate level of urban realm and built form density. The heights strategy must allow for a wide range of building forms and architecture to be developed within its framework while also providing certainty in the deliverability of the masterplan aspirations.

It is within this context that the minimum heights for Royal Wharf have been set.

The proposed design of plot 24 complies with the designated criteria for the Minimum Heights A.O.D parameters.

- Minimum A.O.D. Level (metres)
+11.00
- Minimum A.O.D. Level (metres)
+14.00
- Minimum A.O.D. Level (metres)
+22.00
- Minimum A.O.D. Level (metres)
+25.00
- Minimum A.O.D. Level (metres)
+32.00
- Minimum A.O.D. Level (metres)
+39.00



Maximum Heights Plan

Maximum Heights AOD

The maximum heights strategy needs to define where landmarks should be formed and those streets and areas of urban realm within the masterplan that need to be further defined and enclosed, to heighten the quality of the scheme. The diagram for maximum development sets taller buildings adjacent to existing infrastructure along North Woolwich Road, along the principal streets, riverside and main urban spaces, but limits height adjacent to the townhouses.

In some cases the maximum building heights vary within a plot to reflect the role of the building in the overall master plan framework. The tallest buildings will be located at:

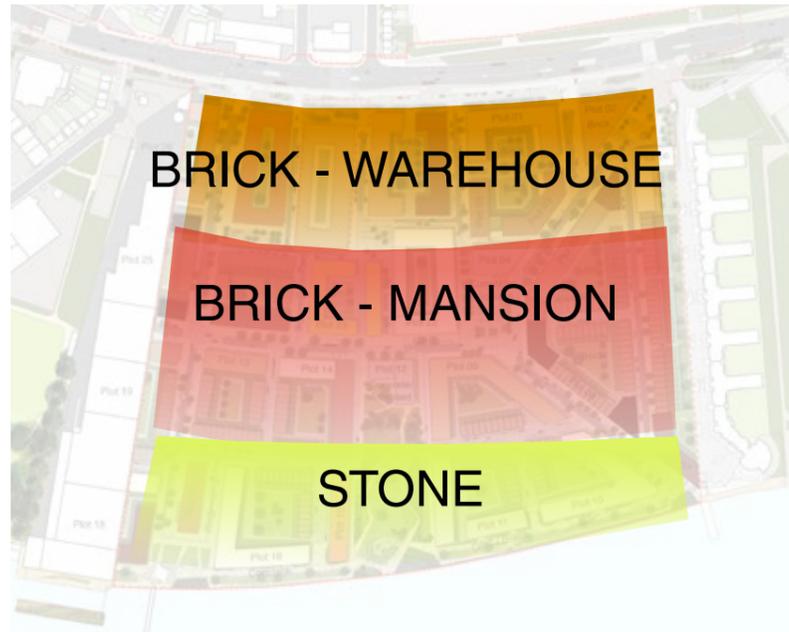
- The eastern element of Plot 12, this building sits at the northern end of the new park and marks the centre of the site
- Plot 18 is located adjacent to the pier and will act as a 'marker' for this facility
- The south eastern part of Plot 10 which is the termination of the diagonal route from the central square and announces the development across the riverfront

The proposed design of plot 24 complies with the designated criteria for the Maximum Heights A.O.D parameters.

Initial Principles



Building Type Concept



Materials Interpretation



Materiality Masterplan

LOCATION

TYPOLOGY



Warehouse
Robust edge
Predominantly brick



Civic
Strong Modelled
Stone



Mansion
Fine Elegance
Brick with Stone dressing



Marker
Special Contrast
Various Materials



Riverside
Relationship to Water
Stone Metal



Townhouse
Mews
Brick and Stone



School
Individual
Natural Materials

Masterplan Building Materiality and Typology Plan

The Royal Wharf masterplan is underpinned by an overarching materiality and set of typologies that relate to location and key site conditions. The diagrams *far left* illustrate conceptually the broad principles of character and location that were set out at the beginning of the masterplan design to represent the starting point for plot design. Through the design of the first 2 phases, the diagram *immediately left* has been developed and refined as a more sophisticated and deeper understanding of the masterplan and its individual plots has emerged and evolved.

The buildings along the northern edge of the masterplan that sit adjacent to the DLR and North Woolwich Road are based on Warehouse typology, taking reference from their industrial neighbours such as Millenium Mills, and form a robust edge to the site. The Warehouse typology buildings are predominantly brick, with a repetitive window arrangement.

Moving south in to the heart of the masterplan, forming the edges of the market square, Civic typology buildings can be found. These buildings have a deliberately strong architectural language that responds to their public setting.

Mansion buildings are richly detailed brick and stone buildings that have a

strong presense in special locations and form a quieter background in other areas. Mansion typology buildings are highly modelled and elegant.

Riverside buildings are located along the river front and are principally stone with large scale details and elements that respond to the open river elevation that they occupy.

Marker buildings have a distinctive, sometimes contrasting or striking architectural identity and are situated at key prominent locations within the site.

Townhouses in a unifying scale throughout are mostly expressed in a buff coloured brick with stione detailing.

The school will be designed in a standalone style which will complement the surrounding context.

Royal Wharf Massing

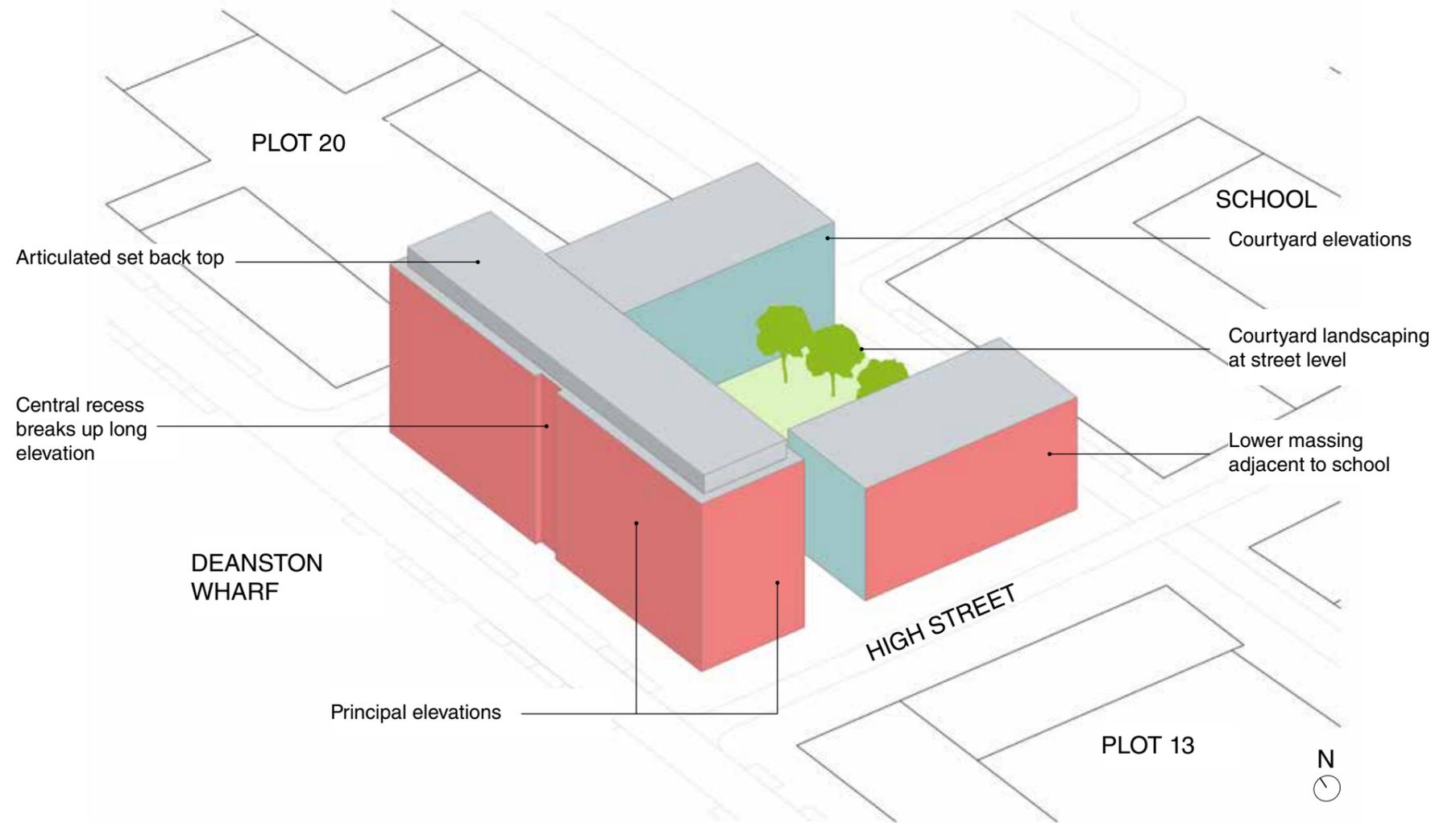
As part of the design process a number of urban block studies for Plot 24 were undertaken. The illustration to the right demonstrates the relationship between the blocks.

The Section 73 application sets out height and mass parameters for the buildings in the masterplan. The massing of plot 24 is in accordance with these parameters.

The parameter massing is illustrated opposite and demonstrates the starting point for the plot proposals. The principles of the massing are as follows:

- Form an edge to the High Street;
- Scale relationship to Phase 02 buildings, notably 13, 14, 20 and 23;
- Entrances onto main streets;
- Range of façade types by typology;
- Provision for private amenities by means of courtyard;
- Maximise views into and out of the scheme;
- Active frontages to high street.

Parameter Massing Principles for Plot 24



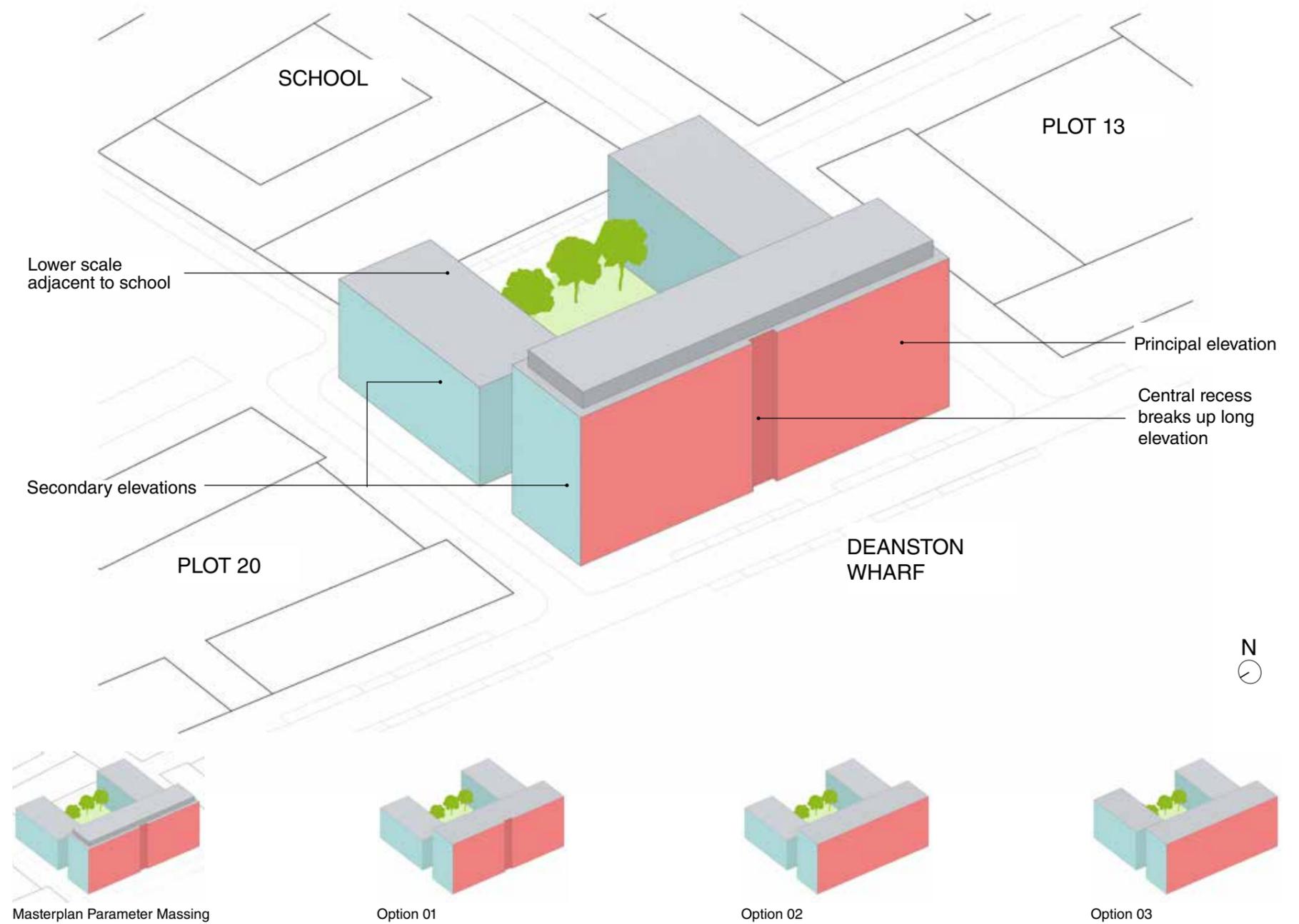
Massing Evolution

Various massing studies were carried out in order to explore articulation, orientation and minimising single aspect north-facing units for the plot. This was tested through both physical and computer models.

Development of initial study models has resulted in the adjacent illustrated massing diagram.

Central to the masterplan massing strategy is the intention to address the conditions above while establishing a variety of coherent and active street environments, in particular between the apartment blocks and public spaces. The massing principles for Plot 24 respond to its location, presenting definite edges to the high street and Deanston Wharf.

Plot 24 has a main block of Ground + 8 storeys and two shorter blocks which are ground + 5 storeys.



Arrangement Strategy

The diagram right illustrates the schematic layout of Plot 24 in plan in its immediate landscape context.



Townscape

The plot proposals seek to reinforce and enrich the tapestry of materials and elevation types of the masterplan. A summary of the elevation groupings is annotated right. The principal facades define the high street edge and the edge facing Deanston Wharf



Access + Servicing

Access and servicing for Plot 24 follows the principles of the master plan design code. Ancillary C3 uses such as refuse presentation rooms and cycle storage areas are located on the ground floor set away from the principal elevations, thus allowing residential and mixed use units to achieve the best possible orientation.



- Mixed Use
- Residential Uses
- Residential Core
- Leisure

Entrances

Each Plot has been divided into a number of buildings labeled Plot 24, Buildings 01, 02 and 03.

Plot 24 entrances are located off the street. Level and secure core access into each residential courtyard is provided at the appropriate level.



Upper Level Arrangement Strategy

Apartments are accommodated throughout the upper levels. Single-aspect north-facing units have been minimised with core positions strategically placed to address issues of overlooking. Located centrally to both plans are semi-private landscaped courtyards and terraces, away from the public activity and the roads.



Views

The diagram below illustrates the viewing planes that have influenced the design of Plot 24.





- suite
- 1 bed apartment
- 2 bed apartment
- 3 bed apartment
- Mixed use (commercial)
- Concierge / Estates Management
- Leisure

Ground Level Plan

Mixed use units are positioned along the Southern edge of plot 24 to provide active frontage to the high street. Residential entrances are accessed via semi-private gated courtyards to the north and south of the plot.

Residential units located on ground level have winter-garden glazing to provide privacy from pedestrians and vehicles. Residential units are also elevated above street level to further contribute to this sense of privacy.

Along the eastern edge the masonry pier language is continued to define the landscaped courtyard. The spaces between the piers incorporate seating to create a secure edge, whilst maintaining views into the courtyard from the street.

Ground Level Plan

Landscape to public realm indicative

For plot 24 landscape strategy please refer to chapter 08.



- suite
- 1 bed apartment
- 2 bed apartment
- 3 bed apartment
- Mixed use (commercial)
- Concierge / Estates Management
- Leisure

DRP Response Design Development

The drawing to the left illustrates the general arrangement that was presented to the DRP. Below is a record of the comments received from the DRP in *italics* with response thereafter. The plot designs have been revised in response to this to positive effect.

Layout

We support the provision of the generous entrance lobbies, which due to their size could double up as communal sun lounge type spaces, and make a strong contribution to the individual identity of this plot within the masterplan area. The lobbies also offer glimpses into the courtyard from the street. Making direct physical connections between the lobbies and the courtyard would be beneficial to the use of both spaces.

We questioned the position of the entrance to the refuse store from the lobby. This would be better directly from the street.

Response

We were in agreement with the DRP, however, following some technical input from the fire engineer, the shared entrance lobbies were omitted as they became rather convoluted. However the garden room has been retained adjacent to the core in building 03.

Ground Level Plan Presented at DRP

Landscape to public realm indicative.

For plot 24 landscape strategy please refer to chapter 08.

Architecture

The architecture is a variation on a similar theme to some of the earlier plots within the masterplan area.

The variety between the High Street and side elevations helps to reinforce the hierarchy of those streets and is supported. Some areas though require further refinement, specifically how the building meets the ground and the resolution of transition of the defensible plinth between the residential and mixed use element of the ground floor.

It was deemed important to continue the strong pier language to the ground.

The projecting terraces on ground level have been omitted and replaced with winter-gardens, flush with the buildings facade. This allows an improved connection with the ground and avoids awkward spaces at street level where litter may collect.

The gap in the main frontage feels somewhat forced and should be developed further. The treatment of this could be more inventive and different from the language of the rest of the plot. The brick spandrels feel a bit weak proportionally with the piers and we had a slight concerns about the

detailing around the high level set backs which risked making the brickwork look insubstantial. Extending the brick language rather than using concrete may help in this respect.

The use of precast surrounds to the ground floor of the High Street to clearly identify its non- residential and more public function was welcomed. It is understood that a range of uses can be accommodated in this space. We consider retaining the non-residential uses on this frontage to be very important and whilst it may not be appropriate for retail at present it would be ideal for small business units.

Landscape

We questioned the lack of cycle parking provision within the plot itself and were unconvinced that residents would use cycle storage provided in the undercroft of other sites. Consideration should be given to incorporating some spaces within the courtyard.

Response

Whilst cycle store provision within the courtyard was considered, it was thought that it compromised the quality of the space, reducing the area

and obscuring views. Therefore cycle stores have been introduced in to the building, predominantly to the north elevation, where the placement of residential units would be otherwise problematic.



- suite
- 1 bed apartment
- 2 bed apartment
- 3 bed apartment

- Mixed use (commercial)
- Concierge / Estates Management
- Leisure

Typical Upper Level Plan

The upper floors of plot 24 have a mix of suites, 1 bed, 2 bed and 3 bed apartments.

The number of single-aspect north-facing units is minimised with the core placement. Private external amenity space is provided in the form of balconies to the levels above courtyard level.

The apartments that overlook the high street are set back behind a masonry frame that forms continuous balconies to their south elevation. This set back balcony arrangement provides a degree of privacy and defensible space to the high street activity and uses.

Illustrative Typical Upper Level Plan

Landscape to public realm indicative. For plot 24 landscape strategy please refer to chapter 08.

Summary Schedule

Plot 24

Residential GEA - 16,686 sqm

Ancillary (Plant & Storage) - 669 sqm

Mixed Use - Commercial GEA - 398.5 sqm

Private Housing Mix:

Studios	35
1 Bed Apartments	92
2 Bed Apartments	71
3 Bed Apartments	1
Total	199





Initial Sketch Design Study Plot 24 Facade

Concept

“Brick Mansion”

Plot 24 forms an important High Street frontage within the Royal Wharf masterplan. The scale and massing of the building marks the Northern edge of the High Street.

Conceptually, the building has been developed to be of mansion typology, with predominantly brick facades and stone and glass balconies. The plot has been developed within its wider master-planning context and in accordance with the materiality masterplan (refer to page 46) and design code principles. The architecture of the building intends to mediate between the warehouse typology of plot 20 and the more decorative style of the mansion like plot 13.

The plot design has benefitted from a clear conceptual approach such that the scheme presented here has developed from the principles of the masterplan design code, generating an architectural language and a common family of detailing that ensures each building responds to its location while remaining of a plot family; set within the wider masterplan setting.

Principles of mass, form, land use and quantum have all been established by the Royal Wharf masterplan parameters and have been used to inform the basis of the plot design presented.

Compliance to Parameter Plans

Parameter plans submitted as part of the Section 73 application (15/00577/ VAR) which was approved in July 2015 are listed below and the following items are noted with regard to Plot 24:

Parameter Plan 01, 02 Outline Site Boundary and Existing Site Levels

The proposed development sits within the outline site application boundary as identified and complies with the parameter.

Parameter Plan 03 Formation Level Plan

The proposed design complies with the designated criteria.

Parameter Plan 04 Flood Defence Level Plan

The proposed design complies with the designated criteria.

Parameter Plan 05 Proposed Upper Level Plan

The proposed design complies with the designated criteria for use class orientation around the plot.

Parameter Plan 06 Proposed Building Footprints

The proposed design complies with the designated criteria.

Parameter Plan 07 Proposed Minimum AOD Levels

The proposed design complies with the designated criteria.

Parameter Plan 08 Proposed Maximum AOD Levels

The proposed design complies with the designated criteria.

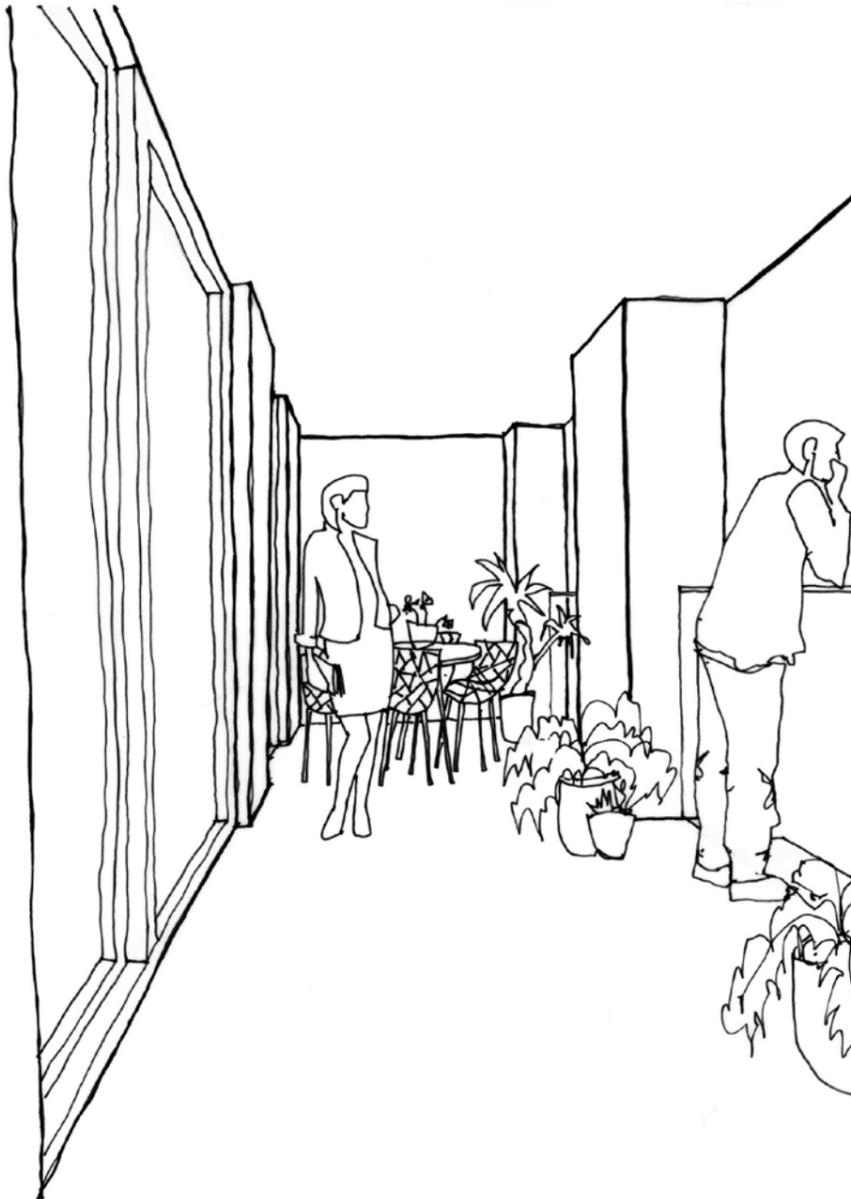
Parameter Plan 09 Proposed Public and Private Realm

The proposed design complies with the designated criteria.

Parameter Plan 10 Proposed Movement Plan

The proposed design complies with the designated criteria.

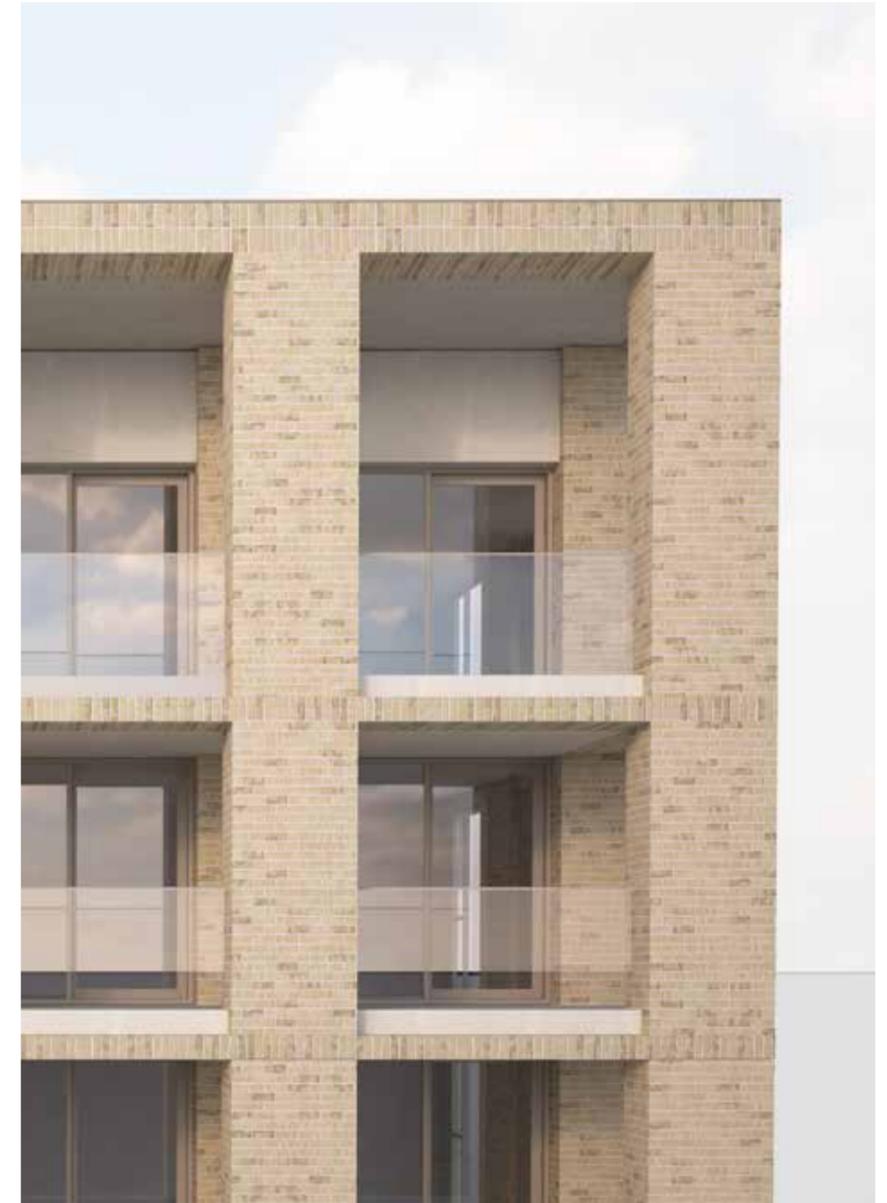
Bay Studies



Inset Balcony Concept Sketch



Penthouse Top



High-Street Inset Balcony



Bay Development Model



Bay Development Model

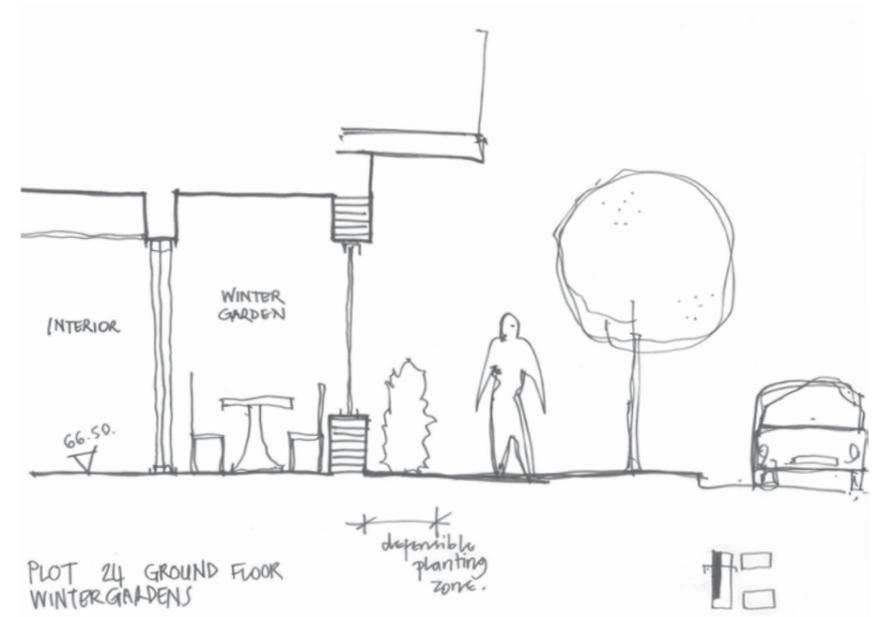
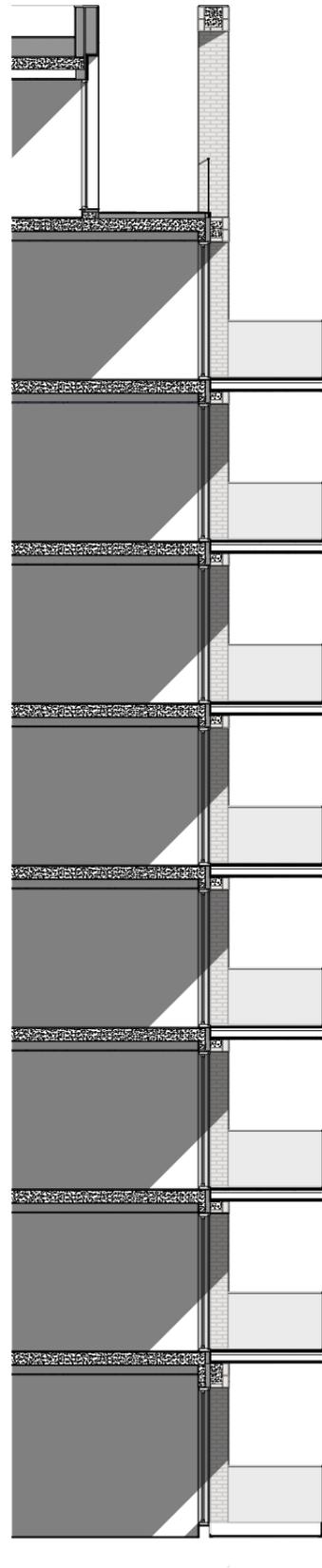
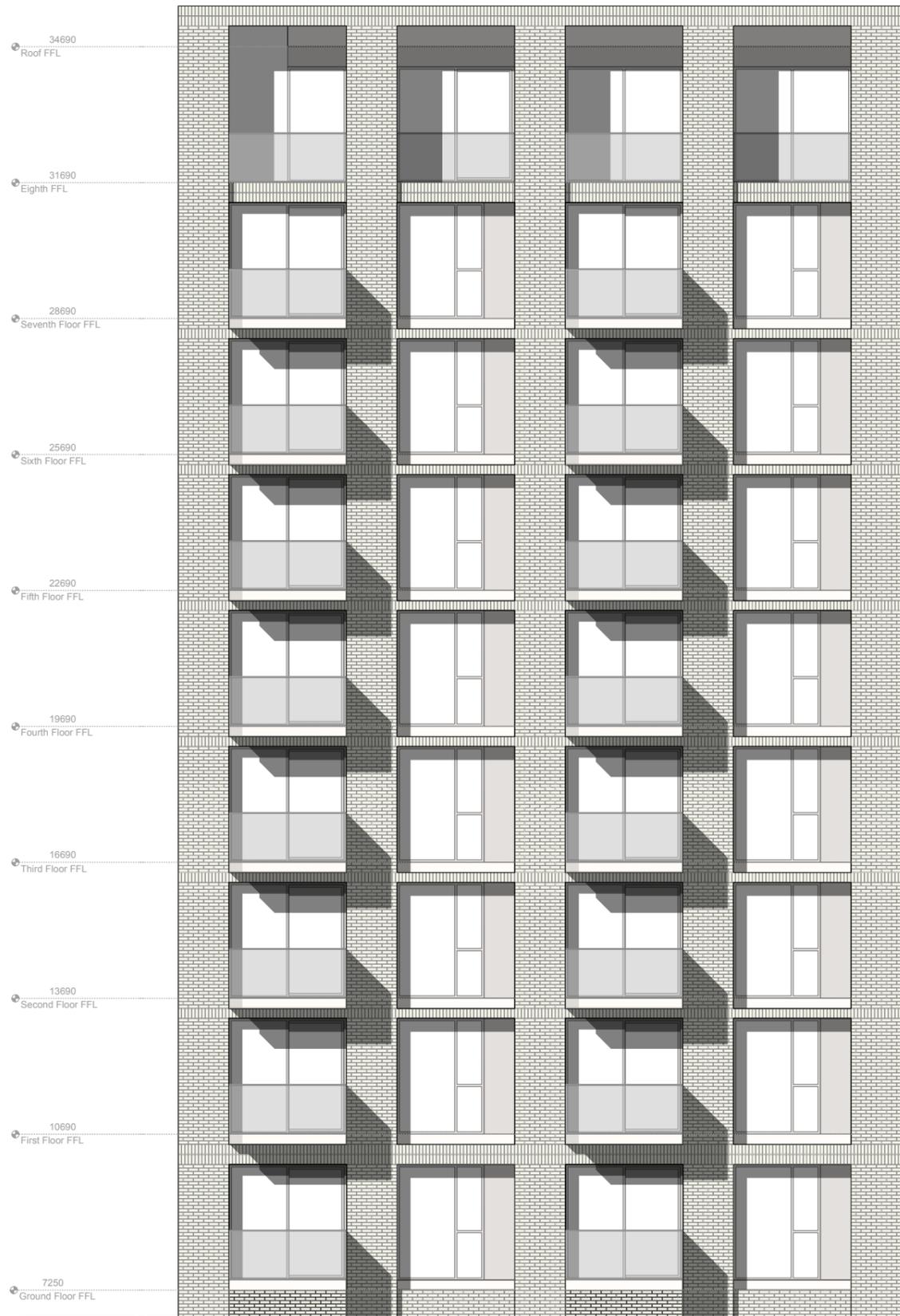
Strong vertical brick piers give rhythm to facade

Metal screens

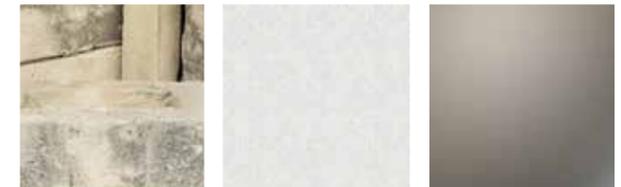
Brick horizontal bands in soldier coursing adds interest to the masonry

Projecting balconies clad in GRC with glass balustrade

Stone surrounds at ground level demarcate mixed use units.



Materials Palette



DRP Response Design Development

Below is a record of the comments received from the DRP on the 7th July 2015, in *italics* with the responses provided thereafter. The plot designs have been revised in response to this to positive effect.

The gap in the main frontage feels somewhat forced and should be developed further. The treatment of this could be more inventive and different from the language of the rest of the plot. The brick spandrels feel a bit weak proportionally with the piers and we had a slight concerns about the detailing around the high level set backs which risked making the brickwork look insubstantial. Extending the brick language rather than using concrete may help in this respect..

Response

In response the width of the recess has been reduced to a single bay rather than 1.5 bays. The masonry has been omitted from the recess to further reinforce it as a break between two built forms. Brickwork has been introduced to the high level set back, replacing the concrete, which gives the brick frame a more substantial feel.

The use of precast surrounds to the ground floor of the High Street to clearly identify its non- residential and more public function was welcomed. It is understood that a range of uses can be accommodated in this space. We consider retaining the non-residential uses on this frontage to be very important and whilst it may not be appropriate for retail at present it would be ideal for small business units.

The following pages present the key townscape elevations for plot 24

North Elevation - High Street



East Elevation - Facing Plot 23



South Elevation



West Elevation





-  Cycle Store Access Point
-  Cycle Store

Cycle Storage + Use

The Royal Wharf masterplan is well served for cycle routes within Newham and sits adjacent to designated routes integrated within the wider London cycle network. North Woolwich Road and Royal Wharf internal streets are identified as having facilities to help cyclists, such as cycle lanes, bus lanes and advanced stop lines at traffic signals.

Cycle use is promoted for plot 24 by the provision of a cycle store built into the ground floor arrangement to the north of the site. The cycle store will be accessible externally off the street. The store has been designed as such to minimise the impact on the building facades. The ratio of parking has been assessed against CfSH requirements and is provided to promote the wider use of bicycles as transport thus reducing the need for short car journeys and the associated CO2 emissions.

To save space within the plot footprint cycle storage is proposed in Josta 2 tier cycle racks.



- Waste Vehicle Loading Bay
- Refuse Store
- Refuse to Street Route

Refuse Strategy

The proposed refuse strategy for Plot 24 is presented adjacent. The proposals have been developed with consideration to the overall management strategy for the Royal Wharf site and in line with LBN Waste Management Guidelines for Architects and Property Developers.

Plot 24 refuse stores are minimised along the street edge to maximise active frontages on the ground floor.

Commercial units will be serviced via designated BOH areas from within each unit and service access for both residential and commercial uses will be from dedicated on street loading bays. Specific commercial unit arrangements will be agreed with the local authority upon occupancy of the unit.



Suite



1 Bed



2 Bed



3 Bed

Typical Suite, 1, 2 and 3 Bed Apartment Layouts

Apartment Typology

Plot apartment typologies have been developed specifically to respond to a number of criteria in order to maximise the amenity and quality of the homes being provided. Each apartment building will be planned to incorporate the following:

- An efficient layout which minimises the amount of vertical circulation.
- Be organised to create more family orientated design
- Be generous in terms of their size
- Maximise the amount of natural light
- Provide access to external terraces
- Maximise the surrounding environmental conditions

The apartment buildings are generally designed across cores of no more than 8 units per core, to ensure there are a limited number of apartments surrounding a circulation space. This principle will create a sense of ownership and will generate a greater interaction between residents. Each core has been designed to contain a mix of apartments types and sizes to promote variety. Units within each plot, are specifically placed based on their size and the number of habitable rooms provided.

As the scheme will present spectacular views when looking both into the courtyards as well as out onto the new public realm, it has been essential to place units strategically to achieve these vistas and where possible dual aspect apartments have been provided.

Cores have been designed to maximise the potential for dual aspect units and larger 2 + 3 bed units, with 1 beds and suite units typically located central to each building plan. The number of north-facing single-aspect units proposed is minimal.

The design team has determined a framework of plan typologies that allow the internal planning of each building core to respond to its immediate contextual and environmental conditions.

In addition to the internal planning of the building the success of the apartments will require a range of common areas and circulation routes to sit comfortably together providing a diverse approach to building design, facade layout and ancillary space access to ensure the day to day use of the building is not detrimental to the residential setting.

A range of private spaces associated with the apartments are proposed.

As part of the wider space strategy, the apartment courtyards and car park roof terraces are intentionally well enclosed, clearly defining private amenity space from public. The courtyard spaces are generous enough to receive good lighting levels during the day and enclosed in the centre to offer a sense of security during the evening / night.

The spaces are designated for resident access only. The high levels of natural surveillance allow portions of the spaces to be child friendly and secure. Trees, semi-mature planting and landscape furniture will be strategically positioned, able to offer areas of privacy and shade during the day. Lower level residential units will be provided with extended accessible defensible space, in front of all windows and secondary entrances addressing the proximity of the public realm to the unit.

Landscape Vision

The landscape design for Plots 24 brings forwards the design for a courtyard garden. This garden will be a place that will afford the Plot's residents an attractive amenity space both to use and lookover, while appealing to residents of all ages.

Plots 24 sits within the Royal Wharf development, and is surrounded by streets that are being brought forward through a later detailed application as part of Phase 3's development.

The Role of Landscape For Royal Wharf

The landscape and public realm form a key component of the Royal Wharf development. The aim of the master plan is to create a new, attractive, and vibrant London neighbourhood that will support a new population, focusing on family housing. This aim will be reinforced by the public realm's design.

The public realm's structure has been dictated by the desire to establish a clear hierarchy of streetscapes and individual spaces, located across the master plan and including the market square and Royal Wharf Park.

As a part of this approach the courtyards will contribute to the amenity of the site, providing local spaces for buildings' residents within each courtyard garden.

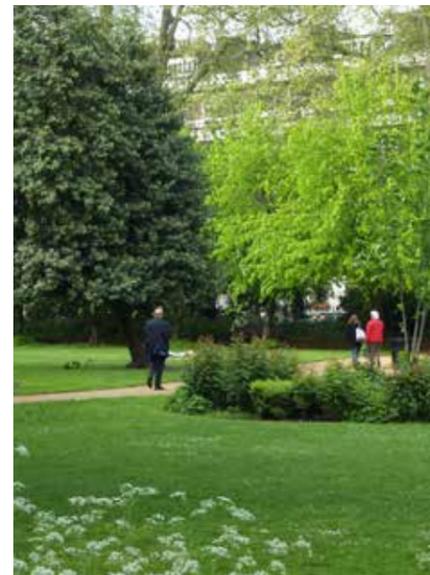
So far, reserved matters submissions have been approved for Phases 1, 2 and much of 3, bringing forwards the delivery of twenty plots and significant areas of the public realm, including the market square, park, and many residential courtyard gardens.

The design developed for Plot 24 responds to the wider proposals being developed as part of the earlier phases, aspiring to create an attractive, residential garden space.





- Family of gardens
- Community kitchen gardens
- Linear gardens along the site boundary
- Gardens with a more varied character to respond to the particulars of the plot shape/ size
- ⋯ Public spaces each with different characters, identities and functions



Gordon Square



Argyle Square



Brunswick Square



Mecklenburgh Square

The Garden Courtyards at Royal Wharf

The gardens at Royal Wharf have been conceived as a family of private spaces, only accessible to the residents of the surrounding buildings. The site wide concept for the development is a modern interpretation of London's traditional residential areas, creating a neighborhood with housing types, streets and spaces that have a familiar palette, hierarchy and function.

The individual plot designs reference London's garden squares, where there is a tradition of creating open spaces, and both public and private 'key holder' gardens, such as those of Mecklenburgh Square Garden. These squares, although varying slightly in layout and content, have a familiar, simple style that people recognise and feel comfortable with. Often, these squares utilise a similar palette of elements - tree planting, shrub and herbaceous planting, lawns, seating, and focal points, and generally include fountains, statues or floral displays.

Through this concept, a family of gardens will be created, each distinct in itself, but also sharing a set of characteristics across all plots. Together this approach will reinforce Royal Wharf's identity as a distinct neighborhood within London.

There are opportunities within the site for alternative approaches where functions are significantly different, such as in the communal kitchen gardens, or where the size or shape is varies, such as the linear gardens along the eastern and western boundaries.

Design Review Process

Plot 24's landscape design was presented to the Design Review Panel (DRP) on the 7th July alongside the architectural design. The following comments were given and have been addressed below, and in the following document:

The lack of any podium within this plot provides an excellent opportunity for landscaping and particularly the introduction of some larger trees, that will benefit both the residents and the public realm to the east where the end of the plot is open

The planting design includes trees alongside the colonnade in a position where their canopies will be able to reach out and be visible from the street.

Within the garden there are a number of trees with a feature cherry tree within the lawn, positioned to create a focal point in spring.

We suggested introducing additional seating arranged so as to encourage community interaction and engender neighbourliness.

In order to realise this, a number of seating spaces are proposed within the garden, such as two picnic benches located along the garden's western edge. Within the garden itself, a series of benches ring the courtyard's lawn overlooking the space and sheltered by the scheme's planting. Sensitive to the risk of foot traffic wearing down the lawn, paving is located beneath these benches. Finally communal seating is located by Building Three's lobby, drawing residents out into the space.

Plot 24 Courtyard Garden

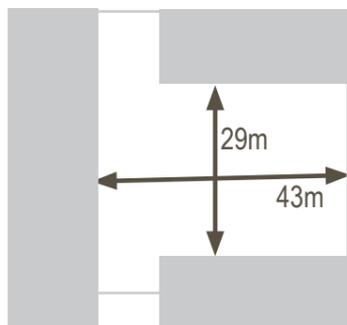
The design of the plot 24 courtyard garden has been developed to create an attractive amenity space for the surrounding residents that can provide a semi-private space away from the public realm. Altogether Plot 24's courtyard garden will provide 1060 m² of communal space for residents, of which 90 m² will be play space.

The space's form is broadly formal, with straight pathways leading through the courtyard and focusing on a large lawn enclosed by planting along its edge. Within the planted courtyard's perimeter are courtyard level terraces, and breakout space for residents to sit and relax.

Terraces

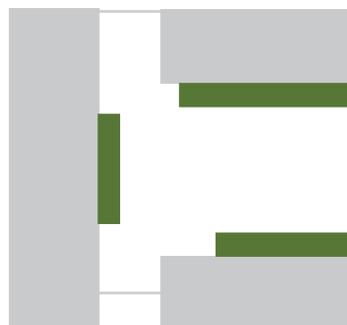
Each apartment at courtyard level will have a private terrace with views out onto the garden. The terraces will be 1.8-2.5 deep, comfortably allowing a table and chairs to be set up, while plantings will create a buffer public and private space.

Dimension



Design + Access Statement

Terraces



Access

The garden will be accessed from a number of entry points around the perimeter, from the building cores, and the garden level apartments.

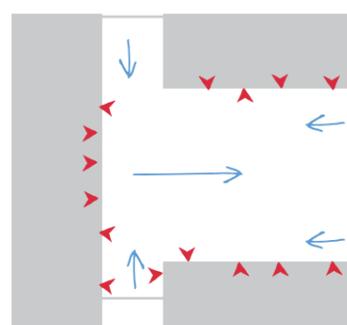
Layout

The layout of the garden is based on a simple form with paths providing connections between the garden entrances and the building foyers. Areas of planting enclose the paths and create a soft perimeter to the garden. There are also informal, secondary paths to lead people through the planting into the central lawn area.

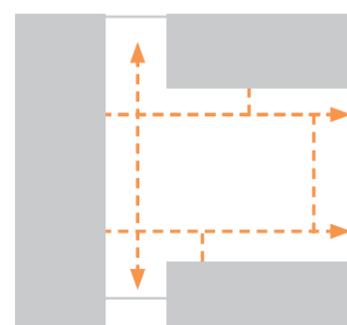
Spaces

The garden's design creates a number of subspaces of varying size. A central lawn provides the focus to the courtyard with pocket spaces created for residents to break out and relax within the garden. An area of picnic tables and chairs will be provided on the western and southern side of the garden.

Access



Layout



allowing residents to gather. A colonnade space has also been provided along the courtyard's eastern edge, directing people to the footpaths that connect the main entrances to the courtyard.

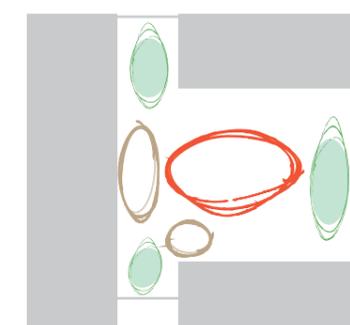
Landform

The garden is largely level across the courtyard, with a subtle dip in the lawn provided to create spaces for laying down within the planting.

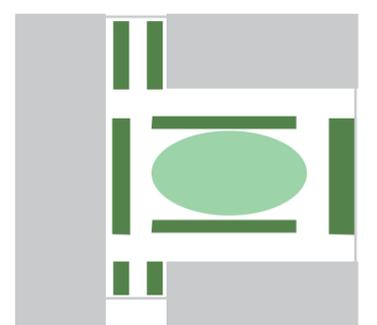
Planting

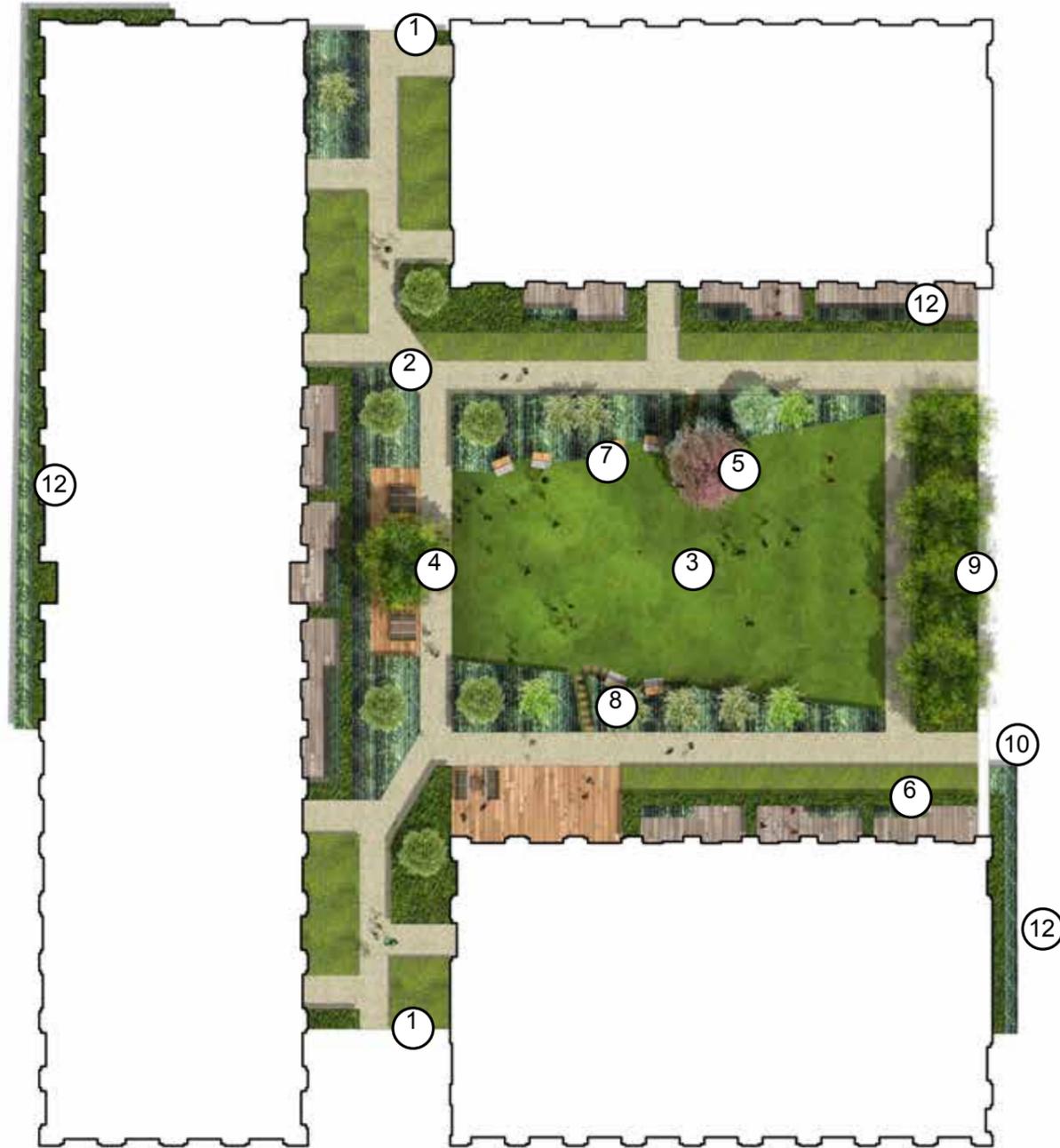
Planting will be used to enclose the central lawn and to create an attractive perimeter, while plantings along the northern and southern entrance draw users in. The lower shrub and herbaceous planting will be complemented by single and multistem trees.

Spaces



Planting





1. Residents entrance
2. Herbaceous planting
3. Lawn planting
4. Pocket space
5. Feature tree planting
6. Hedges
7. Benches
8. Play opportunity
9. Tree planting
10. Colonnade
11. Terraces
12. Defensive planting



Plot 14 Courtyard Garden Master Plan

Axonometric of Plot 24 Garden Courtyards

Feature tree planting

Deck pocket space

Shrub & herbaceous planting

Central lawn

Communal seating areas

Benches

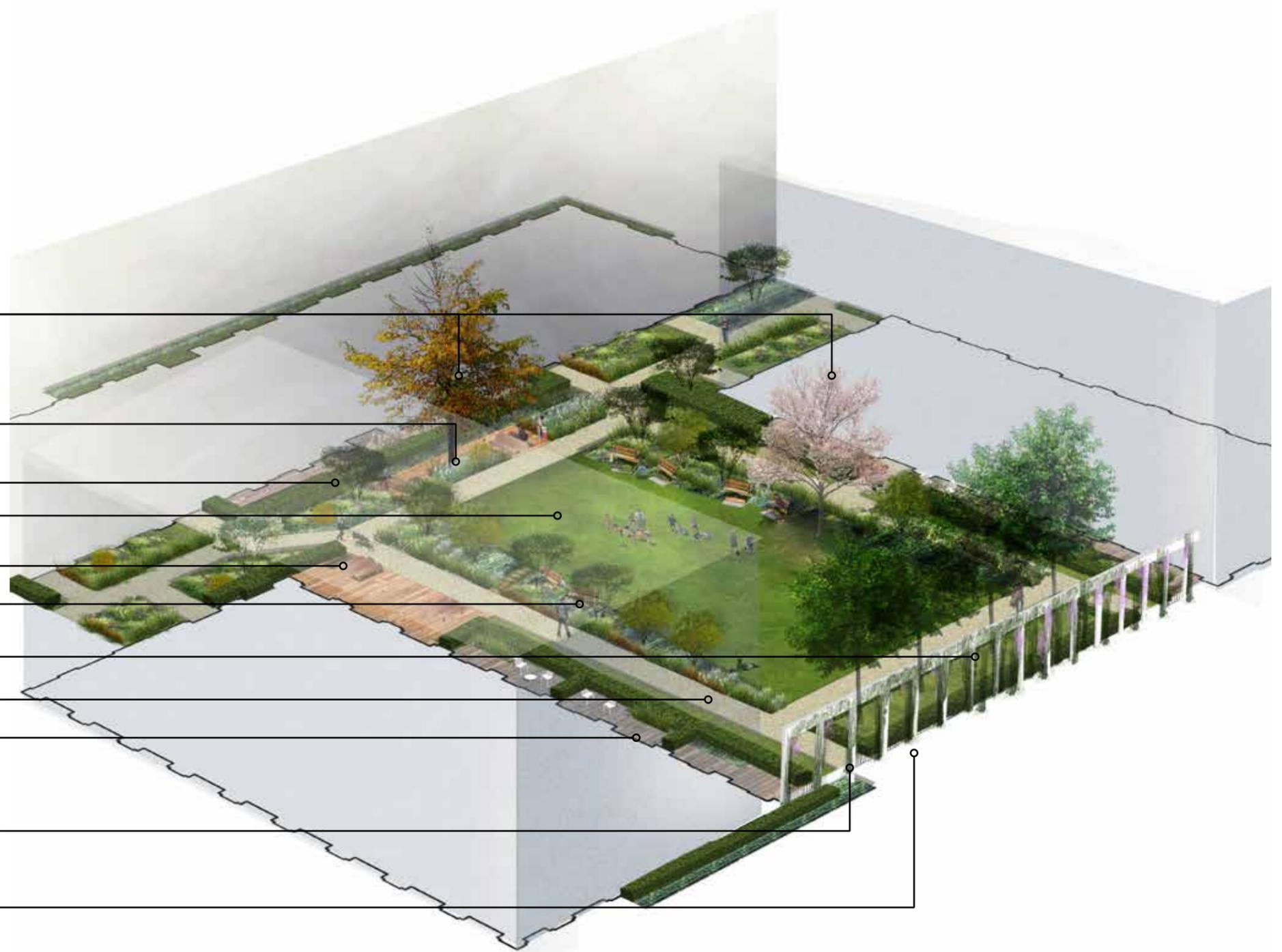
Tree planting in planting border

Resin bound gravel

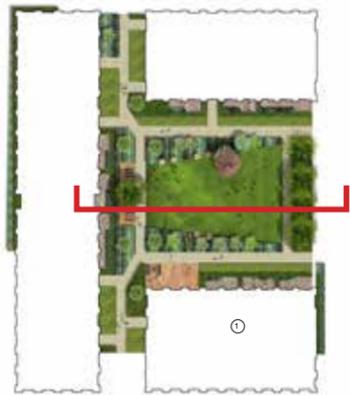
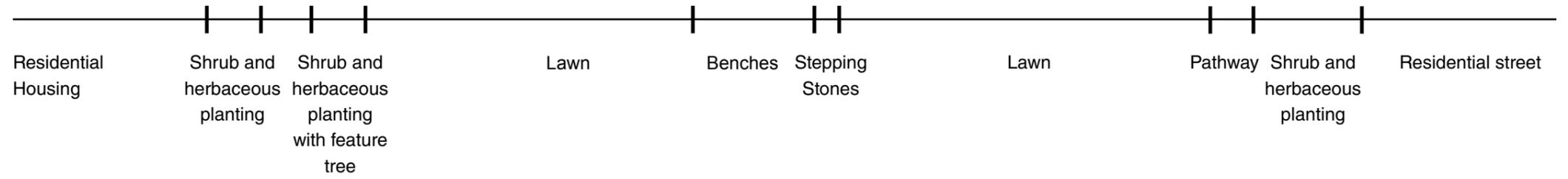
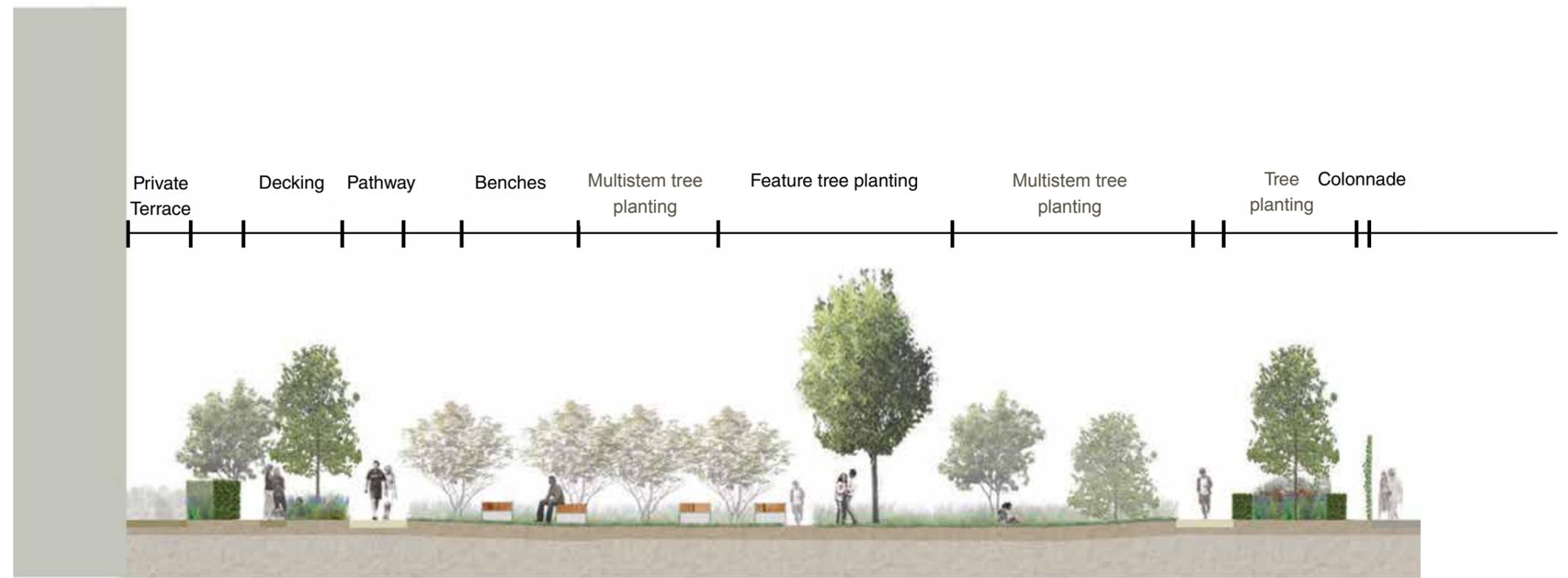
Private terraces

Entrance to garden from the street

Colonnade



Section Through Plot 24 Courtyard Garden



Planting

Plot 24's planting scheme is primarily formal in character. A dense, evergreen border around the terraces creates a buffer between them and the larger courtyard. Within the garden, the planting includes more herbaceous species ensuring year-round interest, while linear hedge planting beside the colonnade define a formal entrance.

A mix of climbing plants will be planted along the colonnade softening and further defining this entrance.

Planting species will include:

Shrubs:

Prunus laurocerasus 'Otto Luyken'
Sarcococca hookeriana var. *humilis*
Ligustrum ovalifolium
Lavandular spp.
Photinia spp.
Rosa 'Kent'

Climbers:

Rosa 'Rambling Rector'
Clematis armandii

Herbaceous:

Bergenia spp.
Nepeta 'Walkers Low'
Geranium spp.
Helleborus spp.
Luzula spp.
Gillenia trifoliata
Persicaria affinis 'Superba'
Tiarella cordifolia
Viburnum opulus



Hedge planting giving definition to the areas of planting



Evergreen planting including polystichum sculeatum and luzula



Bulb planting including Tulips providing seasonal colour



Climbing plants planted along colonnade



Evergreen planting with seasonal flowers such as lavender



Feature planting including Roses

Tree Strategy

Trees in the courtyards will create height within the garden and establish a veil between garden users and residents in the surrounding apartments and houses.

The courtyard garden is located off slab. Due to this the tree pit build-up has been designed at 1200mm soil depth allowing for a mixture of single stem and multi stem trees to be planted.

The tree planting aims to:

- Reinforce the visual character of the gardens and create focal points
- Enhance wildlife habitats in an urban area
- Promote sustainable planting
- Improve local biodiversity by selecting plants with known benefits to local fauna

The trees within Plot 24 have been selected to soften the formal layout. A *Prunus avium* 'Plena' will form the focal point to the central lawn area, providing an attractive blossom display in the spring. *Sorbus aria* alongside the colonnade will grow over the structure and be seen from the street. Finally, a lower level of multi-stemmed trees will enclose the lawn along the northern, southern and western edges, and include *Amerlanchier lamarckii* and *Cercidiphyllum japonicum*.



Betula nigra



Sorbus aria



Prunus avium 'Plena'



Cercidiphyllum japonicum



Amerlanchier lamarckii



Magnolia stellata

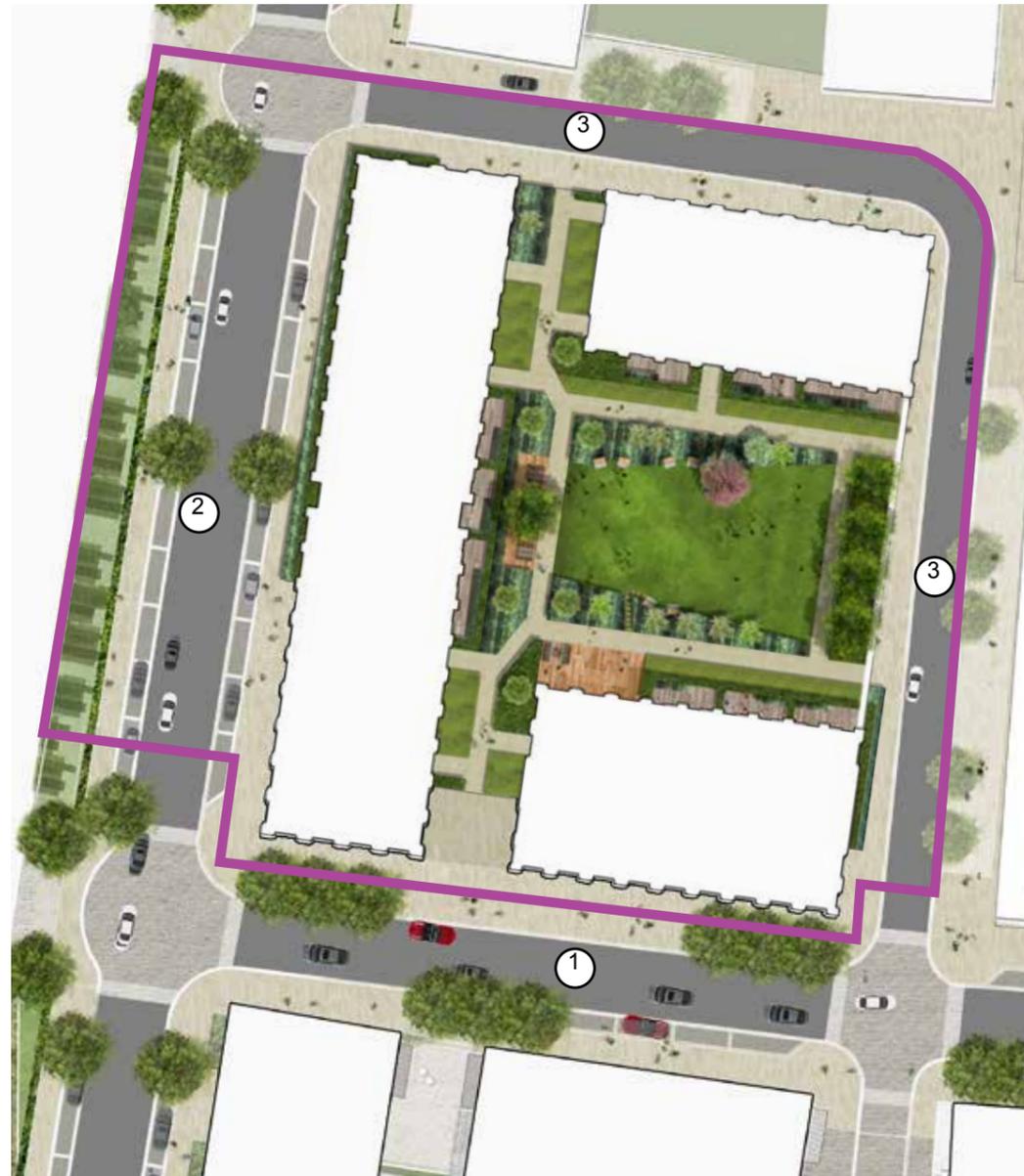
Streetscapes

The streetscape within Phase 3 provides an important link between the Phase 1 and 2 proposals, and allows for potential future development to the west.

The masterplan identified a hierarchy of streets to ensure that a family of streets would be created, enhancing the site's legibility, and promoting the use of a consistent palette of materials and detailing across the site. This hierarchy has been applied in the masterplan to Phase 3 and consists of the following:

- **High Street:** A central street that creates a clear hierarchy and connects through the site.
- **Secondary Streets:** Support movement and access
- **Lanes:** Small lanes or alleys between blocks
- **Mews:** Mews character streets between blocks

The streetscape being brought forward with Plot 24 creates a connection with the perimeter street to the west, the High Steet to the south and the lanes to the north and east.



Master Plan

TYOLOGY OF STREET

1. HIGH STREET



2. SECONDARY STREETS



3. LANES



4. MEWS



Green and Brown Roofs

The green and brown roof strategy is an important part of the environmental mitigation for the development. As such, there are opportunities to incorporate a range of living roofs such as extensive and intensive green roofs, balconies and private roof terraces across the site. These locations were summarised on Parameter Plan 09 for the site wide master plan. The existing site has a strong, post industrial, brownfield character which has informed the recommendation in the Environmental Impact Assessment carried out as part of the outline application, for there to be a split between green and brown roofs of 20% and 80% respectively.

Plot 24 will have brown roofs that will offer a number of environmental benefits:

- Reduced rainwater runoff
- Enhanced roof insulation properties
- Reduction in urban heat island effect
- Enhances roof lifespan by protecting underlying waterproofing system

These brown roofs will seek to utilise recycled material and spoil, which if practical will be sourced from the site. Due to the contaminated nature of the site however this is unlikely. Local wildlife will also be allowed to colonise the roof over a period of time with minimal human intervention.

Biodiversity and Sustainability

Measures to address issues of sustainability are embedded within the principle concept behind the design of the landscape master plan and have been carried through to Plot 24's design.

These principles include:

- Considering from the outset of the design process how the landscape will be managed and maintained in the long term.
- Creating places that are inherently flexible, taking account of climate change's future impacts, and adaptation measures that may need to be adopted in the future.
- Considering the implementation of water management and recycling schemes.

At a detail level this will include:

Materials specification

- Seek to select materials from sustainable sources where fit for their purpose.
- Aim to use locally sourced materials where practicable.
- Examine the potential for retaining and reusing site materials, particularly on the brown roofs across the site.
- Seek to maximise the design life of projects by optimizing the use of durable materials that last longer, reducing the volume of water produced over the developments' life time.

- Consider the use of prefabrication and standardization techniques to minimise waste.
- Examine the use of recycled materials.
- Specify Forest Stewardship Council (FSC) certified timber or timber certified under the Pan European Forest Certification Scheme.
- Seek to install energy efficient components including lighting.

Water Conservation

- Seek to install efficient irrigation.
- Seek to install water efficient products/ features.

Biodiversity

The proximity of the site to London City Airport has given rise to a planning condition that requests that nesting birds are discouraged and that the planting does not provide food sources for birds. Other goals include:

- Contribute to a site wide network of green spaces that connects to existing green spaces in the surrounding areas, forming a network of potential wildlife habitats and green corridors.
- Promote an environment where quality of life and quality of environment are integral to the development.
- Use plantings which are attractive and responsive to the changing seasons.

Play

Locations for play were indicated on the parameter plan as part of the outline submission. These spaces were based on the benchmark scheme and the proposed private, affordable, and social rented properties provisions. These numbers were used to calculate the amount of required play spaces, based on 10 m² per child in accordance with the GLA's supplementary planning guidance on play.

As part of the master plan, the principal was established that doorstep play (for 0-5 year olds) and play for 5-11 year olds would be provided in courtyards and in the public realm, while play provision for those older than 11 years would be within the public realm and parks in particular.

The schedule of accommodation for Plot 24 that is being brought forward in this application has been used to recalculate the required play areas to ensure that there is sufficient provisions across the site, and that they are located in the appropriate locations.

Provision of play within the courtyard is based on the idea of play trails that will link the landscape and play spaces together, creating a series of non-linear play trails. These playable areas will include a combination play elements, including stepping stones, balancing beams, undulating landform, and playable edges and walls, as well as more formal play pieces such as mini-roundabouts and play houses.

Play provision for children older than eleven years will be in the local parks and public realm, which are being brought forwards with the development.

The gardens will not prohibit use by older children, there will be places which they can sit and meet friends, but the spaces in the public realm will provide an opportunity for more lively, active uses.



Play areas identified in Parameter Plan for Plot 24.

Plot 24 Play Calculations

	No of Children	Area (m ²)
Under 5	6	60m ²
5-11 year olds	2	20m ²
12+ year olds	1	10m ²
Total area required		90 m²



- Area of 5-11 Play Provision in the courtyard
- Area of 0-5 Play Provision in the courtyard

Accessibility

The government circular 01/2006 states that local councils should require applicants to submit an Access Statement showing how the principles of inclusive design have been incorporated into the development and how inclusion will be maintained and managed.

The purpose of this statement is to outline the overall approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

The Royal Wharf plot proposals aim to achieve the following with regard to accessible design:

- Maximise access to all parts of the development, its facilities and services for people who are residents, visitors and members of staff regardless of disability;
- To ensure that wherever possible appropriate standards for accessibility can be met at the outset as part of mainstream inclusive design;
- To meet requirements of The Building Regulations Approved Document M – Access to and Use of Buildings, 2004;

- LBN Unitary Development Plan, SPG Access for All;
- Greater London Authority's The London Plan;
- Wheelchair Accessible Housing Design Guide;
- Lifetime Homes Standards, July 2010;
- British Standard BS 8300:2009;
- Requirements and implications of the Equality Act 2010;

While frequently used documents such as Approved Document Part M and BS8300 - Design of Buildings and their Approaches to Meet the Needs of Disabled People provide general advice, other guidance may be more specific. Access standards are in a continuing state of development with no single authoritative document as a source of reference. Instead several separately authored documents have to be referred to.

Additionally planning and legislative policy and access regulations and standards govern the emerging plot design as follows:

Equality Act 2010 [Formerly Disability Discrimination Act 1995]

The developers or others may have ongoing obligations under the Act as landlords and may also have obligations as service providers where they are also providing services to the public. In the main, the Act will apply more to issues of services and information rather than to building design.

Building Regulations Part M (2004) and Part B (2002)

The Building Regulations Approved Document B - Fire Safety, and Approved Document M – Access to and Use of Buildings, 2004 are the only standards directly relevant to access. It is essential to understand that these standards require Building Control approval. The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval confers acceptance that the building meets all reasonable standards in respect of physical access for disabled people with regard to the Equality Act.

British Standard 8300:2009 - Design of Buildings and their Approaches to Meet the Needs of Disabled People.

Where practical and reasonable it is recommended that BS 8300:2009 standards are applied to new buildings. The revised BS 8300: 2009 has been in effect since February 2009.

British Standard 9999:2008

This standard, published 2008, provides guidance for the safe evacuation of disabled people from buildings in an emergency.

Lifetime Homes Standards

The CfSH seeks to ensure that all new housing is built to ‘Lifetime Homes’ standards”

Wheelchair Housing Standards Adapted dwellings

Wheelchair Housing standards set out in the Wheelchair Housing Design Guide (2006) will be met as appropriate.

Adaptable dwellings

Best practice guidance on wheelchair accessible housing represents the standards of the Wheelchair Housing Design Guide (2006) that should be incorporated into dwelling designs from the outset to ensure that they are easily adaptable to meet the full wheelchair housing standards if required.

Where appropriate the inclusive nature and improved accessibility standards of these dwellings is discussed later in this access statement.

Parking

The required provision of accessible car parking spaces to be provided is set by local planning policies as well as the Royal Wharf outline masterplan planning conditions at 10% and will be adhered to.

Inclusive design

Inclusive design is a fundamental aspiration of the plot designs means designing beyond the minimum standards set by regulations.

The design team’s aim is to achieve a high standard of inclusive design and respond to the GLA’s and LBN’s requirements to achieve a socially, as well as a commercially successful development. An access review as part of the submission of the planning application have assisted this aspiration.

There are six overriding approaches to the design of the accommodation for all occupants and any visitors relating to the retail, community and residential buildings:

1 - To ensure that inclusive access is available at each level for occupants and visitors, as well as general public access, and that they can circulate and exit each type of accommodation with ease so that the built design does not present barriers to people with disabilities.

2 - To ensure that there are step free routes to all parts of each building and that passenger lift access is provided between all storeys.

3 - The shell and core will allow for future tenant fit out proposals to include accessible facilities for employees to access and use the back of house ancillary facilities within the retail and community spaces.

4 - To adopt as far as possible a repetitive plan form to facilitate navigation and way finding to essential facilities, for the public and occupants at all levels.

5 - To provide within the development shell and core the opportunity for the individual retail tenants to provide an inclusive environment for their staff and customers as part of their own fit out proposals.

6 - To anticipate emerging standards and public expectation.

If the design deviates from published access guidance and regulations as it progresses then approval will be sought for appropriate alternative arrangements. Such arrangements will be recorded as part of the development process.

Access Audit Approach, Landscaping and External Areas

A plot access audit has been undertaken for the design proposals under the following headings:

- Pedestrian Arrival
- Public Transport Links
- Accessible Parking
- Vehicle Pick-up / Set-down Areas
- Pedestrian Routes Through The Reserved Matters Area
- Landscape Zones

Pedestrian Arrival

The Royal Wharf site is bounded by the River Thames to the south and North Woolwich Road to the north. The principal pedestrian approach is off the North Woolwich Road to the north. The outline and reserved matters areas indicate new streets through the site serving all buildings and providing links through the site between the two nearby DLR stations (Pontoon Dock and West Silvertown).

The approach route to the detailed area of the development is principally from North Woolwich Road with a bus route and DLR stations nearby. The proposed site concept is to define a clear route through the detailed area of the scheme to link Pontoon Dock DLR Station with the new riverside park as well as allowing a potential connection to Thames Barrier Park creating a high street within the scheme off the North Woolwich Road.

Routes from the bus stops and DLR stations to and through the site will be accessible for people unable to use steps including the use of dropped kerbs, tactile paving surfaces where appropriate, adequate lighting and evenly laid surfaces.

New crossings and a landscape scheme are proposed across North Woolwich Road and the design of this area will follow accessible design guidance to ensure easy access for all.

As part of the landscape proposals throughout the detailed area, suitable seating with and without arm and backrests is proposed at suitable intervals to allow resting and accessible play areas are proposed along the routes. The new paved surfaces will be even, firm, slip resistant and provide some visual contrast to assist in wayfinding.

It is proposed that a distinctive building massing, architectural and landscaping features will create distinctive focal points and landmarks that can be used in wayfinding through the scheme. Suitable signage designed to meet good practice guidance including the “Sign Design Guide” will also be provided to supplement landmark features, though this has not been detailed at this early stage.

Public Transport Links

For the detailed area the principal public transport link is the Pontoon Dock DLR station which has lift access from street to platform level. North Woolwich Road is also served by the 24 hour accessible bus route 474 which links Canning Town through to City Airport or through to Manor House.

While not confirmed at this early stage, consideration is being given to extending the bus route to travel through the scheme with designated stops en route. This potential new route through the site is in addition to the new bus stops being generated along North Woolwich Road.

Accessible Parking

Vehicles may enter the site from North Woolwich road to the north at a number of locations. The general concept for parking at Royal Wharf is to provide all accessible residential parking adjacent to the house or residential core, which assists disabled people requiring parking close to their residence or block entrance.

Parking is provided at a maximum of 50% for apartments and at 1:1 for houses. Some parking bays will be designed so that they can be easily allocated or converted to accessible parking bays for disabled people as need arises and capable of enlargement to meet the Lifetime Homes Standard.

Most of the car parking is located in basement and undercroft areas in order to free up landscape areas at ground level. However some parking bays are provided at ground level also.

On-street parking is seen as an essential feature of the site above ground in order to create a lively animation to the newly created streets. This also serves to provide useful accessible parking and drop off facility for residential,

commercial and retail facilities on the scheme without the need to overcome level changes from basement level parking in some areas. On-street, designated parking is located off the main thoroughfares and where provided basement and undercroft level parking is provided for the apartments with direct access into the communal residential areas above provided by lift and stairs.

Vehicle Pick-up / Set-down Areas

Marked pick-up and drop-off areas are provided at a variety of locations around the scheme to serve each building, though the streetscape will be such that short-term drop-off and pick-up will be possible in many more areas without obstructing traffic flow or pedestrian routes. The marked areas will be recessed off the main vehicle routes and where there is a kerb level difference on approach to buildings, suitable dropped kerbs will be provided to gain access to and from the drop-off area.

This facility will be carefully managed and controlled. The client team will be managing the site and the parking strategy, including pick-up and set down, will be an integral and important part of the site wide strategy as will be the management of all external spaces.

Pedestrian Routes Through The Reserved Matters Area

The scheme is largely level or has a shallow gradient throughout with the intention that there is step free accessible access between all buildings and landscaped recreational areas. Generally gradients across the site are shallower than 1:60, though where gradients are steeper they are the shallowest possible gradient and typically have a level resting area for every 500mm vertical level change following good practice guidance.

Due to the existing topography of the site, the need to achieve the EA flood level as soon as possible within the scheme and the desire to maintain level routes along the facades of the buildings for accessible entry, the pedestrian priority area in the northern approach to the scheme from North Woolwich Road has unavoidable gradients of 1:25. This is set into the landscape and as stated above there are substantial level areas for resting.

A hierarchy of streets is proposed ranging from larger scale high street environments through streets and lanes to residential only mews streets. The high street and street will have a 100mm kerb level change between vehicle area and the pedestrian areas. This will have suitable dropped kerbs where appropriate at crossing points and access points to on-street parking areas.

Where pavements are created adjacent to the buildings, these are as wide as possible, aiming for a clear width of no less than 1800mm to allow two wheelchair users to pass. This may be reduced in some isolated areas but for short distances only, and in no circumstances will the width fall below 1200mm.

The quieter Lanes and mews will be kerb-free areas with the intention that they are shared between pedestrians, cycles and vehicles, though will be designed to be principally pedestrian. Traffic will be minimal in these areas though various features are proposed to maintain a safe environment for pedestrians.

The need for a “safe zone” forms part of the current thinking for shared surfaces and aims to provide a zone within which pedestrians can feel safer while having the benefit of step free access to any area of the mews or lane.

The safe zone at the outer edges of the lanes and mews will be defined using street furniture, tree planting and lighting posts aligned to create differentiation and a sense to the pedestrian they are in a “safe area”

The outer zones will also be a contrasting tone, have a differing grade of paving and possible contrasting feature band of paving to help create some definition between the vehicle and pedestrian areas while assisting drivers in remaining within the central zone. Consideration may also be given to a low chamfered kerb which will give some indication to people with visual impairments while not impeding wheelchair users or causing a trip hazard.

In some locations, contrasting textures and colours of paving may be specified to help indicate a suggested crossing point. This will assist in wayfinding but also alert drivers to the likely presence of pedestrians crossing at certain points.

Paving surfaces will be smooth, even and well laid to avoid tripping. Uneven cobbles are not proposed. Street furniture will be grouped or aligned wherever possible to avoid obstructing routes.

Seating will be provided along routes and within landscaped areas at suitable intervals to allow people to rest regularly if required. Wherever there is a grouping of external seats, some will be specified with arm and back rests.

The use of tree grilles will be avoided and slots for drainage will have heel guards incorporated which will prevent the trapping of heels, wheels or walking aids.

Bollards will be avoided wherever possible, though where used, these will be a minimum 1000 – 1200mm high and clearly visible by contrasting the background or having a visible contrasting band so that it is visible in a variety of weather and lighting conditions. No bollards will be linked by chains or ropes.

Landscape Zones

Throughout the whole site, there will be several identified landscaped areas to include grass and hard surface recreational space including play, nature, seating, culture, formal landscape and outdoor eating opportunities.

Among other advantages, this approach provides clear features to assist in wayfinding and orientation to and around the site. Distinctive areas around the plots include the high street, riverside walk and urban squares. These comprise hard landscaped piazza, small grassed areas and tree planting to be used flexibly for a range of retail, arts and community events,

plus a variety of informal grass recreational areas between the buildings for residents use. The urban squares will be level or have suitably shallow gradients with resting spaces and have firm, evenly laid surfacing suitable for wheelchair users. Junctions with other paving and grass surfaces will be flush to allow access throughout.

Children's "doorstep" play areas are proposed throughout the scheme. It is proposed that the surfacing will be firm safety surfacing with flush junctions where this joins the paving surfaces to ensure it is accessible for everyone and does not present a trip hazard. At detailed development stages it will be ensured that play equipment is inclusive.

Informal grass recreational areas will have level or shallow gradient paths though them which will be at least 1800mm side to allow two wheelchair users to pass.

Access Audit Buildings

Plot buildings are principally residential, though at ground floor level there are some mixed use units which may be retail, restaurant, arts, community or other uses as required.

Residential Buildings

The residential accommodation includes a variety of types from houses, to apartments of a range of sizes. The two principal types are apartments and terraced houses. The apartments are generally on one level and houses are a range of bedrooms located on ground up to 4th floor.

Residential Standards

Apartments are generally located at upper floors above multi-use accommodation, though some are located at a raised ground level. All units are accessed by stairs and lift. Terraced houses are accessed at ground level with flush thresholds. Basement and undercroft car parking for the residences is accessed via a dedicated core. Surface parking is provided throughout the site should level access be required.

Dwellings are designed to meet the requirements of the Building Regulations Part M (section for dwellings) as a minimum standard. In addition, in keeping with London Borough of Newham Planning requirements and the London Plan, all dwellings will also be designed to the Lifetime Homes Standards.

Within the detailed area, the scheme has been designed so that at least 10% of the units in each plot are fully wheelchair accessible, or have the space standards to allow easy adaptation to be fully wheelchair accessible, following guidance in the GLA Wheelchair Housing Design Guide. The provision of wheelchair accessible units includes a range of unit sizes, and as far as possible, a range of aspects.

It should be noted that all residential units are generously sized beyond minimum Lifetime Homes Standard in many cases so that the possibility of adapting more units to be more accessible is possible.

Residential Entrances and Common Parts

All upper floor apartments are accessed via the shared residential entrance lobbies which are accessible at grade directly from ground level. Raised ground floor units will also use the shared entrance areas and a lift and stair will overcome the internal level change within the lobby.

All common areas and dwelling units have been designed to meet AD M guidance for dwellings and the Lifetime Homes Standards. Level access, adequate clear opening door widths and suitable circulation space is provided for wheelchair users and other disabled people to refuse areas though it is recognised that management policies and procedures may still be required for some disabled residents.

Vertical Circulation

There are staircase and accessible lift access provisions to all residential levels. The stairs have risers of no greater than 170mm and goings no less than 250mm with continuous handrails to both sides which extend at least 300mm top and bottom of flights. The rail profile will be approximately 45mm with fixings that allow a continuous flow of the hand. Each step will be clearly visible by having suitable contrasting integral nosings and stairs will be well lit.

All lifts, serving residential floors will be specified to exceed Lifetime Homes

Standard guidance as most lift cars are 1100mm wide and 2100mm deep and all meet or exceed the minimum 1100mm by 1400mm requirement. All features of the lift will be specified to meet Lifetime Homes and other good practice access guidance, including tactile and contrasting controls at 900 – 1200mm, visual and voice announcement, support rail to available walls, contrast between floor and wall surfaces, non-reflective materials and an alarm intercom system suitable for people with hearing impairments.

At each floor level, there will be a suitable sign on the landing visible when using the stair or the lift to indicate the floor reached.

Lifetime Homes Standard & Building Regulations Part M

All dwellings will be designed to meet minimum AD M requirements and Lifetime Homes Standard (LTH). Features will include:

- Suitable circulation widths which generally exceed LTH guidance;
- Suitable internal door opening clear widths of 750 - 800mm relating to corridor width;
- Suitable dwelling entrance opening width of 800mm clear;
- Level entry and flush thresholds to gardens and roof terraces;

- All units will have a suitable living area at entry level (in terrace houses this may be a dining area which can be converted to a living area if required);
- Suitable WC facilities at entry level with floor shower drain facility;
- Adequate manoeuvre space in habitable rooms including 1500mm turning circles, 1200mm clear space in front of kitchen units and generous clearance round all beds in all bedrooms which exceeds LTH guidance.

There will be the ability for adaptation including reinforced walls for grab rails, accessible detailed elements such as lever ironmongery and adequate positioning of switches and controls.

Wheelchair Accessible Units

Wheelchair accessibility has been achieved in 10% of the detailed area units in each plot across the unit mix by providing units that have adequate spatial and structural provision so that easy adaptation by through fixtures and fittings can be achieved to suit the resident's preference.

These units have been designed following the Greater London Authority

"Wheelchair Accessible Housing - Best Practice Guidance" document (2008).

Features incorporated include:

- Level circulation;
- Adequate clear opening widths of 800mm to all doors and circulation areas;
- Consideration given to wheelchair charging and storage;
- Adequate manoeuvre space in all rooms including bedrooms;
- Suitable sanitary facilities with a full 1500mm wheelchair turning space.

Multi-Use Units

There are several units proposed for the detailed area which are multi-use and may include café, retail unit, community, culture and the arts uses. These are located at ground floor level at grade.

The internal fit-out of these units does not fall under the scope of this report as the units will be occupied by service providers who are likely to have duties under the Equality Act 2010 relating to provision of goods and services and relating to employment.

The unit shells will be designed to enable the tenants to meet their duties

under the Equality Act for their customers and employees by maximising access as far as is practicably possible.

The detailed design has not been carried out at this early stage though features to be incorporated include:

- Level entrances with suitable flush entry mat provision;
- Suitable entrance door opening widths;
- Clear markings to glazed screens and doors;
- Provision of services to facilitate the addition of accessible toilet facilities;
- Accessible internal circulation;
- Cabling to accommodate entry controls set at appropriate heights.

Adaptability / Livability

A key aspiration of each plot design is to provide high quality family accommodation through designing for the needs of families when they move into this exciting new area of London and to allow families to grow in the area and their new homes without having to move out. Therefore buildings and spaces must be fit for current purpose and adaptable to change to accommodate future occupancy needs and technologies.

Adaptability and livability are two key characteristics fundamental to the design philosophy of the scheme. The design of the each of the new buildings, with particular emphasis on the family dwellings will accommodate where possible the following criteria to ensure the buildings remain suitable for use for years to come:

- Secure private gardens
- Access to secure toddlers play area
- Natural daylight lighting each room
- Compliance to Lifetime homes standards
- Wheelchair accessibility standards built in from day one
- National Housing Federation space standards
- Secure bike storage
- Home office space
- Internet delivery spaces
- Passive surveillance

Community

The creation of a strong and coherent community identity is central to the success of the new development and will rely on careful consideration of the following criteria:

- Hierarchy of clearly identifiable community spaces – private/semi-private through to public areas
- Secure by design principles organically integrated into the design
- Local retail facilities
- Coherent design and material use
- Range of house types and apartment sizes
- Community consultation processes informing key design decisions

Community involvement needs to be encouraged to ensure that initiatives are maintained and built-upon, and to assist in spreading positive influences into the wider community beyond. To achieve a safe and secure development, key factors need to be considered as an integral part of the overall design concept.

Examples of these principles are as follows:

- Natural Surveillance- Street Ownership
- Community facilities
- Quality of Design and Materials
- Coherent Well Lit Public Realm
- Safe Secure Well Lit Car Parking

The development responds to the need of a varied community by providing a range of housing types and tenures as well as being located near existing and proposed schools and other community facilities.

Security

To achieve a safe and secure development, key factors need to be considered as an integral part of the overall design concept. Examples of these principles are as follows:

- Natural Surveillance- Street Ownership
- Community
- Quality of Design and Materials
- Coherent Well Lit Public Realm
- Safe Secure Well Lit Car Parking

Movement and surveillance across the site is vital in promoting activity and life within the development. Careful street design and lighting to the approach of the building and the avoidance of concealed areas will promote a thriving community that feels free to enjoy the public and private domain safely.

Secure by design principles have been observed and development of the scheme with the police liaison officer is proposed at the next stage of detailed design to ensure a safe and secure environment is created.

Residential Design Standards

Plot designs have been developed in line with the following design guidance documents. The list below represents a proportion of residential design standards and does not preclude compliance to specific standards in relation to tenure or land use class. Specific compliance to individual standards has been listed in bold below.

Design standards referenced:

- Homes and Communities Agency Design and Quality Standards
- Homes and Communities Agency Housing Quality Indicators
- Code for Sustainable Homes (CfSH)
- Lifetime Homes (July 2010)
- BRE Wheelchair Housing Design Guide (2006)
- Secure By Design
- Manual for Streets Department for Transport
- Standards and Quality in Development – National Housing Federation
- Building for Life
- Interim London Housing Design Guide

Sustainability

Environmental sustainability should be at the heart of good design and should be maximised by taking a holistic view of sustainability in terms of energy consumption, carbon emissions and running costs throughout the life of the development. Planning development to reduce demand on energy use in terms of heating and power, transportation and food and waste is the primary route to environmental sustainability.

Our approach to creating sustainable communities develops from gaining an understanding of local context and the character of neighbouring existing communities. At the Royal Docks it is important that we not only create a balanced and long term new community but also that it reinforces and strengthens the communities that it is located within. To achieve this it is important that we take a wider view of the site, reaching beyond partners ownerships to make sure we provide the facilities that provide local retail, housing and work requirements for this new part of the city.

A development must be capable of meeting the social, environmental and economic needs of the community it serves both in the present and for future generations.

We recognise the future needs for developments to be sustainable, responsible and integrated together with an increasing need for the implementation of Low or Zero Carbon Technologies that require active rather than transient communities. The opportunities available with Royal Wharf are unique as the project allows the potential to develop crucial issues and provide housing in close proximity to the city and due to its location is able to integrate with existing facilities and transport networks. As city living identifies measures such as prioritising the pedestrian and cycle usage over the car it allows the promotion of active streets, neighbouring squares and city parks.

Careful site analysis has been undertaken and all the opportunities and options available to produce an environmentally sustainable development have been considered. An understanding is required of the inter-relatedness of all these factors to develop a set of solutions which work on all levels.

There are a number of significant key environmental benefits which will be included in the design. The site has a variety of excellent public transport connections to offer alternatives to private car use for business and recreational purposes. Specification of recycled / recyclable materials where possible will reduce embodied energy. Specification of locally sourced construction materials where possible will reduce transport related carbon emissions. South facing living accommodation allows maximum beneficial ingress of natural light.

Energy efficiency in the buildings is controlled through a combination of the architecture, technical systems, construction and the behavior of the occupier. We believe that simple solutions which do not rely on complex technology control systems are likely to be most effective in residential design. Our team recognise that the energy use in the buildings is only a small part of the total sustainability equation and that a significant factor will be how the development responds to and influences the lifestyle choices of the community who live and work in it.

Residential units within the Royal Wharf masterplan will achieve Code for Sustainable Homes Level 4.

Site Management Strategy

To ensure Royal Wharf achieves and retains the quality aspirations set as the vision for this unique site, the site wide strategic management strategy is an essential part of the detailed design.

The site will be managed by a dedicated on site management company, allowing a very high level of facilities to be maintained both for Royal Wharf residents as well as visitors. The site Estates and Management team start work early in the life of the project to ensure all management issues are adequately addressed in the development of the design.

The site Estates and Management team (EMT) will be responsible for the set-up and operation of all matters relating to the development and will pro-actively co-ordinate the servicing of the estate, the buildings and individual households as required. They will maintain the public realm, provide a level of security for the residents of the development, assist residents with deliveries and generally guarantee the upkeep of Royal Wharf.

The extent of the services will be considerable and a brief summary of services have been listed below. Although not exhaustive, this list is indicative of the array of facilities that the team at Royal Wharf be able to offer. Further considerations would include long term maintenance, such as redecoration and resurfacing of accessways.

Proposed Services:

- Handyman & Yardman
- Residential Parking Management Service
- Maintenance of Landscaping (Shared and Public)
- Maintenance of Vehicle Gates
- Maintenance of playground facilities
- Health & Safety
- Internal Common Area Cleaning
- Refuse Store Cleaning
- Communal Window Cleaning
- Maintenance of Fire Protection Equipment
- Maintenance of Door Entry Systems
- Maintenance of Communal TV System
- Maintenance of Water Booster Pumps

Estate Management

To manage a scheme of this size effectively and to ensure the need and expectations of residents are met, it will require a permanent site based management team.

This will mean the appointment of an Estates and Management (EMT) team specific for Royal Wharf. The role of the EMT would be the first point of contact for all issues arising on site from lessees, tenants, RSL, Commercial premises, staff, visitors and developer. The EMT would be overall responsible for the provision of all services, the supervision of all contractors on site, ensuring minor repairs are dealt with, ensuring the plant and facilities on site are maintained appropriately; and needs to be flexible enough to deal with any issues relating to the site, no matter where the source is.

In addition, the scheme will have a 24 hour front of house concierge from which all day-to-day operations will be managed from this base and for example the concierge can take delivery of parcels and dry cleaning on behalf of the residents.

Building Maintenance

The EMT will be responsible for organising the maintenance to the block(s) as follows:

- Arrange for each block to have cleaners appointed to ensure that the overall appearance of the internal communal areas is kept to a high standard.
- To assist with all repairs of a minor nature, the development would have a dedicated handyman to carry out these small works. Larger repairs would require the use of specially appointed contractors who would be sourced by the EMT. There will be an element of routine maintenance such as fire alarm testing etc., which would be the responsibility of the handyman under the supervision of the EMT.
- The window cleaning regime for the communal / apartment windows will be arranged via the on site EMT. They would utilise in built systems to ensure access is achieved and that windows are cleaned safely.

Landscape Maintenance

The EMT will also be responsible for maintaining the landscaping around each of the buildings and would apply equally to the green / brown roof areas that are open to resident access.

Play Area Maintenance

The EMT will also ensure the play areas available for residents and the wider community will be safe and secure areas for children to interact and play. This will include it being fully inspected by ROSPA on an annual basis and supported by a written report. Any remedial works noted as being required to the playground facilities will be organised by the EMT.

Facade Management Strategy - Medium Rise Mansion Blocks

Cleaning of communal windows is to be carried out routinely by the site wide management company by means of an approved cleaning system. Cleaning of the glazing and facade sections will normally be achieved using a proprietary water fed pole system and maintained using mobile access equipment. Access to upper floors can be achieved by use of a cherry picker or similar lifting device. This strategy will be further detailed during the construction phase of the plot design process.

Service Deliveries

The requirements for servicing both the residential and commercial uses within each Royal Wharf detailed plot have been carefully considered to ensure that the building functions efficiently with minimum impact on the public realm.

Service vehicles will be able to use designated drop-off areas accessed of all principal vehicular routes as well as having access to the site concierge and EMT offices.

Waste Management Strategy

The site wide refuse collection strategy is applicable to every residential unit and subject to detailed agreement with the local authority, is as follows:

- Residents take domestic waste from the apartment to allocated refuse stores located in the basement
- Each building has its own allocated refuse store, in close proximity to the residential core
- Each refuse store has a calculated refuse capacity based on the predicted occupancy level of each apartment this will include provision for household garbage and recyclables
- Each courtyard block has an allocated waste presentation area at ground level accessed from one of the internal streets
- Periodically refuse bins are decanted from the basement stores (where present in the plot design) and placed in the waste presentation areas at ground level. The site management company in coordination with the local authority scheduled waste collections manages this process
- Local authority waste collection services remove refuse from waste presentation areas upon scheduled collection days
- The EMT removes all empty bins and transports them back to the basement refuse stores

Commercial waste will be dealt with by the tenant of each commercial unit and in accordance with BREEAM and the local authorities requirements.

Commercial waste stores are anticipated and have indicatively been designed with direct access from the retail / commercial unit, as well (where appropriate) with rear access onto side streets.

Landscape Management

Appropriate public realm management and maintenance is vital to the success of the public realm. Even the best-designed spaces need to be cared for and inappropriate behaviour needs an effective response. The designs should foster perceptions of safety and a degree of self-regulation of behaviour through encouraging active, positive uses by a diverse mix of users, while offering specific places for young people to meet.

The management of the public realm will be undertaken by a private management company for all areas within the site boundary excluding private amenity space such as terraces and balconies. The planting strip forming the boundary between the private and public realm will be maintained by the management company.

The following key factors will need to be addressed in order to sustain a high quality public realm:

- Cleanliness
- Safety and Security
- Repair and Replacement
- Horticultural Health

Cleanliness

Cleanliness is the principle indication of the quality of management of the public realm. As such, the perceived success of the development will be significantly affected by the effectiveness of the procedures established for regular pavement cleaning, litter picking, and the removal of graffiti, bill posters and chewing gum. The strategy will be applied to all elements of the scheme from roads, pedestrian paving, street furniture, drains and planting beds.

Safety and Security

A safe environment is one that is accessible to all. As well as adopting 'Secured by Design' principles in the design of the streets and spaces, long term management and maintenance of the development will be required. Well looked after places are less likely to suffer from crime as they are more likely to be visited or used, with the premise that more 'eyes on the street' will deter anti-social behaviour. Landscaping will enable clear visibility along routes with trees being clear stemmed to approximately 2.5-3 metres.

Repair and Replacement

The need for repair and replacement of finishes will be mitigated by the use of appropriate and durable materials. Nevertheless, in the long term a degree of maintenance and replacement is unavoidable. In order to ensure that the public realm remains safe and in good condition, all worn-out, damaged and broken elements will be promptly repaired or replaced. In the short term this will be carried out within the clearly defined defects liability periods of the various contractors who installed the work. The longer term solution will form part of the management plan. Vigilant and regular monitoring of every aspect of the scheme will ensure that all remedial work is carried out in a timely and thorough fashion.

Horticultural Health

The health and general condition of planted areas including trees, shrubs, perennial plants and lawns is clearly indicative of the level of care and attention a place receives. Planting, including any replacements to dead or dying material, will be maintained in accordance with a Landscape Maintenance Specification, the submission and approval of which could be controlled by the imposition of a suitably worded planning condition.

Royal Wharf aspires to be the best solution for Newham. The masterplan and plot proposals presented in this document are a product of a long, in depth and considered design process undertaken with consultation and co-operation with the London Borough of Newham, the Greater London Authority and the London Thames Gateway Development Corporation. This process has informed and matured the framework for development proposed within the scheme and has resulted in a design authored by many hands.

The success of the scheme will be measured by the quality of the built environment it produces. It is hoped that the enclosed designs and their supporting technical drawings contribute to the transformation of this key site into a unique and exceptional place where many people enjoy living, working and playing for generations to come.

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